

ACC

AC 242/TN.4

10000/148/2323

ROAD TR

JAN, 1944-

0957

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

10000/143/2323

ROAD TRANSPORT- SICILY

JAN. 1944 - JUL. 1945

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC/Tn/76/40

Date : July 11th 44

TO : HQ. Region I (atten. 1st Lt. I.M. Calvanese)

SUBJECT : Road haulage transport

1. Receipt is acknowledge of your letters RTC 537 dated 4 Jply, Regional Legal Officer's letters RLE 013.07/PLV with your endorsement dated 30 June, and RTC 349.1 dated 2 July.
2. All this correspondence has been forwarded to Lt.Col. Bordass who is on temporary duty with HQ Region IV.
3. It appears from your report that the road haulage scheme is working out well in your Region, and this Sub-Commission still awaits the decree by the Italian Government on the control of all civilian haulage.

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

CPH

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

Comm. Incl. Transp.
04624
IMC/mm

76/39 5 July 1944

Subject: I.N.T. Region I.

To : Transportation Sub - Commission
Att: Lt. Col. Bordass.

Rf RTC/SSI

1. Herewith attached order of I.N.T. new scheme of operation.

C.P. Bolick
C.P. BOLICK
Lt. Col., F.A.
Regional Engineer

1 Incls:

Incl. 1 - Tariff Schedule.

File 76

717

7 July 1944

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

IMC/MM

1 July 1944

In reply
refer to: RTC 551

Subject: Standard Tariff Rates Region I Adopted by I.N.T.

To : Provincial Commissioners
Division Chiefs.

1. The attached Standard Tariff Rates for road haulage subsequently to be made law in all liberated Italy, now under Italian Government, will become effective for I.N.T. transport in Region I, as of 1 July 1944.

2. Charges will be made therefore for all goods transported on A.C.C. vehicles, operated by I.N.T., at the established tariff rates.

3. In consequence, A.C.C. goods will also be carried at the established tariff rates and there will be no free movement of any A.C.C. goods.

4. All A.C.C. vehicles will be driven by I.N.T. employees; fueling will be the responsibility of I.N.T.

5. All outstanding contracts will be terminated by 1 July 1944

6. Trucks in Communes will in the future no longer operate under existing arrangements; they will comply with the Standard Tariff Rates whenever it is necessary to furnish transport for communal needs.

7. Provisions have been made with the Consorzio Agrario

To : Provincial
Division Chiefs.

1. The attached Standard Tariff Rates for road haulage subsequently to be made law in all liberated Italy, now under Italian Government, will become effective for I.N.T. transport in Region I, as of 1 July 1944.

2. Charges will be made therefore for all goods transported on A.C.C. vehicles, operated by I.N.T., at the established tariff rates.

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5. All outstanding contracts will be terminated by 1 July

1944

6. Trucks in Communes will in the future no longer operate under existing arrangements; they will comply with the Standard Tariff Rates whenever it is necessary to furnish transport for communal needs.

7. Provisions have been made with the Consorzio Agrario Compartmentale to assure haulage of cereals to and from the grain del popolo.

A.H. HANCOCK
Colonel
Regional Commissioner.

Copies to:

- 1 - Transportation Sub-Commission
- 2 - I.N.T.
- 3 - Alto Commissario.

DRAFT OF THE MINISTERIAL DECREE

SINGLE RATE FOR THE TRANSPORT OF GOODS ON ROADS BY AUTOVEHICLES

THE MINISTRY OF INDUSTRY, COMMERCE AND LABOR
IN AGREEMENT WITH
THE MINISTER OF COMMUNICATIONS

Having seen the Ministerial Decree of June 27, 1942 which fixes the amounts for the transport of goods on roads by autovehicles. Believing it necessary to make adequate the said amounts for the contingent situation.

DECREES:

The payments for the transportation of goods with autovehicles cannot exceed those indicated by the attached rates and regulations of application.

The present decree goes into effect on the day of its publication in the Official Gazette of the Kingdom.

Date.....

THE MINISTER OF INDUSTRY, COMMERCE
AND LABOR

THE MINISTER OF
COMMUNICATIONS.

REGULATIONS OF APPLICATION

1. The amounts of the rates to be applied according to the preceding tables are intended for:

Heavy autotrains which carry more than 90 qts.

Medium auto trains which carry up to 90 qts.

Heavy trucks which carry more than 40 qts.

Medium trucks which carry more than 20 qts., but not more than 40 qts.

Light trucks which carry up to 20 qts.

Motocars, autovehicles with three wheels which carry up to 10 qts. and similar types which carry more and in

circulation by special permission. Vans and motorcycles for the transport of goods up to 3.5. qts.

By autotrain is meant the autovehicle is composed jointly of the pulling truck and trailer, by the truck is meant the autovehicle composed of only the pulling truck, and finally by the term motorvehicle is meant separately the autotrain and the truck.

By suitable load is meant that which is indicated in the circulation booklet and only to this will reference be made in order to classify the motorvehicle and to calculate the amount to be paid for the transport.

2. The rates in Table 11 are applied when a motorvehicle is engaged by the contractor with explicit agreement for the entire day of height hours provided that the entire trip covers the maximum of 50 Km. in all other cases those of Table 1 will apply.

3. When the nature of the goods and other reasons do not permit to utilize the entire suitable load of the motorvehicle, or if the capacity of the motorvehicles is used to the maximum with a load of voluminous material, whatever the corresponding weight be, the rates according to the preceding tables shall be calculated on the entire suitable load of the said motorvehicle.

4. Fractions of kilometers must be carried to the next whole number; that is, to say, they are considered as one kilometer.

5. The distance traveled is calculated by computing the Kilometers, by shortest route, between the garage of the motorvehicle and the place of unloading of the transported goods; vice versa for the return trip.

By the shortest route is meant that which includes the peripheral routes and/or the eventual necessary deviations.

6. For the return trip empty there is applied the rate reduced by 40%.

7. When the same motorvehicle transports goods belonging to more than one contractor, with different destinations on the same run, the amount to be paid to the carrier shall be calculated on the basis of the entire run and the suitable load of the motorvehicle, taking into consideration the eventual return of the empty vehicle. Said sum shall be divided in proportion to the number of quintals-kilometers for each client for which goods have been transported.

8. The rates found in the attached tables include the necessary loss of time in the loading and unloading operations, which must be completed in the maximum time of 20 qts. per hour for the autotrans and 40 qts. per hour for the other motorvehicles. for every half hour in excess the user must pay:

- L. 130 for heavy autotrans.
- L. 85 for medium autotrans.
- L. 70 for heavy trucks.
- L. 40 for medium trucks.
- L. 25 for light trucks.

76

9. The duration of the service must be calculated from the time the motorvehicle leaves the garage until its return, without taking into consideration the loss of time chargeable to the carrier.

10. The present conditions and rates do not substitute the pre-existent agreements and those rates already in effect and which are more favorable to the contractors of the transport.

11. Those contracts which have been negotiated and do not contain the most favorable conditions for the contractor of the transport, are considered to be null and void from the same date as the publication of the present conditions and rates in the Official Gazette if not, they shall retain their validity for the maximum period of one month after the above mentioned publication.

MS/HM

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

ES/49

4 May 1944

TRANSLATION AND EXPLANATION OF ITALIAN TARIFF TABLES

Tariff payable to Road Haulage Scheme Contractors for the Transportation of Good by means of road transport.

All the following conditions apply to all journeys:-

- (f) Full load capacity of the truck will be charged for irrespective of the load carried. Both 2 1/2 ton U.S. & 3 ton British trucks will be charged on a basis of 30 quintals; Italian trucks according to their nominal capacity.

Contractors must see that trucks are not loaded beyond their nominal capacity so they will not be paid for the surplus so carried;

- (11) The Consignor is entirely responsible for loading the Consignment on to the truck and also for offloading at the other end.

- (iii) Loads will only be picked up at one point and delivered at one point. i.e. a truck will not visit several farms to pick up a full load; such small consignment must be brought to a central point by hand cart or horse transport. The same applies to delivery.

- (iv) Any transport tax and income tax payable will be in addition to the tariffs as stated below.

Amounts stated are per quintal or part of a quintal, i.e., 1 1/2 quintals will be charged as 2 quintals.

Distance in Kilometers	TRAILERS		TRUCKS		MOTOR Cars	Wheeled Cars
	Heavy	Medium	Heavy	Medium		
From 1 to 5 etc.	are for trailers and trucks and additional to the ones shown under trucks.		activity over 40 units	activity 20 to 40 units (2 1/2 ton trucks in this category)		activity 1-19 units

- (i) Full load capacity of the truck will be charged for irrespective of the load carried. Both 2 1/2 ton U.S. & 3 ton British trucks will be charged on a basis of 30 quintals; Italian trucks according to their nominal capacity.
Contractors must see that trucks are not loaded beyond their nominal capacity as they will not be paid for the surplus so carried;
- (ii) The Consignor is entirely responsible for loading the Consignment on to the truck and also for offloading at the other end.
- (iii) Loads will only be picked up at one point and delivered at one point. i.e. a truck will not visit several farms to pick up a full load; such small consignment must be brought to a central point by hand cart or horse transport. The same applies to delivery.
- (iv) Any transport tax and income tax payable will be in addition to the tariffs as stated below.

Amounts stated are per quintal or part of a quintal, i.e., 1 1/2 quintals will be charged as 2 quintals.

TABLES OF TARIFF					
Distance in Kilometers	TRAILERS		TRUCKS		MOTOR CARS
	Heavy	Medium	Heavy	Medium	Light
From 1 to 5 etc.	These are for trailers attached to trucks and are additional to the charges shown under trucks.		Capacity over 40 quintals	Capacity 20 to 40 quintals (2 1/2 ton trucks are in this category)	Capacity 1-19 quintals

RETURN TRIPS

- a. Wherever possible full return loads will be arranged for all outward trucks.
- b. Where, however, it has been found impossible to arrange a return load, the vehicle may return empty provided a Competent Authority (Regional or Provincial Transportation or Supply officers, Consorzio or Prefect) has authorised the journey and countersigned work ticket.
- c. For an empty return journey, the outward consigner will be required to pay, in addition to the outward charge, a sum equal to 60 %

of the outgoing charge and this sum will be payable to the truck contractor on production of the work ticket duly countersigned as in (b).

d. In the event of a return load being available from a point between the outward destination and the depot, if the sum payable for the return load amounts to not less than 60% of the outward journey charge, the outward consignor will not be required to pay any extra over the outward charge.

Should, however, the charge for a return journey amount to less than 60% of the outward journey charge, the outward consignor will pay the difference between this part return journey and 60% of the outward journey charge.

EXAMPLES ARE GIVEN ON THE REVERSE SIDE OF THIS SHEET

EXAMPLES

(a) Load say, 23 quintals.

Distance from A to B 233 Km.

No return load.

23 quintals will go on a 2 1/2 or 3 ton truck and will, therefore, be charged at the rates shown under AUTOCARRI MEDI.

Although only 23 quintals are to be carried, both 2 1/2 ton U.S. and 3 ton British trucks are to be rated at, and can carry, 30 quintals, and the charge will, therefore, be based on 30 quintals. The distance is over 100 Km. and, therefore, the rates given at the foot of the column MEDI applies. This is 0,6665 lire per quintal/Km.

The outward charge is, therefore,

$$0.6665 \times 30 \text{ (quintals)} \times 233 \text{ (Km.)} = 4659 \text{ lire.}$$

If the truck has authority return empty, an additional charge of 60% of 4659 lire is to be paid by the consignor of the outward load.

60

$$4659 \times \frac{60}{100} = 2795 \text{ lire.}$$

2795 lire added to 4659 lire makes a total of 7454 lire payable by the outward consignor to the consorzio or truck contractor.

(b) If a return load from B to A is available, then the inward consignor will pay the same as the outward consignor, i.e., 4659 lire for the journey out and return.

(c) If a return load is available from a point C, which is on the way back to the depot and is, say, 135 Km. from A, the amount payable by the consignor from C will be.

$$0.6665 \times 30 \text{ (quintals)} \times 135 \text{ (Km.)} = 2700 \text{ lire.}$$

will pay the difference between this part return journey and 60% of the outward journey charge.

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The outward charge is, therefore,

$$0.6665 \times 30 \text{ (quintals)} \times 233 \text{ (Km.)} = 4659 \text{ lire.}$$

If the truck has authority return empty, an additional charge of 60% of 4659 lire is to be paid by the consignor of the outward load.

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2795 lire added to 4659 lire makes a total of 7454 lire payable by the outward consignor to the consorzio or truck contractor.

(b) If a return load from B to A is available, then the inward consignor will pay the same as the outward consignor, i.e., 4659 lire for the journey out and return.

(c) If a return load is available from a point C, which is on the way back to the depot and is, say, 135 Km. from A, the amount payable by the consignor from C will be.

$$0.6665 \times 30 \text{ (quintals)} \times 155 \text{ (Kms)} = 3099 \text{ lire.}$$

60% of the outward charge is 2795 lire (see(a)) and the outward consignor is not, therefore, called on to pay anything for the return journey. Should, however, the distance between C and A be, say 120 Km. the consignor from C would pay.

$$0.6665 \times 30 \times 120 = 2400 \text{ lire.}$$

and the outward consignor would, therefore, be called upon to pay the difference between 60% of the outward charge i.e.,

2795 lire and the amount paid by the consignor from C, i.e.,

2400 lire, making 395 lire payable by the outward consignor

in addition to the 4659 lire originally due.

TARIFFA PER TRASPORTO DI MERCI A CARICO COMPLETO CON AUTOMEZZI
PER MERCI POSTA SUL CICLO DELL'AUTOMEZZO

(Autoveicolo impegnato per una intera giornata su di un percorso
massimo di 50 Km.)

TARIFFA PER QUINTALE INDIVISIBILE
(al netto dell'imposta sull'entrata)

Percorrenze in chilometri	T A B E L L A						
	AUTOTRENI		AUTOCARREI		E C C O		
	Pesanti	Medi	Pesanti	Medi	Leggeri	Carri	Furgoni
Da 1 a 5	5.85	6.60	7.40	8.15	10.70	10.10	15.95
Da 6 a 10	6.20	7.00	8.15	9.55	15.55	14.40	28.25
Da 11 a 15	6.80	7.80	8.95	10.10	20.45	18.65	40.45
Da 16 a 20	8.15	9.95	10.70	12.80	25.25	22.95	52.70
Da 21 a 30	10.10	12.05	13.40	16.35	35.00	31.50	77.20
Da 31 a 40	12.45	14.60	16.70	20.05	44.75	40.05	
Da 41 a 50	14.95	17.90	21.60	24.50	54.45	48.60	

La tariffa di cui sopra va applicata per tutta la percorrenza
effettuata con carico ed a vuoto. All'importo ricavato deve
sommarci la quota di:

Lire	2100,00	1365,00	1155,00	660,00	405,00	170,00	135,00
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Tariffa per trasporti di mercè a carico completo con automezzi per merce post. sul ciglio pianale dell'automezzo (una sola pre-
sa, una sola resa)

Tariffa per quintale indivisibile
(al netto della tassa trasporti e dell'imposta sull'entrata)

Percorrenze in chilometri	T A B E L L A						
	AUTOTRENTI		AUTOCARRI			M O T O	
	Pesanti	Medi	Pesanti	Medi	Leggeri	Carri	Furgoni
Da 1 a 5	8.70	9.85	11.00	12.15	15.95	15.05	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. Km. per 1°intero	Oltre 100 Km. Km. per 1°intero	Oltre 150 Km. Km. per 1°intero	Oltre 100 Km. Km. per 1°intero	Oltre 50 Km. Km. per 1°intero	Oltre 50 Km. Km. per 1°intero	Oltre 30 Km. Km. per 1°intero
	L.0,2833 per Q.le	L.0,4870 per Q.le	L.0,3884 per Q.le	L.0,6665 per Q.le	L.1,623 per Q.le	L.1,449 per Q.le	L.3,835 per Q.le
	percorso.	percorso.	percorso.	percorso.	percorso.	percorso.	percorso.

Da 1 a 5	8.70	9.85	11.00	12.15	15.95	15.05	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 1 150 Km. L. 0,2833 per q.le Km. per 1'intero percorso.	Oltre 1 100 Km. L. 0,4870 per q.le Km. per 1'intero percorso.	Oltre 1 150 Km. L. 0,3884 per q.le Km. per 1'intero percorso.	Oltre 1 100 Km. L. 0,6665 per q.le Km. per 1'intero percorso.	Oltre 1 50 Km. L. 1,623 per q.le Km. per 1'intero percorso.	Oltre 1 50 Km. L. 1,449 per q.le Km. per 1'intero percorso.	Oltre 1 30 Km. L. 3,835 per q.le Km. per 1'intero percorso.

Il pagamento del ritorno a vuoto potrà essere fatto se il ritorno a vuoto medesimo sarà debitamente autorizzato dalle Competenti 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%.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CEM/re

Tn/76/38

3 July 1944.

SUBJECT: Italian Vehicles.

TO : Q(AE) HQ. AAI.

1. With further reference to your 3333/1/Q(AE) dated 17 June 1944.

2. Information has just been received from Region I Sicily that after careful investigation no trace can be found of any Italian tool car, nor is any civilian contractor in possession of this vehicle.

3. If you have any further details as to its location this Sub-Commission will investigate again.

for *Clm*
L.E. VINING
Lieut. Colonel,
Director,
Transportation Sub-Commission.

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

Encl. Ltr (Trans)
U 4591
Tn/76/37
ITC/mm

1 July 1944

In reply
refer to: RTC 451.2

Subject: Italian Vehicles.

To : Transportation Sub-Commission
att. Lt. Col. Bordass.

30 + 31

1. Reference Tn/76/31 Italian Tool Car at Riposto (near Giarre) 21/6/44.

2. Investigation results that I.N.T. does not have possession of such vehicle; this office has no record of it being under our control or of its whereabouts.

For the Regional Commissioner:

for *M. Calvanese*
C.P. BOLICK
Lt. Col., F.A.
Regional Engineer.

IN

File 767

7 July 1944

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

IMC/mm

4 May 1944

In reply
refer to : RTC 537

Subject : Road Transport Haulage Organization.

To : Executive Officer Col. D.S. Adams.
Economic Section Hq. A.C.C.

HEADQUARTERS

11 MAY 1944

A. C. C.

1. The extent to which arrangements with the I.N.T. Organization have been brought into line with the Instructions for Organization and Operation of Road Haulage Transport issued under cover of letter 142/4/CA from Hq. A.C.C. are as follows :

a. Object of the Organization, same, Region I.

(1) Organization.

- (a) Regional, officer appointed.
- (b) Provinces, (I.N.T.) on a civilian basis.
- (c) Regional officer advises Region Hq. and advises cooperates with provincial A.C.C. - I.N.T.
- (d) 1. I.N.T. cooperates with A.C.C.

2. Regional officer with A.C.C. organized and systematized I.N.T. suggested that each Prefetto set up a Motor Highway Commission (only Palermo Province has done so to date).

Province.

3. I.N.T. now has an autopark in each

ance and repairs.

4. I.N.T.'s responsibility for mainten-

5. All AMG/ACC trucks are licensed thru I.N.T. but we have no control over the means of privately owned trucks.

6. Driver has permit, transportation Request and Foglio di Viaggio covering trip.

7. I.N.T. has made arrangements with C.

To

: Executive Officer Col. D.S. Adems.
Economic Section Hq. A.C.C.

11 MAR 1944

A. C. C.

0975

1. The extent to which arrangements with the I.N.T. Organization have been brought into line with the Instructions for Organization and Operation of Road Haulage Transport issued under cover of letter 142/4/CA from Hq. A.C.C. are as follows :

a. Object of the Organization, same, Region I.

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- (c) Regional officer advises Region Hq. and advises cooperates with provincial A.C.C. - I.N.T.
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3. I.N.T. now has an autopark in each Province.

4. I.N.T.'s responsibility for maintenance and repairs.

5. All AMG/ACC trucks are licensed thru I.N.T. but we have no control over the means of privately owned trucks.

6. Driver has permit, transportation Request and Foglio di Viaggio covering trip.

7. I.N.T. has made arrangements with C. I.P. for bulk petrol, lubricants assignments; and distribution.

8. Supervision is the only practicable solution or movement of goods would be delayed endlessly as communications in Region one are slow.

9. I.N.T. maintains records of all movements daily, on a detailed form.

2. Generally supervision of the first two items on the priority list are controlled by A.C.C. in the Provinces.

11 May 1944

9537

a. Priority list very much the same.

b. Goods carried in behalf of AMG/ACC as "A.C.C. account goods" are carried free of charge up to date; while I.N.T. has been instructed to keep record of all movement until specific instructions are given Region I as to specifically what procedure is to be followed in collecting freight charges, and what agency will pay.

c. No allocation of vehicles has been made in Region I. Trucks operated by I.N.T. are only those which are "captured enemy vehicles" recovered or abandoned or requisitioned which are spread all over the Island and due to the fact that private speculations of all sort were netting handsome return it has been a difficult task to recover trucks and have them turned over to I.N.T. for Islandwide operations. Due to the lack cooperation of local and provincial authorities in the enforcement of turning over AMG/ACC trucks, A.C.C. is in a contract process of recovery of more AMG/ACC trucks.

d. Same

e. Same

f. Same

g. Request are filled in shorter (24 hours) or longer time period depending on the movement and quantity of trucks available.

3. Impractical. In Region I if this were complied with, there would be very little goods movement with our communications. When I.N.T. trucks reach inter-province terminals, they report to I.N.T. terminal for return loads and there is usually sufficient back log to guarantee return loads.

a. I.N.T. headquarters in Palermo does keep in practicable contact with its provincial organization.

b. I.N.T. is an A.C.C. civilian operating organization on an Island - wide basis, gaining experience and in time will become more efficient.

