

ACC

AC/0/7/TNS

10000/143/3526
(Vol II)

PB

10000/149/2526 LEADS POLICY
(Vol II)

INTER OFFICE MEMORANDUM

GSF/1mv

Dile

Ref. [90/7/11/7 N.S.]

10 September 1945

7

SUBJECT: Lombardia Region

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

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

2. I understand that Mr. IaMalfa 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 Division

2 Incl.

Ltr. &
Appendix

1986

V

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
TRANSPORTATION DIVISION
APO 394

TM/35/347

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

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

Milan, 7th September 1945

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

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 government 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

John G. Linnell
J. M. G. LINNELL
Lie. Col. Q.M.C.
R.D.O.

JTE/2db.

44 -
I. The attached letter from Dr. Alfredo Viggiani, 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 minimum 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.
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4. A system of P.O.L. control thru' the normal government 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

Alfredo Viggiani
J. MARSHALL DINGESEY
L.I. COL.Q.M.C.
R.T.O.

2 INCL. Letter Dr. Viggiani
Translation of letter

COPY to : Regional Commissioner:
Lombardie - Liguria
Piemonte - Venezia

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 ~~extangion~~ 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 Piedmontese 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~~s~~ 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. N° I - which was given to Prof. Baiccchi President of the Government Commission. In the order of the day the Representatives declared themselves against the extangion 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.

Main
Many 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~~1939~~¹⁹⁴⁰ what is to say only during a period so critical as to justify its existance.

2

They pointed out that it was useless to list the criticisms which could be brought up against E.N.A.C., as the Roman Press had already amply illustrated them. E.N.A.C. for them is ~~not~~ but a body created - and which tries to survive - not to be of any benefit to the Nation, but to give a job to a mass of officials who for the best part have no knowledge of transport.

- Unfortunately is very often done in our Country .
The result of this is a huge mass of formalities which tie the normal movement of trucks and, as each of these compulsory formality, besides causing a loss of time and consequent increase of costs, - has proved to be the source of regrettable speculations on the part of officials in charge of the various E.N.A.C. offices & trip tickets have been paid up to 50.000 lire each) - the North Italian Representatives see no reason why such an organization ought to be tolerated any further now that the war is over.

The answers given by the Commission were not very convincing . They claim that E.N.A.C. was the only body which could have taken charge of the distribution of fuel and tires and that after all the surviving of E.N.A.C. and its extension to the North was wanted by the Allied! .

The representative of the North Italian Organization, all technical persons in this branch of business, most of them owners of large and important trucking companies, after having handed over the above mentioned order of the day to the Commission, sent a cable to the Minister (see encl. N° 2) getting another cable in reply (see encl. N° 3) . The wording of the Minister's reply caused a new meeting and another cable was sent to the Minister, encl. N° 4. From the perusal of the telegrams it is very clear that the Minister's reply (Encl. N° 3) it's hardly in keeping with that democratic spirit that is wished by all.

After all the truckers are only asking the Minister to have a direct contact in order to point out their point of views, especially in consideration of the fact that the Commission did not take the trouble to hide the purpose of the visit , namely the one of establishing ~~xxxxx~~ E.N.A.C. in the North and keep for the members of Commission the best executive jobs.

The truckers make clear that if the aim of E.N.A.C. is only the one mentioned above (and it doesn't seem that it could be any other one) is not the case to keep an organization criticised and fought against for its many faults and failures such as 1983

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~~e~~ven ~~a~~n 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 ~~is~~ is not enough to supply a tonnage which could full/fulfill the capacity of transport.

Cost of transport ~~will~~ 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 decidedly 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 ~~bureaucratic~~ organization which has proved to be able to reach only the opposite aim.

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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 ~~them~~ 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 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. ~~The official prices~~
We had already occasion to see what 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.

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

1981

Encl^{ture} n. 1

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

- Having examined the proposal of reorganization of ENAC ¹ contempating
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 norther 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

s.d/- etc, etc.

1983

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
functionning transport. STOP. Propose discuss in detail our views
during your excellency next visit Milan STOP Letter follows."

sfd/ - Virgiani

1979

Enclosure n. 3

Rome 80181 33 27/8 II

" Minister believes this ~~xxxmizza~~ 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 srd/ -;DECUPIS

1978

Enclou re n. 4

TO : Minister LA MAFFA - 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. srd/ - Viciani -

Ditta Fratelli Domenichelli

Casa di Spedizioni

Sede in Padova

BASSANO
VIA 25 OTTOBRE, 11 - TEL. 1-41

BELLUNO
VIA G. NEGATI, 27A - TEL. 1-48

BERGAMO
VIA F.M. COLLODI, 5 - TEL. 43-26

BOLOGNA
VIA MALVANNA, 12

TEL. 16-580, 22-438

BOLZANO
ZONA INDUSTRIALE - TEL. 10-97

BRESCIA
VIA CARLO ZINA, 7 - TEL. 16-85

CONEGLIANO
VIA TRIESTE TRIESTE, 6 - TEL. 1-70

FELTRE
VIALE STAZIONE - TEL. 30

FERRARA
VIA DANESA, 11 - TEL. 00-95

FIRENZE
VIALE BELLIFIORE, 2 - TEL. 055

TEL. 42-233

GENOVA Sampierdarena

VIA II. FASCIO D'ITALIA, 25A R

TEL. 42-180

MESTRE

VIA MARINERA, 161

TEL. 51-145, 51-212

MERANO

VIA ROMA, 60 - TEL. 20-71

MILANO

VIA CAMPANIA, 29 - TEL. 670-151

670-152, 970-153, 60-430

MONZA

VIA QUINTINO SULLA, 5 - TEL. 23-05

MONTEBELLUNA

VIA 24 MAGGIO - TEL. 42

NAPOLI

VIA DEL LIPURO, 18 - TEL. 51-985

PADOVA

VIA F. PAGLIO-SARTI, 72

TEL. 22-341, 22-410, 22-251

PORDENONE

VIA GRIGOLOTTI, 2 - TEL. 1-94

PRATO (Toscana)

VIA ALESSANDRO FRANCHI, 1

TEL. 22-91

PISTOIA

VIALE A. PACINETTI, 39

TEL. 23-67

ROMA

VIALE TARANTO, 216 - TEL. 700-043

ROVIGO

FUORI PORTA PO - TEL. 3-03

SCHIO

VIA VENEZIA, 31/F - TEL. 28

THIENE

VIA THIENE, 35 - TEL. 99

TORINO

CORSO NUOVARA, 16 - TEL. 21-852

TRIESTE

VIA S. PIETRO, 16 - TEL. 42-15

TRENTO

VIA VERRUCKA, 92 - TEL. 13-05

TREVISO

PIAZZA GARIBOLDI, 10 - TEL. 12-26

UDINE

VIA GRATTAN, 43 - TEL. 6-77

VENEZIA

VIA DEL CARBON, 47/3

TEL. 20-610

VERONA

VIA G. GALILEI, 14 - TEL. 28-38

VICENZA

VIALE MAZZINI, 6-8

TEL. 12-55, 12-60

VITTORIO VENETO

VIA GARIBOLDI, 10 - TEL. 1-40

DA CITARE NELLA RISPOSTA

7/9/1945

MILANO II

VIALE CAMPANIA 29 - TEL. 170-161, 170-152, 170-153, 18-430

CONFIDENZIALE AL

Sig. Ten. Col. MARION J. FITZGERALD
A.M.G. - Transportation Officer
MILANO.

TRUCKERS' SITUATION

Il 21 agosto u.s. è giunta a Milano una Commissione che aveva l'incarico dal Ministro dei Trasporti La Malfa, di studiare un progetto di riforma dell'ENAC, in vista dell'estensione di tale Istituto al Nord Italia, da attuarsi col passaggio dell'amministrazione dall'A.M.G. al nostro Governo.

A Milano detta Commissione doveva incontrarsi con gli esponenti della Categoria ed infatti alla riunione indetta, oltre alla Commissione accennata, erano presenti il dr. Vigliani e tutto il Comitato direttivo dell'A.L.S.E.A. (Associazione Lombarda Spedizionieri ed Autotrasportatori) il Comm. Pescarini per l'identica associazione piemontese, il signor Pellerano per quella Veneta, il Dr. Remondini per quella Ligure ed il sig. Tartaro, Presidente del Consorzio Cooperative Partigiane.

