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HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
TRANSPORTATION DIVISION
APO 394

26

Tel: 12641 Ext. 1458

48/M/TN

9 January 1946

SUBJECT : Disposal of Captured Enemy Vehicles.

TO : Transportation Sub-Commission
Rome.

1. The following plan is submitted for your consideration and transmission through channels to the Italian Government as a considered and concrete suggestion for the disposal of captured enemy vehicles. This plan has been agreed upon by the Captured Enemy Materials Division and the Transportation Division here and is presented with due consideration of the economic importance these vehicles have in Northern Italy.

2. In order to form a premise upon which to base our plan, certain principles must be stated and accepted.

(a) In order to further the economic rehabilitation of Italy, where-ever possible private enterprise must supersede "government-in-business". It is realized that autotrasporti or truck pools have been formed and conducted under government supervision, but the pooling of equipment was solely due to an insufficiency of vehicles to care for the transportation needs of a country devastated by war. Whenever sufficient trucks are available, the pools should be disbanded and private competition encouraged.

(b) As a corollary to the above, ownership or leasehold of vehicles should be divorced from Uffici Autotrasporti which were formed merely for the purpose of controlling the pooled vehicles by funneling all requests for road transport into one hopper, sorting those requests in order of priority for the good of the majority and allocating the trips in a fair and uniform manner. It was never contemplated that the government should compete in the operation of transport with private enterprise, (the Communist Party notwithstanding). Unfortunately this principle has been violated in some parts of North Italy, insofar as captured enemy

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(c) Every effort must be made to not only place vehicles in the hands of private operators, but to protect those operators now possessing and using vehicles in a legitimate manner.

(d) Wherever operators have expended funds in rehabilitating vehicles and putting them into service, such funds should be considered as a first mortgage upon the vehicle until such time as these funds are recovered. Only in this manner will an operator be protected in his investment against loss by machinations of the government, speculators or other claimants.

- 2 -

(e) Clear title must be issued to the buyer of a vehicle. It is realized that many claims to vehicles will be presented by former owners or other claimants, but each individual claim must be examined upon its own merits, therefore we propose that all vehicles be sold with clear title from the Italian Government subject to a four (4) month's time limit within which all claims must be presented through the civil courts against the prospective buyer. By advertising widely the identification markings of a vehicle, all persons having claims may enter suit to recover through the civil courts. The court will weigh the individual evidence and arrive at a suitable settlement. The operator's first mortgage (if any), the valuation, selling price and claimants data are all matters of judicial moment, obviously too diverse and complicated to be handled otherwise. The Italian Government has judicial machinery set up and functioning.

3. With the above broad principles in mind our plan is to have the Italian Government sell each vehicle to the highest prequalified bidder consistent with the price formula developed below. Pre-qualification should consist in limiting bidders to those who are actual operators or owners, or who have been in the transportation business; thus eliminating speculators to a great extent. Present lessee or operators must be given the right to purchase his vehicle at formula price before other pre-qualified bidders may be allowed to bid. As an example, an operator possessing and using a CEM vehicle on which he has expended certain funds, would be a legitimate bidder and, by nature of his mortgage, would have a decided advantage over a person who might attempt to outbid him.

4. The proposed minimum price formula is as follows :

Let A = Original factory list price in year 1940, except for those vehicles upon which production had ceased prior to this date, in which case the latest available list price would be taken.

5 A = 1946 value. The factor 5 represents the approximate ratio of 1940/1946 lire value. It is assumed that any depreciation in value from the list price is equalled by an appreciation due to the scarcity of vehicles. This is merely an empirical consideration of the law of supply and demand.

B = Cost of reconditioning = 1946 price list of parts plus labor plus 15% for overhead or in the case of reconditioning done by the operator.

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B = Cost of reconditioning = 1946 price list of parts plus labor plus 15% for overhead or in the case of reconditioning done by a central agency (ex.U.A.M.) the book cost of recuperation.

X = Minimum selling price.

Then X = 5 A - B

5. In the case of vehicles of foreign manufacture, the above formula should be empirically modified to

X = 80% (5 A) - B
= 4 A - B

due to lack of availability of spare parts.

6. In order to fairly decide on a value for "B" in the above formulae a committee of three persons should be appointed for each province to be composed of the following :

- (a) Representative of the Ispettorato Motorizzazione (chairman)
- (b) Representative of Ufficio Autotrasporti
- (c) Representative of the Consorzio Cooperativo.

Each person should have had technical experience in the repair of motor vehicles. Their decision in each case should be final.

7. Partial payment privileges should be provided for in the event that a bidder is unable to make cash payment. It is suggested that 20% be paid down and monthly payments of 10% be paid till the debt is liquidated.

8. If claims are submitted to the courts for adjudication, the vehicles involved should not be impounded during proceedings, but allowed to circulate pending final decision.

9. The sale of autobusses should follow the same principles and formulae laid down above.

10. Spare parts should be sold in accordance with the above formulae to pre-qualified bidders.

11. Scrap remaining after sale of parts should only be sold to legitimate scrap dealers so that it may find its way to the foundries in the shortest possible time.

12. Passenger cars should be sold in accordance with the above principles so as to provide control vehicles for operators. Any cars remaining after above sale should be disposed of to the public through public auction.

For the Chief Liaison Officer

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Lt. Col. C.E.

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copy to: CEM Branch - Milan

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HEADQUARTERS ALLIED COMMISSION

TRANSPORTATION AND SHIPPING SUB-COMMISSION

AC/ 22 / 1245

6 DEC 1945

SUBJECT : Function of Economic Commissioner for Northern Italy as regards Transportation and Shipping Sub-Commission.

TO : Economic Commissioner, Northern Italy.

1.- The following functions which have hitherto been carried out by the Advanced Echelon Transportation Sub-Commission, under the supervision of the Representative of the Chief Commissioner in Milan, will in future be carried out under the supervision of the Economic Commissioner for Northern Italy by the Transportation Staff attached to your Office.

- (a) Coordination of movement and transportation work in the Regions of PIEMONTE, LIGURIA, LOMBARDIA and VENETIA, and such other areas as may be considered as Northern Italy from time to time.
- (b) Coordination of movement and transportation work in Northern Italy with the military authorities concerned.
- (c) Advise to Italian Govt. Officials concerned as to the most effective general distribution and use of all transportation facilities.
- (d) Supervision of rail movement programmes to ensure that they are carried out in accordance with established priorities, particularly programmes effecting more than one Region.
- (e) Supervision of the use of Ports and warehouses and assistance to the Italian Port Officials in the obtaining of equipment for Ports.
- (f) Informing the Economic Section HQ AC of all matters affecting the transportation and shipping position from time to time as necessary to ensure that HQ is always in possession of all relevant information.

492

AC/ 22 / 103

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- (e) Supervision of the use of Ports and warehouses and assistance to the Italian Port Officials in the obtaining of equipment for Ports .
- (f) Informing the Economic Section HQ AG of all matters affecting the transportation and shipping position from time to time as necessary to ensure that HQ is always in possession of all relevant informations.

4924

2.- There will be a direct channel of communication on technical and routine matters, including technical policy matters between the Transportation and Shipping Sub-Commission at this HQ and the Transportation Staff attached to your Office. Such matters will include :

- (a) All routine matters affecting the matters mentioned in para 1 generally .
- (b) All technical policy matters affecting the same.
- (c) Routine enquiries as to personnel not affecting postings or promotions .

3.- There will also be a channel of direct communication between the Transportation and Shipping Sub-Commission and the Officers and Port Officers at GENOA, SAVONA and VERICO . This will be used for routine technical matters only and not matters of policy . Such matters will include those which by their nature are urgent such as reports of ship arrivals, ship diversions, cargo, dispositions, rail wagon supply, special trains for refugees etc. and also routine progress reports .

HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

11 July 1945

REFERENCE: RIX/HQ/I/1/1

SUBJECT : Proposal for appointment of "North Apennines Battle-Field Area" Commission

TO : Chief Commissioner, HEADQUARTERS ALLIED COMMISSION.

1. The reasons for primary urgency in contacting the Italian Government and arranging for the appointment of a civilian commission to supervise temporary relief and permanent rehabilitation of the North Apennines Battle-Field Area are presented in the attached expository material.

2. Plans for early cessation of AC activities require that these problems be handled henceforth by a civil agency from a national level.

Floyd E. Thomas
FLOYD E. THOMAS,
Colonel, Inf.,
Regional Commissioner

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1952

SECTION I

IDENTIFICATION OF THE AREA

The Battleground Area includes 35 Communes in four Provinces of Emilia Region located along the 5th and 8th Army fronts, which suffered the worst damage during the Winter defensive and the Spring drive. For the most part these Communes were either wholly or partially occupied by the Germans.

They are Communes in which, because of the rapidity of the Spring drive, there was little opportunity for Army, AM and American and British Red Cross to extend these forms of aid which each usually gave when the military situation permitted.

These Communes have borne the full brunt of the war and present the greatest needs for materials, supplies and services. Whereas the Communes just South of the Winter line received the maximum of help and assistance from the Allied Military Government and Red Cross organization it can be said of these Communes, more recently liberated, that they comprise a "forgotten" area in the relative amount of help they have received. With the exception of isolated instances of destruction in connection with bombings of transportation or other strategic objectives, the Communes in this area are those on which the final fury of the war in Italy was spent.

Certainly no other area in Northern Italy is faced in the same degree with the problems of rehabilitation which characterize the Battleground Area. No other sector deserves more consideration in meeting the problems of people. It is the purpose of this statement to outline the nature and extent of these problems.

The Communes included in the Battleground Area, giving their normal and present populations and estimated percentage of war destruction, are listed on the following page:

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1921

PROVINCE	COMUNE	NORMAL POPULATION	PRESENT POPULATION	% ESTIMATED WAR DESTRUCTION
Bologna	1. Bazzano	4,852	6,400	40
	2. Cavalecchio	10,000	2,500	80 to 100
	3. Casalfiumanese	5,000	4,500	85
	4. Castel d'Aiano	4,300	4,200	75 to 80
	5. Castello di Serravalle	4,900	5,600	10
	6. Castel S. Pietro	15,000	14,000	70
	7. Crespellano	6,565	8,233	35
	8. Dozza	3,800	3,800	25
	9. Fontanelice	3,200	3,500	70
	10. Loiano	6,500	6,300	70
	11. Marzabotto	6,500	3,100	80
	12. Montereenzio	4,500	4,500	70
	13. Monte S. Pietro	6,800	6,800	40
	14. Monteveglio	5,000	5,700	10 to 20
	15. Pianoro	10,055	3,500	90
	16. Sasso Bolognese	11,550	9,000	80
	17. Savigno	4,620	4,297	33
	18. Tossignano	3,623	3,200	85
	19. Vergato	7,113	5,567	75
Modena	20. Guiglia	5,660	6,220	50
	21. Fannano	5,000	5,000	50
	22. Montese	7,284	7,284	50
	23. Vignola	10,500	12,000	11
	24. Zocca	6,763	5,670	30
Ravenna	25. Alfonsine	14,000	12,400	72
	26. Bagnara di Romagna	2,100	2,300	70
	27. Cervia Bolognese	6,500	6,500	90
	28. Cotignola	10,000	9,000	80
	29. Fusignano	6,014	5,400	74
	30. Massalombarda	8,000	8,500	70
	31. Riolo dei Bagni	6,000	4,800	85
	32. San Agata	2,450	2,250	90
	33. Solarolo	4,500	4,400	85
Ferrara	34. Argenta	29,900	27,360	42
	35. Portomaggiore	27,205	28,445	60
	TOTAL	275,360	252,939	AVERAGE 69

9. Pontarello	3,200	3,500	70
10. Loiano	6,500	6,300	70
11. Marzabotto	6,500	3,100	80
12. Montereale	4,500	4,500	70
13. Monte S. Pietro	6,800	6,800	40
14. Montevoglio	5,000	5,700	10 to 20
15. Pianoro	10,055	9,500	90
16. Sasso Bolognese	11,350	9,000	80
17. Savigno	4,620	4,297	33
18. Tossignano	3,623	3,200	65
19. Vergato	7,113	5,567	75
Modena			
20. Guiglia	5,660	6,920	50
21. Farnano	5,000	5,000	50
22. Montese	7,284	7,284	50
23. Vignola	10,500	12,000	11
24. Zocca	6,768	5,678	30
Ravenna			
25. Alfonsine	14,000	12,400	72
26. Bagnara di Romagna	2,100	2,300	70
27. Cassa Bologna	6,500	6,500	90
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4920

SECTION II

NEEDS OF THE PEOPLE FOR THE COMING WINTER

1. FOOD:

The problem of feeding the people living in the battlefield area is a complex of many factors. Only partial crops were planted during the past season. Much of the area was later mined. A serious drought has further diminished potential crops. Food reserves were destroyed or consumed by the Germans. About 80% of all live-stock in the areas was destroyed. Little local transport remains for bringing food in from surplus areas. The normal means of distribution of food were disrupted. A survey of the Communes South of the Winter-Line during the Winter in II Corps Area proved the presence of serious undernourishment among children. The findings of the survey would be equally applicable to the other Communes in the battlefield area.