(1) This information has already been communicated to the Internal Transportation Sub-Commission
H85
A.C.C.

(2) Attached are copies of letters to No. I District

0977

vehicles" recovered or abandoned or requisitioned which are spread all over the Island and due to the fact that private speculations of all sort were netting handsome return it has been a difficult task to recover trucks and have them turned over to I.N.T. for Islandwide operations. Due to the lack cooperation of local and provincial authorities in the enforcement of turning over AMG/ACC trucks, A.C.C. is in a contract process of recovery of more AMG/ACC trucks.

d. Same

e. Same

f. Same

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(2) Attached are copies of letters to No. I District and I.B.S. explaining the I.N.T. set up and asking for their cooperation. The Transportation Division Region I, is in constant touch with the Counter Intelligence Corps in reference to I.N.T. personnel. The Motor Highway Transport Commission to regulate same in each province are beginning to function.

(3) The Internal Transportation Sub-Commission Hq. A.C.C. has complete information in reference to Region I headquarters orders, instructions.

I.N.T. operation, control and organization in Sicily, which may be referred to for information and guidance in the interpretation of I.N.T. in Region I.

For the Regional Commissioner :

C.P. Bolick

C.P. BOLICK
Lt. Col., F.A.
Chief, T.C.U.P.W.
Division.

2 Incls :

- Incl. 1 - Copy of RTC 537, 11 April 1944
- Incl. 2 - Copy of letter R.A.C.I.

Copy to :

- 1. Transportation Sub-Commission Hq. A.C.C.

C.P. BOLICK
Lt. Col., F.A.
Chief, T.C.U.P.W.
Division.

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Copy to :

- 1. Transportation Sub-Commission Hq. A.C.C.

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- 3 -

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

JHB/re

21 June 1944.

SUBJECT: Road Haulage, Sicily.

MEMO TO: The Director, Transportation Sub-Commission.

A. General survey of the position in Sicily.

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

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

B. Recommendations.

These are divided into two parts: -

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

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

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

II. The Control of the Civilian Owned Haulage Vehicles.

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

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

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

The High Commissioner

Director of Railways

Director of I.N.T.

Director Compartimentale Motorizzazione

Director Consorzio Agrario

Representative of Civilian Haulers

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

Prefect

Representative of Ministero Delle Comunicazioni

Director of Provincial Consorzio Agrario

Representative of Civilian Haulers

Provincial Manager I.N.T.

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

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

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JAMES H. BONDASS
Lt. Col., RASC.

Appendix 'A'

No OF TRUCKS

PROVINCE.	A.C.C. I.N.T.	REGISTERED CIVILIAN VEHICLES		
		20 q11.	20 - 35 q11	OVER 35 q11.
Palermo	244	666	85	41
Caltanissetta	46	41	5	23
Catania	71	441	86	46
Messina	150	207	29	27
Trapani	50	164	18	5
Enna	29	22	16	5
Siracusa	40	89	19	12
Ragusa	20	28	19	18
Agrigento	35	150	4	5
TOTAL	685	1808	281	182

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

COPY

File a Study Report

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

Tu/16/24
LAC/mm

15 June 1944

In reply
refer to: RTO 080 - I.N.T.

SUBJECT : The Establishment of a Juridical Status I.N.T. Region I.
TO : Director, Transportation Sub-Commission.

1. In arranging for the transfer of motor highway transport facilities (namely ex-military captured, abandoned, recovered, impounded and requisitioned vehicles by AMGOT, AMG/ACC Region I) operated by I.N.T. the following plan is submitted for the approval:
 - a. The authority and control of I.N.T. management, operations and financing is the responsibility of the Ferrovie Dello Stato under the Director of the Ferrovie.
 - b. The administration of the Ferrovie and that of Istituto Nazionale Trasporti must be kept enterily separate.
 - c. The Direttore Generale of I.N.T., with full authority and responsibility to manage and operate I.N.T., is responsible to the Director of the Ferrovie for instructions
 - d. The title to the whole of I.N.T. will remain with A.C.C. until such times as Hq. A.C.C. receives final instructions of the desposition of this equipment.

(e) ACC will retain control over I.N.T and may terminate this arrangement as to any or all of said vehicles without further notice

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TN/76

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

Ref: INT/PGM/1
Date: 14 June 44

SUBJECT: Disposition of Istituto
Nazionale Trasporti (INT).

TO : Director, Transportation Sub-Commission,
HQ. Allied Control Commission,
APO 394.

1. Conference was held in my office 13 June 44 with Dr. Tuccio, Lt. Calvanese, and the three members of the Sub-Commission regarding the disposition of Istituto Nazionale Trasporti.

2. All present agreed that Istituto Nazionale Trasporti (former Motor Truck Subsidy of the Ferrovie Dello Stato) should be returned to the Railway and operated under their control.

3. Copy of letter from Dr. Tuccio to us attached.

For Lt. Col. O.H. LINDBERG:

Encl. - 1

PETER G. MATSON,
Capt., T.C.,
Tn. Sub-Comm.

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STATE RAILWAY DIRECTION
PALERMO

File N° CC.TC.790.5.944

Palermo, 13 June, 1944.

SUBJECT : Istituto Nazionale Trasporti (INT).
TO : A. C. C.
(Attention of Lt.Col.Lindberg)

With reference to our to-day's conversation, attended also by Lt.Calvanese, Highway Transportation Officer, and Capt.Watson, I agree with the policy to be followed in connection with INT organization.

I must, however, further confirm the Railway's right over the INT property. Though admitting that the allotment to the INT of ex-military trucks has changed its set up and the purposes for which it was put forth, I am of the opinion that it should be right and convenient that INT continues to be considered as a Railway issue and that INT's control is handled by the Railway.

This will facilitate a better harmonization of railway and highway transportations in the benefit of the people only, as the Railway does not endeavour after profits, but only after satisfying national transportation requirements.

Technical and administrative managements of Railway and INT should of course be kept clearly separate. Matters concerning ownership over ex-military trucks and the distribution of profits made by INT will be dealt with later on.

Dependence of INT administration on the Railway administration must however be precisesly and unmistakably established.

Very faithfully yours,

P. Tuccio 728

Dr. Ing. Pietro Tuccio,
Director.

COPY*File on Sicily Road Data*

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

IMC/mm

TN/76/32
1 May 1944

In reply
refer to : RTC 537

Subject : Distribution of Trucks - Region 1.

To : Deputy Executive Commissioner.

1. In reply to your letter ES/49, dated 1/4/44, this office was unable to obtain the information until this date.

2. Region 1, Truck Distribution.

	A.C.C. I.N.T.	Regist. 20 Qli.	CIVILIAN 20 to 35 Qli.	over 35 Q.
Palermo	244	666	85	41
Caltanissetta	46	41	5	23
Catania	71	441	86	46
Messina	150	207	29	27
Trapani	50	164	18	5
Enna	29	22	16	5
Siracusa	40	89	19	12
Ragusa	20	28	19	18
Agrigento	35	150	4	5

3. A.C.C. Trucks operated by I.N.T. from April onward is Island wide. The average load carrying capacity of these is 30 Q.

4. Ninety per/cent of I.N.T. truck are ⁷²⁷ex military captured enemy vehicles.

For the Regional Commissioner :

C.P. BOLICK
Lt. Col.F.A.,
Chief,T.C.U.P.W.
Division

Copy to: Transportation Sub-Commission Hq. A.C.C.

sub
TN/76

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

CEM/re

Tn/76/31

21 June 1944.

SUBJECT: Italian Vehicles.

TO : HQ. Region I, (Attn.: Transportation Officer).

1. It is understood that one Italian Tool Car is in your possession at RIPOSTO (near GIARRE).

2. Please make investigations, and report immediately to this HQ. if this vehicle is in your possession as such vehicles are required on high priority for the equipping of Italian Units.

3. Request has been made by HQ. A.A.I. that this vehicle be released.

Ch. Knechtli Capt

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

Copy to: - HQ. A.A.I.
Q(AE). C.M.F. (your 3333/1/Q(AE) of 17 June '44
refers).

*U-1656 Transportation
x 5 - Communication*

Subject: - Italian Vehicles.

HQ AAI

3333/1/Q(AE)

17 Jun 44.

ACC.

1. It is understood that one Italian Tool Car is in your possession at JONIA (Reposto). *Reposto near Giarre*
2. As such vehicles are required on high priority for the equipping of Italian units, please state whether you are willing to release it.



IMB.

Montgomery *725*
Major General,
Chief Administrative Officer.

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Subject:- Letter from Gastano Puglisi4 *John*
10 MAY Recd

10 May 44. 68

To:- HQ. A.C.C.
Major Brown, Liaison Section.From:- A.C.C. Liaison,
HQ. A.A.I.

Ref. ACCL/170.

1. The enclosed letter addressed to General Alexander has been forwarded to us by the C in C's Office.
2. Without adequate translation here, it does appear to be an A.C.C. matter. Would you be good enough to give the letter further direction.

William
Major,
A.C.C. Liaison Officer. *ear**This is for C A B*
*EP*RECEIVED BY NFO DIV ACC
7/19 Time 1430
JOS*Capo Ratta*

724

TO H.E. GENERAL HAROLD ALEXANDER- ALLIED HEADQUARTERS- BARI

and for information :

TO COLONEL HANCOCK A.C.C. - PALERMO
 TO LT.COL. F.A. C.P. BOLICK TRANSPORT DIVISION PALERMO
 TO H.E. THE MINISTER OF THE INTERIOR-SALERNO
 TO H.E. FRANCESCO MUSOTTO - HIGH COMMISSIONER FOR SICILY- PALERMO
 TO ~~XXL~~ P.C.C. -CATANIA
 TO H.E. THE PREFECT OF CATANIA

X X X

Puglisi Pasquale Gaetano - Owner of the firm of the same name, Transport Enterprise, located at Catania, Via G. Di Prima 114, states:

After the arrival of the Allied troops in Sicily, many owners of trucktrains, among them the undersigned, rushed to place voluntarily their trucktrains at the disposal of the Allied Military Command, then AMGOT, so as to ~~enable it to avail themselves thereof~~ ^{make them available} for the needs of the moment.

The undersigned, proprietor of only one trucktrain, type LANCIA 3 RO, license plate CT 11575, on August 22nd made request to AMGOT offering his truck, and on August 24, 1943, delivered it, demonstrating thereby a high sense of citizenship and desire to collaborate with utmost effectiveness in the reconstruction of Liberated Sicily. By proclamation No. 16 of the Allied Government provision was made for the dissolution of the autopark of AMG, and in fact the petitioner, as also other proprietors of trucktrains, was invited to appear in the premises of the autopark, so as to receive return of the vehicle voluntarily surrendered by him upon the moment of liberation of the Island. Be it noted that from August on to the day of dissolution of the autopark, the undersigned arranged at his own exclusive expense for the repairs needed by the vehicle, spending considerable sums for that purpose.

However, the letter by which those entitled thereto were invited to appear and receive return of their vehicles, was cancelled at once, so that such return was postponed and after some time all vehicles of the dissolved autopark AMG were transferred to the National Transport Institute (I.N.T.), which had been charged by A.C.C. with recovery and handling of military vehicles, not considering at all that the vehicle belonging to the exponent was not at all a military one, nor had ever been used for military work, but was a simple truck which had been used for the food supply services of the civilian population before the liberation of Sicily, and which in August had voluntarily been delivered to the Allied Authorities. Nothing has ever been paid to the ~~XXXXXX~~ writer, either ~~XX~~ in compensation for such requisition, nor for use of the vehicle. Such a state of affairs is above all in conflict with proclamation No. 1 under the signature of Y. Excellency, by which ^{there} had been established full respect for private property, and also in contrast with Italian law and the most elementary principles of justice and fairness, ~~XXXXXX XXXXXXXX~~ also when it is considered:

- 1.) that after cessation of the motives of exceptional character which brought about voluntary tendering, all trucks have been returned to those entitled thereto ~~and~~ all other Provinces excepting Catania, where this absurd situation still persists.
- 2.) that this being a special form of term requisition, such should have above all a justification and contingent motive (a matter which existed at first, but which today no longer is the case), and is at any rate effected through simultaneous ^{payment} ~~of~~

a sum compensating for the time during which the vehicle has been used, while at any rate it must result in prompt restitution, as soon as the justification and the contingent reason cease to exist.

3.) that the truck in question is indispensable for the writer, so as to continue the work and activities of his business, which has been carried on steadily for several years, and the continuation of this pseudo requisition has already placed his business in a difficult position and serious economic disadvantage, inasmuch as he has had to keep up, and still maintains, his organization, with the burden of payment of taxes, rents and wages to employees, without having any income. The undersigned, furthermore, purchased his truck with the stipulation of restricted domain, so that there remains on the truck a privilege in favor of the sellers, who are still creditors for part of the price, so that the exponent, to avoid dissolution of the transaction, has had to have recourse monthly to loans and assume debts to make the payments, without having had on the other hand any profit from his truck.

Finally, it is added that the exponent owns ~~XXX~~ only ^{the} truck LANCIA 3 RO referred to above, so that every means of gaining a livelihood has ceased, inasmuch as all his industrial activity was concentrated ^{concentrated} in this truck, which in addition to earning a livelihood for the writer and his numerous family, also provided for various dependents.

In vain have been the very numerous requests made to Lt. Calvanese of the Transport Division of Palermo, as also the Allied and Italian Authorities of Catania Province, as likewise have been in vain the long conversations had in the matter with the various officials concerned of P.C.C. of Catania and of A.C.C. of Palermo.

To demonstrate perfectly how well founded is the insistence of the undersigned, there is the fact that either before the transfer to I.N.T., as also after such transfer, some trucks have been returned to their owners.

And just today occurred, for instance, return of truck ACC-INT No. 3034 to Mr. Libero Persico.

Now, if individual valuations permit a return, it is obvious that such a criterion should not be limited to specific cases, but should be extended to the totality of cases, as justice, fairness and liberty make incumbent.

But, even if remaining within the field of pure individual evaluations, if a restitution can be effected, even in an exceptional case, such should be done before any other in regard to the exponent, who certainly is the most hit among all the owners inasmuch as his industrial enterprise is ^{founded} exclusively on the truck of which he is the owner: a truck, which in addition has not been operated for about 20 days because ^{out} of commission.

A provision is needed, and has been requested and desired by all means, including the Press.

Because all has been in vain, such a provision of justice can only come from Y.E., who will certainly convince himself of the condition of disadvantage and misery in which finds itself a very large section of workers, ^{finds} and the ruin of the exponent and his numerous family. Express request is also made to all the other interested Authorities addressed, if only for information, ~~XX~~ with the present request, so that they may benevolently consider the very serious position of the undersigned and issue such measures of justice as the case requires.

The truck owned by the petitioner has today the following inscription: A.C.C.- I.N.T.3013.

Respectfully.

/s/ PUGLISI GAETANO

Catania, 6 May 1944.

A S.E. IL GENERALE HAROLD ALEXANDER-QUARTIERE GENERALE AL-

LEATO - P A R I -

e per conoscenza :

AL COLONNELLO HANCOCK A.C.C. - P A L E R M O -

AL LT. COL. F.A. C.P. BOLICK TRANSPORT DIVISION - PALERMO -

A S.E. IL MINISTRO DEGLI INTERNI - S A L E R N O -

A S.E. FRANCESCO MUSOTTO-ALTO COMMISSARIO PER LA SICILIA-PALERMO-

- ALLA P. C. C. - C A P A N N I A -

A S.E. IL PREFETTO DI C A T A N I A -

Fuglisi Pasquale Gaetano - Titolare della Ditta omonima, in-

presa Trasporti, corrente in Catania, via G. Di Prima 114,

esponde :

Avvenuto lo sbarco delle Truppe Alleate in Sicilia, molti proprietari di autotreni, fra cui il sottoscritto, si affrettarono a portare volontariamente gli autotreni di loro proprietà al Comando Militare Alleato, allora AMGOT, onde metterli a disposizione per le necessità del momento.

Il sottoscritto, proprietario di un unico autotreno ^{no} marca

LANCIA 3 R0, targeto CT 11575, in data 22 agosto presentava

- domanda all'AMGOT offrendo l'autocarro stesso, e, in data

LEATO - 2 A R I -

e per conoscenza:

AL COLONNELLO HANCOCK A.C.C. - P A L E R M O -

- AL LT. COL. F.A. C.P. BOLICK TRANSPORT DIVISION - PALERMO -

A S.E. IL MINISTRO DEGLI INTERNI - S A L E R N O -

A S.E. FRANCESCO MUSOTTO-ALTO COMMISSARIO PER LA SICILIA-PALERMO-

- ALLA P. C. C. - C A T A N I A -

A S.E. IL PREFETTO DI C A T A N I A -

o o

Ruglisi Pasquale Gaetano - Titolare della Ditta omonima, Impresa Trasporti, corrente in Catania, via G. Di Prima 114,

espone:

Avvenuto lo sbarco delle Truppe Alleate in Sicilia, molti proprietari di autotreni, fra cui il sottoscritto, si affrettarono a portare volontariamente gli autotreni di loro proprietà al Comando Militare Alleato, allora ANGOT, onde metterli a disposizione per le necessità del momento.

Il sottoscritto, proprietario di un unico autotreno marca

LANCIA 3 RO, targeto CT 11575, in data 22 agosto presentava

domanda all'ANGOT offrendo l'autocarro stesso, e, in data

24 agosto 1943, lo consegnava, dimostrando con ciò alto senso

di civismo e volontà di collaborare con la massima efficacia

alla ricostruzione della Sicilia liberata.

Con proclama n. 16 del Governo Alleato veniva disposto che

721

scioglimento dell'autocarro dell'ANG, e difatti lo esponente, come anche altri proprietari di autotreni, veniva invitato a presentarsi nei locali di detto autoparco, onde ricevere la riconsegna del veicolo da lui volontariamente consegnato al momento della liberazione dell'Isola. Si noti che dall'agosto fino al giorno dello scioglimento di detto autoparco, il sottoscritto ha provveduto a proprie esclusive spese, alle riparazioni di cui l'autoveicolo abbisognava, erogando, per tale titolo, delle somme considerabili.

La lettera però con cui si invitavano gli aventi diritto a presentarsi onde ricevere la riconsegna degli autoveicoli, veniva subito annullata, cosicchè detta riconsegna veniva rinviata, e, dopo qualche tempo, tutti i mezzi del disciolto autoparco ANG venivano trasferiti allo Istituto Nazionale Trasporti (I.N.T.), incaricato dalla A.S.C. del recupero e gestione degli automezzi militari, non tenendo affatto presente che l'automezzo di proprietà dello esponente non era affatto militare, nè aveva mai prestato servizio per lavori militari, ma era un semplice autocarro che aveva lavorato per i servizi dell'alimentazione della popolazione civile prima della liberazione della Sicilia, e che nell'agosto era sta-

come anche altri proprietari di autotreni, veniva invitato a presentarsi nei locali di detto autoparco, onde ricevere la riconsegna del veicolo da lui volontariamente consegnato al momento della liberazione dell'Isola. Si noti che dall'agosto fino al giorno dello scioglimento di detto autoparco, il sottoscritto ha provveduto a proprie esclusive spese alle riparazioni di cui l'autoveicolo abbisognava, erogando, per tale titolo, delle somme considerevoli.

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Nessuna somma è stata mai versata allo esponente né per indennità di cosiddetta requisizione, né per indennità di uso dell'autoveicolo.

-2

Tale stato di fatto è esistito in aperto, contrasto con il proclama n.1 a firma della Eccellenza Vostro, con cui si attuiva il pieno rispetto della proprietà privata, ed è anche in contrasto con le leggi italiane nonché con i più elementari principi di giustizia e di equità, anche ove si consideri: 1°) che, cessati i motivi di carattere eccezionale che ne determinarono l'apporto volontario, tutti gli autocarri sono stati riconsegnati agli aventi diritto in tutte le altre Province all'infuori di quella di Catania, dove quella assurda situazione persiste tuttora.

2°) che, trattandosi di una forma speciale di requisizione e termine, questa deve avere anzitutto una giustificazione ed un motivo contingente (cosa che esiste in un primo momento, ma che oggi non esiste più), e va comunque effettuata nel limite del contemporaneo pagamento di una somma, per natura del periodo in cui l'autoveicolo è stato usato, mentre deve comunque snidare e sboccare nella immediata restituzione non appena quella giustificazione e quel motivo contingente vengono a cessare.

3°) che l'automezzo in questione è indispensabile allo scopo

mente, allo scopo di continuare il lavoro e l'attività della

industria, che viene esercitata con continuità da di-

proclama n.1 e firma della Eccellenza Vostra, con cui si sta-
tuiva il pieno rispetto delle proprietà privata, ed è anche
in contrasto con le leggi italiane nonché con i più elemen-
tari principi di giustizia e di equità, anche ove si consideri:
1o) che, cessati i motivi di carattere eccezionale che ne de-
terminarono l'appronto volontario, tutti gli autoveicoli sono
stati riconsegnati agli aventi diritto in tutte le altre
Province all'infuori di quella di Catania, dove quella es-
surda situazione persiste tuttora.

2o) che, trattandosi di una forma speciale di requisizione
e termine, questa deve avere costituito una giustificazione
ed un motivo contingente (cosa che esistette in un primo
momento, ma che oggi non esiste più), e va comunque effettua-
to mediante il contemporaneo pagamento di una somma remun-
erativa del periodo in cui l'autoveicolo è stato usato, mentre
deve comunque snellare e sbloccare nella immediata restituzio-
ne non appena quelle giustificazioni e quel motivo contin-
gente vengono a cessare.

3o) che l'automezzo in questione è indispensabile allo espo-
nente, allo scopo di continuare il lavoro e l'attività della
propria industria, che viene esercitata con continuità da di-
versi anni, ed il perdurare di questa pseudo requisizione ha
già messo l'impresa in una situazione inaccessibile e di vero
disagio economico, in quanto essa ha dovuto mantenere, come

0999

mantiene tuttora, l'organizzazione relativa, con l'onere del pagamento delle imposte, dei fitti e degli stipendi ai dipendenti, senza avere alcuna entrata.