La Commissione aveva già preparato il progetto di riforma dell'ENAC e lo illustrò agli intervenuti, dichiarandosi incaricata di sentire il parere del NORD ITALIA in materia.

Vi furono lunghe discussioni sull'argomento che occuparono l'intiero pomeriggio ed alla chiusura della riunione tutti i rappresentanti delle Associazioni sopra ricordate furono unanimamente d'accordo di redigere un ordine del giorno (Vedi Allegato N.I) che fu consegnato al Presidente della Commissione sudetta (Prof. Baiocchi) col quale si esprimeva parere negativo all'estensione dell'ENAC al NORD ITALIA, sia pure tenendo conto che il Ministro stesso sentiva il bisogno di apportare modifiche al suo funzionamento.

I rappresentanti dei truckers affermarono che l'ENAC trae origine dal Truck Pool degli Alleati e che le sue disposizioni ed il suo funzionamento erano solo compatibili durante la guerra,

CONDIZIONI GENERALI - Le condizioni per spedizioni di peso superiore ai 20 Kg. sono le stesse che regolano il trasporto delle cose a mezzo delle Ferrovie dello Stato. Le spedizioni fino a Kg. 20 vengono congegnate ed accettate alle norme e condizioni del Codice Postale. Nessuna responsabilità viene coperta senza ordine formale. Le contestazioni giudiziarie saranno sottoposte al foro di Padova. Nel caso che avvenga avarie, ritardi, avvenuti in viaggio senza colpa o negligenza nostra, richiederemo prontamente i leggi verso altri vettori - cosa intesa che la responsabilità sull'esito avvenuto in viaggio sarà esclusivamente a carico del cliente che dovrà pure riconoscere tutte le relative spese. Non ci assumiamo responsabilità per comunicazioni telefoniche non confermate per iscritto. Tutte le nostre spedizioni sotto parti scritte contrarie sono sottoposte alle nostre Condizioni Generali.

DITTA FRATELLI DOMENICHELLI
CASA DI SPEDIZIONI

Segne lettere

T.Col.M.Fitgerald

7/9/45 Foglio N. 2

vale a dire con una situazione particolare che lo giustificasse.

Facevano rilevare che era inutile soffermarsi sulle critiche all'ENAC in quanto le stesse avevano già per lungo tempo occupata la Stampa Romana e consideravano inutile ripetersi. L'ENAC, per essi, non è altro che un ente creato - e che si cerca di mantenere in vita - non già per giovare alla Nazione, il quale scopo sarebbe altamente encomiabile, ma per dare impiego ad un complesso di funzionari, privi per lo più d'ogni competenza specifica del ramo (come purtroppo avviene troppo spesso nel nostro Paese). Si traduce in un complesso di formalità che legano ed intralcianno il movimento dei camions e poiché ogni formalità imposta, oltre ad enormi perditempi (che comportano aumento di costi) ha dimostrato di essere fonte di basse speculazioni da parte dei funzionari addetti ai vari uffici di questo Ente (sono stati pagati i permessi di viaggio financo 50 mila lire l'uno !), s'è chiesto da parte degli interessati a quali scopi avrebbe dovuto rispondere oggi, a guerra cessata, una tale istituzione.

E' opportuno far rilevare che gli argomenti svolti dalla Commissione, in risposta a quest'interpellanza, non furono molto convincenti. Si rispose che l'ENAC era il solo Ente che avrebbe potuto presiedere alla distribuzione dei carburanti e delle gomme e che in fine il mantenimento in vita ed estensione al Nord era voluta dagli.... Alleati !

I rappresentanti delle Associazioni, teonici della materia, tutti proprietari di importanti truckers companies, dopo aver consegnato il citato ordine del giorno alla Commissione, inviarono un telegramma al Ministro (allegato N.2) ottenendo telegraficamente la risposta pure unita (allegato N.3). Il tono di quest'ultimo dispaccio provocava una nuova riunione delle Associazioni e l'invio al Ministro di un nuovo telegramma (allegato N.4). In effetto, dalla lettura dei telegrammi, non si avrà difficoltà a rilevare che il dispaccio (allegato N.3) è di tono che non sa di quel clima democratico nel quale si vorrebbe vivere.

Gli autotrasportatori chiedono in sostanze al Ministro un contatto diretto (la Commissione ha palesato chiaramente il suo interesse alla conservazione dell'ENAC, perché ne avrebbe incarichi direttivi !) per illustrare la materia ed il loro punto di vista.

Precisano che se gli scopi dell'ENAC sono solo quelli enunciati (né pare ne possano essere degli altri) non è il caso di decretare che un'Istituzione qual'è l'ENAC, criticata e combattuta per i suoi vizi congeniti, resti in vista e prospiri, intralciando il movimento degli automezzi e nulla più.

Se si vuole assicurare al Paese un determinato numero di trasporti di generi alimentari e di prima necessità (quelli interessanti la ricostruzione), che non saranno identici per tutte le Province del Regno, i Prefetti - rappresentanti del Governo in ogni singola Provincia - hanno sufficiente autorità per emanare delle ordinanze e far sì che i trasportatori si tengano in tutto o parte a loro disposizione per l'esecuzione di quei servizi, stabilendone le relative tariffe.

Poiché per circolare è necessario l'uso di carburanti e di gomme, materie che non sono ancora liberamente disponibili sul mercato, la loro distribuzione può essere lasciata alle Camere di Commercio, che hanno sempre assolto

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DITTA FRATELLI DOMENICHELLI
CASA DI SPEDIZIONI

Segna lettera

T.Cpl.Fitzgerald

7/9/45 *Fatto N.* 3

a questo compito durante la guerra (quindi in momenti più difficili) e che hanno sufficiente competenza per assegnarle con criterio, prima ai trasporti cosiddetti di prima necessità e quindi via via per gli altri trasporti. E se l'ENAC lo si vuole per disciplinare le tariffe ci si consentano delle considerazioni anche a questo riguardo.

Anzitutto da quando la guerra è cessata il costo dei trasporti è enormemente diminuito (si crede di non essere lontani dalla realtà accertando un ribasso medio del 60%) ed è un'um dei pochi settori, se non l'unico, dove una tale favorevole situazione si è verificata. Negli altri campi non vi è che recrudescenza vivissima di prezzi e l'A.M.G. ne sa qualcosa! Non vi è quindi situazione preoccupante al riguardo. Gli automezzi rimessi in circolazione non solo sono sufficienti ma eccedono alle necessità. Sono tornati alle strada molti veicoli già appartenuti all'Esercito ed ai Tedeschi e molti altri sono già stati assegnati al n/ Governo dagli Alleati. Le industrie non accennano a riprendersi e la loro produzione non è per momento tale da fornire dei tonnellaggi che riescano a saturare le capacità di trasporto dei vari mezzi disponibili. Quand'anche si avviasse, come si spera, verso la normalità, non c'è da illudersi che la ripresa sia un fenomeno rapido. Di pari passo, in ogni caso, se aumenteranno le merci da trasportare aumenteranno anche le disponibilità di automezzi.

I prezzi dei trasporti si normalizzeranno appena gli elementi principali di costo (dai prezzi dei camions a quelli delle gomme e dei carburanti) si avvieranno alla normalità dalla quale siamo ancora troppo distanti.

Ciò non impedisce che per trasporti di prima necessità l'A.M.G. con l'ordinanza N.42 abbia già raggiunto questa normalità, stabilendo delle tariffe obbligatorie che sono osservate. A questi trasporti viene assegnato carburante e gomme, com'è necessario, per poter pretendere prezzi fissi e bloccati.

Ora, assicurata la costanza di prezzi per i trasporti maggiormente interessanti il Paese, accertato che il prezzo di quei trasporti che chiameremo "liberi" è in netta discesa, di che ci si deve preoccupare? Forse che casi isolati di bassa speculazione (in via di eliminazione per la concorrenza che si sta verificando) devono essere sufficienti per considerare il problema disperato ed urgente tale da invocare provvedimenti di Legge ed il mantenimento in vita di un pesante Ente burocratico che ha già dimostrato di poter solo raggiungere l'effetto contrario?

