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(VOL II)

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(VOL II)

ROADS POLICY

INTER OFFICE MEMORANDUM

GSP/lrv

File

Ref.

AC/1/1/11.5

10 September 1945

7

SUBJECT: Lombardia Region

TO : Mr. Frank Upman, Jr., Director
Transportation Sub-Commission

1. Reference the attached letter TM/35/347, dated 7 September 1945, Lombardia Region, together with the appendix.

2. I understand that Mr. Iallalfo on his recent trip north had discussions with representatives of the motor operators in Lombardia Region re the future of organized transport in the north--and ENAC in particular.

3. The outcome of this conference is not yet known, but in the meantime I would hesitate to present the attached letters to the Minister.

4. Reading between the lines of Colonel Fitzgerald's letter, it is my considered opinion that he has already aired his views on ENAC to the independent operators of motor transport in the north. I would suggest that a letter be written to all Regional Commissioners instructing them to advise their transportation officers to the effect that whatever opinions they may have as to the future of motor transport in northern Italy be kept to themselves.

*Gordon S. Franklin*GORDON S. FRANKLIN
Assistant Chief
Roads Division2 Incl.
Ltr. &
Appendix

1986

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
TRANSPORTATION DIVISION
APO 394

TR/35/347

Milan, 7th. September 1945

SUBJECT : Future E.N.A.C. Operations

TO : Transportation Sub-Commission,
Allied Commission A.P.O. 394

I. The attached letter from Dr. Alfred Vigliani, President of the Associazione Lombardia Spedizionieri e Autotrasportatori expresses our views as well on the subject of E.N.A.C. in the North. In fact E.N.A.C. in Italy.

2. Now that there is no military necessity to control road transport, and, that there is to be released a considerable number of army as well as war-booty trucks for use in Italy the amount of road transport will probably be sufficient for all needs. If this is so then a control system is not necessary such as our Ufficio Trasporti and the E.N.A.C., because the system was established primarily to obtain maximum use of the minimum amount of transport available and to control cost and items transported. Now with sufficient transport to move all items requiring transportation, the tariffs will come down automatically. The present form of control then becomes a burden and a stumbling block to the entire transport system.

3. We request that full consideration be given to our, and the attached letter, keeping in mind that its the balancing of the economy of Italy that is of prime importance and there is no law equal to the law of supply and demand to assist and hasten the return of that economy. Lets let it work.

4. A system of P.O.L. control thru' the normal governmental agencies now existing is adequate to assure proper use of the transport and may be tightened or loosened as the times demand.

FOR THE REGIONAL COMMISSIONER

James Stewart
J. MARION STEWART

LT. COL. Q.M.C.
R.T.O.

JMF/fdb.

TRANSLATIONPRIVATE AND CONFIDENTIAL

Milan, 7 Sept. 1945

SUBJECT : Truckers situation

TO : Lt.Col. J.Marion Fitzgerald
Transp. Officer A.M.G. Lombardia Reg.

On August 21st. 1945 a commission has been sent to Milano by Lt. Minister of Transport - Mr. La Malfa - in order to study a plan of reorganization of E.N.A.C. in view of the ~~extension~~ of such organization to the North of Italy.

The Commission had a meeting in Milano with the representatives of the truckers and the people who took part to the meeting, besides the Members of the Commission, were the following: Dr. Vigliani and the whole Committee of Associazione Lombarda Spedizionieri ed Autotrasportatori, Comm. Pescarini for the Piemontese Truckers, Mr. Pellerani for those of Venezia Region Dr. Remondini for Liguria, and Dr. Tartaro, President of the Consorzio Co-operative Partigiani. The Commission had already prepared the reorganization plan which was explained to the above mentioned persons in order to obtain the views of the concerned parties of North Italy.

The best part of the afternoon was taken up in long discussions on the issue and at the end of the meeting all the North Italian Representatives agreed as a body to issue an order of the day - see encl. No I - which was given to Prof. Baiocchi President of the Government Commission. In the order of the day the Representatives declared themselves against the ~~extension~~ of E.N.A.C. to the North of Italy, even taking in consideration the fact that the Minister himself had agreed on the necessity of modifying the organization.

~~Many~~ ^{Main} arguments of the North Italian against the establishment of E.N.A.C. in the North was the one that E.N.A.C. has its origin from the Allied Truck Pool, and that it was an organization that could be accepted only in time war ¹⁹⁴⁵ that is to say only during a period so critical as to justify its existence.