- Il sottoscritto, per giunta, acquistò il suo autotreno col posto di riservato dominio, onde grava sul detto automezzo il privilegio in favore dei venditori, tuttora creditori di una parte del prezzo, onde lo esponente, per non incorrere nella risoluzione della compravendita, ha dovuto mensilmente ricorrere a prestiti e contrarre debiti onde provvedere ai pagamenti, senza potere avere per contro alcun utile dallo automezzo di sua proprietà.

Si aggiunga infine che lo esponente possiede il solo automezzo LANCIA 3 RO sopraccennato, cosicché è venuta meno per lui ogni possibilità di vita, in quanto tutta la sua attività industriale era concentrata in esso automezzo, che lo ha fatto vivere, e oltre allo esponente e alla sua famiglia numerosa, anche a diversi dipendenti.

Vani sono stati i numerosissimi esposti presentati al Ten. Calvanese della Transport Division di Palermo, nonché alle Autorità Alleate ed Italiane della Provincia di Catania, come altrettanto vani sono stati i lunghi colloqui avuti

in proposito con i vari ufficiali interessati dello P. 2. C.

pendenti, senza avere alcuna entrata.

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petto di riservato dominio, onde grava sul detto automezzo
il privilegio in favore dei venditori, tuttora creditor di
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Autorità Alleate ed Italiane della Provincia di Catania,

come altrettanto vani sono stati i lunghi colloqui avuti

in proposito con i vari Ufficiali interessati della P.S.C.

di Catania e della A.C.C. di Palermo.

A dimostra perfettamente quanto siano fondate le insisten-

ze del sottoscritto, sta il fatto che, sia prima del pas-

scapio all'I.N.P., sia anche loro di tale passaggio, qualche autocarro è stato restituito al proprietario.

E' proprio in data di oggi che è avvenuta, per esempio, la restituzione dell'autocarro ACC-INT n. 3034 al signor Libero

-Deraico.

Or, se valutazioni singole consentono una restituzione, è evidente che affatto criterio non può essere circoscritto a casi specifici, ma deve essere esteso alla totalità dei casi, come impongono giustizia, equità e libertà.

Ma, anche a volere rimanere nel campo della pure valutazioni singole, se una restituzione può farsi, sia pure in via di eccezione, questo deve farsi prima che di ogni altro, nei riguardi dello esponente, il quale è certamente il più discagiato tra tutti i proprietari in quanto la sua azienda industriale è fondata unicamente sull'autocarro di cui egli è proprietario: autocarro che, per giunta, da circa 20 giorni non viene esoperato perchè guasto.

Un provvedimento si impone, ed è abito chiesto ed emanato con tutti i mezzi, non escludere la stampa.

Poichè tutto è stato vano, tale provvedimento di giustizia non può venire che dalla Dc. Vostra, la quale vorrà certa-

mente provvedere a di maniera in

1002

È proprio in data di oggi che è avvenuta, per esempio, la restituzione dell'autocarro ACC-INT n. 3034 al signor Libero

-Persico.

Or, se valutazioni singole consentono una restituzione, è evidente che siffatto criterio non può essere circoscritto a casi specifici, ma deve essere esteso alla totalità dei casi, come impongono giustizia, equità e libertà.

Ma, anche a volere rimanere nel campo della pura valutazione di singole, se una restituzione può farsi, sia pure in via di eccezione, questa deve farsi prima che di ogni altro, nei riguardi dello esponente, il quale è certamente il più dissociato tra tutti i proprietari in quanto la sua azienda industriale è fondata unicamente sull'autocarro di cui egli è proprietario: autocarro che, per giunta, da circa 20 giorni non viene adoperato perchè guasto.

Un provvedimento si impone, ed è stato chiesto al esponente con tutti i mezzi, non esclusa la stampa.

Poichè tutto è stato vano, tale provvedimento di giustizia non può venire che dalla Acc. Vostre, la quale vorrà certamente compensarsi dallo stato di disagio e di miseria in cui si dibatte una numerosissima categoria di lavoratori e la rovina dello esponente e della sua numerosa famiglia. Si rivolga anche onerosa preghiera a tutte le altre Auto-

rità interessate destinataria, sia pure per conoscenza, della presente domanda, perchè vogliano benevolmente considerare la gravissima situazione del sottoscritto ed emanare quel provvedimento di giustizia che il caso impone.

L'autocarro di proprietà dello esponente porta oggi la seguente sigla : A.S.C. - I.R.T. 3013.

Con osservanza.

Fuglio Scafaro

Catania li 6 maggio 1944 -

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

JJC/re

Tn/76/28

19 May 1944

SUBJECT: Cars for C.I.P. - SICILY

TO : Regional Commissioner, Region I (SICILY)

1. It is understood from Industry & Commerce Sub-Commission that ten vehicles are required for Sig. Roberto Giacomelli, C.I.P. manager.

2. Consequently it is advised that you make available ten of your requisitioned cars to the above named as it is impossible to obtain them here.

3. The title of ownership should remain that of A.C.C. so that if necessary tyres and batteries can be obtained if available.

for *C. J. Carnes Capt*
JAMES J. CARNES
Lt. Col., Inf.,
Director,
Transportation Sub-Commission (Roads)

Copy To: Industry & Commerce Sub-Commission (your ACC/
/5146/IC refers)

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

ASE/ejc

Ref. ACC/5146/IC

13 May 1944

SUBJECT: Cars for CIP - Sicily

TO : Transportation Sub-Commission (Roads)
(Attn.: Col. Carnes)

1. Our ACC/5146/IC of 29 April and 4 May refer.
2. It is thought that to allow for changes of personnel and movement of vehicles if necessary it would be wise if the ten vehicles required for CIP local representatives could be requisitioned and officially handed over to Sig.r ROBERTO GIACOMELLI, CIP Manager for all Sicily whose office is in Palermo.
3. The cars will be allocated to CIP local representatives at Palermo (Sig.r Giacomelli), Messina, Catania, Augusta, Siracusa, Caltanissetta, Trapani, Enna, Agrigento and Ragusa.
4. Will you please advise what action you propose to take (bearing in mind the need for service of tyres and batteries) to make these cars available to CIP who are doing an essential job on behalf of AFHQ and will eventually take over the handling of all IOL Supplies both civil and military, thereby releasing military personnel.
5. Attached copy of letter ST/1D/302 of 11 Feb. from No. 1 District is relevant.

1 Incl.:
Copy lettr ST/1D/302 dtd 11 Feb
from No. 1 District.

Copy to:-
Pet Sec, Adv, AFHQ CMF APO 400

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

718

COPY

No 1 DISTRICT

ST BRANCH.

SUBJECT:- Operation of Comitato Italiano Petroli (C.I.P.)

ST/1D/302
Tel Auto: 14505
11 Feb 44.

HQ AMG No 1 REGION.

1. The Comitato Italiano Petroli (C.I.P.) is in the process of completing its arrangements for taking over petrol storage installations in the Island for the distribution of petroleum products to meet civil requirements.

2. The military policy in regard to C.I.P. is that this organization shall also operate and maintain these installations on behalf of the War Department of the Allied Nations. It is desired to implement this latter policy as rapidly as possible to secure the release for employment elsewhere the military personnel and units presently engaged upon this task.

3. It will be appreciated, therefore, that the requirements of CIP to start operations for civil consumption have a direct bearing upon their ability to assume the War Department's requirements, since accommodation, vehicles, tyres and telephones are common requirements to them for both civil and military functions.

4. It is requested, therefore, that favorable consideration be given by you to meet CIP's stated requirements at an early date. Their immediate requirements have been advised to this office as constituting the follows:-

(a) The release of the under-mentioned vehicles presently in the use by the Direzione Provinciale dell'Alimentazione of SYRACUSE.

Vehicle - Ceirano 47 CRN - Registration No 18659 GE
Engine No 1320
Chassis No 740I

Vehicle - Bianchi
- Registration No 8095 Roma
Engine No 406634572
Chassis No 406634572

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(a) The release of the under-mentioned vehicles presently in the use by the Direzione Provinciale dell'Alimentazione of SYRACUSE.

Vehicle - Ceirano 47 CRN - Registration No 18659 GE
Engine No 1320
Chassis No 74CI

Vehicle - Bianchi
- Registration No 8095 Roma
Engine No 406634572
Chassis No 406634572

These vehicles are the property of Petroleum Companies operating under CIP and are required for transport and distribution of petroleum products in connection with the work of CIP.

(b) The allocation of the following tyres and tubes:

15	tyres size	5.50 x 15	or	(1.00 x 15).
20	"	4.00 x 17	or	(4.25 x 17).
15	tubes	5.50 x 15	or	(5.00 x 15).

- 2 -

(c) The release of that part of Shell Depot at SYRACUSE presently in use by the Direzione Provinciale dell'Alimentazione as a vehicle workshop and park.

This property will be required by CIP to enable them to operate with efficiency and safety in SYRACUSE.

It is believed that the Direzione Provinciale dell'Alimentazione has other properties which could be utilized in place of the Shell Depot.

5. You will be advised of requirements of telephones very shortly.

6. It is appreciated that fixed arrangements must be made between AMG and the Director Comitato Italiano Petroli (Signor Giacomelli) and this letter is intended merely to call your attention to the fact that there is a strong military interest to ensure that CIP are enabled to start full scale operations as early as possible.

Sgd)

Colonel,
Deputy Director of Supplies & Transport

In the Field.

Copy to:- DST AFHQ

AFHQ ADV ADMIN ECHELON (PET SEC)

CC RASC PALERMO

COMITATO ITALIANO PETROLI, PALERMO

718

of Henry to cars ~~very~~

We will buy 4 good copies. Value: batteries (6 or 12)

Walter Perkins

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

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TN/16/26

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

CPB/sb

3 May 1944

In reply
refer to: REC 319.1

SUBJECT: Monthly Report, Transportation, Communications,
Utilities, and Public Works Division, Region I,
Sicily

TO : 1. Transportation Sub-Commission ✓
2. Tele-communications Sub-Commission
3. Public Works and Utilities Sub-Commission

1. This report will be presented in three separate
sections in order that a particular section may be detached.

2. The Mining Division is attached to T.C.U.P.W.
Division for administration and a report has already been
submitted for the Month of April to Chief Mining Division
Hq. A.C.C.

For the Regional Commissioner:

C.P. BOLICK
Lt. Col., F.A.,
Chief, T.C.U.P.W.
Division.

5 Incls:

- Incl. 1 -Report on Highway Transport
- Incl. 2 -Report on Shipping
- Incl. 3 -Report on Communications (with 1 Incl.)
- Incl. 4 -Report on Public Works
- Incl. 5 -Report on Utilities (with 1 Incl.)

715

Inclosure No. 1

To: Transportation Sub-Commission

MOTOR HIGHWAY TRANSPORTATION

1. The total number of trucks operated by INT in Region I is over 600; however, there is an ever increasing demand for replacement of worn tires, parts, batteries, "para", etc., made by the provincial INTs which are concrete indications that the present available transport is beginning to break down, and that probably the grand total of vehicles to be operated in the next few months will take a downward trend.
2. Palermo Province is leading the field in number of running trucks, with nearly every sizeable commune having INT trucks. However, experience indicates that there are too many out in the province not being utilized as intended, therefore they will be drawn into the Palermo City pool for reallocation in order to get maximum utilization. A.C.C. and Alimentazione and Consorzio Agrario alone use on an average of thirty to forty trucks per day in Palermo Province. Another fifteen per cent is used for Public Works and Utilities; the balance are used for moving high priority goods, mostly food-stuffs.
3. Caltanissetta, even though just systematized went into action with Agrigento by assisting in the movement of sulphur for export. This period covered the entire month of April. A special tariff-rate agreement was made between INT and Ente Zolfi for this operation.
4. Messina province is slowly coming along although April was the transferring month in which inventories of all equipment, fuel, and stocks were to be made, while INT actually took over as of 1 April 1944. The present operating representative is the Prefetto's candidate; it was only after action was taken sending an organizer to systematize INT in the province as well as make inventories that things began to be done there in April.
5. Catania province has turned up with surprisingly fewer good running trucks than previous reports indicated. The reasons for this is due to the fact that apparently the holders of trucks in the past have had no respect for proper vehicular

1012
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5. Catania province has turned up with surprisingly fewer good running trucks than previous reports indicated. The reasons for this is due to the fact that apparently the holders of trucks in the past have had no respect for proper vehicular maintenance of trucks, and they apparently stripped them of essential parts before returning them to the A.C.C. operating organization. On top of this the Prefetto of Catania, who has had to be persuaded to cooperate on several occasions before; once more exerts pressure on INT in his province, in asking for excellent running trucks for the Alimentazione and Consorzio, while his office gives the most ineffectual assistance to INT.

6. Siracusa and Ragusa are progressing fairly well. Trapani is organized and functioning. The truck-distribution in this Region is now being studied in order to determine if re-allocation to some more needy provinces is necessary.

1013
Inclosure No. 1 (Cont'd)

7. At a recent Provincial Commissioner's conference the question of more A.C.C. supervision over respective provincial INT's was raised, as well as that of the Motor Highway Transport Commissions to be set-up by the Prefetto to regulate INT. In Palermo province, where Signor Lusetto named this Commission, headway is being made (It Calvanese - Commission - INT) and its experiences may well serve as an aid to the other provinces. Even though INT has been completing its physical organization in the various provinces it has managed to keep out of A.C.C. financing; it has even earned small profits (property of A.C.C.).

8. Internal reorganization of INT under Dr. Salini, Capo Direttore, supervised by A.C.C., is now taking place, for maximum utilization of a Regional system; and, in order that more efficient administration over A.C.C. property will result therefrom.

I.M. CALVANESE
1st Lt. Q.M.C.
Region Road Haulage
Transport Control Officer

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I.M. CALVANESE
1st Lt. Q.M.C.
Region Road Haulage
Transport Control Officer

71

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

1 May 1944

In reply
refer to : RTC 537

Subject : Distribution of Trucks - Region I.

To : Deputy Executive Commissioner.

1. In reply to your letter ES/49, dated 1/4/44, this office was unable to obtain the information until this date.

2. Region I, Truck Distribution.

	A.C.C. I.N.T.	REGIST. CIVILIAN 20 Qli.	20 to 35 Qli.	over 35 Q.
Palermo	244	666	85	41
Caltanissetta	46	41	5	23
Catania	71	441	86	46
Messina	150	207	29	27
Trapani	50	164	18	5
Enna	29	22	16	5
Siracusa	40	89	19	12
Ragusa	20	28	19	18
Agrigento	35	150	4	5

3. A.C.C. Trucks operated by I.N.T. from April onward is Island wide. The average load carrying capacity of these is 30 Q.

4. Ninety per/cent of I.N.T. trucks are ex-military captured enemy vehicles.

For the Regional Commissioner :

C.P. Bolick.
C.P. BOLICK
Lt. Col. F.A.,
Chief, T.P.W.
Division.

Copy to : Transportation Sub-Commission Hq. A.C.C.



4 May
91

9250

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

CPE/mm

11 April 1944

In reply
refer to : RTC 537

Subject : Object of I.M.E. Organization.

To : G.O.C. No. 1 District, Catania.

1. Reference X/13 1 April 1944 subject ex-enemy transport and attached letter from C.C.T.I. Messina to C.S.O. No. 1 District.

2. When the captured enemy vehicles in Sicily were turned over to the old A.M.G.O.I. organization it was accomplished by turning them over to nine different S.C.A.Os. There was no central control over this equipment and even those in each province were not under any regulated system or organization; empty trucks were being sent great distances for a return load after returning empty or with an illegitimate haul. Transport was short and often urgent demands were made on headquarters for motor transport which was not available. Many other private trucks were secured by requisitioning on the part of allied officers. We no longer have the power to requisition trucks. The civilian truck transport on this island has been and still is a racket of huge proportions. Due to the shortage of A.O.C. officers it is absolutely impossible to exercise proper control over even the captured enemy and requisitioned trucks. With a view to exercising as much control as possible, it was decided to centralize the operation under one civilian organization under A.O.C. supervision.

3. The Istituto Nazionale Trasporti was authorized and organized by A.O.C. Headquarters to operate all trucks in the possession of AMG/ACC Region I.

a. Headquarters was set up at each Provincial Capital and under the terms of numbered memorandum No. 56 Region I Hq., dated 31 Dec. 43 we started the organization. There has been continuous opposition and lack of cooperation on the part of Sicilians, who were involved in all kinds of private schemes

711

TO : G.O.C. No. 1 District, Catania.

1. Reference X/13 1 April 1944 subject ex-enemy transport and attached letter from C.C.T.T. Messina to C.S.O. No. 1 District.

2. When the captured enemy vehicles in Sicily were turned over to the old A.M.G.O.T. organization it was accomplished by turning them over to nine different S.C.A.Os. There was no central control over this equipment and even those in each province were not under any regulated system or organization; empty trucks were being sent great distances for a return load after returning empty or with an illegitimate haul. Transport was short and often urgent demands were made on headquarters for motor transport which was not available. Many other private trucks were secured by requisitioning on the part of allied officers. We no longer have the power to requisition trucks. The civilian truck transport on this island has been and still is a racket of huge proportions. Due to the shortage of A.C.C. officers it is absolutely impossible to exercise proper control over even the captured enemy and requisitioned trucks. With a view to exercising as much control as possible, it was decided to centralize the operation under one civilian organization under A.C.C. supervision.

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711

a. Headquarters was set up at each Provincial Capital and under the terms of numbered memorandum No. 56 Region I Hq., dated 31 Dec. 43 we started the organization. There has been continuous opposition and lack of cooperation on the part of Sicilians, who were involved in all kinds of private schemes for personal gain, and were reaping a huge harvest, while I.N.T. rates are not to reap profits, but if there are any they are payable to A.C.C. Financial Division Region I Hq. There has also been continuous interference and lack of cooperation on the part of A.C.C. officers and in certain instances other Allied officers as well.

If we are to gain any measure of success in the preservation of this equipment there must be a spirit of cooperation on the part of Allied officers. The trucks are being fast rendered useless due to the lack of tires and none are likely to be received. The time is fast approaching when there will be a critical shortage of civilian transport in Sicily and it is essential to include all ex-army vehicles within the arrangement.

4. The present system was set up on a civilian basis, island wide, as A.C.C. personnel was not available. A.C.C. exercises supervision over this organization so as to meet the essential civilian and Allied Government needs and to eliminate highway transport queues.

5. The tariff charges set up have been given to all concerned which incidentally do not correspond to the rates stated in translation letter from S.I. Messina to C.C.O. No. 1 District. The tariff charge for public utilities and other semi-governmental agencies are as follows:
200 lire per day for trucks up to 30 quintali capacity and
400 lire per day for trucks over 30 quintali capacity.
This is in addition to cost of fuel, lubricants, driver, repair and maintenance.

6. A.C.C. account goods are entitled to be moved free of charge. Civilian agencies either governmental or semi-public are charged at cost of operation plus overhead charges; and only a limited amount of goods movement "conto terzo" according to the priority classification authorizing movement of same are chargeable at full common carrier rates.

7. Any truck in the possession of AMG/ACC Region I whether captured enemy, abandoned, recovered or requisitioned consigned to an individual or agency is an AMG/ACC vehicle and is to be turned over to I.I.T. for proper registration, operation and leasing.

8. I.I.T. is responsible for the conduct of highway transport within Region I to the extent that the vehicles made available under A.C.C. orders will permit; therefore Governmental agencies in particular will benefit greatly as they will be able to obtain transport at reasonable rates. This is a regulated and standardized procedure throughout Region I, and is controlled by A.C.C. This applies only to the equipment under our control, namely captured enemy and requisitioned vehicles.

4. The present system was set up on a civilian basis, island wide, as A.C.C. personnel was not available. A.C.C. exercises supervision over this organization so as to meet the essential civilian and Allied Government needs and to allocate highway transport assets.

5. The tariff charges set up have been given to all concerned which incidentally do not correspond to the rates stated in translation letter from S.I.I. Messine to C.C.O. No. 1 District. The tariff charge for public utilities and other semi government agencies are as follows:
200 lire per day for trucks up to 30 quintal capacity and
400 lire per day for trucks over 30 quintal capacity.
This is in addition to cost of fuel, lubricants, driver, repair and maintenance.

6. A.C.C. account goods are entitled to be moved free of charge. Civilian agencies either governmental or semi-public are charged at cost of operation plus overhead charges; and only a limited amount of goods movement "contingente" according to the priority classification authorizing movement of same are chargeable at full common carrier rates.

7. Any truck in the possession of AMG/ACC Region I whether captured enemy, abandoned, recovered or requisitioned and consigned to an individual or agency is an AMG/ACC vehicle and is to be turned over to I.M.F. for proper registration, operation and leasing.

8. I.M.F. is responsible for the conduct of highway transport within Region I to the extent that the vehicles made available under A.C.C. orders will permit; therefore, Governmental agencies in particular will benefit greatly, as they will be able to obtain transport at reasonable rates. This is a regulated and standardized procedure throughout Region I, and is controlled by A.C.C. This applies only to the equipment under our control, namely captured enemy and requisitioned vehicles.

9. With reference to the problem raised by you at Messina, you will appreciate that the registration of these vehicles within the I.M.F. organization and subject to the same official control of condition of work and labour and charges is essential. Nevertheless, Provincial Commissioner, Messina, has been requested to arrange for transfer in such a way as not hinder the work under your orders. Your representatives are asked to contact him direct to arrange a satisfactory settlement of our combined requirements.

A.M. HANCOCK
Lt. Colonel
Regional Commissioner

Copies TO: Provincial Commissioner - Messina
Head R.C.U.P.W. Division.