Gli interessati reputano necessario che alla restituita libertà, corrisponda una libera circolazione degli automezzi, eliminando ogni pesantezza burocratica (questo è stato sempre il n/ tormento nel n/ Paese che si cerca tuttora di perpetuare: per ogni persona che lavora ve ne sono 5 che la intralciano e che ci vivono sopra!) e siano così raggiungibili le massime percorrenze possibili alla laboriosità delle maestranze della categoria, sempre manifestatesi, pur in più difficili situazioni, all'altezza del compito loro affidato.

Raggiunti questi desiderata, che dipendono solo da noi italiani, riavuta col tempo maggior disponibilità di pneumatici e di carburanti (oggi ancora per buona parte attinti al mercato nero), la situazione si normalizzerà e lo spi-

DITTA FRATELLI DOMENICHELLI
CASA DI SPEDIZIONI

T.Col.Fitzgerald
Segue lettera

7/9/45 Foglio II.

4

rito d'iniziativa e la libera concorrenza porteranno i prezzi ai livelli desiderati, in base a leggi economiche, sulle quali soltanto si può fare affidamento.

E' inutile e dannoso e privo d'ogni effetto voler bloccare oggi le tariffe per tutti i trasporti (quelli "comandati" dagli Uffici Trasporti per i quali valgono i prezzi dell'Ordinanza N.42 e quelli cosiddetti "liberi" per i quali non si è ancora in grado di assicurare a prezzi normali carburanti e gomme) quando non vi è la possibilità di dare al trasportatore = a prezzo certo ed in quantità rispondente ai bisogni = quanto gli occorre per svolgere la propria attività. I prezzi "ufficiali" in una situazione anormale qual'è da considerare quella attuale, abbiamo visto a che cosa servono: a creare dei pagamenti extra tariffa e nient'altro.

E poiché la situazione è questa e la normalizzazione dipende da una normalizzazione di costi d'esercizio a che pro insistere per normalizzare i prezzi quando non vi sono normalizzati i costi? Forse ci potrebbe arrivare la ENAC se anche questo è uno degli scopi per cui si vuole che duri? Abbiamo già visto che anche sotto questo aspetto la ENAC ha già fatto fallimento.

[Handwritten signature]
Dr.Rag.A.Vigliani
Presidente Associazione Lombarda Spedizionieri e Autotrasporti
Milano
Via Senato N.24

1973

Alle to R. i

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

- Presso 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 Profetti 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;
 - considermo 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.L.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 F.MILKANO
 (F.to Avv. G. Babatini)

p. LE COOP. PARTICIPANTI DELLA LOMBARDIA
 (F.to Tartaro)

1972

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 S.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

TELEGRAFEMA - ROMA SOISI 33 27/ II

MINISTRO RITIENE SODESTA ASSOCIAZIONE NON ABbia AUTORITA' RIGETTARO
BLENTE ED SI MERAVIGLIA LINGUAGGIO INRESPONSABILE STOP DOPO ACCETTAMENTO
CONDIZIONI SARÀ DELIBERATO CONTO LE RESPONSABILITA' GOVERNO = PBR
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
la commissione stop non puo ritenere che linguaggio poco riguardoso
usato suoi confronti rispecchi vostre pensiero intensioni et rinnova
proposta essere ricevuta per illustrare proprio punto di vista.

VIGLIANI
PRESIDENTE ASSOCIAZIONE DOMANDA SPEDIZIONI ALI TRASPORTATORI

HEADQUARTERS ALLIED COMMISSION
AFD 394
LEGAL SUB-COMMISSION

JM/pa.
2 February 1945.

AC/4014/L.

SUBJECT : Contracts for Repair of Vehicles.
TO : Col. MARSH, Transportation Sub-Commission.

1. The amended contract submitted on 1 February 1945, and attached to your memorandum (AC/4014/L - 24 Jan 1945) has been examined. Its terms are in substantially proper form.

2. The contract cannot be approved or, however, for the following reasons:-

- a) The Allied Commission does not have any authority to lease or sell War Department vehicles, or parts thereof, even though they are abandoned and in a state of disrepair.
- b) It follows that no officer or Sub-Commission of the Allied Commission possesses any contractual capacity to enter into such a contract.
- c) We have been advised by Allied Force Headquarters that no power exists to deal with War Department vehicles under the circumstances contemplated.
- d) Unless a statement in writing can be obtained from a responsible official authorizing agreements of this nature, we shall be constrained to withhold our approval.

Handwritten:

W. E. BERRIS,
Colonel,
Deputy Chief Legal Advisor.

Incl.

How about vehicles found on
field of battle and claimed by allied
governments? Contract with ^{to} take
care of these also. *[Signature]*

THIS AGREEMENT made this day of , 1945, between
the Allied Commission, herein called the "LEGAL OWNER", party of the
first part, and
the "REGISTERED OWNER", party of the second part.

WHEREAS the LEGAL OWNER herein is possessed of the legal title to
the certain war damaged vehicles more particularly described herein,
and

WHEREAS it is deemed essential to the successful prosecution of
the war that said vehicles be reconditioned, repaired and put into
good working order, to supplement the present inadequate transport
facilities within Italy, and

WHEREAS the REGISTERED OWNER is equipped with the facilities and
has available sufficient trained personnel to recondition and repair
said vehicles in a manner satisfactory to the LEGAL OWNER, and
WHEREAS as a part of consideration for reconditioning and repairing
said vehicles the LEGAL OWNER stands ready and willing to

(a) authorize the REGISTERED OWNER to operate the vehicle or ve-
hicles specifically described herein subject to all the pro-
visions hereof, and

(b) to accord the REGISTERED OWNER the option of purchasing said
vehicle or vehicles subject to the terms hereof and the approval of
the appropriate Military Authority, now therefore this agreement
WITNESSETH: that for and in consideration of the covenants and
agreements hereinafter contained, the parties hereto, hereby agree
as follows:

1. it is hereby determined and declared that the lawful title
of the vehicle or vehicles specifically described herein is
now and shall at all times hereafter prior to the final com-
pletion of the sale authorized hereunder remain and be vest-
ed in the LEGAL OWNER.
2. Immediately following the execution of this agreement the

- 2 -

REGISTERED OWNER shall proceed forthwith to recondition the vehicle or vehicles described herein and make all necessary repairs thereto for the purposes contemplated hereunder. The REGISTERED OWNER undertakes and agrees that all work upon said vehicle or vehicles shall be of a quality, and in every respect satisfactory to the LEGAL OWNER, it being expressly understood:

- (a) that the work thereon shall in every case proceed to completion in a manner and within a time limit satisfactory to the LEGAL OWNER, and
- (b) In cases where one or more vehicles have been so damaged that they can, with advantage to the LEGAL OWNER, be taken down into component parts and such parts reconditioned and used to repair other vehicles or to construct entirely another vehicle from such parts, the REGISTERED OWNER may, after first having obtained the written consent of the LEGAL OWNER, proceed to so tear down such damaged vehicles and use such parts thereof to repair other vehicles or to build other vehicles. Under no condition will such parts or residue be sold or traded by the REGISTERED OWNER.

5. In lieu of payment by the LEGAL OWNER for the cost of repair and reconditioning contemplated hereunder, the REGISTERED OWNER will be permitted, under the supervision and control of the LEGAL OWNER, to operate the said vehicle or vehicles for the purpose of transportation of prescribed goods, wares, merchandise, personnel or other property ~~1978~~ of value of a commercial nature, at rates prescribed by the Italian Government, or the LEGAL OWNER.

- 3 -

4. The LEGAL OWNER reserves the right at all times to establish suitable regulations for the operations of all vehicles repaired and operated pursuant to the terms hereof and the REGISTERED OWNER undertakes and agrees to be bound by such regulations.
5. It is agreed that such labor and/or material furnished by the REGISTERED OWNER for the purpose of reconditioning and repairing said vehicle or vehicles together with a sum that shall represent profit and overhead, shall constitute a just and proper claim against the LEGAL OWNER. The sum of profit and overhead shall not exceed 25% of the total cost of labor and/or material. The total amount of money representing said claim is herein called "COST OF RECONDITIONING".
6. All monies derived from the operation of such vehicle or vehicles by the REGISTERED OWNER in the manner contemplated in paragraphs 3 and 4, shall be accounted for, collected and retained by the REGISTERED OWNER until such time as the total sum so earned, after deducting operating costs and insurance, shall equal the COST OF RECONDITIONING. At such time, all claim for COST OF RECONDITIONING against the LEGAL OWNER shall be declared fulfilled. Thereupon it shall be open to the parties hereto to continue this contract upon modified or fresh terms to be agreed upon between them.
7. Maintenance repairs to any of the said vehicles shall in no circumstance be deducted from the sum earned or to be earned under paragraph 6.
8. Unless the REGISTERED OWNER shall exercise the option provided for in paragraph 11, he shall be without any vested rights whatever in any of the vehicles repaired or operated

1965

- 4 -

hereunder, but he shall at all times have the right to make just and proper claims against the Allied Government Forces for such payments as may be due and owing for any and all repairs made hereunder.