Basic food must be brought into the area from outside, particularly fats, oils, sugar and salt. Flour for bread and pasta must be supplied. Transport must be made available for movement of necessary food supplies between Communes, in the area, as well as between Communes and the Provincial seat. Consideration must be given to essential needs for seed for Summer and Fall planting, for breeding stock for the restoration of herds, for fertilizer and for insecticide sprays.

During the coming Winter distribution of foods may have to be accomplished through collective feeding from Communal Kitchens, particularly in the larger towns and villages.

2. CLOTHING:

Although the Communes in the battlefield area were given a much heavier allocation of American Red Cross clothing than other Communes in the Region, a grave need for additional clothing remains. Many families lost all personal effects when they were forcibly evacuated from the area during the Winter. Clothing has not yet been available for purchase. Much of the area is mountainous and subject to severe Winters, making warm clothing essential.

Any remaining stores of APC clothing are needed in the area. Consideration should be given to salvage materials from Army sources, particularly for shoes, and leather and rubber from which shoes and soles might be made, and material for clothing, including salvage military apparel.

If only one item is provided per person, on the average, a total of 300,000 garments will be needed. This would require the integrated and cooperating efforts of all sources of supply.

3. SHELTER:

The wide spread destruction of private dwellings constitutes one of the most serious problems. Many persons have been prevented from returning to

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The wide spread destruction of private dwellings constitutes one of the major problems. Many persons have been prevented from returning to the area because their homes have been entirely destroyed and they now contribute to the over-crowding in Bologna, Imola and other peripheral communities. Because of the shortage of housing an insufficient number of people have been able to return to provide essential labor on roads, bridges and other public and private work. The provision of means of temporary shelter becomes the number one priority in the area. Long time planning for the provision of essential building must be started now.

All Wiesen, Alpine or other type shelters no longer needed by the Military are needed to meet the problem of temporary housing. Tents and carvans for partitioning would serve important needs. Since wood is scarce in this area all salvage lumber, particularly beams, frames and doors would find immediate use. Salvage nails and hardware are badly needed and are almost entirely lacking. In addition, there is again the problem of transport for moving such materials when they are made available. The rehabilitation of local brick and lime plants must be facilitated and necessary fuel for their operation provided.

4. FUEL:

Fuel for heating is a critical item. Large numbers of troops exhausted fuel reserves during the past Winter. Due to mines and lack of labor, wood-cutting has almost stopped during the last six months. Charcoal for cooking is scarce and will become more so in the Fall and Winter months. Other kinds of fuel have in the past been imported.

Transport would provide the most immediate solution to the problem of fuel, since there appears to be sufficient wood and charcoal nearby for import. In addition, as labor becomes available in the area, wood-cutting projects should be started immediately, wherever it is safe to do so.

5. MEDICAL CARE:

Of the 11 hospitals in the area not one has escaped major damage. The hospital situation would be critical except for the availability of facilities at Imola, Ravenna and Bologna. Ambulance service in the area is almost entirely lacking. All Communes now have doctors, but many are working under serious handicap because of the lack of transport, equipment and medical supplies. No contagious diseases of epidemic proportions have been reported for the area, but the conditions under which epidemic diseases spread are present. Sufficient serums have not been available for the immunization of the populace against the common epidemic diseases. In addition there are many casualties from mines which require immediate hospitalization and emergency treatment. The lack of local hospital facilities, adequate facilities in the ambulatory, the insufficiency of medicines, surgical equipment and ambulance service have made it impossible to give proper care to mine casualties.

Hospitals have been advised to file projects for their essential reconstruction. The Regional Public Works Division is giving such projects high priority. The solution to the ambulance problem might be found in the allocation of German or other ambulances available through Allied military authorities. Personal transportation must be made available to the Commune doctors if adequate coverage of the medical problems in the area is assured. Ambulatori must be supplied with essential equipment, instruments and medical supplies for administering first aid and, where necessary, assistance must be given in their reconstruction.

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6. HOUSEHOLD NECESSITIES:

The loss of household effects is in considerable excess of the destruction of private dwellings. What was not destroyed was frequently taken out of the area by the Germans. Particularly, there is an acute need for beds, bedding and stoves for both cooking and heating.

Salvage blankets, comforters, canvas and mattresses, cots and stoves are needed from Allied Military Salvage sources. Hemp salvage is needed for mattresses and projects for their manufacture must be started on Provincial and Communal levels. If possible, priorities in purchase from Italian producers of furniture should be given consumers in this area. In addition, some form of financial assistance for the reestablishment of households should be provided. This assistance would need to be in addition to that given for reconstruction of war-damaged dwellings.

SECTION III

EXTENT OF REQUIREMENTS FOR MEETING HUMAN NEEDS

1. HOUSING:

127,195 persons, or more than half of the normal population, have been made homeless through the destruction of private dwellings in the Battlefield area. (See tables "A" and "B" prepared by the Housing Section of the Regional Public Works and Utilities Division.)

Obviously there is neither the time nor the materials necessary for the permanent rehousing of homeless persons in the area prior to the Winter months. Neither are the materials for providing temporary housing locally available. The solution to temporary housing must be found from military sources.

One thousand (1,000) Neissen, Alpine or other huts of similar construction are needed to house an estimated 10,000 persons whose homes have been completely destroyed.

10,000 pyramidal tents are required to accommodate an additional 50,000 persons.

Salvage canvas equivalent to 15,000 pyramidal tents is necessary for the partitioning and temporary repair of damaged dwellings providing temporary shelter for another 50,000 persons.

The remaining homeless persons should be able to repair their dwellings with materials available in the Communes and Provinces. Allocations for such purposes must be given high priority by responsible officials.

4917

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127,195 persons, or more than half of the normal population, have been made homeless through the destruction of private dwellings in the Battlefield area. (See tables "A" and "B" prepared by the Housing Section of the Regional Public Works and Utilities Division.)

Obviously there is neither the time nor the materials necessary for the permanent rehousing of homeless persons in the area prior to the Winter months. Neither are the materials for providing temporary housing locally available. The solution to temporary housing must be found from military sources.

One thousand (1,000) Neissen, Alpine or other huts of similar construction are needed to house an estimated 10,000 persons whose homes have been completely destroyed.

10,000 pyramidal tents are required to accommodate an additional 50,000 persons.

Salvage canvas equivalent to 15,000 pyramidal tents is necessary for the partitioning and temporary repair of damaged dwellings providing temporary shelter for another 50,000 persons.

The remaining homeless persons should be able to repair their dwellings with materials available in the Communes and Provinces. Allocations for such purposes must be given high priority by responsible officials.

4917

TABLE "A"

HOUSING NEEDED

	PRE-WAR POPULATION	PERCENTAGE DAMAGED BUILDINGS	ROOFLESS PERSONS
<u>BOLOGNA PROVINCE</u>			
1. Bazzano	4,900	45%	2,230
2. Casalecchio	8,400	70%	5,850
3. Casalfiumaneso	4,500	45%	2,020
4. Castel d'Aiano	4,400	90%	3,950
5. Castel di Sorrauallo	4,800	25%	1,200
6. Castel San Pietro	15,300	35%	5,400
7. Crespellano	6,400	20%	1,280
8. Dozza	3,150	35%	1,100
9. Fontanelice	3,170	65%	2,050
10. Loiano	4,900	75%	3,700
11. Marzabotto	6,200	75%	4,650
12. Montezenzio	4,800	90%	4,300
13. Monte San Pietro	6,650	30%	2,000
14. Montevoglio	4,600	30%	1,380
15. Pianoro	10,100	98%	9,500
16. Sasso Bolognese	11,350	70%	7,920
17. Savigno	4,700	35%	1,640
18. Tossignano	3,700	90%	3,320
19. Vergato	7,150	85%	6,100
	<u>119,170</u>		<u>69,890</u>
<u>MODENA PROVINCE</u>			
20. Guiglia	3,963	20%	793
21. Panano	3,947	40%	1,580
22. Montese	5,951	80%	5,164
23. Vignola	5,201	45%	2,376
24. Zocca	<u>5,663</u>	<u>80%</u>	<u>4,542</u>
	<u>24,725</u>		<u>13,955</u>
<u>RAVENNA PROVINCE</u>			
25. Alfonsine	11,889	80%	9,500
26. Bagnara di Romagna	2,031	60%	1,220
27. Castel Bolognese	5,995	50%	3,000
28. Cotignola	6,974	95%	6,600
29. Fusignano	6,934	75%	4,500
30. Massalombarda	7,541	55%	4,150
31. Riolo Bagni	5,377	70%	3,760
32. S. Agata sul Santerno	2,179	70%	1,520
33. Solarolo	<u>4,089</u>	<u>80%</u>	<u>3,300</u>
	<u>52,109</u>		<u>37,550</u>
<u>FERRARA PROVINCE</u>			
34. Argenta	4,000	85%	3,400
35. Portomaggiore	<u>4,200</u>	<u>60%</u>	<u>2,400</u>
	<u>8,200</u>		<u>5,800</u>

4916

4. Castel d'Aiano	4,400	90%	3,950
5. Castel di Serravalle	4,800	25%	1,200
6. Castel San Pietro	15,300	35%	5,400
7. Crespellano	6,400	20%	1,280
8. Dozza	3,150	35%	1,100
9. Fontanelice	3,170	65%	2,050
10. Loiano	4,900	75%	3,700
11. Margabotto	6,200	75%	4,650
12. Monterezzo	4,800	90%	4,300
13. Monte San Pietro	6,650	30%	2,000
14. Montevoglio	4,600	30%	1,380
15. Pianoro	10,100	98%	9,800
16. Sasso Bolognese	11,350	70%	7,920
17. Savigno	4,700	35%	1,640
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MODENA PROVINCE

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FERRARA PROVINCE

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35. Portomaggiore	4,200	60%	2,400
	<u>8,200</u>		<u>5,800</u>
			<u>=====</u>
GRAND TOTAL	204,204		127,195
			<u>=====</u>

TOTAL MATERIALS, NEW AND SALVAGED, ESTIMATED TO BE NEEDED

PROVINCES	LUMBER (cu.m.)	TILES (No.)	BRICKS (No.)	LIME (cl.)
Bologna	3,180	20,763,600	143,000,000	381,000
Modena	559	3,628,300	25,000,000	67,000
Ravenna	1,500	9,763,000	68,000,000	181,000
Ferrara	1,720	11,271,000	78,000,000	206,000
TOTALS	6,959	45,425,900	314,000,000	835,000

2. MINE CLEARANCE:

Surveys by Regional Mine Clearance Officers, aided by information received from Allied, German and Italian sources, leads to the inevitable conclusion that the Battlofield Area of Emilia Region is the most heavily mined section of Italy. When the Allied Armies made their rapid advance this Spring, only the areas on the axis of advance were cleared. Huge areas were left still heavily mined.

The training program for civilian mine lifters has to this time produced 150 qualified men. The training of 30 more will be completed about 25 July. Two hundred men of the 1st Italian Engineer Battalion are at work in the Region. Another company of Italian Engineers are in training at Pescara and will shortly be moved into the Region. At the end of July there will be in the neighborhood of 500 men engaged in mine clearance in all of Emilia Region.

Those engaged in this work have done a great deal, more than forty thousand mines having been destroyed or deactivated and two thousand aerial bombs neutralized.

However, a careful study of available data reveals that there are approximately two million mines in the Region. This figure is a conservative estimate and is subject to increase as fields are explored and found to be more thickly sown than anticipated. Appendix "A" contains a list of Communes known to be mined, with square metres of mined area where that figure is known.

The Regional Mine Clearance Officers estimate that it will require ten thousand men to clear the Region of mines in the next six months. The task is much too great for the numbers of men presently available. The Local Government Sub-Commission, Allied Commission, has submitted a plan and proposal to Allied Force Headquarters, the general nature of which is contained in Appendix "B" of this section.

The effects of mining sometimes extend far beyond the immediate area of the mine field. Many of the mines already removed came from areas given priority to permit repair work on the Bologna City water system. In comparison with the Battlofield Communes, the Northern part of Bologna Province suffered little damage, but the Bologna Bonifon which serves these Northern Communes is seriously impeded because necessary repairs cannot be begun at the head waters of the streams. The over-crowding and

05691

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

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6915

unemployment and relief problems of Bologna, Imola, Forlì, Ravenna, Modena and Ferrara are in part due to the hundreds of people who dare not return to their mined homes and farms.