672

A.H. HANCOCK
Lt. Colonel
Regional Commissioner

Copies TO: Provincial Commissioner - Messina
Head R.C.U.P.W. Division.

602

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

7/6/23

FILE:RC/386.3

10 April 1944

SUBJECT: Captured Motor Vehicles Italian
(formerly R. AERONAUTICA)

TO : Executive Commissioner
for Transportation Sub-Commission

Reference: "Captured Motor Vehicles" H.Q. Region I,
8 FEB 44.

1. Normally any truck in the possession of A.M.G./A.C.C. Region I, whether captured, abandoned, recovered or requisitioned is handed over to I.N.T. for Regional operations. The following understanding has been reached with R. Aeronautica Italiana pending definite instructions from Higher Authority.

2. a. R. Aeronautica Italiana may impound in Region I such trucks as belonged to this organization before the war provided they have NOT previously been turned over to I.N.T. but have escaped A.M.G./A.C.C. notice and are being operated as privately owned trucks.

b. Each case will immediately be reported to the T.C.U.P.W. Division specifying

Number
Make
License No.
Motor No.
Chassis No.
Tyres with serial No.
General condition of vehicle
Location and circumstances under which
vehicle impounded

c. The T.C.U.P.W. Division reserves the right to authorize permits and licensing of vehicles through the A.C.C. operating organization I.N.T.

d. R. Aeronautica Italiana are to render a monthly condition report to T.C.U.P.W. Division Region I including details of para 2 b. above.

3. R. Aeronautica Italiana will not be permitted to remove any transport from SICILY without special authorization from Transportation Sub-Commission, A.C.C. Naples.

4. Due to tyre shortage and mechanical deficiencies trucks are fast going out of action. It is therefore considered that any captured enemy trucks operated by I.N.T. which it is proposed to transfer from the island must first be replaced by the Italian Authorities by further requisition of privately owned vehicles.

A. N. Hancock
A.N. HANCOCK
Lt. Colonel,
Regional Commissioner

707

RESTRICTED

76/24
6197

ADD MAIN (ECONOMIC SECTION, COL. ADAMS)

2 MAY 1944

RESTRICTED

76/27

ROUTINE

ADAMS

THE

REPAIRS APES CASH DEAR BASH SIX FIVE FIVE SLASH HQ OF TWO EIGHT APRIL FROM
 ALLIANCE AND COMMISSION TO YOU COPY THIS HQ TO BASH TO IDS FOR AND REGION I
FROM ADD BASH FOR ADAMS SIGNED HADPA-LASH PAPER FORWARD THIS HQ COPY OF YOUR
 REPLY

706

RESTRICTED

L. T. MONTANT, JR.
 2nd Lt. AGD
 Adjutant

FROM:- AIR FORCE SUB COMMISSION,
ALLIED CONTROL COMMISSION, 2 MAY RECD
BARI.

TO:- ALLIED CONTROL COMMISSION,
PROVINCIAL HEADQUARTERS, SICILY.
COPY:- ALLIED CONTROL COMMISSION, HEADQUARTERS, NAPLES. ✓

DATE:- 28th April 1944.

REF:- AFSC/S.655/EQ.

ITALIAN AIR FORCE LORRIES IN SICILY.

This Headquarters has recently received a copy of a letter reference BC/537 (undated) signed by you and addressed to Lt/Col. Pacini the Italian Air Force Salvage Officer in Sicily, and for easy reference a copy of this letter is attached as enclosure A. This letter appears to be an instruction to Colonel Pacini to hand in immediately to a civil organisation (The Istituto Nazionale Trasporti), all Regia Aeronautica lorries at present in his possession, and to have civil markings put on them. It appears that after this the lorries are only to be given to the I.A.F. on loan for short periods, and only in exceptional cases of urgency.

2. No copy of this letter appears to have been forwarded to us, and I must point out that it is in direct contravention of a letter issued by the H.Q. of the Allied Military Government, No.AC.564 on the 30th October 1943, and in direct contravention of the directive issued by General Hamblen of the 17th March 1944; copies of these are enclosed for easy reference as enclosures B and C respectively.

3. The lorries employed by Colonel Pacini are being used for collecting Italian Aircraft Salvage, urgently required in Italy to maintain operational aircraft, and their diversion to other purposes in contravention of orders has been a direct hindrance to an Aircraft Repair Workshop, and consequently to the Allied war effort.

4. It is requested that you take immediate steps to return these lorries and any I.A.F. Equipment to the Regia Aeronautica immediately.

HEADQUARTERS
- 1 MAY 1944
A. C. C.

W. A. B. Boscawen

705

W.A.B. BOSCAWEN,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

ECON SEC

U-5989

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HEADQUARTERS

- 1 MAG :944

A. C. C.

W. A. B. BOWEN-BUSCARLET

703

W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Enclosures:
"A", "B" & "C"

2 May
74

COPY.

ALLIED CONTROL COMMISSION
Provincial War. SICILY.
File BC/537

ENCLOSURE H-1 A

To Lt.Col. PACIMI
Comando Nucleo R Aeronautica
Via Buonriposo, n.II.
PALERMO

Subject: Circulation and distribution of lorries.

Reference is made to our latter talking in my office, and hereby is stated what has been agreed:

1. Lorries in circulation, both serviceable or unserviceable which belong to I.A.F. have to be immediately delivered to: Istituto Nazionale Trasporti, according to instructions of M/T's Officer with the A.C.C. - The Istituto Nazionale Trasporti will receive them in charge putting on them its own registration number, leaving the capital letters R.A. and further the lorries will be given on loan to Italian Air Force for a small period strictly necessary.
 2. The I.A.F. will not requisition directly motor-cars wherever they might be located but it has to notify it to the A.C.C. who will make steps according to above instructions.
 3. No motor-car shall be despatched from the Island without previous arrangements with A.C.C. in order to view the opportunity of its use in the Island or in the continent.
 4. As promised you should advice immediately by phone and confirming by letter to other Units of I.A.F. in Sicily that they have to observe the same instructions, stopping to take back lorries from Istituto Nazionale Trasporti. It is understood that for exception and for urgent need of transport required for war purposes, I.A.F. Officers may ask the help of "Istituto Nazionale Trasporti" who will collaborate as far as possible.
 5. The 4 lorries already in hand to I.A.F., will be kept by it after registration numbers have been marked as explained in para 1.
- It will be agreed to have an assurance on the above mentioned subject.

A.N.HANCONK, Lt.Col.

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It will be agreed to have an assurance on the above mentioned subject.

A.W.FANCONI, Lt.Col.
Provincial Commissioner.

CONCLUSION:

ENCLOSURE B.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
APO 312

554

October 30, 1943.

SUBJECT: Transportation - Motor for Allied Military Commission -
Prindisi.

TO : E.O.A.O.,
Region I.

I. The Allied Military Mission - Brindisi is at present reorganizing the Italian Air Force. One of the most important functions of this work consists of air craft recovery which is being carried out by Wing Commander Clay (E) assisted by a number of Italian Air Force Officers. The Italian Air Force Officer in charge is Col. PACINI.

2. There is a great deal of good Italian Air Force equipment in Region I which must be taken up at once or it will be lost. In order to accomplish this a limited amount of motor transport, (former Italian Air Force trucks) now in possession of civilians is required.

3. This Headquarters has been informed that in the Provinces of Trapani, Catania and Messina and Palermo there are a great number of Fiat No. 625 and SPA Italian trucks and Fiat cars L100 and L500 which were made exclusively for the Italian Air Force. These vehicles are now being used by civilians either to transport non-essential goods or persons or are being concealed by civilians who took possession of them upon the approach of the Allied Forces.

4. It is directed that subject to the concurrence of I.B.S. or No. I District, necessary authority be given to Wing Commander Clay to locate and take over the use of 3 such trucks and 1 car in each of the Provinces named. S.O.A.O.s effected will be directed to assist and cooperate with Wing Commander Clay in this matter.

5. It is understood that trucks and cars under direct control of S.C.A.Os and being used for the transport of food supplies are not to be included.

by command of Brigadier General Mosherry:

Learn Your Town - PUBLICATION

TO : S.C.A.O., Region I

Brindisi.

1. The Allied Military Mission - Brindisi is at present reorganizing the Italian Air Force. One of the most important functions of this work consists of air craft recovery which is being carried out by Wing Commander Clay (R) assisted by a number of Italian Air Force Officers. The Italian Air Force Officer in charge is Col. PACINI.

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3. This Headquarters has been informed that in the Provinces of Treponti, Catania and Messina and Palermo there are a great number of Fiat No. 625 and SPA Italian trucks and Fiat cars 1100 and 1500 which were made exclusively for the Italian Air Force. These vehicles are now being used by civilians either to transport non-essential goods or persons or are being concealed by civilians who took possession of them upon the approach of the Allied Forces.

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By command of Brigadier General McSherry:

(sgd) JOHN R. McDOUGALL,
Major A.C.D.
Acting Adjutant.

Approved.

Charles Poletti, Lt.Col.
Regional Civil Affairs Officer.

ENCLOSURE C.

Subject: Requisitioning Facilities essential to Operation
Italian Air Force.

17th March, 1944.

The Italian Air Force is being rehabilitated to operate under Allied Control. To avoid interference as much as possible with this rehabilitation it is essential that factories, work shops, depots and their tools and equipment be returned to their previous uses. In the future, Italian Aircraft factories, workshops, depots, aeronautical machinery, tools and materials will not be taken over or requisitioned except on order by MAAF for use by the Italian Air Force without previous clearance by Administrative Echelon, Allied Armies in Italy. Prior to clearing any requisitions; takings, or removals of these facilities and materials, this Headquarters will consult the Allied Control Commission.

(Sgd) A.L. HAMBLEY Brig. Gen.

for

Major General,
Chief Administrative Officer.

HQ AAI (ADM BCH).

Copy to :- CG 5 Army
CGC 8 Army
5 Corps
1 Dist
2 Dist
3 Dist)

This HQ letter 30/12/Q dtd 23 Dec 43 also refers.

CG Sardinia
CG PBS
CG MAAF
POWIT
TOTAL
List - AAI (ADM BCH).

10321

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

8060

RESTRICTED

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

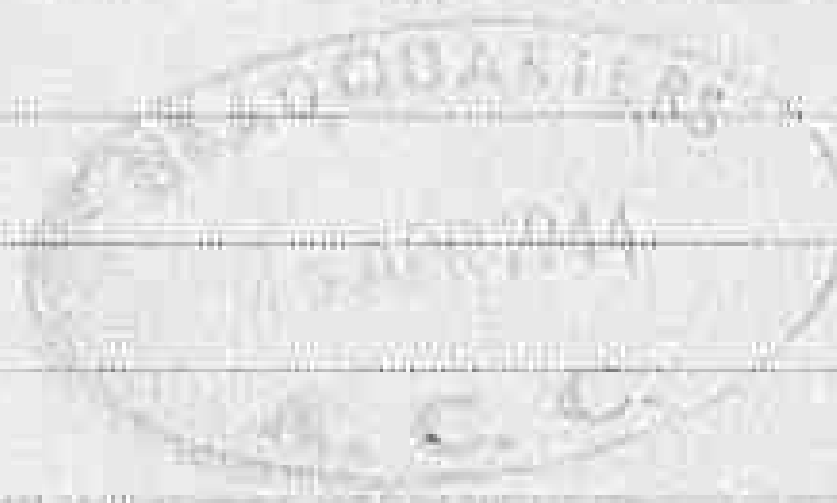
MSG Center No : N40/27
 Classification : RESTRICTED
 Precedence : NONE
 From : IBS STUBBLEBINE FROM HANCOCK *AP*
 To : FATIMA FOR ADAMS

Date Time Rec'd : APR 27 1918B
 Date Time Sent : "
 Reference NR : S-9933
 Cite : AP RTC 35

ALL INFORMATION REQUESTED IN YOUR LETTER ES49 DATED 1 APRIL NOT
 AVAILABLE IMMEDIATELY. INFORMATION ON CIVILIAN TRUCKS HAS BEEN
 HOLDING UP OUR REPLY. IF NOT RECEIVED WITHIN THE NEXT FEW DAYS
 WE WILL SEND DATA ON MILITARY TRUCKS AND AN ESTIMATE ON CIVILIAN
 TRUCKS. REFERENCE FATIMA 3794

ACC DIST

(ACTION) - ECON SECT. 3
 (INF) - DEP. CC 1
 - FILE 1
 - FLAT 1



701

28 apr
28

RESTRICTED

2nd Ind.

From; Provincial Commissioner, Messina, 2 April 1944, To; Chief, T.C.U.P.W. Division, Sicily Region Headquarters.

1. Previous to delivery of all transport to I.N.T., it was the policy of all Provinces to make contracts with food dealers for the use of Allied transportation.
2. The cost of lorries varied as to capacity with a maximum price of 2,000 lire per day which included petrol and driver.
3. Every Sicilian who "took possession" of these vehicles claimed to have spent enormous amounts on repair. Actually in the first few days operations they recouped the expenditure.
4. Other lemon product factories were paying the cost of transport - delivering at Stracuzzi's price and objected to the fact that Stracuzzi was allowed transport free of charge.
5. It was never suggested that the selling price be increased to pay the cost of transportation. On the other hand it was suggested that in view of the fact that this firm was receiving free transportation, that it reduce its price below that of other firms who were paying for transport.
6. Transport in the Province is and has been provided only for the most essential needs, the foremost of which has been the conveyance of foodstuffs. This practice prevails in all Provinces.
7. This Headquarters very strongly resents the statement "that eventually an agreement was reached". Mr. Seymour came up to me at the Mess and stated that Stracuzzi had two lorries free of charge and that the Transportation Officer was insisting that he pay for the use of them. The Provincial Commissioner asked if other producers were not paying for transport and delivering their product to the U.K. at a price as good or better than Stracuzzi. Mr. Seymour stated that it was true, but in his opinion Stracuzzi should have the lorries without charge. I called the Transportation Officer, who had not been approached by Mr. Seymour, and ordered the lorries to remain in Mr. Stracuzzi's possession without pay.

As for the matter of my "better judgement", I sincerely hope that it always prevents me from making a long general informative statement with little regard for specific facts that may be answered.

8. The only discussion of this matter was as reported above. The fact remains that Mr. Seymour got his lorries at his own terms and in a very few minutes. I am at a loss to understand what more he wanted unless he was sent here to operate transportation, which he seems to have generally covered in his report.
9. If the Director of the Industry and Commerce Sub-Commission will let me know if there are any facts other than those set out above that he

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9. If the Director of the Industry and Commerce Sub-Commission will let me know if there are any facts other than those set out above that he desires, I beg to assure him that I will convey them to him, to the best of my knowledge.


C. NORMAN RAMSEY
Major, Finance
PC - Messina

RTC 537

1st Ind.

IMC/sh

FROM: ALLIED CONTROL COMMISSION, SICILY REGION HQ. T.C.U.P.W.
DIVISION 28/3/44.

TO: PROVINCIAL CONTROL COMMISSIONER, MESSINA

1. The enclosed documents are forwarded for your necessary action and report.

By order of Lt. Col. HANCOCK, Regional Commissioner:

C.P. Bolick.
C.P. BOLICK
Lt. Colonel, F.A.,
Chief, T.C.U.P.W.
Division

INCLS: (2)

1. Letter ACC Tn/76/17, 17 March 1944
2. Letter ACC/5127/7/IC 8 March 1944

531
Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
H.Q., A.C.M.F. (Adm. Echelon),
C.M.F.

Our reference : ACC Tn/76/17

Date : 17 Mar 44.

TO : R.C. Region I
(for oi/c Transportation(Road)).

SUBJECT : Road Transportation (Messina Province).

1. Reference letter ACC/5127/7/IC dated 8th March, copy attached, which has been passed to this Sub-Commission.
2. You will doubtless wish to investigate this matter and if the circumstances are as stated, make the necessary adjustments to terms and conditions.
3. Please advise results.

S.A. Fitch
S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

698

1787/5

(COPY)

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

CJH/ejc

Ref. ACC/5127/7/IC

8 March 1944.

SUBJECT : Transport - Messina Province

TO : Finance Sub-Commission
Internal Transportation Sub-Commission

1. The following is an extract from a report by Mr. Seymour, the Ministry of Food citrus expert who has been working for this Sub-Commission on citrus exports from Sicily:

"I cannot refrain at this stage from commenting on the peculiar arrangement which has been in operation for some time in Messina in regard to transport. It has been the practice of A.M.G. there to hire out lorries (without too many questions being asked) at the rate of 2,000 lire a day. I was first given to understand that this figure included petrol and driver, but I now find that the cost of these is extra, the total cost, therefore, being in the region of 3,000 lire a day per lorry. Stracuzzi, some time ago, was allowed to take possession of two Italian Army lorries which were in a bad state of repair. At his own expense he reconditioned the lorries, and shortly afterwards A.M.G. informed him that they would be requisitioned, and that if he required transport he would have to pay for it at the rate of 2,000 lire per day, plus.

The total output of Stracuzzi's factory - lemon juice and lemon oil - yields him a selling return of about 40,000 lire per day. He needs two lorries to convey fruit and containers to and from his factory. The cost of two lorries would have been about 6,000 lire a day, i.e., 15% of his selling price. I remonstrated with A.M.G. over this, and was informed that Stracuzzi only needed to use the lorries one day a week to handle black market activities and he could show a profit on the lorries alone. No doubt: but Stracuzzi is engaged solely in producing lemon juice and lemon oil for sale, at reasonable prices, to U.K. It was then suggested that the selling prices of lemon products should be increased to cover the extra cost of lorries. If, however, a higher price were paid to Stracuzzi it would be difficult to resist similar claims elsewhere, and all-round increases, which would not be justifiable, would result.

I was informed that as it had been impossible to control the activities of people who required lorries it had been decided to make this charge, in order that some of their profit should find its way into the A.M.G. coffers. That seems to me a very

BBfeastist attitude. Surely transport, under present-day conditions, should be provided only for the most essential purposes, and every precaution should be taken to ensure that its use is not abused. At any rate, Messina is the only province where this practice prevails, and I do not know of any widespread abuse in other provinces, where transport is provided, without charge, to convey essential commodities.

As far as Stracuzzi is concerned, I must add that eventually an agreement was reached that the lorries in his possession should remain with him, without charge, until he had completed his contracts for U.K., and that other firms in a similar position should be treated likewise. This arrangement was only made, however, after very strong protests on my part, and it was also made very clear that it was "against better judgement" on the side of A.M.G. in Messina."

2. Would you please let us have your comments on this, so that, if necessary, the matter may be taken further?

/s/W. P. EVANS
Colonel
Director, Industry & Commerce.

698

76/19

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

ASB/edg.

Ref. AOC/5146/10

7 April 1944.

SUBJECT: Distribution of POW - Sicily.

TO : Regional Commissioner, Region I
 (Attention: ~~Logistics~~ & Supply Division)

1. Attached is a copy of A.A.I. Pet. Sec. letter PEE/19/12 of 1 April 1944.
2. It would be appreciated if you could give any assistance to C.I.F., particularly at Syracuse.

By command of Lieutenant General MASON MACFARLANE:

1 Incl: (As perpara. 1 above)

Copy To:
 Transportation Sub-Commission. ✓

John Stouffer
Car
 W. P. EVANS
 Colonel,
 Director, Industry and
 Commerce Sub-Commission.

Advanced AMHQ
Petroleum Section
C.M.P.
A.F.O. 400

PET 19/12
1 April 1944

SUBJECT: CIP Transport - Sicily

TO : HQ. ACC Industry & Commerce Sub-Commission
APO 394 US Army

1. As has been pointed out before, the transport facilities of CIP are definitely limited, and are more so in view of the fact that at different times vehicles belonging to member organization of CIP have been requisitioned by ACC and have not been returned. It is felt by the Petroleum Section that the Allied Control Commission will desire that CIP do an effective job in civilian distribution, and with that thought in mind, will make a real effort to see to it that essential transport is supplied them.

2. The situation in Syracuse at the moment is critical. Could it be possible to release one or more I.M.T. trucks to CIP to aid in civil distribution? Your advice is awaited.

/s/ H. R. Carruthers
H. R. CARRUTHERS
Lt. Col.

for H. B. Eyles, Colonel
Petroleum Section.

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 434

CPB/sb

24 March 1944

In reply
refer to: RTC 537

SUBJECT: Region I Motor Highway Transport

TO : Internal Transportation Sub-Commission ✓
Allied Control Commission
Movements and Transportation
Headquarters, A.C.M.F. (Adm. Echelon).
C.M.F.

1. Reference letter ACC/5127/7/IC dated 8 March 1944
and paragraph 2 and 3 letter ACC/Tn/76/17 dated 17 March 1944.

2. This matter has been forwarded to P.C.C. Messina
for investigation and report and the result of this inves-
tigation will be forwarded for your information as soon as
received.

3. Due to previous arrangements it has not yet been
possible to completely organize the Province of Messina under
existing I.N.T. control and regulations. On April 1, 1944
this province will conform with I.N.T. tariffs and regulations.

A. N. Hancock
A.N. HANCOCK
Lt. Colonel
Regional Control Commissioner

693

7121

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

Our reference : ACC Tn/76/X7

Date : 17 Mar 44.

TO : R.C. Region I
(for oi/c Transportation(Road)).

SUBJECT : Road Transportation (Messina Province).

1. Reference letter ACC/5127/7/IC dated 8th March, copy attached, which has been passed to this Sub-Commission.
2. You will doubtless wish to investigate this matter and if the circumstances are as stated, make the necessary adjustments to terms and conditions.
3. Please advise results.



S.A. FITCH.
Colonel.

Director, Internal Transportation Sub-Commission, ACC.