9. The REGISTERED OWNER shall maintain complete records of the details of all operations contemplated herein, to the end that either of the parties hereto, may, if they so desire, determine daily the extent of all financial interests and responsibilities arising out of either the whole, or any single operation undertaken hereunder. All records established and maintained for the purposes hereof shall conform generally to standard accounting practices prevailing in the United States and in the United Kingdom, as may be laid down by the LEGAL OWNER, and will disclose fully the details of every transaction whereunder financial obligations are to be incurred or imposed. The LEGAL OWNER or his duly authorized representative shall have the right of access at all times, to such records for the purpose of inspection and it shall be the duty of the REGISTERED OWNER to submit for the LEGAL OWNER's consideration and accommodation complete accounts of all operations hereunder on a monthly basis as of the last day of each month.
10. The REGISTERED OWNER agrees that the LEGAL OWNER may at its option withhold any or all tariffs arising either directly or indirectly out of the relationship established hereunder, or any payments due or to become due, until any claims arising hereunder shall have been liquidated, and ¹⁹⁸⁴ the LEGAL OWNER may apply such tariffs or other payments in liquidation of such claim or claims. For the purpose hereof, demand upon the REGISTERED OWNER by the LEGAL OWNER shall entitle the

- 5 -

LEGAL OWNER to physical possession of all monies and credits collected or obtained under the provisions of paragraph six (6) above.

11. Subsequent to the execution of this agreement and for a period of one year thereafter, subject to the approval of the appropriate military authorities, the REGISTERED OWNER shall have the right and option of purchasing any, or all, of the vehicles described herein.
12. In the event of the exercise of the option in accordance with the preceding paragraph, the sale price of any vehicle purchased hereunder shall be the original pre-conditioned cost of the vehicle, plus the cost of parts and materials furnished by the Allied Governments, it being expressly understood and agreed between the parties that all labor cost and other charges incurred to effect repairs shall be borne by the REGISTERED OWNER.
13. For the purpose of establishing the pre-conditioned cost of vehicles which are subject to sale hereunder, a representative of the LEGAL OWNER and a representative of the REGISTERED OWNER shall together view each vehicle immediately prior to the REGISTERED OWNER taking possession of said vehicle and arrive at a figure based on the following considerations:
 - (a) the basic cost of a War Department vehicle shall be the total cost to the Allied Government of said vehicle delivered in Italy, using standards of United States currency in respect to American vehicles and standards of British currency in respect to British ~~1948~~ £10s, converted to lire at the present rate of exchange.
 - (b) The basic cost of all other vehicles shall be their de-

- 5 -

livered cost in Italy at date of delivery converted to the present rate of exchange.

(o) Deductions from the basic costs at the option of the LEGAL OWNER are hereby authorized for:

- (1) depreciation due to wear and tear, and
- (2) deduction for lack of parts, accessories or essential equipment.

The foregoing deductions will be based as far as possible on actual costs converted to present rates of exchange.

14. The cost of all parts furnished to the REGISTERED OWNER by the LEGAL OWNER shall be priced at cost to the LEGAL OWNER at time of delivery to the REGISTERED OWNER. Determination of price will be in accordance to principles stated in paragraph 13.

15. Whenever the REGISTERED OWNER shall elect to exercise the option of purchase accorded by paragraph 11 above, he shall give notice thereof in writing to the LEGAL OWNER describing specifically which of said vehicles he desires to purchase. Immediately upon receipt of the legal notice, the LEGAL OWNER shall fix and establish the sale prices or prices of the vehicles, as the case may be, pursuant to the provisions of paragraph 12 hereof, and shall forthwith inform the REGISTERED OWNER with respect to same. Whereupon the REGISTERED OWNER shall have a period of 5 days either to accept or reject said sale prices. If the sale price, in any case, is accepted, the acceptance thereof shall be accompanied by bond of surety in all respect satisfactory as to form and surety to the LEGAL DIVISION of this Headquarters, whereunder specific performance of those parts of this contract relating to the right to exercise the option to purchase, is guaranteed to the LEGAL OWNER. **1962** and such bond shall provide among other things for the payment of the purchase

- 7 -

price in the event the REGISTERED OWNER should default in the payment of same.

16. In the event of a breach of this agreement or any default hereunder by and on the part of the REGISTERED OWNER, he shall forfeit all the monies invested by him in reconditioning and/or repairing the vehicles described herein it being understood that the term "invested monies" shall include both labor charges and the cost of all spare parts purchased for the purposes hereof.
17. In all operations conducted hereunder the REGISTERED OWNER shall be responsible for the compensation of the drivers, their helpers or any other employees engaged therein, provided however, that in so far as circumstances may permit, rations will be supplied through some appropriate agency of the Allied Forces, at the cost of the REGISTERED OWNER.
18. The LEGAL OWNER hereby undertakes and agrees to supply at the cost of the REGISTERED OWNER petrol and tires for the operations contemplated hereunder at rates to be established by appropriate military authorities.
19. Nothing herein contained shall be construed as a guarantee of minimum mileage with respect to any of the operations aforesaid, but the REGISTERED OWNER may at his option establish a minimum remuneration to cover interest on money invested and certain overhead expenditures.
20. The LEGAL OWNER reserves the right to terminate this agreement or any renewal or modification thereof at any specified time or 30 days after the date of mailing or giving written notice to the REGISTERED OWNER of such termination. Proof of mailing shall be sufficient evidence of the notice upon the REGISTERED OWNER. 1961

- 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>NUMBER</u>	<u>TYPE</u>	<u>SERIAL No.</u>	<u>MODEL</u>	<u>TONNAGE</u>
---------------	-------------	-----------------------	--------------	----------------

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names the day and year first above written.

1003

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MPT/ch

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, FVIII/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 5 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 DMR.

By command of Rear Admiral STONE:

M. R. Thomas

M. R. THOMAS, Colonel
Deputy Director

1 Incl:

Ltr 24 Jan 45, 165/2/Tn 1

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

1979

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. T-2

1 January 1945

SUBJECT: Italian Civilian Motor Pools - Disposition of Vehicles In.
TO : Headquarters, Allied Commission, APO 394
(Attn: Economic Section)

1. The Chief Accountant, A.C., has asked this section to discuss the above subject at AFHQ.

2. It was stated that the financing of the motor pools so far has been handled by the A.C. except in Apulia which has a system which it is desirable to extend to the whole. Our legal adviser would like to have a more specific statement concerning the so called "Apulia system". He would like to know "when these government owned vehicles are provided free to Italian contractors, what control, if any, is maintained by the Allied Commission over the use of the vehicles, charges to the public, profits, etc".

3. In order that this subject may be completed as rapidly as possible, may we have an answer to these questions.

For the Acting Assistant Chief of Staff, G-5:

/s/ J. E. Butterworth
J. E. BUTTERWORTH,
Colonel, G. S. C.,
Chief, Economics & Supply Division.

1958

CONFIDENTIAL

CONFIDENTIAL

R/1

10th February 1945

MEMBERS OF TRANSPORTATION SUB-COMMISSION STAFF MEETING

The fifth Transportation Staff Meeting was held in Room 27, 1st floor, AG building at 8:45 AM on Saturday, February 10th. It was noted that a number of officers were absent from this meeting. It is repeated that all Chief of Divisions and all Heads of Branches in Transportation Sub-Commission will attend and that Heads of Branches may bring with them such other officers as they desire; all Planning Staff Officers will attend. The only reasons for not attending will be absence from home on duty or sickness.