E.N.A.C.

If the aim is the one to ensure to the Country a certain amount of transport for food stuff and goods of first necessity (such as those needed for reconstruction work) the Prefects - representatives of the Central Government in each Province - have enough authority to issue orders ~~xxx~~ so that the truckers put themselves totally or partially at their disposal for the execution of the necessary trips on fixed tariff rates.

The distribution of fuel and tires, which are not yet free on the market can be taken care of by the Chamber of Commerce , which have always looked after this job for the duration of the war in the most critical period and which have enough competence to allot them with common sense .

If E.N.A.C. is wanted only as a discipline for the tariffs we would like to make a few comments.

Since the end of the war the cost of transport has been reduced almost of the 60% . Therefore there should not be any reason to worry. The trucks now on the road are not only enough for the local needs but in most cases there ~~even~~ an excess. Many vehicles belonging to the army and to the Germans besides those recently ~~produced~~ delivered to the Italian Government by the Allied are now in the road.

Industries are still going thru' a critical period and their production ~~x~~ is not enough to supply a tonnage which could fullfill the capacity of transport.

Cost of transport ~~to~~ go back to normal as soon as the prices of tires and fuel will go back to normal. Anyway, in the case of transport of the most important goods normality has already been obtained through A.M.G. order n. 42, which fixes compulsory tariff rates which are being followed .Special allotments of tires and fuels are made for trucks travelling at tariff rates.

Having obtained normality in the transports most necessary to the economic life and to the reconstruction of the country, and having ascertained that the prices of " free " transport are decidely decreasing , what else is there to worry about? The few cases of speculation, which are now rapidly disappearing owing to the increasing competition are not sufficient to justify the issuing of special laws and the keeping of a ~~186~~ bureaucratic organization which has proved to be able to reach only the opposite aim.

The interested parties believed it necessary that in a climate of freedom a free circulation of vehicles should be accepted, doing away with all bureaucratic burdens: this has always been the curse of our country, that is to say to have five persons (to complicate) and to live on ~~thexx~~ the one person who really works.

Having obtained in due course the maximum disponibility of tires and fuel (now furnished for the best part by the black market), the situation will go back to normal and individual initiative and free competition will bring prices down to the proper level, according to economic laws, which are the only ones on which we can base ~~xx~~ ourselves.

It is unnecessary, dangerous, and void of any effect to freeze to-day the tariffs for all transports (including the so called "free" transport for which no tyres and no fuel is provided at official rates), - when there is no possibility to provide the trucker with the goods necessary to his trade. ~~Thexofficialxpricesx~~ We had already occasion to see what~~x~~ is the use of ~~the~~ "official" prices in a situation so abnormal as the present one: to create black market payments over and above the tariffs, and nothing else.

Such being the situation and having agreed that normality will be reached only through normality of costs, what is the use to try and normalize the tariffs when the costs are still abnormal? Is this one of the aims of ENAC? If that is the case we know that ENAC has already proved to be a failure in this field as well ~~as in others~~.

sgd/- dott. rag. A. Vigliani
Presidente Associazione Lombarda Spedizionieri e
Autotrasportatori - via Senato 24 - Milano -

Enclosure n. 1

The Associazione Lombarda Spedizionieri Corrieri e Autotrasportatori in union with the sister organizations of Piemonte and Veneto and with the Consorzio Cooperative Partigiane Lombardia:

- Having examined the proposal of reorganization of ENAC contemp¹ating its extention to the North of Italy:

state:

- a) It is already in the authority of the Prefect to discipline if necessary the transports of the most important commodities by ordering the owners of vehicles to put the vehicles at the disposal of the Province either totally or partially.

- b) Tyres, fuel etc. can be allotted, as it is done now, by the Chamber of Commerce in agreement with other competent bodies without having the necessity of establishing new government agencies:

- They consider utterly useless, and even dangerous, the establishment of ENAC in northern Italy even after the proposed reorganization.

- They ask that, if necessary, their representatives be received by the minister of transport for a further discussion of their point of view.

Milano 21 agosto 1945

sgd/- etc, etc.