(COPY)

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

CJH/ejc

Ref. AGC/5127/7/IC

8 March 1944.

SUBJECT : Transport - Messina Province

TO : Finance Sub-Commission
Internal Transportation Sub-Commission

1. The following is an extract from a report by Mr. Seymour, the Ministry of Food citrus expert who had been working for this Sub-Commission on citrus exports from Sicily:

"I cannot refrain at this stage from commenting on the peculiar arrangement which has been in operation for some time in Messina in regard to transport. It has been the practice of A.M.G. there to hire out lorries (without too many questions being asked) at the rate of 2,000 lire a day. I was first given to understand that this figure included petrol and driver, but I now find that the cost of these is extra, the total cost, therefore, being in the region of 3,000 lire a day per lorry. Stracuzzi, some time ago, was allowed to take possession of two Italian Army lorries which were in a bad state of repair. At his own expense he reconditioned the lorries, and shortly afterwards A.M.G. informed him that they would be requisitioned, and that if he required transport he would have to pay for it at the rate of 2,000 lire per day, plus.

The total output of Stracuzzi's factory - lemon juice and lemon oil - yields him a selling return of about 40,000 lire per day. He needs two lorries to convey fruit and containers to and from his factory. The cost of two lorries would have been about 6,000 lire a day, i.e., 15% of his selling price. I remonstrated with A.M.G. over this, and was informed that Stracuzzi only needed to use the lorries one day a week to handle black market activities and he could show a profit on the lorries alone. No doubt; but Stracuzzi is engaged solely in producing lemon juice and lemon oil for sale, at reasonable prices, to U.K. It was then suggested that the selling prices of lemon products should be increased to cover the extra cost of lorries. If, however, a higher price were paid to Stracuzzi it would be difficult to resist similar claims elsewhere, and all-round increases, which would not be justifiable, would result.

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As far as Stracuzzi is concerned, I must add that eventually an agreement was reached that the lorries in his possession should remain with him, without charge, until he had completed his contracts for U.K., and that other firms in a similar position should be treated likewise. This arrangement was only made, however, after very strong protests on my part, and it was also made very clear that it was "against better judgement" on the side of A.M.G. in Messina."

2. Would you please let us have your comments on this, so that, if necessary, the matter may be taken further?

/s/ W. P. EVANS
Colonel
Director, Industry & Commerce.

690

ALLIED CO. TRUCK CO., IS. IOL
SICILY REGIO. HQ.

APC 394

I O/el

File R10 537

16 February 1944

SUBJECT: Permit and Registration of AMG Vehicles.

TO: All Concerned.

1. Reference numbered Memoranda No. 56, 31 December 1943.

2. Henceforth all AMG trucks will be issued a permit by the Transportation, Communications, Utilities, Public Works and Mining Division, through INT, only after proper presentation of truck to INT in the various provinces concerned, and after proper contractual agreement, have been made for re-leasing or re-hiring of trucks, subject to final approval of the Motor Highway Transport Officer, M.C.U.P.W. & Mining Division, Region I HQ, ACC.

3. In addition, these trucks shall bear markings: AMG, Number, and INT on side doors.

4. In addition, "Transportation Request" must be carried by driver of truck at all times, and properly filled out.

5. In addition, "Woglio Di Viaggio" must be carried by driver of truck at all times.

6. These documents and markings constitute a complete truck operated by INT.

7. Public Safety, Region I HQ, ACC, has complete information regarding all permit and registration procedures of same, and has been authorized to inspect all improperly operating so-called "AMG trucks", and turn them over to INT representatives in the various provincial areas after 15 March 1944.

889

TO All Concerned.

1. Reference Numbered Memoranda No. 56, 31 December 1943.

2. Henceforth all AMG trucks will be issued a permit by the Transportation Communications, Utilized, Public Works and Mining Division, through INT, only after proper presentation of truck to INT in the various provinces concerned, and after proper contractual agreement, have been made for re-issuing or re-hiring of trucks, subject to final approval of the Motor Highway Transport Officer, T.O.D.P.V. & Mining Division, Region I HQ, ACC.

3. In addition, these trucks shall bear markings: AMG, Number, and INT on side doors.

4. In addition, "Transportation Request" must be carried by driver of truck at all times, and properly filled out.

5. In addition, "Perfido Di Viagelo" must be carried by driver of truck at all times.

6. These documents and markings constitute a bonded truck operated by INT.

7. Public Safety, Region I HQ, ACC, has complete information regarding all permit and registration procedures of same, and has been authorized to impound all improperly operating so-called "AMG trucks", and turn them over to INT representatives in the various provincial areas after 15 March 1944.

For the D.R.C.,

R.P. Bolick
C.P. BOLICK
Lt. Col., M.A.,
Chief, T.O.D.P.V.
& Mining Div.

DISTRIBUTION:

Provincial Commissioners.

Provinces all provinces (through Prov. Comms.) - 5 each.

INT - 5.

Provost Marshal IBC - 1

" " Seventh Army - 1

H.Q. No. 1 District.

ALLIED CONTROL COMMISSION
CIVILIAN REGION HEADQUARTERS

REF-2-537

ALB 394

8 February 1944

TO: ALLIED CONTROL COMMISSION

FROM: 3.3.4.4.0.'s and Heads of Divisions.

CAPTURED MOTOR VEHICLES

1. In case you have not already done so, you are directed to take such action as may be required to secure the return to your headquarters or to your control of all Motor Vehicles formerly belonging to the Italian or German Army, which were captured by the Allied Forces or were abandoned as an incident to the campaign, and which have been sold or given by A.I.G. officers or a German authorization to any person or corporation or have been acquired by any person or corporation by any means whatsoever.

2. Any such sales of captured or abandoned Italian or German motor vehicles are hereby set aside and nullified, whether made by A.I.G. officers or by any person acting under such direction.

3. In case of a bonafide sale of such motor vehicles by A.I.G. officers or under their direction, the original purchase price may be refunded and the appropriate license officer is authorized to make such repayment, to the good faith purchaser or to the present owner, if there has been a bonafide change of ownership on surrender of the original receipt or other document of authority, and provided that the vehicle is handed over in good running order and condition.

4. Payment is to be made in respect of any such motor vehicle in excess of the original purchase price either on the ground of capital expenditure incurred in collection, repairs, increased price or subsequent transfer or otherwise.

5. Any person who has purchased or acquired either directly or indirectly any such motor vehicle as is specified in paragraph 1 hereof shall be entitled to be issued with a motor vehicle license in respect of such vehicle and instructions to this effect have been issued to and will be strictly observed by the Italian license issuing agency.

6. Any trucks so reacquired will be handed over to A.I.G. and passenger vehicles will remain at your disposal and be

688

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5. Any trucks so reacquired will be handed over to A.M.G. and passenger vehicles will remain at your disposal, and you are requested to furnish full details in each case, quittance certificate and chassis numbers as well as the index number.

Charles B. H. H.

CHARLES B. H. H.
Lt. Colonel
Regional Civil Affairs Officer

5.2.2.1. is a 4 page of L.V.
1000-25

ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
APO 394

Col. Linker
1 February 1945

OFFICIAL ORDER
No. 47

Whereas there is a dire need of mechanical transport for the effective conduct of governmental activities
I, CHARLES FOLETTI, Lt. Colonel, RCLO, by virtue of power conferred upon me

ORDER

1. That Prefects requisition all trucks and cars in circulation without permits and all trucks and cars for which permits have been applied for but have been refused by registration authorities.
2. That necessary requisition forms be issued to Questori by Prefects.
3. That the Questori make a report every 15 days to the Prefects on the requisition forms used.
4. That the Prefects report to the Allied Military Government every 15 days on the progress made in securing transportation.
5. That the Prefects take necessary additional steps to secure horses and bicycles for the police services.
6. That this order be effective immediately.

Charles Foletti

CHARLES FOLETTI
Lt. Colonel
Regional Civil Affairs Officer

Distribution

Prefects 9
Mares 35
Public Safety 12

687

1091/1

GOVERNO MILITARE ALLEATO
QUARTIERE REGIONALE SICILIA
APO 394

14/10/1947

ORDINE UFFICIALE

N° 47

Dato l'urgente bisogno di mezzi di trasporto meccanico per l'andamento efficace delle attività governative

Io, CHARLES POLETTI, Tenente Colonnello, Ufficiale Capo degli Affari Civili della Sicilia, in virtù dei poteri conferitimi.

O R D I N O

1. Che i Prefetti requisiscano tutti gli autoveicoli in circolazione senza permessi, e tutti gli autoveicoli e camion per i quali i permessi non sono stati chiesti ma sono stati rifiutati dall'autorità di registrazione;
2. Che i moduli per requisizione siano consegnati ai Questori dai Prefetti;
3. Che i Questori provvedano a compilare ogni 15 giorni una relazione ai Prefetti sull'impiego di moduli di requisizione;
4. Che i Prefetti facciano una relazione al Governo Militare Alleato ogni 15 giorni sul progresso fatto nell'ottenere i mezzi di trasporto;
5. Che i Prefetti prendano altre misure necessarie per procurare cavalli e biciclette per i servizi di Polizia;
6. Che quest'Ordine sia messo in vigore immediatamente.

Charles Polletti

CHARLES POLETTI
Ten. Colonnello
Capo Regionale degli Affari
Civili

Distribution

Prefects 9
Squares 35
Public Safety 12

686

Internal Transportation Sub-Commission, ACC.,

C/o Mov & Tn.,
HQ ACMF (Adm Echelon),
C.M.F.

Our reference : ACC Tn/76/14

Date : 11 Mar 44.

TO : Main HQ ACC.,
Industry & Commerce Sub-Commission.

SUBJECT: Road Transport (Messina Province).

1. Reference your letter ACC/5127/7/IC dated 8 Mar 44.
2. Until receipt of your letter this Sub-Commission had no knowledge of the peculiar arrangement to which you refer.
3. The Instructions for Organisation and Operation of Road Haulage Transport were sent out to the Regions on 11 Feb 44.
4. When the Road Haulage Organisations have been organised on the basis laid down in the Instructions mentioned in para 3 above, such anomalies will not be possible.
5. There is no reference as to the date when Mr Seymour discovered the facts mentioned in his report and this is of great interest to this Sub-Commission. Perhaps, therefore, it could be supplied.

MB 685. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

76/18 '97

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

CJH/oje

Ref. AGO/5127/7/16

8 March 1944

SUBJECT: Transport - Messina Province

TO : Finance Sub-Commission
Internal Transportation Sub-Commission ✓

1. The following is an extract from a report by Mr. Seymour, the Ministry of Food citrus expert who has been working for this Sub-Commission on citrus exports from Sicily:

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defeatist attitude. Surely transport, under present-day conditions, should be provided only for the most essential purposes, and every precaution should be taken to ensure that its use is not abused. At any rate, Messina is the only province where this practice prevails, and I do not know of any widespread abuse in other provinces, where transport is provided, without charge, to convey essential commodities.

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2. Would you please let us have your comments on this, so that, if necessary, the matter may be taken further?

W. P. EVANS *W. P. Evans*
Colonel
Director, Industry & Commerce

OFFICIAL ORDER NO. 63:

Necessary reserved warrant on the streets and public areas, the security of the movement of vehicles in general and the public safety, at the times and in the cases where the lighting of luminous signals, and the use of visible signaling apparatus and placing of street signals is obligatory, forbidding the passing of vehicles that are not in the law in the sanctions of loading them that they move about without being in the law with them, they that haven't faced the prescribed amount due.

Therefore, I, Charles Poletti, Lt. Colonel, Officer, Head of Civil Affairs of Sicily, in power of the (conferitimi) government.

ORDER

Art. 1. All automobiles adapted in the line of public service and those susceptible to attain the speed of 30 miles per hour, must be furnished with electric lights.

Art. 2. Those automobiles not susceptible to speed as in art 1 can use the luminous spring opposite the electric light.

Art. 3. All automobiles must be provided with one or two white frosted lights and second they must have two good front wheels.

Art. 4. All automobiles susceptible to attain the speed of 30 miles per hour, more than white frosted lamps, they must be provided with many more things, as double lights, dazzling, that can be surrounded with the same lamps.

Art. 5.

BEST COPY POSSIBLE

CO. ISSIONE AMBASATA DI COMANDO
QUARTIERE AMBASATA - REGIONALE
DALLA SICILIA

10/2/48

ORDINE UFFICIALE

53

Avvenute necessarie garantire sulle strade ed aree pubbliche, le sicurezza della circolazione dei veicoli in genere e la pubblica incolumità, nelle ore e nei casi in cui è obbligatoria l'azione dei segnali luminosi e l'uso degli apparecchi di segnalazione visiva e dei dispositivi necessari per la segnalazione stradale, si fa divieto di circolazione con veicoli che non siano in regola con tutti i apparecchi e dispositivi di segnalazione, di far richiesta alle sanzioni di cui sono puniti e carico di coloro che circoscrivono le sanzioni in regola con essi e che non ne facciano il debito uso quando prescrivono.

Intendendosi, lo, DALLA SICILIA, Tenente Colonnello, Ufficiale capo dei servizi civili della Sicilia, in virtù dei poteri conferiti.

O R D I N O

Art. 1°- Tutti gli autoveicoli ed i veicoli a servizio pubblico di linea e quelli suscettibili di raggiungere la velocità di 100 km all'ora, debbono essere forniti di impianti di illuminazione elettrica.

Art. 2°- Gli autoveicoli non suscettibili di raggiungere la velocità di cui all'art. 1°, possono essere di tipo di illuminazione diversa di quella elettrica, condizione che la segnalazione sia di intensità pari a quella prescritta per le segnalazioni elettriche.

Art. 3°- Tutti gli autoveicoli debbono essere provvisti, per l'illuminazione, di uno o due fanali a luce bianca, e secondo che si viene uno o due ruote anteriori.

Art. 4°- Gli autoveicoli suscettibili di raggiungere la velocità di 100 km all'ora, oltre i fanali di cui all'art. 3° debbono essere provvisti di altrettanti fanali, a doppia luce, altraillante, che possono essere contenuti negli stessi apparecchi contenenti i fanali.

Art. 5°- Oltre ai fanali di cui agli art. 3 e 4, gli autoveicoli trainati rimorchi debbono portare nella parte anteriore, colla trainata, fanali di tipo stradale.

lumi anteriori a luce bianca, invece di luce gialla, le stesse luci se non co-
le stesse luci se non co-
te esternamente alla cabina, sono costituite da due soli fascini
proiettanti luce bianca. Venti e luce rossa indietro.

Per gli autoveicoli di cui all'Art. 2 in campo dei fascini
può consentirsi l'impiego di dispositivi eotrifrangenti idr.
stessa colorazione di cui sopra.

La retrocurvante dissimetrica, debbono avere, invece, la
solo fascino d'ingombro, a doppia luce, collocato sul fianco su-
terno della carrozzeria.

Art. 69. Tutti gli autoveicoli edibili e serviti di linea o
da piazza, quelli con carrozzeria chiusa, i motocarri o autocar-
pi a tre ruote, di cui una anteriore, gli autocarri di portate su-
periore a 30 quintali e quelli trainanti rimorchi, li autocarri
avanti un solo d'ingombro superiore a m. 1.40, debbono essere
previsti di un dispositivo luminoso od elettrico, sul lo spazio
lazioni di compimento di direzione o strada, costituiti da due
indicatori luminosi di colorazione arancione, o una caratteriz-
genti dello stesso colore, di forma allungata (freccie) , posti
dal guidatore con apposito comando e situati su entrambi i lati
del veicolo.

L'impiego delle "freccie" è obbligatorio anche per li auto-
carri di portata inferiore a 30 q.li e con cabina di larghezza su-
feriore a m. 1.40, venti il posto di guida in cabina con chiusa-
re laterali che impediscano la effluce segnalazione con la man-

Art. 90. Gli autoveicoli aventi una lunghezza superiore a m.
6 e gli autotreni debbono essere forniti, oltre alle freccie di
cui all'Art. 8, di un dispositivo luminoso di colorazione arancio
ne, applicato nella parte posteriore, il quale può essere unito
con il dispositivo di illuminazione delle targa, che ~~688~~
segnalazione se l'autoveicolo sta per voltare a destra o a sinis-
tra, il quale skole essere denominato comunemente "ripetitore in-
le freccie".

Art. 100. Tutti gli autoveicoli di cui all'Art. 8, debbono es-
sere inoltre provvisti di un dispositivo luminoso collegato col
comando e pedale del freno principale, il quale, ogni qualvolta
che quest'ultimo venga azionato dal conducente per provocare l'ar-
resto od il rallentamento delle marcia, faccia emanare posterio-
mente agli autoveicoli stessi una segnalazione di colore arancio-
na, indicante detto arresto o rallentamento.

Art. 110. I compressori stradali, i quali non sono suscetti-
bili di superare 30 Km. all'ora, dovranno essere forniti entral-
mente di due fanali a luce bianca e posteriormente di un fanale
rosso di proiezione, luce rossa, nonché di due cavarifrangenti di co-
lorazione rossa.

Art. 120. I filabus dovranno essere in regola con le disposi-
zioni di cui agli articoli 1-3-4-6-7-8-9-10.

Art. 13°- I fari di cui all'Art. 3° debbono essere schermati con una cuccia di tela cerata o di stoffa assolutamente non trasparente, nella quale sia praticata al disotto della lamina una fessura lunga cm. 8 e larga cm. 2, ricoperta da una lamina di "indovetro" oppure dovranno portare, in mancanza della cuccia, uno schermo di tela cerata o di stoffa applicata sulla parte interna del vetro.

Art. 14°- La luce abbagliante dei fari non dovrà mai essere impiegata per nessun motivo.

La luce rossa dei segnali luminosi posteriori, dovrà, per quanto possibile, essere attenuata affinché non si proietti troppo vivamente sul piano stradale.

Art. 15°- I fanali delle vetture tramviarie, dovranno essere schermati. La luce interna schermata e schermata con ciocchieri metallici o di cartone in modo che la luce sia proiettata esclusivamente verso il basso.

Art. 16°- Le biciclette dovranno avere i fanali schermati mediante un dischetto di cartone spesso (o di altra materia assai resistente non trasparente) e liscio al cristallo della parte interna, portante una fessura lunga cm. 3 e larga cm. 1 (raccoltiva la cuffia come per gli autoveicoli).

Art. 17°- Le luci dei veicoli a trazione animale dovranno essere schermate. Le vetture pubbliche porteranno nella parte posteriore un segnale azzurro luminoso, costituito da un fanalino a candela che proietti una luce assai rettangolare non superiore a cm. 5 di altezza per cm. 3 di lunghezza, da fissare sull'assale posteriore delle vetture stesse.

Art. 18°- L'incosservanza delle norme contenute negli articoli da 1 a 12, escluso il 5, sarà punita con l'ammenda da lire cinquecento a lire mille, previste dall'Art. 59 del Codice della Strada.

Chi non usa gli arnesi di cui sopra quando prescritto, cioè da mezz'ora dopo il tramonto del sole e mezz'ora prima del suo sorgere, e di giorno, in caso di nebbia o di foschia, sarà punito con la suddetta ammenda.

L'inesecuzione della disposizione di cui all'Art. 5 è punita, invece, con l'ammenda da L. 50 a L. 200.

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Art. 19°- L'incosservanza delle disposizioni contenute negli art. da 13 a 17 sarà punita con le sanzioni previste dall'Art. 7 della legge di pubblica sicurezza.

Art. 20°- I prefetti daranno disposizione ai Sindaci di dare immediata diffusione al presente Ordine.

I prefetti e i Sindaci sono incaricati di eseguire

La luce rossa dei segnali luminosi posteriori, non si proietti troppo quanto possibile, essere attenuata affinché non si proietti troppo vivamente sul piano stradale.

Art. 150.- I fanali delle vetture tramviarie dovranno essere bianchi. La luce interna accendata e schermata con bicchieri metallici o di cerone in modo che la luce sia proiettata esclusivamente verso il basso.

Art. 151.- Le biciclette dovranno avere i fanali schematici muniti di un bicchiere di cerone opaco (o di altra materia assai trasparente non trasparente) e il corno di cristallo della parte anteriore, munito di una fessura lunga cm. 3 e larga cm. 1 (facoltativa la cui sia come per gli autoveicoli).

Art. 170.- Le luci dei veicoli a trazione animale dovranno essere azzerate. Le vetture pubbliche dovranno avere la parte posteriore un segnale azzurro luminoso, costituito da un fanale a candela che proietti una luce a forma rettangolare con superiore a cm. 3 di altezza per cm. 3 di lunghezza, da fissare sull'asse posteriore delle vetture stesse.

Art. 180.- L'inosservanza delle norme contenute negli articoli da 1 a 12, escluso il 5, sarà punita con l'ammenda da lire cinquecento a lire mille, prevista dall'art. 59 del Codice della Strada.

Chi non usa gli apparecchi di cui sopra quando prescritto, cioè da mezz'ora dopo il tramonto del sole e mezz'ora prima del sorgere, e di giorno, in caso di nebbia o di foschia, sarà punito con la suddetta ammenda.

L'inadempienza alla disposizione di cui all'art. 5 è punita, invece, con l'ammenda da L. 50 a L. 200.

Art. 190.- L'inosservanza delle disposizioni contenute negli art. da 13 a 17 sarà punita con le sanzioni previste dall'art. 17 della legge di pubblica sicurezza.

Art. 200.- I prefetti daranno disposizione ai Sindaci di dare immediata diffusione al presente Ordine.

Art. 210.- Gli agenti di Polizia sono incaricati di esercitare attiva sorveglianza per reprimere eventuali inadempienze alle norme di cui sopra.

DISTRIBUZIONE:

1- Prefetti

Spares 35 -

Presso: Palermo, Catania, Messina.

ed.

Charles Politti

CHARLES POLITTI

Tenente Colonnello

Ufficiale Capo degli Affari Civili
della Sicilia.