APPENDIX "A"

COMMUNES REPORTED MINED UP TO 7 JULY 1945

BOLOGNA PROVINCE

SURFACE (Sq. Metres)

COMMUNE	
Anzola dell'Emilia	1,000
Bazzano	3,000
Bentivoglio	20,000
Bologna (Borgo Panigale)	3,500,000
Budrio	60,000
Camugnano	270,000
Sasalecchio di Reno	130,000
Casalfiumanese	3,000,000
Castel d'Aiano	1,000
Castel di Serravalle	1,000,000
Castel S. Pietro	1,000,000
Castenaso	2,000
Castiglione Pepoli	600,000
Dozza	60,000
Fontanelice	50,000
Gaggio Montano	4,000
Grizzana	100,000
Imola	3,000,000
Marzabotto	50,000
Loiano	2,000
Malalbergo	30,000
Medicina	6,000
Minerbio	3,000
Molinella	4,000
Monzidoro	50,000
Monterenzio	10,000
Monte S. Pietro	10,000
Monzuno	300,000
Ozzano Emilia	3,000,000
Pianoro	50,000
Pradure and Sasso	10,000
Sala Bolognese	3,000
San Benedetto Val di Sambro	5,000
San Giovanni in Persiceto	10,000
San Lazzaro di Savena	885,000
San Pietro in Casale	2,000
Savigno	313,000
Tossignano	900,000
Vergato	20,000

MODENA PROVINCE

COMMUNE	
Concordia	60
Fanano	6,000
Frassinoro	5,000
Monfestino in Serra Mazzoni	5,000
Montebelluna	2,750,000

4914

4914

Bologna (Borgo Panigale)
 Budrio
 Camugnano
 Sasalocchie di Reno
 Casalfiumanese
 Castel d'Aiano
 Castel di Serravalle
 Castel S. Pietro
 Castenaso
 Castiglione Pepoli
 Dozza
 Fontanelice
 Gaggio Montano
 Grizzana
 Imola
 Marzabotto
 Leliano
 Malalbergo
 Medicina
 Minerbio
 Molinella
 Monzidoro
 Montecenzio
 Monte S. Pietro
 Monzuno
 Ozzano Emilia
 Pianoro
 Praduro and Sasso
 Sala Bolognese
 San Benedetto Val di Sambro
 San Giovanni in Persiceto
 San Lazzaro di Savena
 San Pietro in Casale
 Savigno
 Tossignano
 Vergato

MODENA PROVINCE

Concordia
 Fano
 Prasinoro
 Montefino in Serra Mazzoni
 Montese
 Pavullo nel Frignano
 San Possidonio
 Sestola
 Zocca
 Vignola (suspected mined)

3,500,000
 60,000
 270,000
 130,000
 3,000,000
 1,000,000
 1,000,000
 1,000,000
 2,000
 600,000
 60,000
 50,000
 4,000
 105,000
 3,000,000
 50,000
 2,000
 30,000
 6,000
 3,000
 4,000
 50,000
 10,000
 10,000
 300,000
 3,000,000
 350,000
 3,000
 5,000
 10,000
 885,000
 2,000
 313,000
 500,000
 20,000
 60
 6,000
 5,000
 5,000
 2,750,000
 15,000
 450
 1,000
 10,000

0572

APPENDIX "A" (Continued)

COMMUNES REPORTED MINED UP TO 7 JULY 1945 (Continued)

RAVENNA PROVINCE

COMUNE	COMUNE
Alfonzino	Pusignano
Bagno di Varro	Lugo
Bisighella	Massalombarda
Casola Valsenio	Ravenna
Castelbolognese	Riolo Bagni
Cervia	Rusci
Cotignola	Solarolo
Faenza	

FORLI' PROVINCE

Bertinoro	Medigliana
Borghesi	Montescudo
Cattolica	Montiano
Cesena	Riccione
Cesenatico	Rimini
Civitella di Romagna	Rocca San Casciano
Coriano	Saludecio
Forlimpopoli	S. Mauro di Romagna
Galeata	S. Arcangelo di Romagna
Gambettola	Santa Sofia
Gatteo	Savignano di Romagna
Germano	Sogliano al Rubicone
Longiano	Torriana gia' Scorticata
Meldola	Tredozio
Mercato Saraceno	

FERRARA PROVINCE

Argenta	Migliarino
Cento	Ostellato
Comacchio	Portomaggiore
Ferrara	Ro
Formignana	Mesola

In the Province the entire South bank of the Po is mined and also the Salt Lake banks in Comacchio.

A P P E N D I X "B"

OUTLINE OF MINE CLEARANCE PROPOSAL BY LOCAL GOVERNMENT SUB-COM. TO AFHQ

4913

1. A plan has been submitted to AFHQ for the employment of 10,000 German POW to clear the mined areas throughout Italy. It has not yet been approved.
2. Stores, equipment and transport required for 600 men i.e. on approximately Battalion level are estimated to be:

Transport: 15 cwt. Trucks.....10

Solarolo

FORLÌ PROVINCE

Bertinoro
Borghi
Cattolica
Cesena
Cesenatico
Civitella di Romagna
Coriano
Forlimpopoli
Galeata
Gambottola
Gatteo
Gommato
Longiano
Meldola
Merato Saraceno

Modigliana
Montescudo
Montiano
Riccione
Rimini
Rocca San Casciano
Saludecio
S. Mauro di Romagna
S. Arcangelo di Romagna
Santa Sofia
Savignano di Romagna
Segliano al Rubicone
Torreana Gia' Scorticata
Tredozio

FERRARA PROVINCE

Argenta
Cento
Comacchio
Ferrara
Formignana

Migliarino
Ostellato
Portomaggiore
Ro
Mesola

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<u>Transport:</u>	
15 cwt. Trucks.....	10
2 ton trucks.....	4
F.U.'s or Jeeps.....	4
Motorcycles.....	4
Bicycles.....	8

Mine Clearance Stores:

Mine Detectors..... 60
(with spare batteries)
Prodders.....200
Marking Tape.....1000 yds

Palletting:

Tentage or Neissen Mats in accordance with normal POW requirements.

Other Items:

On approximately G. 1098 scale as supplied to British Engineer Units.

3. Detachments of this size would be administered by Allied Officers with Italian Officer Staff. Guards supplied by Italian Army.

3. BRIDGE, ROAD AND UTILITY REPAIR:

Modena Province, in the area covered by this report, 14 bridges were destroyed; 4 of which are now under construction. The water and sewage installations suffered considerable damage but repair work is in progress using primarily local material. The roads are in poor condition, needing primarily bitumen for essential repair. Total estimated cost for public work repair of the Modena area is 65,000,000 L.

Bologna Province:

The battlefield area suffered very heavy destruction. Together with the housing damage, 150 bridges have been destroyed at an estimated cost of L. 390,000,000 to replace, of which 20 major bridges are being rebuilt at a cost of L. 75,000,000. The estimated damage to roads and retaining walls is L. 300,000,000 of which L. 16,000,000 has been initiated to date. Debris clearing at an estimated cost of 76,000,000 remains to be done. There are 4 hospitals and 34 schools to be rebuilt at an estimated cost of L. 76,000,000 and 13 water supply and sewerage systems that need reconstructing at a cost of L. 28,000,000.

In the Ravenna-Ferrara battlefield area a total of 620 bridges were destroyed. Most of these now have Bailey bridges in place, but which will have to be replaced at an estimated cost of L. 350,000,000

Repair work on some major bridges has been initiated, but considerable work in preparing estimates remains to be done. The State Highways in this area are in fairly good condition, but severe damage was done to the 400 Km. Communal and Provincial roads, which will cost L. 275,000,000 to repair.

Requirements:

While the Regional Public Works Division has given high priority to the reconstruction needs of this particular area and the Italian Public Works agency, the Genio Civile, has prepared a considerable number of projects for approval by AMG in the short time the Region has been active, a large amount of Public Works projects need yet to be prepared to cover the entire battlefield area. The total estimated cost to rehabilitate the Public Works and Utility installations in the area, not including housing, is L. 1,670,000,000. Material requirements are estimated as

4912

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and Acetylene 1500 tanks and Bitumen 2500 tons. To execute this rather large reconstruction program, besides the construction materials needed, it is absolutely necessary that adequate transportation and POL be provided for the Italian Public Works agency. The transport made available at present by Autotrasporti for reconstruction purposes is practically nil. At least 200 trucks are required and these should be assigned to the Genio Civile for full time.

4. ALLOCATION OF SALVAGE MATERIALS:

Great quantities of many kinds of former military equipment now discarded in salvage dumps would prove invaluable to the people of the area. Some have been indicated in other sections of this report. Tents and canvas sheeting would provide or help repair housing. Canvas, together with hemp salvage, would provide mattresses. Unusable and discarded items of military clothing could be remade into warm and serviceable garments. Shoes and leather for their repair, with scraps of tire casings to make soles, are needed against the snows of the mountain winter. Oil drums can be made into stoves. Tools of all kinds, shovels, picks, wheel-barrows, are in demand. Cows are needed badly.

In most instances salvage material must be processed and reworked into articles needed by the civilians. This would require the organization of work projects in those towns where industries formerly existed. If the materials can be made available and the work organized, two ends would thus be served -- the provision of employment, chiefly to women whose families are in part dependent on such income, as well as the creation of articles urgently needed for personal or family living.

The quantities of the various materials needed can be properly estimated only in relation to a plan for their processing and repair. If such a project were attacked with vigor, insight and enthusiasm the amounts required would be limited only by the supply available.

Certain agencies, Allied and Italian, already have access to salvage materials on the basis of priorities established under conditions prevailing in earlier months. It might now be appropriate to review previous priority commitments in view of the needs of the battlefield area, looking to the inclusion of its needs in the scale of priorities at a high enough level to insure that its requirements will be met.

5. Labor

The people whose homes were in the battlefield area are accustomed to hard work. Given access to materials and a reasonable degree of security from mines and they will comprise a labor force of considerable size. Naturally, their first concern must be the repair of their own dwellings and the cultivation of their land.

The amount of labor required for the work outlined in the first four headings of this section cannot be found in the normal population of the area. Least of all can it be found in those Communes in which extensive mining and destruction have combined to prevent the return of the people from the city to which they were evacuated.

With respect to Mine Clearance a need for a labor force of ten thousand

4911

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With respect to Mine Clearance a need for a labor force of ten thousand men for six months has been estimated. The use of German POW has been suggested, together with sufficient units of the Italian Army to provide guards, administration, etc.

The labor requirements for housing; road, bridge and utility repair, and for the processing of salvage materials are rather more difficult to estimate since they would be governed by the amounts and delivery schedules for required materials, tools and transport. It is possible at this time only to suggest possible sources of labor and methods of organization.

In addition to their use in mine clearance, an additional ten thousand German POW could be used in clearing rubble, salvaging brick and other such projects.

Thousands of Italian youth are idle in the cities of the North. They constitute both an immediate and pressing problem and Italy's greatest hope for the future. Allowed to drift and to come under the spell of another political adventurer, as their fathers did, means ruin for Italy's present hopes of a democratic future. Bold, imaginative and convincing leadership could enlist them in a citizen army of re-builders and their youthful vigor directed through their present dilemmas and difficulties to a future of greater promise. When too unemployment of youth was a problem in the United States such leadership conceived and developed the Civilian Conservation Corps. Italy could profit from that example, now.

6. TRANSPORTATION:

The lack of transportation presents perhaps the most pervasive problem in meeting the needs of the battlefield area. Every proposal includes a demand for it. It has been pointed out that 200 trucks are required at this time for the necessary transport of materials and labor on road and bridge construction. The need for trucks and other forms of transport for mine clearance have been indicated in that section of the report. Additional transport is needed for food and traffic in other essentials of life. Transportation must be provided at the Provincial levels for conveying materials originating from the Provincial Centers. Equally essential, however, is the need for transportation within and between Communes. At this time, there is no transport in many Communes in this area and in no Commune is there sufficient transport to meet the immediate needs for public works and essential public conveyance.

A minimum of 10 tons of heavy transport is needed by each Commune in the area. Some work animals have been allocated to the area, but many more are needed when and as available.

There is immediate need for a minimum of at least one civilian car in each Commune for use by the Communal doctor and Communal officials. In the entire area there is only one ambulance. An additional 34 are needed to provide essential service among the Communes. As with other requirements, the needs for transportation can only be met through allocations from sources outside the area. Particularly should the needs of these Communes be considered when captured transport is released for use by civilians.

This discussion on transport necessarily implies the reciprocal need for POL to fuel the trucks. Some methane would be available locally, but a great part of the battlefield area is in mountainous country where methane-operated vehicles cannot be used.