Enclosure n. 2

Milan 22nd august 1945

TO : Minister LA MALFA - Ministry of Transport - ROME

" Reference meeting Milano your representatives and this Association together with sister Associations Piemonte and Veneto project re-organization ENAC and its extension north Italy rejected considering proposal unnecessary dangerous and source complication ordinary functioning transport. STOP. Propose discuss in detail our views during your excellency next visit Milan STOP Letter follows."

sca/ - Vigliani

1979

Enclosure n. 3

Rome 80181 33 27/8 II

" Minister believes this ~~xxxxxx~~ association has no authority
reject anything and wonders irresponsible language STOP
After having ascertained conditions decision will be taken
conforming Government responsibility STOP By order of the
Minister sgd/ -;DECUPIS

1978

Enclou re n. 4

TO : Minister LA MALFA - Rome -

" This Association admits to have no authority reject project reorganization ENAC but claims right express own opinion even if disagreeing and believes that being the reason why contacted by Commission STOP Believes not very respectful language does not express your personal view and intention and repeats proposal to be received to discuss its views. sgd/ - Virliani -

Alle to R. 1

L'Associazione Lombarda Spedizionieri, Corrieri e Autotrasportatori cui si uniscono l'Associazione Piemontese e quella Veneta, nonché le Cooperative partigiane dei Trasporti della Lombardia:

- Presa in esame la proposta della riforma del E.N.A.C. con estensione delle sue mansioni e funzioni all'alta Italia;
- ritenuto:
 - a) - che è già in facoltà legale dei Prefetti di disciplinare, ove occorra la esecuzione dei trasporti di cose di prima necessità, ordinando ai proprietari di automezzi di eseguirli in via continuativa, od occasionale od anche saltuaria, alle condizioni e con le modalità del caso;
 - b) - che i carburanti, gomme ecc., possono come avviene attualmente, essere assegnati e distribuiti dalla Camera di Commercio, sentiti gli Enti competenti; e ciò senza bisogno di nuovi Enti od Uffici Statali;
- considerano perfettamente inutile, anzi dannosa, la estensione del E.N.A.C. all'alta Italia, quand'anche riformata secondo le proposte dell'apposita Commissione;
- chiedono che il signor Ministro dei Trasporti riceva, ove occorra, i rappresentanti delle Associazioni dell'alta Italia per una maggiore illustrazione del presente ordine del giorno.

Milano, 21 Agosto 1945

P. ASSOC. LOMBARDA SPEDIZ. E AUTOTRASPORTATORI
A.D.S.E.A.
(F.to Dr.A.Vigliani)

P. L'ASSOCIAZIONE PIEMONTESE PER SPEDIZ. E AUTOTRASPORT.
IL PRESIDENTE
(F.to Walter Pescarini)

P. L'ASSOCIAZIONE AUTOTRASPORTATORI DEL VENETO
p. il Presidente PELLERANO
(F.to Avv.G.Sabatini)

P. LE COOP. PARTIGIANE DELLA LOMBARDIA
(F.to Tartaro)

Allegato N. 2

Milano, 22 Agosto 1945.

Ministro LA MALFA
Ministero Trasporti

ROMA

Riferimento riunione Milano Vostri rappresentanti et questa
Associazione con intervento associazioni Piemonte et Veneto esame progetto
riforma funzionamento E.M.A.C. et sua eventuale estensione alta Italia
est stato deliberato rigetto proposta considerandola superflua et
dannosa et fonte gravissime complicazioni et intralci materiale esecuzione
trasporti stop proponiamoci illustrare dettagliatamente nostro pensiero
Vostra Eccellenza occasione eventuale Vostro prossimo passaggio Milano
segue lettera

VIGLIANI
PRESIDENTE ASSOCIAZIONE LOMBARDA SPEDIZIONIERI AUTOTRASPORTATORI

1971

Allegato N. 3

TELEGRAMMA = ROMA 80181 33 27/8 II

MINISTRO RITIENE CODESTA ASSOCIAZIONE NON ABBIA AUTORIZZAZIONE
NIENTE ED SI MERAVIGLIA LINGUAGGIO IRRESPONSABILE STOP DOPO ACCERTAMENTO
CONDIZIONI SARA' DELIBERATO CONFORME RESPONSABILITA' GOVERNO = PER
ORDINE MINISTRO DE CURIS

1970

Allegato N. 4

Ministro LA MALFA
Ministero Trasporti

R C M A

Questa associazione riconosce non avere autorità respingere progetti riforme S.N.A.C. ma rivendica diritto esprimere proprio parere anche se dissenziente et ritiene che tale scopo sia stato consultato da Commissione stop non può ritenere che linguaggio poco rigoroso usato suoi confronti rispecchi vostro pensiero intenzioni et rinnova proposta essere ricevuta per illustrare proprio punto di vista.