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Io, CARLO FIORELLI, tenente Colonnello, Ufficiale Capo della
Milizia Civile della Sicilia, in virtù dei poteri conferitimi

Art. 10- Del 16 febbraio 1944 tutti gli autoveicoli della città, fatta eccezione per quelli di cui all' Art. 2, debbono essere provvisti, per potere circolare, dei permessi speciali di nuovo tipo, rilasciati dall' Ispettorato del P. V., entro il 30 aprile 1944, con scadenze al 30 aprile 1945.

La Commissione di collegamento con il governo all'estero, e quindi la propria attività, è in collegamento speciale che può essere in comunicazione con gli uffici di ogni addetto alla Affari Civili della Provincia. Sono esclusi dall'iscrizione di tali informazioni il numero di cui al presente art. 3.

Art. 3° - Gli atti e le prove convenienti all'istruttoria, previsti dalla concessione di regolare nolle osta, da parte dell'Ufficio degli Affari Civili, su licenze del Ministero Generale del Governo - Illustre Allievo, su richiesta degli Uffici e dei Capitoli degli Affari Civili delle provincie, che dovranno all'uopo inoltrare proposte motivate, possono essere ceduti in uso, alle condizioni che saranno di volta in volta stabilite dai detti Uffici, a Ditta che siano esercenti le osservanze pubbliche di linee regolarmente autorizzate dallo Stato. I servizi pubblici di linee regolarmente autorizzate dallo Stato, e per servizio della popolazione Civile e dei trasporti, in seguito a concessione, e possono essere attribuiti, in seguito a concessione, a parte di detto Impiegato, intestandone però la proprietà al Governo. Illustre Allievo;

Il autobus di provenienza militare di cui al pre-

consenso dei carabinieri, delle donne e dei materiali di trasporto
 avere nome di carattere generale in merito all'uso dei auto-
 veicoli muniti di permessi speciali di circolazione e alle esen-
 zi da esenzione. Il caso di coloro che trasgrediranno detta no-

Io, On. I. I. I. I., tenente Colonnello, Ufficiale Capo della
 Affari Civili della Sicilia, in virtù dei poteri conferitimi

ORDINE

Art. 10. - Dal 15 febbraio 1944 tutti gli autoveicoli della Si-
 cilia, fatta eccezione per quelli di cui all'art. 2, debbono essere
 provvisti, per potere circolare, dei permessi speciali di nuovo ti-
 po, con scadenza al 30 aprile p.v. rilasciati dall'Ispettorato del-
 la Motorizzazione Civile dei tre ordini in concessione.

Art. 11. - In circolazione degli autoveicoli di provenienza mi-
 litare, a grandi di proprietà del Governo Militare Alleato, è po-
 tolata delle disposizioni speciali che sono state in concessione
 agli Uffici di Capi e sottufficiali Affari Civili della Provincia.
 Sono esclusi dalla licenza di tali disposizioni gli autobus di
 cui al seguente art. 34.

Art. 30. - Gli autobus di provenienza militare, previa conces-
 sione di regolare dalla parte del Ufficio Regionale
 Licenze del Quartiere Generale del Governo Militare Alleato, su
 richiesta degli Ufficiali Capi degli Affari Civili delle provin-
 cie, che dovranno all'atto inoltrare proposte motivate, possono
 essere ceduti in uso, alle condizioni che saranno di volta in volta
 stabilite dai detti Ufficiali, a Dittie che siano esercenti la
 conservazione pubblica di linee regolarmente autorizzate dallo Is-
 pettorato della Motorizzazione Civile e dei trasporti. Conces-
 sione, e possono essere elettricolati, in seguito a chiesto da
 parte di detto Ispettorato, intestandone però la proprietà al Go-
 verno Militare Alleato;

Art. 40. - Gli autobus di provenienza militare di cui al presen-
 te art. 3, ed altri degli altri autobus civili, debbono essere
 muniti, per potere circolare sulle linee automobilistiche, dei
 permessi di cui all'art. 11.

Art. 50. - Gli autoveicoli di cui all'art. 1, possono circolare
 soltanto nell'ambito della Motorizzazione Civile, o della Motori-
 zazione da via provinciale o dell'Inferno, quando esse
 siano autorizzate agli stessi permessi;

Art. 60. - Gli autobus dei servizi pubblici di linea possono
 circolare soltanto sui percorsi che si riferiscono a detti ser-
 vizi, i quali sono esenti dalle licenze di circolazione dei li-
 bus stessi e sui percorsi.

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70. - con la permesso ven cno -il scolti in se muto e
comprovate, riconoscenza necessitate, il no divieto di cibile
autoveicoli di qualsiasi tipo ad un uso diverso da quello indicato
to sui permessi medesimi;

71.80. - Dopo il divieto di cui all'art. 70, qualora il posses-
sore di un autoveicolo sia autorizzato a circolare con altri, mo-
difica regolare documento di vendita, la proprietà del suo auto-
veicolo è obbligatoria e denunciare la vendita all'Ispettorato del-
la Motorizzazione Civile, restituendo il permesso;

71.90. - Gli Uffici provinciali del MCI possono essere titolari
passaggi di proprietà di veicoli muniti di permessi soltanto dopo
che da parte dei venditori degli autoveicoli stessi sia stato
veduto e quanto prescritto dall'art. 8, e dopo che l'Ispettorato
la Motorizzazione Civile abbia eseguito l'annullamento dell'auto-
zione che viene apposte sulle licenze di circolazione all'atto del
rilascio dei permessi;

71.100. - L'effettuazione del passaggio di proprietà di un au-
toveicolo già autorizzato a circolare non conferisce al nuovo pro-
prietario alcun diritto ad avere rilasciato un nuovo permesso. Il
mantenimento subordinato la concessione di quest'ultimo alla dimo-
strazione della necessità della circolazione dell'autoveicolo in col-
zione al nuovo uso cui è so volta essere necessario.

71.110. - Gli autoveicoli sono divisi in categorie, oltre al
permesso, debbono essere muniti:

- a) della licenza di circolazione, indispensabile per l'eser-
ta individuazione dei veicoli stessi;
- b) del disco contrasse no comprovata il pagamento del
ritto erario di statistica, per "autoveicoli" o "motocicli",
valevole fino al 31 dicembre 1944;
- c) del disco contrasse no comprovata il pagamento delle
"tasse di circolazione per autoveicoli industriali" (autocam-
ri, motocarri, ecc.,) o della "tassa di circolazione sui ri-
marchi", valevole fino al 30 aprile 1944, date di scadenza
dei permessi;

71.120. - Gli autoveicoli sorpresi a circolare senza es-
sere muniti di permessi o con permessi che si riferiscono ad al-
tri veicoli o ad altri proprietari, sono confiscati;

71.130. - Gli autoveicoli esibiti ad uso diverso da quello
per il quale vengono rilasciati i relativi permessi, sarà rinvi-
to il permesso per un periodo di un mese in caso di prima infra-
zione, di due mesi per la seconda infrazione, e dopo di ciò il
ritiro sarà definitivo.

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la Motorizzazione Civile, restituendo il permesso.

ART. 9°- Gli Uffici Provinciali del M.C.I. possono effettuare i passaggi di proprietà di veicoli muniti di permessi soltanto dopo che la parte dei venditori dei veicoli stessi sia stato visto e veduto e quanto prescritto all'art. 8, e dopo che l'Impetore della Motorizzazione Civile abbia eseguito l'annullamento dell'annullamento che viene apposta sulle licenze di circolazione all'atto del rilascio dei permessi.

ART. 10°- L'effettuazione del passaggio di proprietà di un veicolo già autorizzato a circolare non conferisce al nuovo proprietario alcun diritto ad avere rilasciato un nuovo permesso, ma avendo subordinata la concessione di quest'ultima alla dimostrazione della necessità della circolazione dell'automobile in relazione al nuovo uso cui esso dovrà essere destinato.

ART. 11°- Gli autoveicoli muniti di licenze, oltre al permesso, debbono essere muniti:

- a) della licenza di circolazione, indispensabile per l'ottenimento della individuazione dei veicoli stessi;
- b) del disco contrasse no comprovante il pagamento della "tassa di circolazione per autoveicoli industriali" (autocarri, motocarri, ecc.,) o della "tassa di circolazione sui rimorchi", valevole fino al 31 dicembre 1944;
- c) del disco contrasse no comprovante il pagamento della "tassa di circolazione per autoveicoli industriali" (autocarri, motocarri, ecc.,) o della "tassa di circolazione sui rimorchi", valevole fino al 30 aprile 1944, data di scadenza del permesso;

ART. 12°- Gli autoveicoli sorpresi a circolare senza essere muniti di permessi o con permessi che si riferiscono ad altri veicoli o ad altri proprietari, sono confiscati;

ART. 13°- Gli autoveicoli adibiti ad uso diverso da quello per il quale vengono rilasciati i relativi permessi, sarà ritirato il permesso per un periodo di un mese in caso di prima infrazione, di due mesi per la seconda infrazione, e dopo di ciò il ritiro sarà definitivo.

ART. 14°- Gli autoveicoli sorpresi a circolare fuori della zona territoriale di cui all'art. 5, o fuori del percorso delle licenze di cui all'art. 5, viene ritirato il permesso per un periodo di un mese;

ART. 15°- Gli agenti di polizia, a qualunque categoria essi appartengano, hanno l'obbligo di esercitare attiva vigilanza sulla circolazione degli autoveicoli, per procedere a carico dei trasgressori delle disposizioni contenute nel presente Ordine.

ART. 16°- I Comandi o gli Uffici Provinciali del M.C.I. dovranno adottare nei confronti di detti trasgressori le

azioni di cui agli articoli 12, 13, 14, dando però immediata comunicazione dei provvedimenti adottati all'Ispettorato della Direzione Civile e dei trasporti in Concessione, secondo le modalità indicate negli art. 17 e 18, per la convalida e meno di tali provvedimenti, e trattenendo agli atti i permessi eventualmente ritirati;

Deve Convalida, in mancanza di avviso in contrario da parte dell'Ispettorato di cui sopra, e da considerarsi sempre implicitamente data;

Art. 17°- Nella comunicazione di cui è cenno nel precedente articolo 16, oltre alle specie di trasgressione accertata, occorrerà indicare tutti i dati riportati sui permessi ritirati, la data d'inizio e la durata del ritiro, nonché le eventuali dichiarazioni degli interessati al riguardo;

Art. 18°- Se i trasgressori delle norme di cui al presente Ordine risiedono nelle provincie di Raiuno, Messina, A. Rignano, Caltanissetta e Trapani, i Comandi o i Sindaci di cui all'art. 16 dovranno fare la comunicazione citata in detto articolo alla Direzione Centrale di Palermo dell'Ispettorato della Direzione Civile e dei trasporti in Concessione;

Per le provincie di Catania, Siracusa, Ragusa ed Enna, invece, la comunicazione di cui trattasi dovrà essere fatta all'ufficio distaccato di Catania dell'Ispettorato suddetto, il quale ha giurisdizione su queste ultime provincie;

Art. 19°- Prima di restituire agli interessati i permessi già ritirati, i Comandi o Uffici di cui all'art. 16, debbono annotare sul retro dei permessi stessi i motivi del ritiro e la durata di esso;

Art. 20°- La Direzione Centrale di Palermo è l'Ufficio distaccato di Catania dell'Ispettorato di cui all'art. 18, prenderanno nota delle sanzioni che saranno adottate, di volta in volta, e carico di coloro che trasgrediranno le norme contenute nel presente Ordine e ne versano debito conto quando saranno presentate le successive richieste di rinnovo di permessi, per nuove o eventualmente de to rinnovo;

Art. 21°- I Prefetti incaricheranno i Sindaci di dare immediata diffusione al presente Ordine.

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Charles R. R. R.

CHARLES R. R. R.

Telegrafo Coloniale

Ufficio Civili

Art. 17°- Nella comunicazione di cui al presente articolo 16, oltre alle specie di trasgressione accertate, occorrerà indicare tutti i dati riportati nei permessi ritirati, la data d'inizio e la durata del ritiro, nonché le eventuali condizioni degli interessati al riguardo;

Art. 18°- Se i trasgressori delle norme di cui al presente Ordine risiedono nelle provincie di Palermo, Messina, Alghero, Caltanissetta e Trapani, i Comandi o gli Uffici di cui all'art. 15 dovranno fare la comunicazione citata in detto articolo alla Direzione Centrale di Palermo dell'Ispettorato delle Autorizzate Civili e dei Trasporti in Concessione;

Per le Provincie di Catania, Siracusa, Ragusa ed Enna, invece, la comunicazione di cui trattasi dovrà essere fatta all'Ufficio distaccato di Catania dell'Ispettorato suddetto, il quale ha giurisdizione su queste ultime provincie;

Art. 19°- Prima di restituire agli interessati i permessi già ritirati, i Comandi o Uffici di cui all'art. 16, debbono annotare sul retro dei permessi stessi i motivi del ritiro e le date di esso;

Art. 20°- La Direzione Centrale di Palermo è l'Ufficio distaccato di Catania dell'Ispettorato di cui all'art. 18, prenderanno nota delle sanzioni che saranno adottate, di volta in volta, a carico di coloro che trasgrediranno le norme contenute nel presente Ordine e ne verranno debitamente sanzionati, per neppure le successive richieste di rinnovo di permessi, per neppure eventualmente de suo rinnovo;

Art. 21°- I Prefetti incaricheranno i Sindaci di dare immediata diffusione al presente Ordine.

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Charles Ratti

CHARLES RATTI
Tenente Colonnello
Ufficiale Capo degli Affari Civili
della Sicilia.

NOTA ILLUSTRATIVA:

S.C. 10.0. '8 - Prefetto.

S.C. 10.0. '7 - A.D.

R.C. 10.0. '7 - Ispet. ordo. autorizzazione
Guardie di Finanza

ALLIED CONTROL COMMISSION
REGIONAL HEADQUARTERS OF SICILY

10
2 February 1944

OFFICIAL ORDER
NO. 62

Believing it necessary to economize in the consumption of fuel, tires and spare parts, to issue orders of general character in connection with the use of motor vehicles furnished with special circulation permits and penalties applicable against those who do not comply with such orders,

I, Charles Peletti, Lt. Col. Civil Affairs Senior Officer for Sicily, by virtue of the powers conferred upon me,

ORDER THAT:

Art. 1. Beginning February 16, 1944, all motor vehicles of Sicily, excepting the ones referred to in Art. 2, must be provided with special permits of a new type valid until the 30th of April, 1944, issued by the Civil Motorization and Concession of Transports Inspectorate, in order to be allowed to circulate.

Art. 2. Circulation of motor vehicles operated by the military personnel and owned by the Allied Military Government, is regulated by the special provisions which have all ready been communicated to the Civil Affairs Senior Officers of the Provinces. Busses referred to in Art. 3 do not have to comply with these provisions.

Art. 3. Busses of military origin, subject to issue of regular authorization by the License Registration Office of the Allied Military Government Headquarters, upon petition of the Civil Affairs Senior Officers of the Provinces, who will have to submit the requests and the motives for such requests, may be turned over, under the conditions specified from time to time by the Senior Officers, to Firms operating public autoservices on lines regularly authorized by the Civil Motorization and Concession of Transports Inspectorate, and may be registered, after a trial by the mentioned Inspectorate, recording the ownership to the Allied Military Government.

Art. 4. Busses of military origin, referred to in Art. 3, in the same way as the civil busses, must be provided with the permits referred to in Art. 1, in order to be allowed to circulate on motor vehicle lines.

Art. 5. Motor vehicles referred to in Art. 1, can circulate only in the provinces indicated on the permits, or in a zone constituted by several provinces or by the entire island if so indicated on the same permits.

Art. 6. Busses adapted for public services on regular lines can circulate only on lines referring to the mentioned services, which are indicated on the circulation licenses of the same busses and on the same permits.

-2-

Art. 7. In view of the fact that permits are issued only after necessity has been proven and acknowledged, it is forbidden to operate the motor vehicles for uses different from those specified on the same permits.

Art. 8. Because of the rule referred to in Art. 7, whenever the owner of a motor vehicle authorized to circulate, gives to someone else, with regular sale documentation, property of his motor vehicle, he must report the sale to the Civil Motorization Inspectorate, giving back his permit.

Art. 9. The RACI Provincial Offices can make transfers of ownership of vehicles provided with permits only after the party selling the motor vehicles has complied with the rule of Art. 8, and after the Civil Motorization Inspectorate has annulled the notation put on the circulation licenses upon issue of the permits.

Art. 10. The transfer of ownership of a motor vehicle all ready authorized to circulate does not give to the new owner the right to have issued to him a new permit, as issue of such a permit remains subject to proven necessity for the circulation of the motor vehicle in connection with the new usage for which it is desired.

Art. 11. Motor vehicles authorized to circulate, in addition to having a permit, must be provided with:

a) circulation license necessary for an exact classification of the same vehicle.

b) countersign disks proving that payment has been made for the "statistics" treasury right for "automobiles" or "motorcycles" valid until Dec. 31st, 1944.

c) Countersign disc proving that payment has been made for "the circulation tax for industrial motorvehicles" (truck, motorcars, etc.) or for the "circulation tax for trailers", valid until the 30th of April 1944, date on which the permits expire.

Art. 12. Motorvehicles caught circulating without permits or with permits referring to different vehicles or other proprietors, will be confiscated;

Art. 13. If motorvehicles are used for a purpose other than that for which the permits were issued, the permit will be taken away for a one month period for a first violation, for a two month period after the second violation; permanently revoked after any other violation.

Art. 14. If motorvehicles are caught circulating outside the territorial zone referred to in Art. 5 or beyond the lines as described in Art. 6, WILL BE the permits will be revoked for a one month period.

Art. 15. All Police agents must exercise active vigilance on the circulation of motorvehicles, in order to be able to proceed against the violators of the provisions contained in the present order.

Art. 16. Commands or Offices in charge of the mentioned Police agents shall apply, in connection with the mentioned violators, the sanctions referred to in Art. 12, 13, 14, at the same time notifying immediately the measures taken to the "Civil Motorization and Concession of Transports Inspectorate" according to the rules indicated in Art. 17 and 18, for ratification or less of the measures

mentioned, and withholding the permits eventually revoked;

The ratification, if no notice to the contrary has been issued by the Inspectorate, is to be always considered as implicitly given;

Art. 17. In the notification referred to in Art. 16, there shall be indicated besides the kind of violation detected, all data recorded on the revoked permits, the date of issue and the period for which the permit is being revoked, as well as eventual statements of the interested party in connection with the case.

Art. 18. If the transgressors of the ^{regulations} rules of the present Order, reside in the Provinces of Palermo, Messina, Agrigento, Caltanissetta and Trapani, the Commands or the Offices referred to in Art. 16, shall serve the notification mentioned in the same Art. to the Palermo Central Direction of the Civil Motorization and Concession of Transports Inspectorate.

On the other hand, for the Provinces of Catania, Siracusa, Ragusa and Enna, the above communication shall be made to the Catania detached office of the same Inspectorate which has jurisdiction over these last mentioned provinces.

Art. 19. Before giving back to the interested parties the revoked permits, the Commands or Offices referred to in Art. 16, must make a note on the back of the same permits indicating the reasons for revoking the permits and the time the permits were withheld.

Art. 20. The Palermo Central Direction and the Catania detached Office of the Inspectorate referred to in Art. 18, shall take notice of the sanction adopted from time to time against the transgressors of the regulations contained in the present order, and will give them due consideration when successive requests for renewals of permits are submitted, so that eventually they will not grant such renewals.

Art. 21. The Prefects shall order the Mayors to immediately circulate the ~~present~~ present Order.

Charles Poletti
Lt. Col. Civil Affairs Senior Officer
Sicily

ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
APO 394

12 FEB 1944
Staff Officer Economic Sect

NUMBERED B. GRAMDA:

NO. 17:

TARIFF SCHEDULE

1. With reference to Numbered Memorandum N.2 dated 8th January 1944, the following tariff will replace the one shown and come into operation as of 1st February 1944. The increases have been necessary owing to increased running costs.

2. Tariff Schedule:

a) All goods will be transported free of charge. The following classified All account goods are entitled to free charges: those purchased by All awaiting transport to destination or store; warehouse; those purchased by All in which the purchase price is less transportation costs from origin to destination. All contracts or purchases in which seller or sellers are to deliver goods to specified destination are not to be considered All account goods, and are subject to usual freight charges as specified in Tariff Schedule, by seller or sellers;

b) Foodstuffs will be transported at the rate of 0.55 Centesimi;

c) Salts, soaps, seeds, fertilizers, and raw materials for manufacture of fertilizers, will be transported at the rate of 0.55 Centesimi;

d) Livestock and fowls, either alive or slaughtered; coal; coke for industry; fuel and lubricants; agricultural machinery, will be transported at the rate of 0.60 Centesimi;

e) Charcoal will be transported at the rate of 0.50 Centesimi;

f) Sulphur for export, cement, lumber, building materials, will be transported at the rate of 0.55 Centesimi;

3. Transportation of goods of 150 Kilometers or less in distance (from point of origin to point of destination) will be charged an additional 10% of rate applicable.

4. Transportation of goods of less than 50 Km. in distance will be chargeable at the minimum distance of 50 Km. of rate

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1. With reference to Numbered Memorandum N.2 dated 6th January 1944, the following tariff will replace the one shown and come into operation as of 1st February 1944. The increases have been necessary owing to increased running costs.

2. Tariff Schedule:

a) All goods will be transported free of charge. The following classified All account goods are entitled to free charges: those purchased by All awaiting transport to destination or storage warehouse; those purchased by All in which the purchase price is less than transportation costs from origin to destination. All contracts or purchases in which seller or seller are to deliver goods to specified destination are not to be considered All account goods, and are subject to usual freight charges as specified in Tariff Schedule, by seller or sellers;

b) Foodstuffs will be transported at the rate of 0.55 Centesimi;

c) Salts, soaps, seeds, fertilizers, and raw materials for manufacture of fertilizers, will be transported at the rate of 0.55 Centesimi;

d) Livestock and fowls, either alive or slaughtered; coal, coke for industry; fuel and lubricants; agricultural machinery, will be transported at the rate of 0.60 Centesimi;

e) Charcoal will be transported at the rate of 0.50 Centesimi;

f) Sulphur for export, cement, lumber, building materials, will be transported at the rate of 0.55 Centesimi;

3. Transportation of goods of 150 Kilometers or less in distance (from point of origin to point of destination) will be charged an additional 10% of rate applicable.