6. TRANSPORTATION:

The lack of transportation presents perhaps the most pervasive problem in meeting the needs of the battlefield area. Every proposal includes a demand for it. It has been pointed out that 200 trucks are required at this time for the necessary transport of materials and labor on road and bridge construction. The need for trucks and other forms of transport for mine clearance have been indicated in that section of the report. Additional transport is needed for food and traffic in other essentials of life. Transportation must be provided at the Provincial levels for conveying materials originating from the Provincial Centers. Equally essential, however, is the need for transportation within and between Communes. At this time, there is no transport in many Communes in this area and in no Commune is there sufficient transport to meet the immediate needs for public works and essential public conveyance.

A minimum of 10 tons of heavy transport is needed by each Commune in the area. Some work animals have been allocated to the area, but many more are needed when and as available.

There is immediate need for a minimum of at least one civilian car in each Commune for use by the Communal doctor and Communal officials. In the entire area there is only one ambulance. An additional 34 are needed to provide essential service among the Communes. As with other requirements, the needs for transportation can only be met through allocations from sources outside the area. Particularly should the needs of these Communes be considered when captured transport is released for use by civilians.

This discussion on transport necessarily implies the reciprocal need for POL to fuel the trucks. Some methane would be available locally, but a great part of the battlefield are is in mountainous country where methane-operated vehicles cannot be used.

SECTION IV

ORGANIZATION

The battlefield Area of Emilia Region is a national problem. It is futile to regard it simply in its Communal or even its Provincial aspects. The area of destruction is so vast and the work of Communal administration so beset by difficulty that the officials of local Government are powerless to deal adequately with the problems which confront them. Provincial officials, likewise, cannot give the Communes of the area lying within their respective Provinces anywhere near the attention required. Only action on the highest levels of the Italian National Government will prevent mass suffering and as tragic a Winter as even Italy has ever known.

It is therefore suggested that the Italian National Government appoint, within the framework of its governmental structure, a separate Commission for what might appropriately be called "The North Appennines Battlefield Area". Precedent for such action will be found in the procedures adopted with respect to the Cassino-Minturno area, previously considered the most seriously devastated area in Italy.

The Commission would need to be empowered to act with vigor, firmness and speed. Having its own budget and staff of employees, it should nevertheless have access to the resources of such other agencies of the Italian National Government as the requirements of its work demands.

It is hoped also that such a Commission would not lack assistance from Allied sources. Within the natural limits imposed by military requirements, Allied Force Headquarters might give very material aid. The United Nations Relief and Rehabilitation Administration is empowered to extend certain forms of assistance in Italy which are most urgently needed in this area. The American Red Cross has demonstrated its desire and ability to help, as has American Relief for Italy, Inc., through its Italian counterpart, L'Ente Nazionale per Distribuzione dei Soccorsi in Italia. With all these organizations the Commission should maintain constant liaison and work in closest cooperation.

When Allied Military Government comes to an end in Emilia Region the people of this area, who of all Italians have suffered the most severely, ought to find in their new democratically conceived Government the sympathetic and vigorous action their plight requires.

6167

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4909

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-commission

AJS/bjs

Tel. Nxt 318

57/12/Vn.3

3rd July 1945

SUBJECT. Cost of transport in Liguria

TO. Regional Commissioner, Liguria.

1. Below are extracts from two concerned letters re the cost of transportation in Liguria -

A. "After a tiresome whole day's hunt through Genoa for transport at last we found a truck. The charge as far as Leghorn was 500 lire each. And yet we were awfully uncomfortable, pressed up to 40 persons in a very little truck. The drivers, since they were partisans, were allowed to take advantage of us, wretched people, who were obliged to accept their offers. That's 'new Italy, the reborn Italy!'"

B. "Today a passenger motor transport line for the whole western Riviera as far as San Remo is to be inaugurated. One must apply to the G.I.I.; the charge made by this service, which is to run twice a week, is 35 lire per kilo, so that only 70 kilos of my luggage would cost 2,450 lire, not including myself and my suitcase. While everybody is declaring to fight black market, they are all permitting the constitution of a new one, that of transportation. To go from Varazze to Diana by motorboat we should pay 4,000 lire! As a matter of fact all these authorized services receive from the Allied gasoline at eight lire per litre!"

05831

SUBJECT. Cost of transport in Liguria

TO. Regional Commissioner, Liguria.

1. Below are extracts from two censored letters re the cost of transportation in Liguria -

A. "After a tiresome whole day's hunt through Genoa for transport at last we found a truck. The charge as far as Leghorn was 900 lire each. And yet we were awfully uncomfortable, pressed up to 40 persons in a very little truck. The drivers, since they were Partisans, were allowed to take advantage of us, wretched people, who were obliged to accept their offers. That's 'new Italy, the reborn Italy!'"

B. "Today a passenger motor transport line for the whole eastern Riviera as far as San Remo is to be inaugurated. One must apply to the C.I.T.; the charge made by this service, which is to run twice a week, is 35 lire per kilo, so that only 70 kilos of my luggage would cost 2,450 lire, not including myself and my suitcase. While everybody is declaring to fight black market, they are all permitting the constitution of a new one, that of transportation. To go from Varazze to Diana by motorboat we should pay 4,000 lire! As a matter of fact all these authorized services receive from the Allies gasoline at eight lire per litre!"

2. As these are apparently official services, will you please investigate and take any action you deem necessary.

By command of Admiral Stone

W. Field is

R.J. HARRY, Colonel.

Copy to Regional Transportation Section, Office, Division

HEADQUARTERS FIFTH ARMY
G-5 SECTION
APO 464 US ARMY

AB3/TJM/hdp

18 June 1945

108.3

SUBJECT: Ex German Cargo-Carrying Transport

TO : See Distribution

1. Further with reference to letter of 11 June 1945, 108.3, subject as above:

G-4, Fifth Army now suggests that all transport registered with auto-trasporti as mentioned in paragraph 2 thereof be reported in order that the assignment of the same for AMB/AC use may be regularized in the Army records. It is therefore directed that immediate report be made to this headquarters of all such transport heretofore registered, giving engine number, car number (if any), make and carrying capacity and that hereafter report of such transport subsequently registered be made as of the 1st and 15th days of each month.

2. It is also directed that report be made forthwith of any known former Italian Army, Navy or Air Force transport now registered with any such auto-trasporti.

For the Assistant Chief of Staff, G-5:

Arthur E. Sutherland Jr.
ARTHUR E. SUTHERLAND, JR.,
Colonel, GAC.,
Executive Officer.

DISTRIBUTION:

AMC IV Corps for R.Cs Lombardia, Piemonte, Liguria.
R.C. Emilia Region.
R.C. Venezia Region.
P.Cs Verona, Trento, Bolzano.

For Information:

G-4, Fifth Army.
Provost Marshal, Fifth Army.
G-5, 15 Army Group.
HQ Allied Commission.

4907

h/ v5
Commerce Div. Liguria Region
HEADQUARTERS
Allied Military Government
Genoa Province
Apo 394

73/
172/
11 June 1945

In reply refer to P.M.T. 151

Subject : Rome - Liguria EMAC trips

To : Headquarters Allied Commission
Transportation Sub-Commission
Capt. Fr. Gross
tira channels

1. This Officer is making every effort to control goods movement of the long haulage type. Entirely too many trucks, busses and automobiles are entering Liguria - specifically Genoa, with Rome EMAC Bill of Lading, personally verified by this Officer.
2. How is AUG to justify the no-long-haulage concept to its truck operations when Rome continues to operate with such criterion?
3. As it appears that it is anything but a fair deal in the general use of PBL, and moreover in the eyes of bewildered Genovese truck operations, it would be appreciated if AC Rome would call this to the attention of competent EMAC Officials.

I.M. CALVANESE

Capt. Q.M.C.

Transportation Officer

Copy to :

Commerce Div. Liguria Region.

4906

05861

To : Headquarters Allied Commission
Transportation Sub-Commission
Capt. Dr. Gross
thru channels

1. This Officer is making every effort to control goods movement of the long haulage type. Entirely too many trucks, busses and automobiles are entering Liguria - specifically Genova, with Rome MAC Bill of Lading, personally verified by this Officer.
2. How is AUG to justify the no-long-haulage concept to its truck operations when Rome continues to operate with such criterion?
3. As it appears that it is anything but a fair deal in the general use of FDL and more so in the eyes of bewildered Genovese truck operations, it would be appreciated if AJ Rome would call this to the attention of competent MAC Officials.

I. M. CALVANESE

Capt. Q.M.C.

Transportation Officer

Copy to :

Commerce Div. Liguria Region.

4906

HEADQUARTERS
ANG FIFTH ARMY
APO 464 U.S. ARMY

FET/cpn

7 June 1945

202/5-2

SUBJECT: Transport for Civil Supplies.

TO : See Distribution.

1. This headquarters is in receipt of cables from HQ, Alcom and HQ, 15 Army Group regarding the practice of regions bidding directly to Alcom for transport to move civilian supplies thereby by-passing army channels and causing delay and confusion in moving goods.

2. The following procedure will be used, therefore, to be effective as long as each region remains in 5th Army Area:

(a) Regional organic transport or provincial autotransport will be used to the maximum of its lifting capacity to handle all transportation needs of the province or region.

(b) Provincial Supply Officers and Transportation Officers will channel any request for transportation to their Regional Transportation Officer who will then decide -

1. To call on the nearest provincial autotransport to assist or -

2. To call on Five Army AIG Economics and Supply for assistance.

(c) If, -1 above is the case, no further channeling is necessary. If, 2 above is the case, then a request for transportation will be sent to 5th Army AIG giving the full particulars of the lift.

3. In no case will a request for transport be sent direct to 15th Army Group or Allied Commission HQ without first being channeled to 5th Army AIG.

4. Those provinces still in Corps Areas will send their requests to Corps AIG who will forward them to 5th Army AIG. *6903*

James G. Ryan
Major G. Ryan
Lt. Colonel, F.A.,
Senior Supply Officer,

17c/31 Roads Div
82

TO : See Distribution.

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Frank J. Moscani
Lt. Colonel, F.A.,
Senior Supply Officer,
AIG Fifth Army.

Distribution

RC, Emilia Region
" " " "
" " " "
" " " "
" " " "

(10) G-5, 5th Corps
(5) Transp Section 5th Army
(10) RC, Alcom for Transp S/C
(12) G-5, 15 Army Group
(8) Bible

Chl/Kendrick
file

HEADQUARTERS FIFTH ARMY
G-5 SECTION
APO 464 US ARMY

AES/TJM/KF

TPIN SIC

11 June 1945

108.3

SUBJECT: Ex German Cargo-Carrying Transport

TO : See Distribution

722 3610

1. This section has again taken up with appropriate authority the possibility of securing for A.M.G. a substantial allocation of captured enemy cargo-carrying transport. It has been ascertained, however, that this is impossible at this time though it may become possible at some time in the future. No further requests for such transport will be made by A.M.G. officers or headquarters direct to G-4 or other Army sources. Any such requests will be made to this section which will keep constantly in touch with the question.

2. However it is confirmed that former enemy cargo-carrying transport (other than former Italian Army, Navy or Air Force transport) now in civilian hands will not be taken over by the Army if operated through an official provincial auto-trasporti and carrying regular A.M.G./A.C. vehicle permits. All regions and/or provinces that have not already taken steps to call in and organize such transport in such manner are directed to do so with the greatest possible dispatch.

3. As indicated therein, the provisions of paragraph 2 hereof do not apply to transport that formerly belonged to the Italian Armed Forces before being taken over by the Germans. All such transport will in due course be picked up by the Italian forces.

4. In connection with paragraph 2 above, a copy of Regional Order No. 2 of Lombardia Region is attached hereto. This might well serve as a model for similar orders in the other Regions. There is also attached hereto extract from a radio speech of the Regional Commissioner, Lombardia Region, dealing with this order. The posting of such an order should be accompanied by explanatory radio and/or newspaper publicity along these lines.

5. It should be emphasized that the Allied Forces have not surrendered their claim of title to the transport mentioned in paragraph 2 above but are merely permitting its use for civilian needs under A.M.G. supervision and direction. In particular no claim of title is recognized on the part of those persons, partisans, CIN's or others, who may have acquired possession thereof when the equipment was abandoned or surrendered by the Germans. However any such persons or any others who have expended money or services in the repair of such vehicles may be adequately reimbursed by the auto-trasporti or in lieu thereof the temporary use of the vehicles by those in possession for cooperative or similar needs under A.M.G. control may be authorized. The persons now in possession of the vehicles can, in addition to being recompensed as above indicated, also be employed as drivers of the transport.

4904

For the Assistant Chief of Staff, G-5:

Copy to: WMD TPNW SIC

Arthur E. Sutherland, Jr.
Colonel, C.A.C.,
Executive.