It was announced that a declaration of policy of AG functions from the Combined Chiefs of Staff in Washington and London has been received by the Acting President of AG, and altho formal announcement of these policies has not yet been made, papers should be received on this in the near future. The proposal discussed disclosed that AG should withdraw from "King's Italy", which would necessitate a revision of transportation personnel set-up recently made. Members were cautioned to refrain from discussing this new policy outside AG, in particular no disclosure must be made to Italians.

It was brought out that back slips were not being removed from correspondence when the letters are filed. When this is not done, and the back slip is filed with the letter, the Chief Clerk is unable to complete his records and show the whereabouts of the correspondence in question. All members were asked to cooperate in this matter by removing back slips.

M. B. THOMAS, Colonel,
Deputy Director, TN. S/C

INSTRUCTION:

Planning Staff
Mail Division
Movements Division

Administration Division
Port & Warehouse Division
Movements Division

1957

R/1

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/sh

MO/16/Tm 1

6 February 1945

SUBJECT: Proposed Truck Brigade Staff Headquarters
TO : Economic Section

1. It is requested that a meeting should be called to consider the problems referred to below. It will be very helpful if the Chief of Staff could take the chair, and we should like to have present Colonel Parkin, C-4 (A), C-4 (B) and Commerce Sub-Commission.

2. Since Establishment Memorandum No. 34 was issued, there have been developments in a number of types of vehicles running in this country and below is a brief summary:

- a. WE/TO vehicles (SD or requisitioned vehicles)
- b. Civilian truck pool vehicles (SD vehicles)
- c. C and GT Company vehicles (SD vehicles)
- d. Imported C and GT Company vehicles (Civilian)

3. In order to control and maintain the C and GT companies proposals are in hand for setting up a special truck brigade staff headquarters.

4. The proposals now arising are:

a. Who is responsible for the higher echelon maintenance of the types of vehicles referred to above, and

b. Who is responsible for the requisitioning, storage and distribution of spare parts and for the problems attendant on this work.

5. It may be possible at the meeting also to define the status and responsibilities of the proposed truck brigade headquarters.

1956

file

- 2 -

6. May the meeting be called as soon as possible after tomorrow.

A. B. THOMAS, Colonel
Deputy Director

1955

Subject : Motor Transport and Material

COPY

Land Forces
Sub Commission, AC (MIA)
Some
AS/5

1 February 1945

TO : MIA TO, Sicily

Reference page 1191 x 782 of 11 Jan. 1945.

1. Anti Circular No. 13 of 1 May 1944 establishes the policy regarding Italian Army property. The pertinent paragraph is as follows:

"In. Italian material. All Italian material belonging to all arms and services of the Italian Ground Forces and in the possession of the Italian Armistice, has ceased to be the property of the Italian Government and cannot now be claimed by the Italian Army. It follows that any property which was not in Allied hands or under Allied control at the time of the Armistice is the property of the Army under the direction of the Army Sub-Commission, Allied Control Commission."

2. Italian Army material which was captured, and which has been disposed of by the Allies, either before or after the Armistice, has ceased to be the property of the Italian Government and cannot now be claimed by the Italian Army. It follows that any property which was not in Allied hands or under Allied control at the time of the Armistice is the property of the Italian Government and should be recovered.
3. It is understood that in strictly all captured Italian motor vehicles and materiel were turned over to the Allied Commission and little therefore passed to the Allied Commission. Subsequently, the Italian Commissar organized a Italian Commission, known as I.A.T. to operate this report, but the title to the vehicles and materiel remains with the Italian Commission. It may be that the Allies sold some captured materiel or vehicles to civilians in Sicily, and in this case, the title would have passed to the civilian purchaser; and the Italian Government has no interest in such vehicles or material. However, the civilian holding said property must have proper documents to prove that the property was actually captured material and sold by the Allies.

is as follows:

"In. Italian material. All Italian material belonging to all arms and services of the Italian Ground Forces and in the possession of the Italian Army at the time of the armistice is considered as Italian material and, except as otherwise directed by this AG is reserved for the use of the Italian Army under the direction of the Army Sub-Commission, Allied Control Commission."

2. Italian Army material which was captured, and which has been disposed of by the Allies, either before or after the armistice, has ~~been~~ to be the property of the Italian Government and cannot now be claimed by the Italian Army. It follows that any property which was not in Allied hands or under Allied control at the time of the armistice is the property of the Italian Government and should be recovered.
3. It is understood that in Sicily all captured Italian motor vehicles and material were turned over to the Allied Commission and title therefore passed to the Allied Commission. Subsequently, the Allied Commission organized an Italian Company known as I.N.I. to operate this transport, but the title to the vehicles and material remains with the Allied Commission. It may be that the Allies sold some captured material or vehicles to civilians in Sicily, and in this case, the title would have passed to the civilian purchaser; and the Italian Government has no interest in such vehicles or material. However, the civilian holding said property must have proper documents to prove that the property was actually captured material and sold by the Allies.
4. No authority exists for the I.N.I. or the Allied Commission to conduct salvage operations or to come into possession of any Italian Army material since the armistice unless such material was actually in Allied control at the time of the armistice. Any material which has come into Allied hands since the armistice remains the property of the Italian Government and any individual, Allied or Italian, holding such material has no title to it, and the Italian Army can therefore recover the material under Italian law.

1956

5. It is obvious that the Allies would not approve the sale of Italian motor vehicles or parts, which have been turned over to ALCON, to Italian civilians for the purposes of establishing a black market to derl in such vehicles or parts, thus permitting the Italian civilians to repair illegally-held property and use it for private enterprise. At the same time, once the sale has been made to Italian civilians in this way, the Italian government can requisition such vehicles or parts from the Italian civilians under normal Italian law, and the action of the Allies in selling vehicles or parts could not operate to protect the Italian civilian from Italian law.

6. It should be possible to determine just what motor vehicles and parts are legally in the hands of the Allied Commission or its operating agency, I.A.T., and in the hands of civilians under title conferred by the Allies as captured enemy material. Arrangements must be made that such title is confirmed and that the vehicles in the hands of the Allied Commission are not repossessed by the Italian Government. However, the Italian Government has full authority to requisition any vehicle or parts in the hands of civilians regardless of how the civilian acquired the vehicle. AFHQ recently directed that the Italian Government exercise its power of requisition of vehicles only in such cases as approved by AFHQ. The only case so far known approved is the the requisition of 24 trucks for the CO. SR in Sicily. The Italian Government does not have to requisition vehicles which are illegally held by Italian civilians, it simply seizes them.

7. The Italian Government can then proceed to repossess all of its property in Sicily subject to these limitations. If the Government desires to reimburse the civilians for repairing vehicles which it repossesses, that is a matter for Italian determination.

8. I have talked to the Director of Transportation, Mr. Taylor, and he suggests that you get in touch with Captain Lynch, the newly-appointed Transportation Officer in Palermo, and see if you can come to an agreement with Captain Lynch which will determine finally the title to all of this property in Sicily, bearing in mind that it is our job to protect the Italian Government and to assist them in the recovery of their property. Necessary documents should be prepared to show exact title to all vehicles determined to be legally in the possession of the Allied Commission or civilians.

6. It should be possible to determine what motor vehicles and parts are legally in the hands of the Allied Commission or the operating agency. I.M.T., and in the hands of civilians under title conferred by the Allies as captured enemy material. Arrangements must be made that such title is confirmed and that the vehicles in the hands of the Allied Commission are not repossessed by the Italian Government. However, the Italian Government has full authority to repossess any vehicles or parts in the hands of civilians regardless of how the civilian acquired the vehicle. AMHQ recently directed that the Italian Government exercise its power of requisition of vehicles only in such cases as approved by HQ. The only case so far known approved is the the requisition of 24 trucks for the CG.R.E. in Sicily. The Italian government does not have to requisition vehicles which are illegally held by Italian civilians, it simply seizes them.

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9. In conjunction with Captain Lynch, you should investigate the release or sale, by Allied officers, of all material sold to civilians since the armistice about which you might have been made by General Merritt in the various letters attached to your communication. This investigation should determine (1) if the material sold was actually captured material and

therefore could legally be sold by the listed officers, and
(2) the disposition of the funds received.