4. Transportation of goods of less than 50 Km. in distance shall be chargeable at the minimum distance of 50 Km. of rate applicable.

5. City hauling within the communal limits shall be made on the basis of 1,000 Lire per haul between the hours 0600 and 1200; and 1500 Lire per day's haul between the hours 0600 and 1800.

6. INT will give notice of and specify time allowed for movement, hour to pick up at origin and hour to deliver at

destination; any time accrued due to delay on the part of shipper at origin, en route or at destination, shall be chargeable to shipper as demurrage. on the basis of first three hours delay, starting from the time specified on the Bill of Lading there will be a charge of 5% of the total rate charges; next seven hours delay a charge of 10% of the total rate charges; next fourteen hours delay a charge of 15% of the total charges. Demurrage charges for the second 24 hours delay period and every other 24 hours delay period following, on a cumulative basis, shall be chargeable at double the rates of the first day's demurrage charge.

7. Goods transported on behalf of civilian agencies, whether governmental or otherwise, will be charged on quintal Kilometer rate basis as specified in Tariff Schedule, unless previous arrangements have been made with F.C.U.P.W. & Mining Division, or a permit has been obtained for their carriage as AIG account goods.

Charles Polletti

CHARLES POLETTI
Lt. Colonel
Regional Civil Affairs
Officer.

DISTRIBUTION:

B
F.C.U.P.W. & Mining Div. 10
Spares 35

MINIST. MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
AFO 334

Int. Op. Sec. 1692
16/8
my
12 FEB 1944

OFFICIAL ORDER:
No. 53

7th February, 1944

Whereas it is necessary to co-ordinate the Registration and Control of motor-vehicles, I CHARLES POLITTI, Lt. Colonel, Regional Civil Affairs Officer, by virtue of the powers conferred on me

CITE

1. E. D'Amico, Director of R.A.C.I., Palermo, is hereby authorized to supervise and direct the operations of the various Provincial Offices of R.A.C.I. throughout the Island of Sicily, on a temporary basis, as from the date of this Official Order.

Charles Politti

CHARLES POLITTI,
Lt. Colonel,
Regional Civil Affairs Officer

DISTR. BY 10A

Pages 35.
R.A.C.I. each Province.

670

ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
AFO 394

8 January 1944

NUMBERED MEMORANDA:

NO.

1:

REQUEST FOR FREIGHT TRANSPORTATION

1. Henceforth all requests for Freight Transportation will be made directly to Istituto Nazionale Trasporti, the motor operating organization recognized and controlled by the T.C.U.P.W. & Mining Division, A.M.G. Region I, authority re Memorandum 56 dated 31 December 1943.
2. There will be strict adherence to "Tariff Schedule", dated 5 January 1944, T.C.U.P.W. & Mining Division, by all individuals, agencies, and A.M.G. officers concerned.
3. Only goods to be hauled or transported for A.M.G. account need permits and signature of A.M.G. officers. INT will be held responsible for the proper conduct of transport for individuals and agencies per "conto terzo".

Charles Poletti

CHARLES POLETTI
Lt. Colonel
Regional Civil Affairs Officer

DISTRIBUTION:

B
T.C.U.P.W. & Mining Div.-10
Spares-35

669

HEADQUARTERS AMG SICILY

QUARTIERE GENERALE DEL GOVERNO MILITARE ALLEATO SICILIA
TRANSPORTATION, COMMUNICATIONS, UTILITIES, PUBLIC WORKS
AND MINING DIVISION

DIVISIONE TRASPORTI, COMUNICAZIONI, UTILITÀ, LAVORI PUBBLICI E MINIERE
(Fill out in Duplicate - Compilare in Duplicato)

To : Transportation Section, HQ, AMG,
Alla : Sezione Trasporti, QG, AMG,

Date _____
Data _____

For _____
Per _____

By _____
rappresentato da _____

Items to move _____
Merch da trasportare _____

Specific Description _____
Descrizione specifica _____

Starting time _____
Orario Partenza _____

Delivery time _____
Orario consegna _____

Origin _____
Origine (City or Town) - Città o paese

Destination _____
City or town - città o paese

(Exact location - Indirizzo preciso)

(Exact Location - Indirizzo preciso)

Person to _____
Contact _____
(persona da interpellare)

Person to _____
Contact _____
(persona da interpellare)

Remarks _____
Osservazioni _____

NOTE: Request for A. M. G. account goods must have
signature of A. M. G. officer.

NOTA: Richiesta per merci per conto A. M. G. dovranno
essere firmate da un ufficiale dell'A. M. G.

Signed _____
Firmato _____

INSTRUCTIONS FOR A. M. G. ACCOUNT GOODS

(For A. M. G. Officers Information only - soltanto per informazioni ufficiali A. M. G.)

- 1) Requests must be made on behalf of heads of Divisions or S.C.A.O.'S.
- 2) If goods to be moved are privately owned civilian goods, that fact must be noted under "Remarks". Freight charges will be made for carriage of such goods.
- 3) The urgency of the request should be noted under "Remarks" so priorities may be determined.

(TO BE FILLED IN BY TRANSPORTATION OFFICER)

MOVE TO BE MADE BY: RAIL _____ HWY _____

DISPOSITION:

668

ALL'ISTITUTO NAZIONALE TRASPORTI

PALERMO

Il sottoscritto _____ per conto

della Ditta _____ chiede l'assegnazione di un autocarro-
autotreno (1) della portata di Q.li _____ per un trasporto complessivo di Q.li _____

1) di _____ da _____ a _____
(merce andata)
e di _____ da _____ a _____
(merce ritorno)

2) Trasporto entro il perimetro della città dalle ore _____ alle ore _____ per complessivi
chilometri _____ alla tariffa fissata il 5-1-1944 dalla Divisione T.C.U.P.W. Mining, (Trasporti,
Comunicazioni, Utilità, Opere Pubbliche e Miniere A.M.G. Regione I.) con memorandum N. 56.

La durata del trasporto sarà di ore _____ a partire dalle ore _____ del giorno _____
restando escluso dal computo le ore notturne (dalle ore 20 alle ore 6 del mattino).

Il sottoscritto si obbliga a firmare, al termine del servizio, il foglio di viaggio che accompagna
ciascun automezzo ed a pretendere dall'autista che esso sia completo in ogni sua parte. La firma del
foglio di viaggio avrà valore di piena accettazione, da parte del sottoscritto, dei chilometraggi, delle ore
impiegate, delle soste, delle deviazioni in esso indicate e dichiara che le eventuali omissioni saranno
ascrisse a sua colpa e pertanto non costituiranno motivo di reclami e contestazioni intendendosi per fermo
e stabilito, ora per allora, che il sottoscritto, in caso di omissioni sul foglio di viaggio, accetterà come
ben fatto il completamento eseguito dall'Ufficio Controllo dell'I.N.T.

Il sottoscritto dichiara altresì di aver presa visione della tariffa contemplata dal memorandum so-
pra citato nonché di tutti gli articoli in esso contenuti e specialmente per quanto riguarda i ritardi e le
soste.

Il sottoscritto dichiara di essere a conoscenza che è fatto divieto trasportare passeggeri o merce
diversa da quella dichiarata a fare compiere all'autocarro itinerario non contemplato nella autorizzazione.

Il sottoscritto dichiara infine di esonerare l'Istituto Nazionale Trasporti da qualsiasi responsabilità
in dipendenza di ritardi nell'assegnazione degli automezzi e nell'effettuazione dei percorsi (deterioramento
merci, etc.) o per eventuali danni o ammanchi riportati dalle merci trasportate, durante i percorsi.

FIRMA

(TO BE FILLED IN BY TRANSPORTATION OFFICER)

HOW

RAIL

MOVE TO BE MADE BY:

DISPOSITION:

(1) Depennare la voce che non interessa.

ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
APO 394

31/12/43

NUMBERED MEMORANDA:

NO. 56:

1. Istituto Nazionale Trasporti (INT) is authorized to operate all trucks in the possession of A.M.G., Sicily Region, under the terms of this memorandum, except those in the possession of A.M.G. in the provinces of ~~Trapani~~, Messina and Caltanissetta.
2. Each S.C.A.O. will order the delivery to INT of every such truck at such times as INT signifies that it is capable of accepting delivery.
3. Each S.C.A.O. will co-operate to the extent necessary to provide such garage facilities, office space, and other facilities as may be required by INT in the conduct of its business.
4. INT is responsible for the conduct of highway transport of goods within Sicily to the extent that the vehicles made available under this order will permit.
5. Transportation, Communications, Utilities, Public Works & Mining Division of Region I is authorized to order the transfer of vehicles by INT for the use of such governmental agencies, public utilities, or other organizations as its opinion are in need of transport, under such terms and conditions as may be established by that division. It is understood in this regard that A.M.G. must always retain title to the vehicles concerned and the absolute right to their control at any and all times.
6. The following principles shall guide INT in the conduct of its trucking activities:
 - a. Goods which are to be carried on account of A.M.G. will be carried free of charge. Whenever movement is made on behalf of a civilian agency whether governmental or otherwise, usual freight charges are to be made unless previous arrangements have been made with T.C.U.P.W. & Mining Division to permit their carriage as A.M.G. goods.
 - b. Goods shall not be accepted for highway transport if there is available rail transport.
 - c. No civilian goods shall be accepted for movement unless a return load has been first assured.
 - d. Inter-provincial movements shall be given priority over

2. A.M.G. in the provinces of Maricao, Matanzas, and Sagua la Grande will order the delivery to INT of every such truck at such times as INT signifies that it is capable of accepting delivery.
3. Each S.C.A.O. will co-operate to the extent necessary to provide such garage facilities, office space, and other facilities as may be required by INT in the conduct of its business.
4. INT is responsible for the conduct of highway transport of goods within Sicily to the extent that the vehicles made available under this order will permit.
5. Transportation, Communications, Utilities, Public Works & Mining Division of Region I is authorized to order the transfer of vehicles by INT for the use of such governmental agencies, public utilities, or other organizations as its opinion are in need of transport, under such terms and conditions as may be established by that division. It is understood in this regard that A.M.G. must always retain title to the vehicles concerned and the absolute right to their control at any and all times.
6. The following principles shall guide INT in the conduct of its trucking activities:
 - a. Goods which are to be carried on account of A.M.G. will be carried free of charge. Whenever movement is made on behalf of a civilian agency whether governmental or otherwise, usual freight charges are to be made unless previous arrangements have been made with T.C.U.P.W. & Mining Division to permit their carriage as A.M.G. goods.
 - b. Goods shall not be accepted for highway transport if there is available rail transport.
 - c. No civilian goods shall be accepted for movement unless a return load has been first assured.
 - d. Inter-provincial movements shall be given priority over intra-provincial movements.
 - e. Partial loads of high priority goods shall be accepted and consolidated for transport wherever possible in preference to low priority goods even though the latter may be offered in truck load lots.

7. Priority shall be accorded to the following goods offered for haulage.

- a. A.M.C. goods
- b. Foodstuffs, vegetables, fruits and wines.
- c. Salt.
- d. Livestock and fowls, either alive or slaughtered.
- e. Coal and coke for industry.
- f. Sulphur for export.
- g. Cement, lumber, and building materials.
- h. Charcoal.
- i. Seeds.
- j. Fertilizers and raw materials for manufacture of fertilizers.
- k. Fuels and lubricants.
- l. Agricultural machinery.
- m. Soaps.

8. No other goods offered for transport shall be accepted as long as any goods on the priority list are awaiting transport.

9. T.C.U.P.W. & Mining Division is authorized to determine rates which shall be charged by INT for the transportation of goods.

10. More ample details of the scheme will be given verbally by an officer from this Headquarters who will visit each province in turn, bringing with him copies of the schedule of rates to be charged.

Charles Poletti

CHARLES POLETTI
Lt. Colonel
Regional Civil Affairs Officer

DISTRIBUTION:

Transportation Section-10
Spares-35

- e. Coal and coke for industry.
- f. Sulphur for export.
- g. Cement, lumber, and building materials.
- h. Charcoal.
- i. Seeds.
- j. Fertilizers and raw materials for manufacture of fertilizers.
- k. Fuels and lubricants.
- l. Agricultural machinery.
- m. Soaps.
8. No other goods offered for transport shall be accepted as long as any goods on the priority list are awaiting transport.
9. T.C.U.P.W. & Mining Division is authorized to determine rates which shall be charged by INT for the transportation of goods.
10. More ample details of the scheme will be given verbally by an officer from this Headquarters who will visit each province in turn, bringing with him copies of the schedule of rates to be charged.

Charles Folletti

CHARLES FOLLETTI
Lt. Colonel
Regional Civil Affairs Officer

DISTRIBUTION:

B
Transportation Section-10
Spares-35

666

UNITED STATES GOVERNMENT
SIXTH REGION HEADQUARTERS

440 334

8 January 1944

Numbered Memoranda:

2

TARIFF SCHEDULE

1. The following Tariff Schedule shall be applied on the United States basis for transportation or handling of goods. The rate shall be based on the distance in miles from the point of origin to the destination as determined by the Interstate Commerce Commission, Public Works and Administration, Communications, Utilities, Public Works and Administration Division, A.I.C. I, authority to Memorandum 56 dated 21/12/43.

2. Tariff Schedule:

- a. A.I.C. goods will be transported free of charge. The following classified A.I.C. account goods are entitled to destination or storage warehouse; those purchased by A.I.C. in which the purchase price is less-transportation-costs from origin to destination. A.I.C. contracts or purchases from origin to destination are not to be delivered goods to specified destination are not to be considered A.I.C. account goods, and are subject to usual freight charges as specified in Tariff Schedule by seller or sellers.
- b. Foodstuffs will be transported at the rate of 0.30 Centesimi.
- c. Salts, soaps, seeds, fertilizers, and raw materials for manufacture of fertilizers, will be transported at the rate 0.30 Centesimi.
- d. Livestock and fowls, either alive or slaughtered; coal coke for industry; fuel and lubricants; agricultural machinery, will be transported at the rate of 0.55 Centesimi.
- e. Charcoal will be transported at the rate of 0.15 Centesimi.

Tariff Schedule:

- a. A.M.G. goods will be transported free of charge. The following classified A.M.G. account goods are entitled to destination or storage warehouse; these purchased by A.M.G. in which the purchase price is less-transportation-costs from origin to destination. A.M.G. consignor or purchaser in which seller or seller is to deliver goods to specified destination are not to be considered A.M.G. account goods, and are subject to usual freight charges as specified in Tariff Schedule, by seller or sellers.
- b. Foodstuffs will be transported at the rate of 0.30 Centesimi.
- c. Salts, soaps, acids, fertilizers, and raw materials for manufacture of fertilizers, will be transported at the rate 0.30 Centesimi.
- d. Livestock and fowls, either alive or slaughtered; coal coke for industry; fuel and lubricants; agricultural machinery, will be transported at the rate of 0.35 Centesimi.
- e. Charcoal will be transported at the rate of 0.25 Centesimi.
- f. Sulphur for export, cement, lumber, building materials will be transported at the rate of 0.40 Centesimi.
3. Transportation of goods of 150 Kilometers or less in distance (from point of origin to point of destination) will be charged an additional 10% of rate applicable.
4. Transportation of goods of less than 50 Km. in distance shall be chargeable at the minimum distance of 50 Km. of rate applicable.
5. City-hauling within the communal limits shall be made on the basis of 700 lire per haul between the hours 0600 and 1200; and 1000 lire per day's haul between the hours 0600 and 1800.

6. INT will give notice of and specify time allowed for movement, hour to pick up at origin and hour to deliver at destination; any time secured due to delay on the part of shipper at origin, en route, or at destination, shall be chargeable to shipper as demurrage. On the basis of first three hours delay, starting from the time specified on the Bill of Lading, there will be a charge of 5% of the total rate charges; next seven hours delay a charge of 10% of the total rate charges; next fourteen hours delay a charge of 15% of the total rate charges. Demurrage charges for the second 24 hours delay period, and every other 24 hours delay period following, on a cumulative basis, shall be chargeable at double the rates of the first day's demurrage charge.
7. Goods transported on behalf of civilian agencies, whether governmental or otherwise, will be charged on Quintal-Kilometer rate basis as specified in Tariff Schedule, unless previous arrangements have been made with T.C.U.P.W. & Mining Div. or a permit has been obtained for their carriage as A.M.G. account goods.

Charles F. Patten

CHARLES FOLETTI
Lt. Colonel
Regional Civil Affairs Officer

DISTRIBUTION:

R
T.C.U.P.W. & Mining Div.-10
Specres-35

a charge of 10% of the total rate charges; and, for the first 24 hours delay a charge of 15% of the total rate charges. Demurrage charges for the second 24 hours delay period, and every other 24 hours delay period following, on a cumulative basis, shall be chargeable at double the rates of the first day's demurrage charge.

7. Goods transported on behalf of civilian agencies, whether governmental or otherwise, will be charged on Quintal-Kilometer rate basis as specified in Tariff Schedule, unless previous arrangements have been made with I.C.U.P.W. & Mining Div. or a permit has been obtained for their carriage as A.M.G. account goods.

Charles Foletti

CHARLES FOLETTI
Lt. Colonel
Regional Civil Affairs Officer

DISTRIBUTION:

I.C.U.P.W. & Mining Div.-10
Speres-35

664



Istituto Nazionale Trasporti

Via Giuseppino Di Marzo, 3

PALERMO

PALERMO, 23 Gennaio 1944 A.
Via Roma, 105 - Telef. 15440

Istituto Nazionale Trasporti

DELEGAZIONE PER L'ESERCIZIO DELLE
AUTOLINEE DELLA SICILIA

Motor Trasporti Sub-Commissione
T.C.U.P.W. & Mining Divisione
P a l e r m o

Via Gorizia Palazzo Ferrovie

Prot. N. 408 - DL/ag.

Risposta alla lettera N.

del

O G G E T T O

RICHIESTA COME PER L'I.N.T.

In esecuzione di quanto richiestoci con lettera N° Prot.RTC 451.21 del 14 corr. rimettiamo un elenco delle gomme occorrenti a questa Delegazione per rimettere in funzione quegli automezzi che in atto sono fermi per mancanza di gomme.