DISTRIBUTION:
See Over.

- 2 -

DISTRIBUTION:

AMG IV Corps for R.C.'s Lombardia, Piemonte, Liguria (8)
R.C. Emilia Region (2)
R.C. Venezia Region (2)
R.C.'s Verona, Trento, Bolzano (2 each).

For Information:

G-4, Fifth Army (2)
Provost Marshal, Fifth Army (2)
G-5, 15 Army Group (2)
Allied Commission (2)

EXTRACT FROM RADIO ADDRESS BY REGIONAL COMMISSIONER,
LOMBARDIA REGION

MILAN, 6 June 1945.

EXTRACT

" Ma sarebbe fuori di luogo pensare che il problema degli autotrasporti possa essere risolto con i mezzi degli Alleati i quali, come sapete, stanno ancora combattendo, nell'acifico, una difficile guerra che richiede un colossale impiego di automezzi, di benzina, di gomme.

Ho provveduto pertanto ad esaminare tre ordinanze regionali (N. 2, 3 e 4) che raccomando in modo particolare all vostra attenzione. Dalla scrupolosa attuazione che ad esse darate dipende se la rete dei trasporti nella vostra regione divvera efficiente e no, se l'approvvigionamento della popolazione civili migliorera, se la buona massaia che abbiamo considerata con simpatia tornera a casa piu sorridente per poter offrire qualche miglior alimento ai suoi ragazzi.

Le ordinanze predette tendono al censimento, alla registrazione ed al controllo di tutti gli autoveicoli da carico legalmente posseduti ed alla consegna di tutti gli autoveicoli di cui persone singole o gruppi di persone siano in possesso senza valido titolo di proprieta.

Molti sono gli automezzi di questa seconda categoria che abusivamente si trovano in circolazione o sono comunque in possesso di privati. Sottratti ai nazifascisti nelle giornate insurrezionali o da questi abbandonati nella fuga o nella resa, tali autoveicoli dovranno essere consegnati entro il 15 giugno agli uffici trasporti ormai costituiti in ogni provincia.

Essi pure debbono essere consegnati pezzi di ricambio, pneumatici ed accessori di ogni genere che abbiano uguale provenienza.

Il Governo Militare Alleato, pur non rinunciando all'indiscutibile diritto di considerare tali autoveicoli quale preda bellica, ha gia disposto che essi siano impiegati per l'approvvigionamento della popolazione civile.

L'ordinanza si rivolge a tutti cittadini o gruppi di cittadini, ai comitati di liberazione ed alle formazioni del Corpo Volontari della Liberta che di tali automezzi hanno potuto impossessarsi nei giorni della vittoriosa insurrezione. Oggi i compiti di guerra sono per loro finiti; s'inizia l'opera di ricostruzione che li trovera in prima linea, generosi e pronti, come nei giorni del combattimento.

Non ci sfuggono i vari aspetti della questione. Parecchi di questi autoveicoli sono stati catturati dagli attuali detentori con loro rischio e fatica, spesso sono stati rimessi in efficienza a loro spese, talvolta sono gia usati ai fini per i quali noi stessi vorremmo usarli,

Conosciamo questi argomenti che si sono gia stati sottoposti e desideriamo evitare che dai provvedimenti in corso possano derivare danni ingiusti e chiacchieria ed effetti contro-producenti ai fini che ci riproponiamo.

L'Ufficio Trasporti di ogni provincia e autorizzato ad approvare la costituzione di consorzi o cooperative fra gli stessi volontari della liberta in modo che, pur restando improrogabile la questione della proprieta, essi stessi conservino l'uso degli autoveicoli di cui trattasi e ne possano trarre un ragionevole margine di guadagno. "

ALLIED MILITARY GOVERNMENT

Lombardia Region

REGIONAL ORDER N. 2

WHEREAS BY ORDER OF THE ALLIED MILITARY GOVERNMENT there has been created an Ufficio Trasporti for the regulation and control of goods carrying motor transport within the Region of Lombardia

AND WHEREAS offices of the said Ufficio Trasporti have been established in every Province

AND WHEREAS it is essential for the provisioning and rehabilitation of the civilian population that the largest possible number of vehicles be made available immediately

It is ordered as follows:

PART I

REGISTRATION AND OPERATION OF LEGALLY OWNED LOAD-CARRYING VEHICLES

1. All persons who within the Region of Lombardy own or are legally in possession of any autotrain, truck, motorcar, road tractor with trailer or any other motor-vehicle of any other description propelled by mechanical means which is designed for freight shall register particulars of the same with the nearest office of the Ufficio Trasporti on or before the 15th June 1945.

2. After the said 15 June 1945 no person shall operate or cause to be operated, or shall use or permit to be used for the transport of goods, merchandise or freight any motor vehicle of the types specified in Para. 1 hereof of which he is the owner or is legally in possession unless

I) such operation or use is made subject to the direction and supervision of the Ufficio Trasporti with which the vehicle is registered and complies in every respect with the rules and regulations provided therefor, and

II) the driver or other person in charge of any such vehicle has obtained and is at all times in possession of a written authorization issued in accordance with the rules of the said Ufficio Trasporti.

3. The authorized Italian freight rates approved by the Allied Military Government shall be payable subject to the deduction of

0 5 9 3

DECLASSIFIED E.O. 12356 SECTION 3.3/NND NO. 785021

REGISTRATION AND OPERATION OF LEGALLY OWNED LOAD-CARRYING VEHICLES

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3. The authorized Italian freight rates approved by the Allied Military Government shall be payable subject to the deduction of such expenses as the rules and regulations of the Ufficio Trasporti may provide.

PART 2

SURRENDER OF ALL VEHICLES HELD WITHOUT LEGAL TITLE

4. All persons or groups of persons having in their possession or under their control any motor-vehicles whether passenger or goods-carrying, tyres, motor-vehicle parts and accessories or other similar stores to which they can show no legal title, and whether the same be of American, British, French, Italian or German origin shall surrender such vehicles and stores to the nearest office of the Ufficio Trasporti on or before the said 15th June 1945.

5. Vehicles and stores of the types specified in Para. 4 hereof which because of their condition or any other reason cannot be physically delivered to the Ufficio Trasporti shall be declared to the said Ufficio on or before the same date.

6. The C.L.N., zone commanders of Partisan organizations and heads of political parties will be responsible for ensuring that vehicles and stores covered by paragraphs 4 & 5 hereof and now in the possession or under the control of members of such organizations or parties are duly surrendered or declared to the Ufficio Trasporti.

7. With effect from the said 15th June 1945 the operation or use of any vehicles or stores covered by paragraphs 4 & 5 hereof by any person other than the Ufficio Trasporti is forbidden.

PART 3

has obtained and is at all times in possession of a valid license for the operation of a motor vehicle.

3. The authorized Italian freight rates approved by the Allied Military Government shall be payable subject to the deduction of such expenses as the rules and regulations of the Ufficio Trasporti may provide.

PART 2

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7. With effect from the said 15th June 1945 the operation or use of any vehicles or stores covered by paragraphs 4 & 5 hereof by any person other than the Ufficio Trasporti is forbidden.

PART 3

PENALTIES

8. Any person who violates or permits, assists or is a party to the violation of any of the provisions of this Order shall, upon conviction by an Allied Military Court, be liable to punishment by fine or imprisonment or both as the Court may direct. Any vehicle in respect of which such violation occurs and any load carried by such vehicle at the time of such violation shall be subject to forfeiture or confiscation.

5 June 1945.

CHARLES POLETTI

Colonel

ALLIED MILITARY GOVERNMENT

GOVERNO MILITARE ALLEATO

Lombardia

ORDINE REGIONALE N. 2

Ritenuto che per ordine del Governo Militare Alleato è stato creato un Ufficio Trasporti per la disciplina e il controllo del trasporto di merci con autoveicoli nella Lombardia;

Ritenuto che in ogni provincia della Regione sono stati istituiti degli uffici di detto Ufficio Trasporti;

Ritenuto inoltre che è essenziale per l'approvvigionamento della popolazione civile rendere disponibile il maggior numero possibile di autoveicoli,

E ordinato quanto segue:

PARTE 1

REGISTRAZIONE ED USO DI VEICOLI DA CARICO LEGALMENTE POSSEDUTI

1. Chiunque, in Lombardia, sia proprietario o sia legalmente in possesso di qualsiasi autotreno, autocarro, automobile, trattore da strada con rimorchio o di qualunque altro autoveicolo di vario tipo a propulsione meccanica designato al trasporto deve registrarne i dati al più vicino ufficio dell'Ufficio Trasporti entro il 15 giugno 1945.

2. Dopo il 15 giugno 1945 nessuno dovrà usare o permettere che siano usati per il trasporto di merci, mercanzia o altri carichi qualunque veicolo del tipo specificato al par. 1 di cui sia proprietario o del quale abbia il legittimo possesso, a meno che:

I) il trasporto o l'uso non sia subordinato alla Direzione Controllo dell'Ufficio Trasporti presso il quale il veicolo è registrato e non si conformi, sotto ogni riguardo, alle norme e ai regolamenti all'uopo stabiliti e

II) che l'autista o altra persona incaricata del veicolo non abbia ottenuto e sia sempre in possesso di una dichiarazione scritta rilasciata in conformità alle norme del suddetto Ufficio Trasporti.

3. La vigente tariffa italiana per i trasporti, approvata dal Governo Militare Alleato, sarà pagabile sotto deduzione delle spese secondo le norme e i regolamenti dell'Ufficio Trasporti.

PARTE 2

1. Chiunque, in Lombardia, sia proprietario o sia legalmente in possesso di qualsiasi autotreno, autocarro, automobile, trattore da strada con rimorchio o di qualunque altro autoveicolo di vario tipo a propulsione meccanica designato al trasporto deve registrarne i dati al più vicino ufficio dell'Ufficio Trasporti entro il 15 giugno 1945.

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PARTE 2

CONSEGNA DI TUTTI I VEICOLI POSSEDUTI SENZA VALIDO TITOLO

4. Ogni persona singola o gruppo di persone che abbia in possesso, o sotto il proprio controllo, qualsiasi autoveicolo, sia per il trasporto di passeggeri o di merci, oppure pneumatici, pezzi di autoveicoli e accessori, o altro materiale simile per cui non possa produrre valido titolo di proprietà, sia il materiale di provenienza americana, inglese, francese, italiana o tedesca, deve farne consegna al più vicino ufficio dell'Ufficio Trasporti entro il 15 Giugno 1945.

5. I veicoli e il materiale di cui all'art. 4 che per la loro condizione o per qualsiasi altra ragione non possono essere materialmente consegnati all'Ufficio Trasporti devono essere denunciati all'Ufficio stesso entro la stessa data.

6. I C.L.N., i Comandanti di Zona delle Organizzazioni Partigiane e i capi dei partiti politici saranno responsabili della consegna o denuncia all'Ufficio Trasporti di tutti i veicoli o materiali di cui ai par. 4 e 5 che siano attualmente in possesso o sotto il controllo dei membri delle organizzazioni o dei partiti stessi.

7. Con effetto dal 15 Giugno 1945 è vietato l'uso di qualsiasi veicolo o dei materiali contemplati nei par. 4 e 5 da parte di chiunque ad eccezione dell'Ufficio Trasporti.

PARTE 3 PENALITÀ

3. La vigente tariffa italiana per i trasporti, approvata dal Governo Militare Alleato, sarà pagabile sotto deduzione delle spese secondo le norme e i regolamenti dell'Ufficio Trasporti.

PARTE 2

CONSEGNA DI TUTTI I VEICOLI POSSEDUTI SENZA VALIDO TITOLO

4. Ogni persona singola o gruppo di persone che abbia in possesso, o sotto il proprio controllo, qualsiasi autoveicolo, sia per il trasporto di passeggeri o di merci, oppure pneumatici, pezzi di autoveicoli e accessori, o altro materiale simile per cui non possa produrre valido titolo di proprietà, sia il materiale di provenienza americana, inglese, francese, italiana o tedesca, deve farne consegna al più vicino ufficio dell'Ufficio Trasporti entro il 15 Giugno 1945.

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7. Con effetto dal 15 Giugno 1945 è vietato l'uso di qualsiasi veicolo o dei materiali contemplati nei par. 4 e 5 da parte di chiunque ad eccezione dell'Ufficio Trasporti.

PARTE 3

PENALITÀ

8. Chiunque trasgredisce, consente, assiste o partecipa alla violazione delle norme contenute nella presente ordinanza, qualora sia ritenuto colpevole da un Tribunale Militare Alleato, sarà passibile di multa o di prigione o di entrambe, a discrezione del Tribunale. Qualsiasi veicolo che abbia dato luogo a contravvenzione e qualsiasi carico dallo stesso trasportato al momento della contravvenzione, è passibile di confisca o sequestro.