10. It is realized that this is a large order to give you, but it is not possible to settle these questions except in sizable and the sooner the questions are settled, the better.
11. Mr. Taylor tells me that he is informing Captain Lynch of the situation and asking Captain Lynch to cooperate with you in settling the matter. If there is any difficulty in this connection, it is desired that you advise us in order that the matter can be handled through Mr. Taylor here.

12. Keep us informed of the progress of action taken by you.

CLEMON D. KING, Colonel
for Major General
Lend Forces
Sub-Commander, AC (INTL)

Classification: XDR, Colonial
For Major General
Land Forces
Sub-Commission, AG (INTA)

1952

*

TYPED OFFICE MEMO

JMR/mi

12 January 1945

R/7

Tel: 515

Ref: 92-1/ 110/FOOD

SUBJECT: Azienda Servizi Annonari City Markets
FROM : Food Sub-Commission
TO : Economic Section

1. Reference 73.06/XS of 8 January (Economic Section) and A.C. Agriculture/6673 of January 9, '45.
2. Since Azienda Servizi Annonari is the Municipal Market Control body it would be right to buy and sell on their own.
3. As part of their duties to insure market control it is advisable that they be given the right to screen all bids for rail transportation originating with the home merchants for fruit and vegetables coming into Rome.
4. It is bound that some plan may be evolved whereby A.S.A. also will have an opportunity to screen all bids for fruits and vegetables which originate in the exporting regions covering fruits and vegetables for the Home Market. Such a plan to be based on Rome being advised by Transportation that specific tonnages may be allocated to Rome over specific lines from specific areas for fruits and vegetables and they in turn will allocate the tonnages to the individual bidders.

For the Chief Commissioner:

Frank M.

F. J. Ladd
Colonel
Director, Food Sub-Commission

Copy to: Agriculture Sub-Commission (Maj. Merritt)
Transportation Sub-Commission (Lt. Col. Bordass)
Lazio-Ombria Region (Capt. Lester)
Rome Supply File

1951

R/7

M/rb

HEADQUARTERS ALLIED COMMISSION
APO 384

Transportation Sub-Commission

LETTER OF I.C.C. FORM

Ref. 10/28/47

12 January 1948

SUBJECT: Book of Instructions for Truck Pools.

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

Reference Col. Denomore's letter 10/31/47 DATED
on Dec. 44 regarding book of instructions for truck pools.

Appendix "A" (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 end may be canceled after issue. This will eliminate counter-
feited 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 per-
haps publication of the new one.

It is recommended that the above discussed forms be
printed for initial distribution in Northwest Italy and the pro-
posed changes be embodied. This will not disrupt the use by ENAC 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 C (Truck Register)	5000
Appendix Z (Trip Ticket)	500000
Appendix Y (Master Dispatch Record)	10000
Appendix G (Transportation Requests)	19 ⁰ 0
Appendix H (Bill Heads)	10000

per May last
15/1/48

M. HARRIS
Major.

R17

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.

[Signature]

R | 7
HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

C&HP/bgd

11 Jan. 1945

AC/TM/R/7

SUBJECT : Vehicles in Tunisia and Libya.

TO : Societa Nazionale di Trasporti Fratelli Gondrand.
Piazza Augusto Imperatore, 32 Rome.

1. Reference your letter 2454, dated the 7th of Jan. 1945.
2. We have to inform you that the Firms Fiat, Lancia, O.M. and Westinghouse have requested the cooperation of this Headquarters in sending two joint representatives, one to Libya and the other to Eritrea for the purpose you state in your letter. These joint representatives are as follows:-

Dott. Eng. Paolo Beltramo
Dott. Eng. Enrico Sessaoli

3. It is suggested that you submit your proposition either to one of these two representatives direct or to the management of any four firms listed above with a view to having your interest represented in this matter.

MERRITT H. TAYLOR
Director

108

JAN/ge

P.M.

R/7 file
add'HEADQUARTERS ALLIED COMMISSION
APO 394
AGRICULTURE SUB-COMMISSION

Tel: 478707

10 January 1949

AGR/327.0

SUBJECT : Collection of Copper and Brass Scrap

TO : Industry Sub-Commission

1. Consideration has been given to the utilization of brass and copper scrap in the manufacture of copper sulphate, but the problem of collection and transportation to various manufacturing plants has seemed to limit the scope of such a program. However, it has been suggested by the Federazione di Consorzi Agrari that a national plan of scrap collection be initiated, with their communal grain collection warehouses being utilized as primary receiving points.
2. While it is impossible to plan the collection of such quantities of brass and copper for production of copper sulphate in time to meet any part of requirements of the current season, it seems advisable to begin the collection of scrap, centralizing it in these warehouses, with regular reports to be rendered of the quantity on hand. Thus, well in advance of the manufacturing season, the domestic resources of such scrap can be determined and plans laid for movement to manufacturing plants - without requiring the extensive use of trucks, etc., in the primary phase.
3. It is requested that consideration be given to the preparation of a national plan, with the warehouses of the Consorzio Agrario authorized to pay, for the account of the Italian Government, a uniform price per quintal of scrap of various classes. Collection and payment in this manner would also

a.

have to preclude purchase of the scrap by private individuals for speculative purposes, and thereby affording a basis for estimating the cost of finished copper sulphate.

J. M. Knott May
for
CLEVELAND G. AYERSON
Director

Distribution:

Economic Section - Attn: Mr. Cleveland
Ministry of Agriculture
Ministry of Industry, Commerce and Labor
Transportation Sub-Commission ✓
Federazione dei Consorzi agrari
Commerce Sub-Commission

19-6

RESTRICTED

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

7684

~~RESTRICTED~~

K/T T.N.S/C

JAN, 45.

ALLIED FORCES HEADQUARTERS

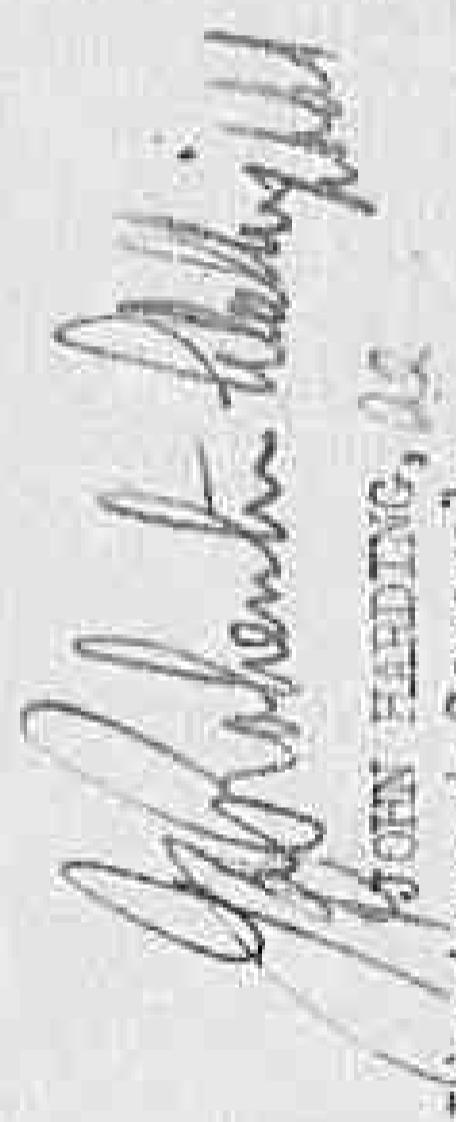
FILE NO : HSD/110
SUBJECT : HQ CRASC for Allied Commission.
TO : Allied Commission.

HEADQUARTERS
11 Jan 1945

Refer your 8621 of 22 Dec 44.

1. It is understood that the GT Cosys at present allotted to you are so dispersed that it would be impossible for an individual HQ to exercise efficient command and control over them all.
2. At present the responsibility for command and administration of the Four GT Companies working for you is as follows : -
 - (a) All matters relating to British personnel and IT are dealt with by the nearest CHASC or Com.
 - (b) All matters relating to ITALIAN personnel (Discipline, clothing, etc.) are dealt with by the nearest ITALIAN Com.
3. No difficulties arising from this arrangement have been reported to Armies or Districts, so that from a technical viewpoint it appears to be working satisfactorily.
4. It would be very difficult if not impossible to provide an HQ CRASC at the moment, and it is therefore not proposed to change the existing system of command and administration.