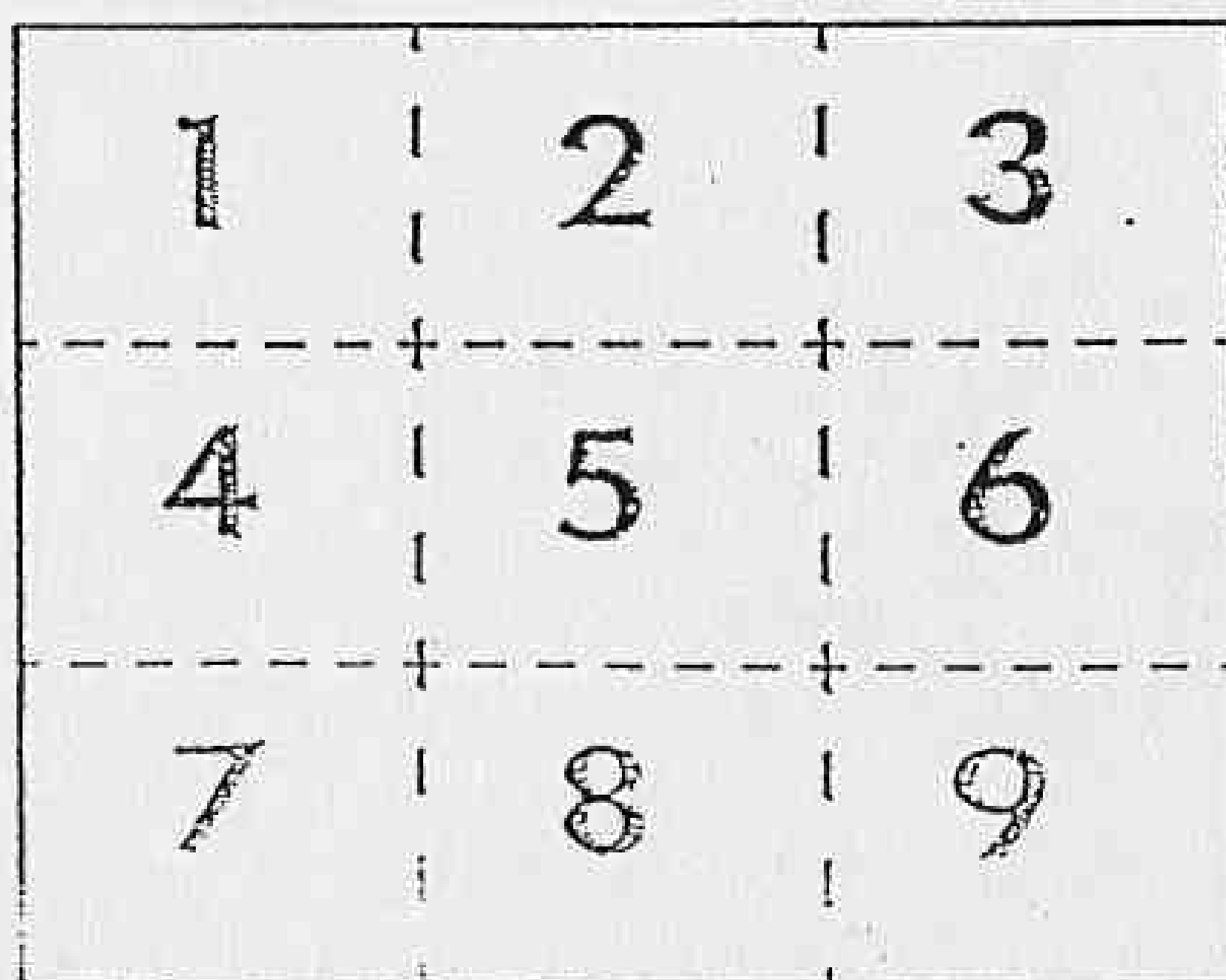
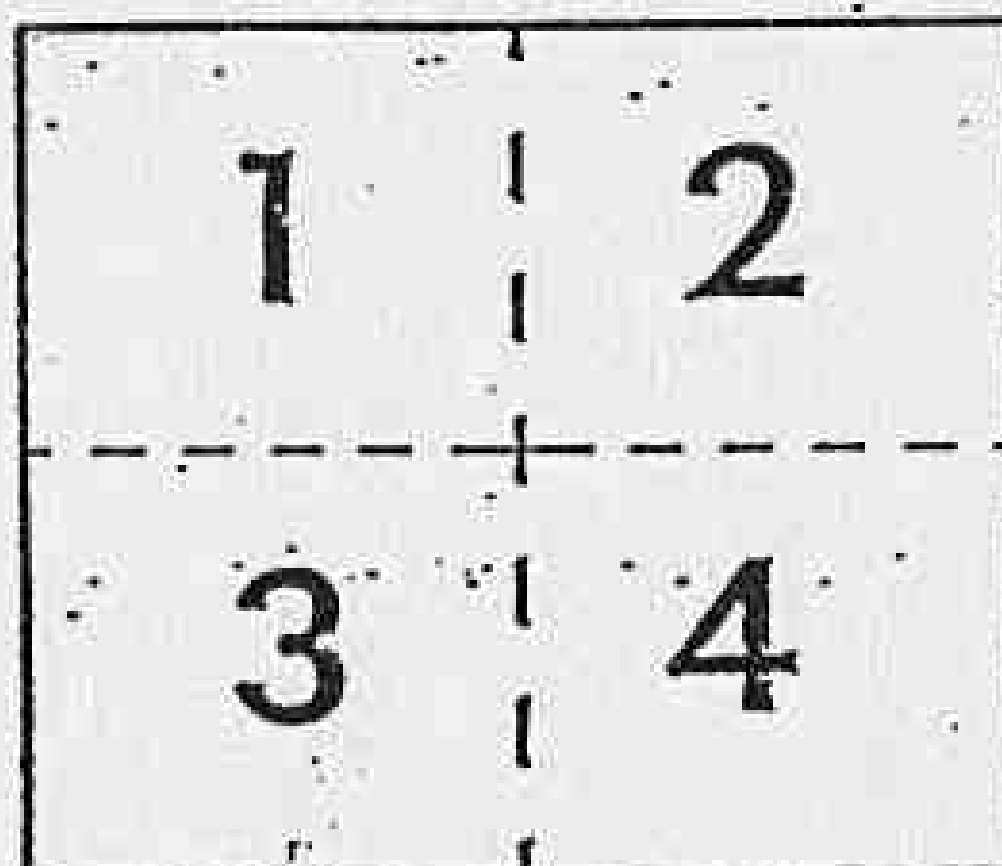
1 allegato

ISTITUTO NAZIONALE TRASPORTI

663

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



ISTITUTO NAZIONALE TRASPORTI

ESTIMATE OF REQUIREMENTS

P R O S P E T T O del

F A B B I S O G N O di G O M M E - A C C U M U L A T O R

N. d'Ordine	IMPIANTO di	TIRES COMPLETE WITH INNER TUBES G O M M E C O M P L E T E di C A M P I N E							6 Volt 228 Amp	12 Volt 228 Amp
		200 X 20 od 32 X 6	270 X 20 od 38 X 9 10.50X20	210 X 20 od 34 X 7	42 X 9	700 X 18	5.50 X 15	350 X 16 od 325 X 6		
1	Sede di Palermo	Already requested già richieste precedentemente							32	24
2	Impianto di Agrigento	4	263	128	7	8	=	=	10	10
3	Impianto di Catania	65	76	25	43	=	=	=	44	24
4	" - Enna	38	55	33	14	=	=	=	26	14
5	" - Ragusa	14	23	8	=	=	10	5	14	8
6	" - Siracusa	28	36	52	8	12	=	=	64	22
Totali		149	453	246	72	20	10	5	190	102

1089

STATE OF REQUIREMENTS

S P E T T O del
BATTERIE
M E - A C C U M U L A T O R I - P A R A - S O L U Z I O N E

NUMERI S P E T T O		A C C U M U L A T O R I BATTERIE								PARA Kg.	soluzio- ne. Kg.	Elasti- ci per ripar- zioni fredd
28	5.50 X15	350 X 16 325 X 6	6 Volt 228 Amp	12 Volt 228 Amp	12 Volt 324 Amp	12 Volt 300 Amp	12 Volt 210 Amp	12 Volt 456 Amp	12 Volt 282 Amp			
			32	24	16	=	12	38	4	10	2	1
	=	=	10	10	16	2	=	2	2	10	2	0,500
	=	=	14	24	=	2	4	=	=	9	2	1
	=	=	26	14	=	=	=	=	=	5	1	0,200
	10	5	14	8	=	2	2	=	=	1	1	0,200
	=	=	64	22	2	=	=	=	=	6	1,500	0,250
	10	5	190	102	34	6	18	40	6	41	9,500	3,150

										20	14
5	"	Regusa	14	23	8	=	=	10	5	14	8
6	"	Siracusa	28	36	52	8	12	=	=	64	22
Totale			149	453	246	72	20	10	5	190	102

N.B. Mensilmente sarà trasmesso l'ulteriore fabbisogno.

N.B. Further requirements will be communicated monthly.



1094

		26	14	=	=	=	=	=	5	1	0,20
10	5	14	8	=	2	2	=	=	1	1	0,20
=	=	60	22	2	=	=	=	=	6	1,500	0,250
10	5	190	102	34	6	18	40	6	41	9,500	3,150

Handwritten signature or initials



Request for TIRES necessary for 16 "INT" AMG "M"

SIZE	SIZE	SIZE	SIZE	SIZE	SIZE	SIZE
10.50x20, or eho 30x9, or 270x20. Complete tires, and inner tubes. Amount required for the following vehicles - <u>121</u>	7.50x20 200x20 Complete tires and inner tubes Total and reqd for the following vehicle - <u>25</u>	36x7 Complete Total reqd for full vehicle <u>21</u>	30x8 Complete Total reqd for full vehicle <u>27</u>	32x6 Complete Total reqd for full vehicle <u>3</u>	200x12 Complete Total reqd for full vehicle <u>3</u>	5.50x15 or 6.00x16 Complete Total reqd for full vehicle <u>11</u>
3031, V.3035 } Bus 3039 }	02554 } Tractor 02557 }	V.3512, Bus 2205 } Truck 2223 P }	06656 } 06657 } 06658 } Tractor.	1042 } 2221 } 2225 P } Tractor	1011 1014 1044 "Carnite" Small trailer	2272 Pick up 10469 } Tractor 9905 } Car
06652, 06653, 06654 06650 - Tractor	1008 1017 1019 1040 1046 2202 2256 } Trucks					
2293 1121 1056 1138 2134 2107 1111 1112 1113 1114 1115 1116 1117 1118 1119 1120 1121 1122 1123 1124 1125 1126 1127 1128 1129 1130 1131 1132 1133 1134 1135 1136 1137 1138 1139 1140 1141 1142 1143 1144 1145 1146 1147 1148 1149 1150 1151 1152 1153 1154 1155 1156 1157 1158 1159 1160 1161 1162 1163 1164 1165 1166 1167 1168 1169 1170 1171 1172 1173 1174 1175 1176 1177 1178 1179 1180 1181 1182 1183 1184 1185 1186 1187 1188 1189 1190 1191 1192 1193 1194 1195 1196 1197 1198 1199 1200 1201 1202 1203 1204 1205 1206 1207 1208 1209 1210 1211 1212 1213 1214 1215 1216 1217 1218 1219 1220 1221 1222 1223 1224 1225 1226 1227 1228 1229 1230 1231 1232 1233 1234 1235 1236 1237 1238 1239 1240 1241 1242 1243 1244 1245 1246 1247 1248 1249 1250 1251 1252 1253 1254 1255 1256 1257 1258 1259 1260 1261 1262 1263 1264 1265 1266 1267 1268 1269 1270 1271 1272 1273 1274 1275 1276 1277 1278 1279 1280 1281 1282 1283 1284 1285 1286 1287 1288 1289 1290 1291 1292 1293 1294 1295 1296 1297 1298 1299 1300 1301 1302 1303 1304 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100

RICHIESTA GOMME OCCORRENTI PER L'AUTOPARCO "I.N.T." e "A.M.G."
al 31. 1. 1944

Misura: 10,50 x 20 ovvero 38 x 9 ovv. 270x20 pneumatici compl. coperture e came- re d'aria): N. 127 Tot. occorrente per le seguenti macchi- ne :	Misura : 7,50 x 20 ovvero 200 x 20 pneumatici compl. Tot. occorrente N. 25 per le seguenti macchine :	Misura : 34 x 7 pneumatici compl. Tot. occorrente N. 21 per le seguenti macchine :	Misura : 36 x 8 pneumatici compl. Totale occorrente N. 27 per le seguenti macchine :	Misura : 32 x 6 pneumatici completi Totale occorrente N. 3 per le seguenti macchine :	Misura 200 x 18 pneumatici o Totale occor- N. 3 per le segu- macchine
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*Ex S. D. J. per copia
H. M. Calvane*

RICHIESTA GOMME OCCORRENTI PER L'AUTOPARCO "I.N.T." e "A.M.G."
al 31. 1. 1944

Misura : 20 x 20 ovvero 20 x 20 pneumatici compl. occorrente N.25 per le seguenti macchine :	Misura : 34 x 7 pneumatici compl. Tot.occorrente N.21 per le seguenti macchine :	Misura : 36 x 8 pneumatici compl. Totale occorrente N. 27 per le seguenti macchine :	Misura : 32 x 6 pneumatici completi Totale occorrente N. 3 per le seguenti macchine :	Misura : 200 x 18 pneumatici completi Totale occorrente N. 3 per le seguenti macchine :	Misura : 5,50 x 15 ovvero 6,00 x 16 pneumatici comple- ti- Totale occorrente N. 11 per le seguenti mac- chine :
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H M Calvane



Istituto Nazionale Trasporti

DELEGAZIONE PER L'ESERCIZIO DELLE
AUTOLINEE DELLA SICILIA

Prot. N. 408/EL/CF

Risposta alla lettera N. _____

del _____

OGGETTO:

Come da richiesta Vi mettiamo prospetto del fabbisogno pneumatici, batterie, para soluzione e lastic, relativo agli impianti di Palermo, Siracusa, Catania, Agrigento, Enna e Ragusa.

Tale prospetto è stato compilato sulla scorta degli elenchi in nostro potere e ci riserviamo pertanto di completarlo, dopo la consegna degli automezzi, e di comunicare mensilmente le successive necessità.

Allegati N° I

PALERMO, 7/Febraro

1941 A.

Via Roma 105 - Telet. 16440

Comando Alleato H.Q.

Divisione Civilian Transport.

PALERMO

Istituto Nazionale Trasporti

INT. PALERMO

Ref 408/DC/CF

TO: HQ AMG

Civilian Transport Division

7 FEB 1944

PALERMO

1. As requested we submit an estimate of the necessary amount of Tons, ballistics "Pars" Polaris and Loric, required by the Branches at Palermo, Piracusa, Catania, Agrigento, Enna and Ragusa.

2. This estimate has been compiled on the basis of lists in our possession, and we will complete it in due time after delivery of the vehicles, and will communicate our successive requirements to you monthly.

MINISTRO NAZIONALE TRASPORTI

signed (Maggiore)

/ Enclosure

660

SECRETHEADQUARTERS
ALLIED MILITARY GOVERNMENT
APO 394

76/3

27 January 1943

TO : ACC H.Q. Advanced, Brindisi
SUBJECT : Italian Motor Vehicles in Sicily

1. Attention is invited to letter of your office dated 30 December 1942, reference 431, signed by Brig. Gen. Maxwell B. Taylor.
2. Inclosed is copy of letter received, from Region I supplying the detailed information requested by you.
3. The policies regarding the disposal of these vehicles after the transfer of territory is still under consideration.

CHARLES SPOFFORD
Colonel, G.S.C.
Deputy Chief of Staff.SECRET

658

ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS

CFA/el

ATO 394

File : RTO 537

13 January 1944

SUBJECT : Italian Motor Vehicles

TO : P.C.C.A.O., A.M.E. H.Q.
(Attention : Maj. White.)

1. Reference AMG/325 7 January 1944 on above subject.

2. The information available, although incomplete, is fairly accurate. The vehicles referred to have been controlled by nine SCAGs with the exception of some twenty-five in this division, and it has been very difficult to secure accurate information. We are initiating a personal survey which should be completed in about two weeks.

3. With reference to paragraph 3 :

a. Our records indicate that there are 681 captured enemy vehicles in AMG possession in Sicily. (In addition to the above number the Ispettore Compartmentale della Motorizzazione Civile e dei Trasporti in Concessione reports that there are about 2900 privately owned motor vehicles in Sicily, making a total of 3581 motor vehicles).

b. It is estimated that of the total indicated in par. 3 a. 2200 are roadworthy. However, this number is on the decline due to not being able to secure tires.

c. It is estimated that of the total about 1850 are essential for civilian supply services.

d. Number of civilian vehicles, including passenger cars, requisitioned by AMG (not included in 3 b.), 400.

e. Number likely to be available for Italian Government, 100.

4. With reference to paragraph 4, we are at present in the process of turning over the operation of all AMG vehicles to Istituto Nazionale Trasporti (INT). This should be completed in about two weeks. This is in accord with Memorandum No 56 attached hereto.

CHARLES POLETTI
Lt. Colonel
R.C.A.O.

INCL. (1) :

1. Mem. No. 56.

EXTRACT

ISLAND RESOURCES BOARD
FOURTH MEETING
HELD AT REGION I HEADQUARTERS AMB
1000 HOURS 7 JANUARY 1944

5. Control of Civilian transport and petrol.

Colonel Garratt pointed out that there was a considerable misuse of petrol and that there were too many civilian vehicles on the road. Licences were issued to very wide categories of persons and the conditions for the use of the vehicles were not sufficiently precise. Specific instances were submitted by Col. Garratt where investigations had been made by No. 1 District and the chairman promised that enquiries would be made into cases submitted. It was also agreed that more specific instructions would be issued as to interpretation of schedule "A" of AFHQ Administrative Instruction No. 12 so that licences would only be issued in essential cases and for specific purposes.

Rec'd 1515 1574
" Jan 44
7611HEADQUARTERS
ALLIED MILITARY GOVERNMENT
(Rear Detachment)
APO 512Ref. L/17/F.

8 January 1944.

SUBJECT: Road Transport in Sicily

TO : Chief of Internal Transportation Sub-Commission
c/o Movement and Transportation
AFHQ Advanced Administrative Echelon, C.M.F.1. Truck Transport. I enclose memorandum No. 56 issued by Regional
C.A.O.I have found out that there are at present about 700 vehicles
being operated under AMG supervision.2. Tramways. The MONDELLO to PALERMO route (about 5 miles) com-
menced to operate about 20th November 1943.3. Trolley Buses. These commenced to run on the 20th November
on the Palermo to Monreale route (about 5 miles).On the 6th January, an additional trolley bus was put on to
run circular trips in Palermo.4. Bus Companies. These are supervised by No. 1 Region, who
decide the number of buses run and the routes, and also the allocation
of petrol.

The Distributing Company (Italian) buy the petrol from AMG.

A. Lindberg
O. H. LINDBERG,
Lt Colonel,
Int. Tn. Sub-Com. Rep. at
Hq AMG, PalermoIncl-1
Memo No. 56

655

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. SECTION
APO 394

Ref/142/4/CA

11 February 44.

SUBJECT: Organization and Operation of Road Haulage
Transport.

TO : HQ. Region I; II, III, IV, V.

1. Instructions for the organization and operation of road haulage are issued herewith.
2. Immediate steps will be taken to put this plan into force so that trucks may be allocated and brought into use at the earliest possible date.
3. The information asked for in para. III (ii) will be forwarded direct to Int. Tptn. Sub-Commission so as to arrive not later than 21 Feb. 1944.

NORMAN E. FISKE
Colonel, Cavalry
Deputy Executive
Commissioner.

Copies to: A.F.H.Q. Adv. Adm. Ech.
A.F.H.Q. MGS.
No.1 District.
No.2 District.
No.3 District.
Chief Commissioner
Deputy Chief Commissioner
Admin. Section.
Economic Section.(all sub-comms)
G-4
A.C.C. Liaison, H.Q. AGMF
F.B.S.
File.

HEADQUARTERS
ALLIED CONTROL COMMISSION
INTERNAL TRANSPORTATION SUB COMMISSION
APO 394

10 February 1944.

INSTRUCTIONS FOR ORGANIZATION AND OPERATION OF ROAD HAULAGE
TRANSPORT

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

I. ORGANIZATION.

(a) Regional.

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

(b) Provincial.

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

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

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

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

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

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

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

(iii) Through the civilian road haulage organization (iii) above, to form a pool or pools of ve-

organisations were to ensure that any Road Haulage Transport abuses are eliminated. It is noted that any Road Haulage Transport abuses are eliminated.

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

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

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

(v) At a specified time and in conjunction with the appropriate Regional authorities, to cancel all existing civilian load carrying vehicles licences and issue new permits after proper

- 2 -

registration. If the existing C.I.P. system is considered sufficient to prevent road haulage transport abuses, no further action is necessary.

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

(a) One copy to remain in the hands of the civilian transport organization.

(b) One copy to handed to consignor.

(c) One copy to be carried by the driver, signed by the consignee and returned by the driver to the transport organization.

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

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

(viii) All application for Provincial Road Haulage Movement will be made through his organization.

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

II. MOVEMENT OF GOODS BY ROAD.

This can be divided into two categories:-

A. Movement beginning and ending within the Provincial Boundary.

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

(1) The priority of goods to be carried.

(a) ACC/AMT goods

(b) Foodstuffs, vegetables, fruits and wine

(c) Salt.

(d) Livestock and fowls, alive or slaughtered.

(e) Coal and coke for industry.

(b) One copy to be handed to consignor.
(c) One copy to be carried by the driver, signed by the consignor and returned by the driver to the transport organization.

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

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This can be divided into two categories:-

A. Movement beginning and ending within the Provincial Boundary.

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

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

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

- (ii)(a) Goods carried on behalf of ACC/ACC and on behalf

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

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

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

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

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

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

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

B. Movement extending beyond the Provincial Boundary.

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

(ii) Close contact between Regional Road Haulage Transport Control Officers is essential and this contact will enable full use

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

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

III. SUPPLY OF ADDITIONAL TRUCKS.

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

(ii) They will collate the following information as soon as possible:
Number and carrying capacity of additional trucks required,

(after taking into account those at present available) to maintain essential road haulage facilities within their Provinces and Regions. Consideration must be given to import expectations and overall distribution and warehousing. This information will be forwarded to Internal Transportation Sub-Commission, ACC o/e Rev. & Tr., A P H Q, Advance Administration Echelon, CME.

IV. FORMATION OF EMERGENCY TRANSPORT POOL.

(i) In the very near future, 200 trucks will be made available and these have been provisionally allocated as follows:-
Crotone 15 trucks, Reggio 10 trucks, Cosenza 10 trucks and Catanzaro 10 trucks (Region II).
Naples area 80 trucks (Region 3).
Bari 20 trucks, Taranto 20 trucks and Brindisi 10 trucks (King's Italy) with a reserve of 15 trucks at Bari and 10 trucks at Brindisi.

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

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

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ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT
Authorization for Use of Mechanical Road Haulage Vehicle

Controlling Organization _____

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

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

This permit is granted on the sole condition that the vehicle (s) is/are used as directed by the Organization inserted here) and a breach of that condition automatically cancels this permit; the vehicle (s) will be requisitioned.

Signed: "Regional Officer
Behalf of A

6.9

ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT

Authorization for Use of Mechanical Road Haulage Vehicle. Permit No.

Controlling Organization _____

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

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

on the sole condition that the vehicle (s) is/are used as directed by the (Name of Controlling
are) and a breach of that condition automatically cancels this permit; in addition to which the
requisitioned.

Signed: "Regional Officer designated to sign on
Behalf of ACC/AMG."

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ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT
Road Transport Haulage Work Ticket and Delivery No.

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

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

This is to certify that the above mentioned goods have been received.
Time of arrival of truck.....
Time of Departure of truck.....
Signature.....
(consignee)
Date.....

Signed.....
"Name of Transporter"

785021

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

Carrying Capacity.....	Name of Owner.....	Name of Driver.....	Date.....
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[illegible]

the above mentioned
ed.

ok.
truck.

.....
signed)

0000000000000000000000000000000000000000000000000000000

signed.....

"Name of Transport Organization".

Road Haulage Transport Vehicle Return

PROVINCE OF

Week Ending

Carrying Capacity

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

Signed.....
Provincial Road Haulage

Region.....

Road Haulage Transport Vehicle Return

Week Ending

Carrying Capacity

	Under 1 Ton	1 Ton	2 Tons	3 Tons	4 Tons	5 Tons	10 Tons	15 Tons	20 Tons
VEHICLES.									
EMPLOYED									
ANCIAL SERVICES									
UNDER REPAIR									
OFF ROAD									
OFF ROAD									
AVAILABLE									

Signed.....
 Provincial Road Haulage Transport Control Office
 Region.....

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