5 Giugno 1945

CHARLES POLETTI

Colonnello

GOVERNO MILITARE ALLEATO

Tel: 489081
ext: 513

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

FPR/1d

722
21 June 1945

Ref: 255.2/2/Tn.2

Subject : Railway Statistics.

To : Comm. Torquato di Cupis,
Director General of the Inspectorate of
Motorisation and Railways under Concession,
Ministry of Transport,
Rome.

(1) I have your R.S.T. 760/210 of 18 June '45 in reply
to my 255.2/1/Tn.2 of 14 June '45.

(2) I note your remarks and the action you have taken
to secure the data required for the compilation of the rehab-
ilitation programme.

(3) When you receive this data concerning the North of
Italy it must be collated with those of the South already in
your possession, for it is of the utmost importance that your
final rehabilitation programme must contain the data for the
whole of Italy, including Sicily and Sardinia. If necessary
estimates may be given for the two districts, Trieste area and
Aosta valley.

(4) At a meeting held at this Headquarters yesterday,
urgency was stressed, as the whole programme must be completed
for presentation at a subsequent meeting to be held on the
26th July '45. This will mean that you have about fifteen
days available in which to secure the information from the
North and collate complete programme.

- 2 -

(5) Unless you are certain of receiving the information from your officers in the north, may I suggest that you send representatives to collect this data from every Private Railway compartments up there.

(6) Unless immediate action is taken and these programmes are presented to time, it is doubted if this Commission will have the opportunity of pleading your cause at a propitious date.

(7) Please telephone to this office on receipt of this letter.

For the Director:

F. P. Richardson Maj.

F. P. RICHARDSON, Major,
Planning Staff,
Transportation Sub Commission.

cc: to:- 1. Rail Division (Tn.4) (attn. Maj.A.C.Ping)
✓ 2. Road Division (Tn.5) (attn. Mr.G.G.Gross)

4893

Tel 548

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION
SUPPLY DIVISION

CWW/bd

Ref. 1.44/ES

14 June 1945

SUBJECT : Transportation in the North

TO : Brig. Gen. E. B. McKinley
Acting Vice President
Economic Section

The following items are responses to the memorandum you furnished the Supply Division and the Transportation Sub-Commission, on 12 June regarding the developments in the Executive Commissioner's meeting that date.

1. Land Forces Sub-Commission is being furnished with a copy of the letter they desired.

2. Mr. Taylor discovered none of the abuses in salvage and repair which were cited by the Executive Commissioner. Mr. Taylor has furnished you with a report of a meeting in Florence pertaining to the handling of captured motor vehicles. At said meeting, plans were worked out which should result in obtaining transportation for AC from the captured equipment. A letter to Colonel Fiske asks him to ascertain the facts regarding abuses.

3. Colonel Campbell, not now in Rome, will be contacted regarding his suggestion of Italian repair of "non-runners". On this point Mr. Taylor states that he has only 50% of the required POL to supply trucks now in a running condition and, therefore, suggests that with so many pressing problems of importance that any arrangements proposed by Colonel Campbell should be deferred.

4. The letter to Colonel Fiske referred to in Para 2 asks him to ascertain the facts regarding salvage and repair and undertake to prevent abuses. He has been asked to inform this headquarters of his action. (Copy of letter attached.)

CHARLES W. WALTON
Colonel
Chief

4898

✓ cc Transportation Sub-Commission

(14) Top-Road Division

TRANSPORTATION SUB COMMISSION

CNC/ml

INTER OFFICE MEMO

Tel: 478303

Our Ref : AC/120/69/Tn.3

15 June 1945

SUBJECT : Transportation - North Italy.

TO : Director.

Ref. MMT/eh of 13 June 45.

1. TOSCANA Region.

Need for 25 trucks.

Recommend release of one platoon (33 trucks) from FORLI Refugee Camp to parent unit i.e. 222 G.T. Coy (HQ at FLORENCE) for work in TOSCANA Region when relieved approx 20 June(see para 2 EMILIA Region).

2. EMILIA Region.

(a) DIESEL fuel for Civilian trucks.

Informed by Emilia Region, Supply Officer (phone 14 June 45) that Diesel fuel now allotted. 200 Tons had arrived FAENZA.

(b) Lubricating Oils for Methane Vehicles.

Supply Officer, Emilia Region (phone 14 June 45) said that it had been estimated that a 5% proportion of lubricating oils based on Diesel Oil allotment (deliveries) would be sufficient to provide requisite lubricating oil for Methane vehicles. Normal proportion of lubs to Diesel Oil is only 2 1/2 % by volume. This had been agreed by AFHQ PETSEO. Unfortunately arrival of 200 Tons at FAENZA (see (a) above) did NOT include 10 Tons lubs. Spoke Lt. Col. KING (AFHQ - PETSEO; phone ROME 478131) 14 June who promised to investigate. Spoke again 15 June. Orders had been sent out for proportion of lubs with Diesel but at time of dispatch of 200 Tons orders had not been received due to delay in communications. Future despatches should however be correct.

(c) M.T.

At present the region has the following A.C. transport operating in A.C. territory :-

- (I) No. 18 Q.M. Coy 48 trucks
- (II) One platoon 221 GT Coy 33 " (Special detail

4897

1. TOSCANA Region.Need for 25 trucks.

Recommend release of one platoon (33 trucks) from PORLI Refugee Camp to parent unit i.e. 222 G.T. Coy (HQ at FLORENCE) for work in TOSCANA Region when relieved approx 20 June (see para 2 EMILIA Region).

2. EMILIA Region.(a) DIESEL fuel for Civilian trucks.

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(b) Lubricating Oils for Methane Vehicles.

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(c) M.T.

At present the region has the following A.C. transport operating in A.C. territory :-

- (I) No. 18 Q.M. Coy 40 trucks
- (II) One platoon 221 GT Coy 33 " (Special detail
Porli Ref. Camp)

81 trucks.

It is recommended that the next GT Coy (total strength 132 trucks) available, probably No 223 about 20 June 45 be allotted to Emilia Region for duty in AG portion of Region and to release present 81 trucks. Duties to include the following :-

- (I) Postal Service, FORLI - VENICE
- (II) " " FORLI - MILAN
- (III) Sulphur PERTICARA - CESENA
(1000 Tons) (50 Tons per day)
- (IV) FORLI Refugee Camp

1 Truck
2 Trucks
12 Trucks

33 Trucks
48 Trucks

Note (I) (II) (III) Have been outstanding - unable to commence due lack of MT.

This would leave a balance of 84 trucks full strength but only app 52 average operating strength to cover present duties of 18 QM Coy now relieved.

Upon relief 33 trucks of 221 G.T. Coy return to FLORENCE (see para 1) and it is suggested that 18 Q.M.Coy be handed over to 15 Army Gp so that they have command of complete 3rd Truck Bn.

For Chief, Movements Division.

C.N. Christensen
C.N. CHRISTENSEN
Lt. Col.

Copy to : Road Division ✓
File 121/Tn.3

Roads dir

1737

HEADQUARTERS ALLIED COMMISSION

APO 394

TRANSPORTATION SUB-COMMISSION

Ext. 220

MMT/eh

Phone 469081

13 June 1945

SUBJECT: Transportation - Northern Italy

TO : File

1. Colonel Kirkwood, Regional Commissioner, Toscana Region, was visited 4 June 1945. He requested that ships be allowed to discharge civil supplies destined for Florence at Leghorn; he also requested an audit of all truck pools in Toscana Region before the scheduled date of closing his region, that is, 20 June. He stressed the necessity of the warehouse officer and enlisted men remaining at Leghorn for the present.

Sufficient transport is available, however, insufficient gasoline is allotted to civilian trucks.

Colonel Kirkwood stressed the need of approximately 25 trucks from a GT or Q Company to do odd jobs which cannot be done satisfactorily on a commercial basis.

2. Colonel Bowman, Regional Commissioner, Emilia Region, and Major Sowers, Transportation Officer, were visited 5 June 45. Colonel Bowman stressed the insufficient quantity of personnel transport available, stating that 30 to 50 percent of the personnel transport is off the road at one time. The following truck pools are established:

Forli	500 trucks
Ravenna	300 "
Bologna	1,500 " (200 trucks being in operation)

It is not known how many of the Bologna trucks could be put in operation if sufficient FCL were available and the tariff rates properly adjusted. Emilia Region has been operating in strict conformity with General Order 42, setting forth tariff rates approximately 50 percent lower than the TNAC rates. Emilia Region has been continuously losing trucks to other regions where higher tariff rates are in effect. Colonel Bowman was authorized to install the Milan tariff rates in Emilia Region to bring his region into line with his neighbors.

Both railheads at Bologna are in operation, however, no capacity is available for civilian supplies.

PETSEC were declining to make available Diesel fuel on the grounds that the only authorization for civil transport was petrol. Therefore, all Diesel-burning trucks were immobilized. This question should be taken up by Movements-Roads and corrected. Lubricating oils are not being supplied for trucks operating on Methane gas. Lubricants are issued only in proportion to gasoline or Diesel oil. This matter

4895

civil supplies destined for Florence at Leghorn; he also requested an audit of all truck pools in Toscana Region before the scheduled date of closing his region, that is, 20 June. He stressed the necessity of the warehouse officer and enlisted men remaining at Leghorn for the present.

Sufficient transport is available, however, insufficient gasoline is allotted to civilian trucks.

Colonel Kirkwood stressed the need of approximately 25 trucks from a CT or Q Company to do odd jobs which cannot be done satisfactorily on a commercial basis.

2. Colonel Bowman, Regional Commissioner, Emilia Region, and Major Sowers, Transportation Officer, were visited 5 June 45. Colonel Bowman stressed the insufficient quantity of personnel transport available, stating that 30 to 50 percent of the personnel transport is off the road at one time. The following truck pools are established:

Forli	500 trucks
Pavenna	300 "
Eclogna	1,500 " (200 trucks being in operation)

It is not known how many of the Bologna trucks could be put in operation if sufficient FOL were available and the tariff rates properly adjusted. Emilia Region has been operating in strict conformity with General Order 42, setting forth tariff rates approximately 50 percent lower than the IMAC rates. Emilia Region has been continuously losing trucks to other regions where higher tariff rates are in effect. Colonel Bowman was authorized to install the Milan tariff rates in Emilia Region to bring his region into line with his neighbors.

Both railheads at Bologna are in operation, however, no capacity is available for civilian supplies.

PTSDC were declining to make available Diesel fuel on the grounds that the only authorization for civil transport was petrol. Therefore, all Diesel-burning trucks were immobilized. This question should be taken up by Movements-Roads and corrected. Lubricating oils are not being supplied for trucks operating on Methane gas. Lubricants are issued only in proportion to gasoline or Diesel oil. This matter should be taken up with Movements-Roads, because everything possible should be done to encourage operation of vehicles with Methane gas.

A rail officer for Bologna was requested.

4895

Antares
F. Aguirre

June 15th, 1945

The question of supplying 40 transport for the hauling of hemp was discussed. Transportation Sub-Commission's position is that until the movement of civil supplies necessary to the prevention of disease and unrest is adequately taken care of, no 40 transport can be made available for the transport of hemp. The gathering of this crop should be a military responsibility and could well be taken care of with military transport. After 40 has taken care of its primary responsibility under the disease and unrest formula, any additional transport will be made available for the transport of hemp.

It has been agreed to supply 1 QM Company for operation in the provinces of Emilia Region not under 15th Army Group control, and to supply an additional QM Company to 15th Army Group with the understanding that 15th Army Group will provide necessary lift to Emilia Region in provinces which are 15th Army Group's responsibility in Phase I.

3. Brigadier Dunlop, Regional Commissioner, and Captain Jefferson, Acting Transportation Officer, of Venezia Region, were called on at Padova 5 June, and Colonel Woodger was called on at the hospital 7 June, where he has been confined to his bed.

The organization of transport in Venezia Region has been handicapped by lack of personnel. 3 additional transportation officers are urgently requested.

Venezia now has one QT Company operating and requests additional organized transport. It is recommended that one QT Company or two QM Companies be made available as soon as possible from vehicles supplied to 15th Army Group by 40.

Milan tariff rates are in operation in Venezia Region without the additional charge for drivers and gasoline provided for in the Milan rates. Brigadier Dunlop was of the opinion that the rates in use now in Venezia Region are sufficiently high.

4. Lt. Col. Harris, G-5, 15th Army Group, was visited 7 June at Verona. 5th Army is picking up German vehicles and forming them into QT and Q Companies for hauling civil supplies. 5th Army, 8th Army and District 1 will split these vehicles. 5,000 will probably be available, 2,000 of which will be cargo-carrying vehicles.