By Command of Field Marshal ALEXANDER :


JOHN HARDINGE, K.C.
Lieutenant General,
Chief of Staff.

1953

AM/Rev.

Copies to :-

G-1 (B)
G-1 (Urgent)

Ref your 8621 of 22 Dec 44.

1. It is understood that the GP Cos at present allotted to you are so dispersed that it would be impossible for an individual HQ to exercise efficient command and control over them all.

2. At present the responsibility for command and administration of the four GP Companies working for you is as follows :-

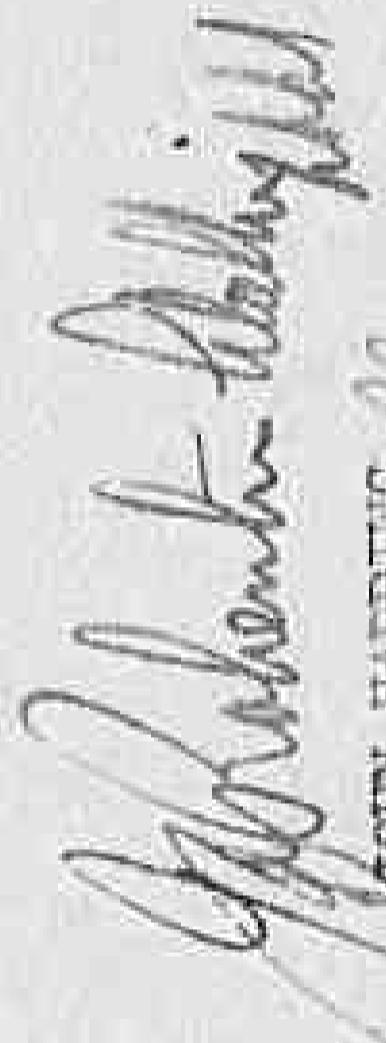
(a) All matters relating to British personnel and AT are dealt with by the nearest OPSC Gp Coln.

(b) All matters relating to ITALIAN personnel (Discipline, clothing, etc.) are dealt with by the nearest ITALIAN Garrison.

3. No difficulties arising from this arrangement have been reported to Armies or Districts, so that from a technical viewpoint it appears to be working satisfactorily.

4. It would be very difficult if not impossible to provide an HQ OPSC at the moment, and it is therefore not proposed to change the existing system of command and administration.

By Command of Field Marshal ALEXANDER :



JOHN HEDDING, Lt.
Lieutenant General,
Chief of Staff,

ATN/Pek.

19.3

Copies to :-

G-1 (E)
G (Meint)
DST
G-5

249

The number of days in operation are listed at the bottom of each section. The number of days in the course to feed the whole of North-West Italy in one course.

In view of the completeness of the information given it is felt that the form of transport used by A.C. is clearly described in the form of transport the A.C. drives civilian drivers and soldiers. It is with this particularity in mind that the information has been strongly

To the former areas heading of article A. Ques

D. Military units under ... Control.

C. Italian territory still under A.G. control.

B. Italian territories under the complete control of A.G.

A. SICILY
B. Road Transport can be divided into four categories:

1. Transport will be ultimately handled over to the Italian Government, although the ultimate handing over of transport organization known as INT supervised by ENAC, this body is not yet functioning universally. Truck pools both military and civilian which were organized in key points are still operating under the control of A.G. officers. Such control is gradually reduced as ENAC takes over.

2. Italian territory handed back to the Italian

Government, although the ultimate handing over of transport in this territory will be undertaken by ENAC, this body is not yet functioning universally. Truck pools both military and civilian which were organized in key points are still operating under the control of A.G. officers. Such control is gradually reduced as ENAC takes over.

Request

1. Road Transport can be divided into four categories:

TO : Director Transportation Sub-Commission,

SUBJECT : Roads Transport as handled by A.G.

1/C/TG/5/7

10 Jan. 1945

Copied

HEADQUARTERS MILITARY COMMISSION
Transportation Sub-Commission

1. Fixed Transport can be divided into four categories:

L. Strictly

Transport here is run entirely by an independent organization which is going to exclusively handle its business needs. It is going to exclusively handle its business needs and it is going to exclusively handle its business needs from the purpose of being strictly independent.

B. Italian territory handed over to the Italian Government.

Although the ultimate handing over of transport in this territory will be undertaken by S.M.A.C., this body is not yet functioning independently. Motor pools, both military and civilian which were organized at keypoints are still operating under the control of AC offices. They are still in gradually reduced as S.M.A.C. takes over.

C. Italian territory still under ... Control.

There the military and civilian truck pools systems organized at keypoints is still under the complete control of I.C.O.

D. Military units under ... Control.

In the former areas handling of supplies by Quar-

ter military transport units under direct orders, I.C.O. is only concerned at the delivery of supplies to the combatant troops. It is with this particular form of transport that I.C.O. is only concerned at the moment, in view of the commitment reached between Italy and France, to feed the whole of North-West Italy in due course. The number of cars in circulation are limited at the moment, but the military authorities have been strongly urged to provide further personnel and equipment in order to cover for the additional supply of vehicles which have actually being promised for this purpose, some of which are already on the way.

JAMES J. CHAFFEES,
Colonel, Infantry
Director Board Division.

Società Nazionale di Trasporti
Fratelli Gondrand

ANONIMA - CAPITALE DI L. 25.000.000 INT. VERSATO
U.P.E. MILANO N. 2091

**DELEGAZIONE
DELLA DIREZIONE GENERALE**
Our Reference
n. 2454 S/N/Gbr

R/7
*file
club.*
ROMA 7 January 1945
PIAZZA AUGUSTO IMPERATORE, 32
TELEPHONE: 661928-681919-63248

**ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION**

TO ME

Our Company is displaying its best efforts to provide all means necessary for the feeding of many important cities in Liberated Italy and hence to improve the national welfare, but is actually restrained from operating on a larger scale, other vehicles that may be available for the above-mentioned purpose.

Our Company indeed possesses in Tunisia and Libya hundreds of vehicles in good shape, not being used on the spot.

We deem worthy to submit to this Commission the opportunity of shifting to Italy said material by loading empty spaces of allied ships on their return-trip from our and middle East.

The above plan not being possible, attention should be devoted to the following scheme:

- a) Forwarding by road of all our vehicles in Egypt Africa to Port Said, Suez or other localities agreeable to the allied authorities in order to ship them to Italy by sea.
- b) Transhipment of same to river, if so desired.
- c) Assignment of an Italian ship through your facilities that will be loaded in Egypt fitted with our vehicles, should the above proposals not be approved.

It is clear that the design on the Italian market of even a few hundred more vehicles will considerably improve the hard situation related to shortage of transportation means, that impinges the national economy, food supplies and the standard of living in Liberated Italy.

While we hope that our proposition will find a favorable attitude, we beg to accept our highest consideration.

Yours

Deputy Chair 19^e Committee

In Charge of General Direction

Our Reference
n. 2454 III/Gbr

ROME

Our Company is displaying its best efforts to provide all means necessary for the feeding of many important cities in Liberated Italy and hence to improve the national welfare, but is actually restrained from operating on a larger scale other vehicles that may be available for the aboveaid purpose.

Our Company indeed possesses in Tunisia and Libya hundreds of vehicles in good shape, not being used on the spot.

We deem worthy to submit to this Commission the opportunity of shifting to Italy said material by loading empty spaces of Allied ships on their return-trip ~~stray~~ and Middle East.

The above plan not being possible, attention should be devoted to the following scheme:

- a) Forwarding by road of 400 our vehicles in just Africa to Port Said, Suez or other localities agreeable to the Allied authorities in order to ship them to Italy by sea.
- (b) Dispatchment of same to Africa, if so desired.
- c) Assignment of an Italian ship through your facilities that will be loaded in West Africa with our vehicles, should the above proposals not be approved.

It is clear that the disposal on the Italian market of even a few hundred more vehicles will considerably improve the hard situation related to shortage of transportation means, that impedes the national economy, food supplies and the standard of living in Liberated Italy.

While we hope that our propositions will find a favorable attitude, we beg to accept our highest consideration.