VIGLIANI
PRESIDENTE ASSOCIAZIONE LOMBARDA SPEDIZIONIERI AUTOTRASPORTATORI

- 8 -

21. In the event any dispute arises over any of the provisions of this contract because of the existence of the Italian version of the same, the English version hereof shall always prevail.
22. The vehicles which are to be operated hereunder and sold pursuant to the option provided for herein, are as follows:

<u>NAME</u>	<u>TYPE</u>	<u>SERIAL</u> <u>No</u>	<u>MODEL</u>	<u>TONNAGE</u>
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IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names the day and year first above written.

1953

Ext. 378

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MPT/eb

R/7.

540/25/Tn 1

19 February 1945

SUBJECT: Transportation

TO : Regional Commissioner, Toscana Region
Attention: Chief Transportation Officer

*retained by
Col Thomas*

1. Reference your letter of 13 February 1945, XVIII/35/9/1/6, the whole question of transferring Army trucks to the Italian Government is actively in hand and you will be advised of the decision as soon as one is reached. It is incorrect that Army trucks are at present being sold to civilians in Southern Italy.

2. The Chief Regional Transportation Officer is responsible for all, repeat all, transportation and movements work in his Region as is clearly laid down in paragraph 8 of Chief of Staff's letter dated 24 January 1945, reference 165/2/Tn 1, copy attached. At the same time, it must be pointed out that in the Toscana Region the railways operate under the control of the Director of Military Railway Service and not under direct AC supervision. Any contact you make with the Italian State or other railways should therefore be through the representative of the DMRS.

By command of Rear Admiral STONE:

M. B. Thomas

M. B. THOMAS, Colonel
Deputy Director

1 Incl:

Ltr 24 Jan 45, 165/2/Tn 1

cc: Road Div, Tn S/C
Rail Div, Tn S/C

1953

CLAYTON P. KERR, Colonel
for Major General
Land Forces
Sub-Commission, AG (EMIA)

1952

HEADQUARTERS ALLIED COMMISSION
APO 344
Transportation Sub-Commission

INTER OFFICE MEMO

Ref. 10/28/47

12 January '45

SUBJECT: Book of Instructions for Truck Pools.

TO : Mr. M. H. Taylor, Director Transportation Sub-Commission.

Reference Col. Denmore's letter 10/31/44/TA/R DATED 20 Dec. 44 regarding book of instructions for truck pools.

Appendix "B" (Trip tickets) can be substituted for that proposed in the original book if arrangements are made to supply fuel coupons with each ticket. By using a perforated strip in line of coupons, each pool has a complete check on fuel issue inasmuch as the tear strip is numbered to correspond with the trip-ticket and may be compared after issue. This will eliminate counterfeit coupons. The present form can be easily accommodated to use this feature.

Appendix "C" (Transportation Request) leaves out the major item. There is not space for name and address of the person who is to pay the transport bill.

It is agreed that the tariff should be left out pending publication of the new one.

It is recommended that the above discussed forms be printed for initial distribution in Northwest Italy and the proposed changes be embodied. This will not disrupt the use by HQAD of their printed forms to be used in King's Italy and will make for national uniformity with a minimum of waste.

The following number of forms are required prior to move in:

Instruction Books	1000
Appendix G (Truck Register)	5000
Appendix E (Trip Ticket)	500000
Appendix F (Master Dispatch Record)	10000
Appendix G (Transportation Requests)	500000
Appendix H (Bill Heads)	10000

John Mayhew Lowell
15/1/45

M. HARRIS
Major.

R/7

1. Further to letter reference AC/TN/R/7 dated 5 Jan. '45 attached, no comments can be made on paras 1,2,5,6,7,8, and 10 as they are either observations or statements of current fact.
 2. As regards the remainder of the Memorandum it is hoped that when ENAC comes into operation, most of the suggestions made will be implemented.
 3. ENAC will work principally on a Provincial basis, as directors and not operators of road transport, merely describing work to be carried out by contractors.
 4. ENAC will also control allocations of tyres and spares parts, using experienced civilian organizations such as those mentioned in para 3 as media.
 5. Rehabilitation of tyre factories, and scrap vehicles ex Italian and German Armies, is already under way.
- Hev*