Lt. Col. Harris has deputized Major Talbot to act as his advanced representative at Milan for Northwest Italy. Lt. Col. Harris hopes shortly to be relieved of his duties as Acting Deputy Chief of Staff, G-5, so that he can devote his entire time to the transport problems of Northern Italy.

Lt. Col. Harris was advised of Transportation Sub-Commission's position on the movement of hemp and the necessity for first

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The organization of transport in Venezia Region has been handicapped by lack of personnel. 3 additional transportation officers are urgently requested.

Venezia now has one GT Company operating and requests additional organized transport. It is recommended that one GT Company or two QM Companies be made available as soon as possible from vehicles supplied to 15th Army Group by AC.

Milan tariff rates are in operation in Venezia Region without the additional charge for drivers and gasoline provided for in the Milan rates. Brigadier Dunlop was of the opinion that the rates in use now in Venezia Region are sufficiently high.

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Lt. Col. Harris has deputized Major Talbot to act as his advanced representative at Milan for Northwest Italy. Lt. Col. Harris hopes shortly to be relieved of his duties as Acting Deputy Chief of Staff, G-5, so that he can devote his entire time to the transport problems of Northern Italy.

Lt. Col. Harris was advised of Transportation Sub-Commission's position on the movement of hemp and the necessity for first transporting the minimum civilian supplies under the disease and unrest formula.

The question of tariff rates for Northern Italy was discussed at length. It was agreed that a consensus of opinion would be obtained from all Regional Commissioners and Regional Transportation Officers. Lt. Col. Harris will discuss definite rates to be applied to Northern Italy as a modification of General Order 42 in Rome with Transportation Sub-Commission on 16 June.

June 19th, 1945

5. Colonel Poletti, Regional Commissioner, and Lt. Colonel Fitzgerald, Transportation Officer, Lombardia Region, and Major Talbot, advanced representative of Lt. Col. Harris, were visited in Milan 7 and 8 June.

It is estimated that 20,000 railway wagons are available in Lombardia, Piemonte, and Liguria Regions.

Coal is urgently needed and a month's allotment of POL is sufficient for only half a month. It is estimated that the factories of Northwest Italy are capable of producing 5,000 trucks and 7,000 passenger cars in the balance of 1945, and 20,000 trucks and 30,000 passenger cars for the year 1946 if coal and other materials for manufacture are made available. It was stated that the rate established by 10 Headquarters of 3/4 lire per kilometer for bus passengers was not sufficient and that the rate of 1 lire per kilometer is the going rate in Milan. (For action Roads Division). This position is concurred in by the Directorate, Transportation Sub-Commission.

All trucking rates are charged in accordance with the Milan tariff with an additional charge for trucks over 100-quintal capacity, which is the limit shown in the Milan table of rates.

Adequate lift by both trucks and rail wagons is available in Lombardia Region, providing coal and POL are made available.

6. Colonel Marshall, Regional Commissioner, and Major Saunders, Transportation Officer, Piemonte Region, were visited in Turin 9 and 10 June.

Truck registrations May 31 -- 6,161 non-load carrying vehicles; May 31 registrations -- 1,727. Sufficient vehicles are available for local needs providing coal and POL are made available. A limited amount of organized transport is requested for reaching isolated communes, 1 QM Company reco mented from 15th Army Group resources furnished by A.D. 3 additional transportation officers are urgently requested.

The Milan rates are being charged for trucking with the exception that no additional charge is made for trucks and trailers over 100-quintal capacity, all services of equipment over 100-quintal capacity being charged at the 100-quintal rate. The effect of this will be to cause large capacity vehicles to migrate to Lombardia or Liguria Regions. Major Saunders agreed to coordinate this inequity with Lt. Col. Fitzgerald of Lombardia Region and recommend a charge for trucks in excess of 100-quintal capacity, which could be applied to both Lombardia and Piemonte Regions. It is the feeling of both Transportation Officers and their Regional Commissioners that the installation of EMAC rates would be undesirable at this time.

7. Brigadier Carr, Regional Commissioner, and Major Janss, Transportation Officer, Liguria Region, were visited at Nervi 10 and 11 June.

Northwest Italy are capable of producing 5,000 trucks and 7,000 passenger cars in the balance of 1945, and 20,000 trucks and 30,000 passenger cars for the year 1946 if coal and other materials for manufacture are made available. It was stated that the rate established by AS Headquarters of 3/4 lira per kilometer for bus passengers was not sufficient and that the rate of 1 lire per kilometer is the going rate in Milan. (For section Roads Division). This position is concurred in by the Director, Transportation Sub-Commission.

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7. Brigadier Carr, Regional Commissioner, and Major James, Transportation Officer, Liguria Region, were visited at Nervi 10 and 11 June.

Two road transportation officers and one port officer are urgently requested, also 3 MW/CAs.

Sufficient trucks are available for all civilian needs except port clearance at Genoa, for which 200 additional trucks organized into military units are necessary. This is in addition to 100 trucks in

4894

June 19th, 1945

Transportation - Northern Italy - 4 -

military units at present available to Liguria Region.

Altho it is felt that the Milan rates are high enough for Liguria Region, due to the inability of Liguria Region to procure rate books setting out the Milan rates the present tariff charge was established at 100 percent in excess of the rates set forth in General Order 42.

8. In general, sufficient transport is available in Northern Italy, except for the temporary requirement of certain vehicles organized into military formations for the performance of specific tasks, providing POL and coal are supplied in sufficient quantities now and times are made available in the near future. There is a general shortage of Allied transport personnel, which must be corrected by posting of officers from the Southern truck pools at the earliest possible date to the Northern regions, supplemented by additional officers to be procured elsewhere. It is the general feeling that the Milan rates with a moderate charge for vehicles over 100 quintals capacity are plenty high enough and that it would be unwise to use EM-3 rates at the present time.

Herbert H. Taylor
HERBERT H. TAYLOR,
Director.

DISTRIBUTION:External:

15th Army Group (G-5 - Att'n: Lt. Col. Harris).
Regional Commissioner, Toscana Region) With
" " , Emilia Region) Copies for
" " , Liguria Region) Transportation
" " , Venetia Region) Officers
" " , Lombardia Region)
" " , Piemonte Region)
HQ, Lombardia Region, (for Att'n: Major Talbot).

Internal:Acting

Vice President, Economic Section
Commerce Sub-Commission
Industry Sub-Commission (2)
Deputy Director, In. S/C
Planning Staff, In. S/C
Movements Division, In. S/C (4)) ACTION
" " " " " ") and

Order 42.

8. In general, sufficient transport is available in Northern Italy, except for the temporary requirement of certain vehicles organized into military formations for the performance of specific tasks, providing POL and coal are supplied in sufficient quantities now and tires are made available in the near future. There is a general shortage of Allied transport personnel, which must be corrected by posting of officers from the Southern truck pools at the earliest possible date to the Northern regions, supplemented by additional officers to be procured elsewhere. It is the general feeling that the Milan rates with a moderate charge for vehicles over 130 quintals capacity are plenty high enough and that it would be unwise to use ENL3 rates at the present time.

Herbert H. Taylor
HERBERT H. TAYLOR,
Director.

DISTRIBUTION:External:

15th Army Group (G-5 - Att'n: Lt. Col. Harris).
Regional Commissioner, Toscana Region)
" " , Emilia Region) With
" " , Liguria Region) Copies for
" " , Venezia Region) Transportation
" " , Lombardia Region) Officers
" " , Piemonte Region)
HQ, Lombardia Region, (for Att'n: Major Talbot).

Internal:

Acting
Vice President, Economic Section
Commerce Sub-Commission
Industry Sub-Commission (2)
Deputy Director, Th. S/C
Planning Staff, Th. S/C) ACTION
Movements Division, Th. S/C (4)) and
Rail Division, Th. S/C) Report to
Road Division, Th. S/C)
Port & Warehouse Division, Th. S/C) Director
Colonel Walton, Supply Division, Economic Section

HEADQUARTERS ALLIED COMMISSION
APO 894
Transportation Sub-Commission

6 June 1945

AC/22
64
AC/22/14/TN.8Lt. Col. H. P. Groom-Johnson
C-5 A.F.H.R.

Dear

I received your letter of 19 May on my return from a tour of the North on 1 June, hence the delay in reply. Mr. Gross, Chief Roads Division, states that in my absence he explained to Major Goodspeed the present employment of our inspection teams and requested him to inform you.

One team is at present touring the North on maintenance investigation while the second is in Sicily with Italian Govt enquiries conducting the handover of the I.M.F. organization to the Italian Govt.

It is anticipated that both teams will now be employed for a fortnight or 3 weeks on the transfer of all AC/MS Truck Pools to the Italian Govt.

On the completions of this work I will inform you when arrangements can be made for another series of visits in the North in order that your three officers can accompany our teams.

Yours

S. FERNTHOUGH,
Lt. Colonel, R.A.Copy to:
Deputy Director Tgt. 3/3

4893

CONFIDENTIAL

From: Lt. Col. H.P. JOOM-JOHNSON

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

18th May 1945

Lt. Col. G. Fernyhough,
Transportation Sub-Commission, A.C.Dear *Fernyhough*,

I understand that you discussed the maintenance inspection of AC vehicles with Col. LIBBY on 5th May and that you have your own inspection team which visits AC road transport pools with a view to speeding up operations and improving maintenance.

We should very much like, if we may, to send three officers as observers on the next series of visits which your inspection team makes. The inauguration of the Motor Transport Brigade, the delay in importing maintenance tools on AC account and the recent wide extension of AC trucking operations due to the liberation of the North will probably have produced their own crop of problems and we should like to see for ourselves exactly what these are, and to what extent we can help here in solving them. The people whom we should like to send would be representatives of G-5 and Ordnance (AMERICAN) and an officer from the RASC Inspectorate.

Could you let me know when you propose sending out the Inspectorate next? We should be grateful for four or five days warning so that we can produce the observers and brief them beforehand. It has been suggested that, if possible, visits to the QM Truck Coys and General Transport Coys, operating under command of 5th and 8th Armies, could also be usefully included in the schedule, though presumably this would have to be arranged with the Army HQ concerned.

Yours *Sincerely**V.A. Joom-Johnson*

4892

Copy to: G-4(A)
Q(AE)
Ord(A)

CONFIDENTIAL

722.
66

ASO LOMBARDIA REGION FOR BRIGADIER EUSE

[P] 9243

6 June 1945

PRIORITY

RESTRICTED PD

PARA ONE PD REFERENCE YOUR SIGNAL ONE ZERO EIGHT SEVEN DATED ZERO TWO
RECEIVED ZERO FIVE PD

PARA TWO PD ASO LOMBARDIA REGION FOR BRIGADIER EUSE FROM HQ ALCON CITE ATFT PARIS

PARA TWO PD MISTER TAYLOR CMA DIRECTOR TRANSPORTATION AND COMMISSION ATTENDED
MEETING AT ONE NINE ARMY GROUP HEADQUARTERS FOUR JUNE TO DISCUSS ~~THE~~ CAPTURED ENEMY
TRANSPORT SITUATION PD STATED AT MEETING THAT ALL SERVICEABLE TRUCKS BEING USED
FOR MOVEMENT GERMAN REAR ~~AREA~~ WILLIAM TO CONCENTRATION AREAS AND OTHER
MILITARY COMMITMENTS CMA INCLUDING HAULAGE CIVILIAN SUPPLIES PD NOTED FOUR ZERO
ZERO ZERO HEADLINED VEHICLES IN PARIS REGION PD

PARA THREE PD NO ENEMY TRANSPORT IS TO BE HANDED OVER TO ASO FOR AT LEAST
SIX WEEKS PD ARMIES WILL DECIDE NUMBERS TO BE RETAINED FOR MILITARY USAGE AND
SUPPLIES WILL BE REPORTED TO ASO FOR HANDOVER TO ASO AND ALLOTMENT TO TRUCK POOLS
IN WHICH PD MISTER TAYLOR REPORTS NO FURTHER ACTION POSSIBLE AT THIS STAGE PD

Copy to:

Chief Commissioner
Executive Commissioner
Economic Section
Transportation S/C

Transportation S/C

566

NICHOLAS PLOMBINO
CWO U.S.A.
Analyst Adjutant

4891

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 1087
Date/Time of Origin: JUNE 021600

Message Centre No: E/3658 3659
Date Time Rec'd: JUNE 050830
Precedence: PRIORITY

FROM: LOMBARDIA REGION FROM BRIGADIER LUSH
TO: ALLIED COMMISSION ROME

RESTRICTED

RESTRICTED.

Para . From my observation hundreds of load and pasenger carrying vehicles of German and Italian makes are being collected in the area north of TRENTO among other places.

Para 2. Other German transport is believed to be moving Germans to concentration areas. Every effort should be made to obtain release to AICOM for Italian use before they are dispersed cannibalized or looted.