Yours very truly,
S. F. T. GONDRAND
Deputy Chief Commissioner
In Charge Of General Direction

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

AGENTI E CORRISPONDENTI IN ITALIA E IN TUTTI I PRINCIPALI CENTRI DEL MONDO:

S. F. T. GONDRAND
31, Cheyne Walk
LONDON (Inghilterra)

GONDRAND SHIPPING COMPANY INC.
NEWHAVEN (Inghilterra)

New York (U. S. A.) - Havana (Cuba) - Bogota (Colombia) - Lima (Peru) - Guayaquil (Ecuador) - Caracas (Venezuela)

AGENZIA GENERALE DELLA FERROVIA PENNSYLVANIA RAILROAD COMPANY

490

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

785021

HEADQUARTERS ALLIED COMMISSION
APO 394
LEGAL SUB-COMMISSION

MJG/eap

R/T
6 Jan 45

AC/4014/4/L

SUBJECT : Movement of Vehicles involved in
offences against law.

TO : Transportation Sub-Commission

1. Reference your AC/TN/R/7 of the 31 Dec 44 with letter of RLO, Lazio-Umbria Region, L/1408 dated 20 Dec 44 and enclosure thereto.
2. We are not clear as to what the enclosure purports to be. In any case it fails to take into account the fundamental difference in the character of the problem as it affects the Italian authorities as distinguished from the military.
3. Impounding of the vehicle or arrest of the driver or both are mandatory in certain cases under Italian law. As to such, no change of practice or procedure could be accomplished without amendments to existing Italian laws. We doubt that you would seriously consider any proposal which would involve recommendation for such changes.
4. In other minor cases, the impounding of the vehicle and the arrest of the driver are discretionary on the part of the Italian authorities, and as to such, consultation might be had with the appropriate ministries looking to a more wise exercise of such discretion if upon investigation you concluded that such course was indicated.
5. We are not prepared to recommend any changes in the practice and procedure of the Allied Military authorities in this connection. The time between arrest and trial is relatively short, and the consequent loss of transport is not sufficient in our opinion to warrant any change in the existing salutary practice as to arrest and seizure of vehicles.

MARC J. GROSSMAN
Lt. Colonel, Spec Res.
for Chief Legal Advisor.

Incl: Letter of RLO Lazio Umbria Region
(L/1408 of 20 Dec 44) and enclosure thereto.

19 Blake
Copy
CWD

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION, LEGAL DIVISION
APO 394

SUBJECT : Movement of vehicles involved in offences
against the law.

TO : All Arresting Authorities, both Military and Civil.

WHEREAS the shortage of necessary transport continues to be an ever increasing threat to the proper distribution of food supplies and other essential commodities, and

WHEREAS motor-trucks are frequently immobilized by Arresting Authorities in the execution of certain legal and judicial processes, and

WHEREAS the loss of transport at this source must be minimized, now, therefore :

1. Whenever it is necessary to detain any civilian or commercial vehicle engaged in the transportation of food stuffs, fuel, clothing or any other staple commodities, or material essential to the public need, on the ground that such vehicle or his driver has been involved, either directly or indirectly, in some offence against either Civil or Military Law or any directive issued thereunder, such detention shall be only of sufficient length and duration to allow for a proper search and investigation or the recovery and removal of any property improperly or unlawfully in transit upon such vehicle. In all cases when the search, inquiry or removal of goods fails to disclose an offence, wherein the circumstances clearly require the arrest of the driver or the impounding of the truck, or both, such arrest and impounding, the driver shall be permitted to continue his journey and complete his mission on conditional liberty and the truck shall enjoy a continuous passage so long as it is engaged in the transportation of materials essential to the public need.

2. In order to enjoy the privileges and advantages of the continuous passage and conditional liberty provided for hereunder, the Operator of the vehicle must be in possession of a travelling permit, duly authorized and properly issued by the , and the vehicle, for which such permit is issued, must

D D
be operating in strict compliance with all public laws and regulations relating to the registration and use thereof.

3. The continuous passage and provisional liberty provided for hereunder shall in any case where the motor-truck would ordinarily be impounded be withheld by Arresting Authorities only in those cases where the public interest would be seriously jeopardized if either the truck or its driver were allowed to proceed on its journey.

ROBERT C. HENDRICKSON
Major, A.U.S.
Regional Legal Officer.

RCH/GV.

R-E-S-T-R-I-C-T-E-D

1940

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

R/7 File
Chd.

Ref. T-2

1 January 1945

SUBJECT: Italian Civilian Motor Pools - Disposition of Vehicle In.

TO : Headquarters, Allied Commission, APO 394
(attn: Economic Section)

1. The Chief Accountant, A.C., has asked this section to discuss the above subject at AFHQ.

2. It was stated that the financing of the motor pools so far has been handled by the A.C. except in Apulia which has a system which it is desirable to extend to the whole. Our legal adviser would like to have a more specific statement concerning the so called "Apulia system". He would like to know "when these government owned vehicles are provided free to Italian contractors, what control, if any, is maintained by the Allied Commission over the use of the vehicles, charges to the public, profits, etc".

3. In order that this subject may be completed as rapidly as possible, may we have an answer to these questions.

For the Acting Assistant Chief of Staff, G-5:

J. E. BUTTERWORTH
Colonel, C.S.C.
Chief, Economics & Supply Division

1959

CONFIDENTIAL

3 Jan 45 (sent to Chief, Divs.)

DRAFT
ESTABLISHMENT MEMORANDUM

RE-ORGANISATION OF TRANSPORTATION SUB-COMMISSION, AG

1. With effect from the date of this memorandum, the Transportation Sub-Commission, AG, will be composed of a Director, Deputy Director, Planning Staff, and five divisions - Administration, Movements, Rail, Roads, and Ports and Shipping.
2. The Planning Staff will be responsible for all forward planning on transportation questions; it will advise and work closely with the Priorities Board (see Estab. Memo _____) and with the Movements Division.
3. The Administration Division will cover all internal administration, keeping of personnel records and central secretarial work. Its Accounting Branch will be responsible for accounting for all stores handled at AG warehouses, keeping records, etc.; its Statistical Branch will keep records of all movements by rail, road, sea and other means.
4. The Movements Division will ensure that the policy laid down by the Priorities Board is carried out; it will determine, in accordance with the bids made to it by other Sub-Commissions, what traffic is to be carried by rail, road, sea, inland water transport, or other means, and how best this work can be co-ordinated with military movements; for this purpose it will have rail, road and shipping branches. The Movements Division will make out and circulate programs and be responsible for seeing that they are fulfilled or for notifying

10-3

* * *

those concerned of changes of program. The Movements Division will not, however, be responsible for the technical supervision of the carrying agency, which is the concern of the Rail, Roads, and Ports and Shipping Divisions referred to below.

5. The Rail Division will be responsible for the technical supervision of the Italian Railways, for advising the Movements Division what can be carried by rail, of any changes in capacity, and for seeing that the program laid down is carried out in the best way possible. It will also plan and supervise the repair and reconstruction of all rail facilities including track, locomotives, rolling stock, stations, buildings, etc. It will work in close contact with the DERS and the Italian State Railways.

6. The Roads Division will be responsible for the supervision of all operation by road, for advising the Movements Division what can be carried by road, of any changes in capacity, and for seeing that the program laid down is carried out in the best way possible. It will also plan and supervise the repair and provision of road vehicles, including the raising of new road transport units. It will assist and render technical instruction to the Italian road organizations (ANAS)

7. The Ports and Shipping Division will be responsible for supervising coastwise shipping, port, warehouses, and inland water transport work and for seeing that all installations are worked in the best way possible. It will advise ¹⁹³⁷ Movements Division of port capacities for loading and discharge of ships,

- 3 -

and of any changes in capacity. It will plan and supervise the repair and construction of all facilities at ports and in connection with inland water transport. The division will work in close contact with the Shipping Sub-Commission, AC.

8. The function of Transportation Sub-Commission is to act as the Headquarters Staff Branch of the Chief Commissioner on all transportation questions. It follows that operational control will be exercised through Regional Commissioners. (An exception will be made in the case of raising new truck units, about which separate instructions will be issued).

Regional Commissioners will have Transportation officers on their staff; such officers will be responsible to their Regional Commissioners, but will receive technical instruction from the Transportation Sub-Commission at Headquarters, AC. Transfers of such officers from one region to another will be made through the Establishment Section (G-1).

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