DIST

ACTION INFO TN SC (2)
CHIEF COMMISSIONER
EXEC COMMISSIONER (2)
ECON SEC
FILE

4893

RESTRICTED

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION

SAC/ BP

SUBJECT : Empty Gas Cans

Milano 28th. May 1945

TO : Transportation Sub-Commission
HQ. A.C.

1. Enclosed for your information is a copy of my letter of to-day re. a/m subject to Col. SWEENEY A.M.T. IV Corps HQ. which is self-explanatory.

2. Col. SWEENEY let Lt. Col. REITER Acting Commerce Officer IV CORPS Lombardia Region have 2317 cans of Gas and Oils to meet an emergency and the empties were to be picked up by the IV Corps later.

3. I presume that you can contact either Capt. DAAG or 2nd. Lieut. Poggioli and ascertain if, when and where these cans were returned to the Army. If a receipt was obtained please quote it in your reply.

4. Please secure this information for me as soon as possible because I have been unable to contact these Officers.

By order of Col. POLETTI.

Stephen A. Crump
Stephen A. CRUMP
Lt. Col.
CHIEF COMMERCE DIVISION
LOMBARDIA REGION

Copy to : Col. SWEENEY, C.M. IV CORPS HQ.
Commerce Sub-Commission HQ. A.C.
Lt. Col. REITER, Piemonte Region

4889

RESTRICTED

RESTRICTED

A M G

PIEMONTE REGION

9124

5 JUNE 1945

P R I O R I T Y

RESTRICTED PD

PARA ONE PD REFERENCE YOUR SIGNAL NAN FOX TARE DATED ZERO TWO PD
PAREN TO AMG PIEDMONTE REGION INFO FIFTEEN ARMY GROUP FOR
GEORGE DASH FIVE FROM ALCOM HEADQUARTERS CITE ACTPT PAREN

PARA TWO PD YOU ARE REFERRED TO THIS HQ SIGNAL EIGHT NINE NINE
SEVEN DATED ZERO TWO TO FIFTEEN ARMY GROUP INFO TO YOU PD STRESSED
THAT ALL DEMANDS FOR TRANSPORT MUST BE MADE TO FIFTEEN ARMY GROUP
IN PHASE ONE PD ALLIED COMMISSION HAS LOANED TO FIFTEEN ARMY
GROUP ALL AVAILABLE ALLIED COMMISSION MILITARY TRANSPORT FOR
EMPLOYMENT UNDER ^{THEIR} THIS CONTROL PD ALLIED COMMISSION HAVE NO QUEEN
MIKE AVAILABLE AT PRESENT FOR ANY COMMITMENTS IN THE NORTH PD

COPY TO : ECONOMIC SECTION
TRANSPORTATION SUBCOMMISSION (3)
TRUCK OPERATING GROUP

TRANSPORTATION S/C
ROADS DIVISION

NICHOLAS PEOBINO
CWO USA
ASSIST/ ADJUT/

4888

00 0722
COPY CABLE IN CLEAR 60

TO : 15th Army Group.

9052

3 June 1945

PRIORITY

1. Reference our signal seven eight eight eight dated 18 May and your CAS 549 dated 24 May.
2. Must adhere to our proviso in para four of 7808 requesting you provide one Coy lift 80 tons for Forli refugee camp. Emilia Region now face serious transport situation due to lack of trucks for civil supplies, urgent movements of hemp, grain and fruit and refugee moves. Civilian trucks quite inadequate to compete.
3. Three truck battalion complete now handed over to you as promised. Must strongly request you meet demand for one coy to be put at disposal of Emilia Region forthwith. Suggest you detach 1 Q.M. Coy ex 3 Truck Battalion to be located Bologna. OC Coy should report to Regional Transportation Officer. Location in Bologna convenient to Battalion Headquarters Modena for maintenance.
4. Appreciated 6 provinces Emilia still under your control in phase one but AMG continue to press this Headquarters for Allied Commission Transport. No further Allied Commission Military Transport is available due to handover to you of all units which could be spared after meeting commitments in Italian Government territory. Please treat as most urgent.

NICHOLAS PIOMBINO
CWO USA
Assst Adjutant

Transportation S/O
Roads Division

4887

Copy Cable in Clear

TO : 15 Army Group for Info AMG 5 Army AMG 8 Army 4th Corps Distwo Westmoves
Nastmoves Alcom Emilia Region Alcom Liguria Region Alcom Piemonte Region
Alcom Lombardia Region Alcom Venezia Region Via 210 Sub Area.

8997

2 June 1945

Priority

1. Reference conversation Christensen Harris and para 4 Alcom signal
8276 of 23 May not to all.

2. Alcom Regions continue to apply direct to this Hq. for transport
assistance. Repeat request that you issue instructions to all Regions
detailing how demands for movement are channelled till phase two or
present system changed during phase one. Recent examples not addressed
or repeated to you but sent direct this Hq. as follows:

(A) Venezia Transportation 1 of 26 May. Only Alcom or Military assistance
is 1001 G.T. Coy less 1 Platoon. Unable keep pace with present Food require-
ments. Cannot clear warehouses for new harvest. This already reported to you
after conversation Kreml at 5 Army Transportation.

(B) Piemonte of May 29 NPT. 75 tons Public Welfare Blankets and clothing
from warehouse 12 L50 Livorno to Turin.

(C) Emilia R9/CAB/169 of 29 May large german hemp deposits north of
PO (Incl Bolzano) to be moved to warehouse. Require 1 G.T. Coy for period
6 weeks. Urgent as hemp is disappearing. Several thousand tons involved.
Suggest possibility of using Army Tpt. moving south. Alcom Regions will
maintain close contact with movements (B) or Transportation (A) Branch of
nearest Military formation.

Transportation S/G
Movements.

NICHOLAS PIOMBINO
CWO U.S.A.
Asst. Adjutant

4886

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
(Advanced Echelon)
AFO 394

HAS/Lr.

160h/TN2/ADV.

29th May 1945

TO : REGIONAL COMMISSIONERS

LOMBARDIA
PIEMONTE
LIIGURIA
VENEZIA

SUBJECT: - ROAD TRAFFIC CONTROL FORCE.

Transportation Sub-Commission A.C. letter refers. No. 155/i/Tn.2 dated 4th May 1945.

1. (a). The Force will in future be known as 'Polizia Controllo Economico'.
- (b). All members will wear, when on duty, Italian Field Grey or Anaki, service dress, with San Browne belt, Maroon patches with star (worn on the collars of the tunics. When however special investigations are being made, civilian clothes may be worn by members of the force.
- (c). Each member of the force will carry on his person a blue identity card as per attached copy.
- (d). Motor cars: Motor cycles etc. used by members of the force when on duty, will have prominently displayed on the windcreens of the cars and in front of the motorcycles, a white card on which will be printed in black, the title of the force. At the backs of the vehicles will be also a card bearing the title of the force. On the reverse side of the cards on the fronts of vehicles will be shown:-
Number of car.
Signature of person in charge of car or driver.
Signature of O.C. Force. (~~Signature~~).
Stamp of the Force.

2. The work to be carried out by the Force is as laid down in the attached letter of the Transportation Sub-Commission, AC, numbered 155/i/Tn.2 para 2 sub paras (a) (b) (c) (d) and (e).
To sub-para (e) should be added the word 'CIVIL' before the word 'TRANSPORTATION'.

3. The Force will at the earliest possible moment be brought up to an agreed establishment of 53 Ufficiali 220 Sottufficiali 975 Agenti. As suggested by the Chief of Police, Rome, vide that Officers' letter numbered CG/Lr. d/ 4/5/45, copy attached; and agreed to by the ~~Committee of Liberation~~ Committee of Liberation of the North of Italy, vide that Officers' letter numbered Prot. No 7/1) mobilisation, copy attached.
Recruits from the ranks of the Partisans and Security agents will be enrolled with qualifications in accordance with the written views by the same two Officers quoted previously in this para.

4. The Force will be split up amongst the 4 Northern Regions as follows: 885 Milan.
Headquarters of Force 5 Ufficiali 5 Sottufficiali 25 Agenti.
Lombardia Region. 16 Ufficiali 55 Sottufficiali 275 Agenti

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
(Advanced Echelon)
APO 394

HAS/1r. 722
29th May 1945
M.C.

160A/TW2/ADV.

TO : REGIONAL COMMISSIONERS
LOMBARDIA
PIEMONTE
LIGURIA
VENETIA

SUBJECT: - ROAD TRAFFIC CONTROL FORCE.
Transportation Sub-Commission A.C. letter refers. No. 155/A/Mn.2 dated 4th May 1945.

1. (a). The force will in future be known as 'Polizia Controllo Economico'.
(b). All members will wear, when on duty, Italian Field Grey or Khaki, service dress, with Sam Browne belt, Maroon patches with star (worn on the collars of the tunics. When however special investigations are being made, civilian clothes may be worn by members of the force.
- (c). Each member of the force will carry on his person a blue identity card as per attached copy.
- (d). Motor cars: Motor cycles etc. used by members of the force when on duty, will have prominently displayed on the windcreens of the cars and in front of the motorcycles, a white card on which will be printed in black, the title of the force. At the backs of the vehicles will be also a card bearing the title of the force. On the reverse side of the cards on the fronts of vehicles will be shown:-
 - Number of car.
 - Signature of person in charge of car or driver.
 - Signature of O.C. Force. (~~Signature~~).
 - Stamp of the Force.

2. The work to be carried out by the Force is as laid down in the attached letter of the Transportation Sub-Commission, AC, numbered 155/A/Mn.2 para 2 sub paras (a) (b) (c) (d) and (e).
To sub-para (e) should be added the word 'CIVIL' before the word 'TRANSPORTATION'.

3. The Force will at the earliest possible moment be brought up to an agreed establishment of 53 Ufficiali 220 Sottufficiali 975 Agenti. As suggested by the Chief of Police, Rome, vide that Officers' letter numbered 00/1r d/ 4/5/45, copy attached; and agreed to by the Committee of Liberation of the North of Italy, vide that Officers' letter numbered Prot. No 7/1) mobilisation, copy attached. Recruits from the ranks of the Partisans and Security agents will be enrolled with qualifications in accordance with the written views by the same two Officers quoted previously in this para.

4. The Force will be split up amongst the 4 Northern Regions as follows: 885 Milan. Headquarters of Force 5 Ufficiali 5 Sottufficiali 25 Agenti.

The force will in future wear, when on duty, Italian Field Grey uniforms. All members will wear, when on duty, Italian patches with star are service dress, with Sam Browne belt. When however special investigations are being made, civilian clothes may be worn by members of the force.

Each member of the force will carry on his person a blue identity card as per attached copy. Motor cars: Motor cycles etc. used by members of the force when on duty will have prominently displayed on the windcreens of the cars and in front of the motorcycles, a white card on which will be printed in black, the title of the force. At the backs of the vehicles will be also a card bearing the title of the force. On the reverse side of the cards on the fronts of vehicles will be shown:-

Number of car.
Signature of person in charge of car or driver.
Signature of G.C. Force. (G.C. Force).
Stamp of the Force.

2. The work to be carried out by the Force is as laid down in the attached letter of the Transportation Sub-Commission, AC, numbered 155/14/Tn.2 para 2 sub paras (a) (b) (c) (d) and (e). To sub-para (e) should be added the word 'CIVIL' before the word 'TRANSPORTATION'.

3. The Force will at the earliest possible moment be brought up to an agreed establishment of 55 Ufficiali 220 Sottufficiali 975 Agenti. As suggested by the Chief of Police, Rome, vide that Officers' letter numbered 4/5/45, copy attached; and agreed to by the Committee of Liberation of the North of Italy, vide that Officers' letter numbered 1/5/45, copy attached; mobilisation, copy attached. Recruits from the ranks of the Partisans and Security agents will be enrolled with qualifications in accordance with the written views by the same two Officers quoted previously in this para.

4. The Force will be split up amongst the 4 Northern Regions as follows: 885
Headquarters of Force 5 Ufficiali 5 Sottufficiali 25 Agenti.

Lombardia Region.	16 Ufficiali	55 Sottufficiali	275 Agenti
Liguria Region.	6 do	25 do	125 do
Piemonte Region.	9 do	40 do	200 do
Veneto Region.	16 do	75 do	350 do

The distribution of the forces within the different Regions will later be decided upon according to needs etc. Notification of such distribution and any subsequent changes will be notified to the appropriate Allied Military Police Authorities.

5. The Force will establish and maintain the closest touch with the Allied Military Police Authorities so that mutual aid can be given to ensure the control of all forms of 'trafficking' within the terms of reference of the Force.

6. The Lombardia Region Force will commence their duties on the 1st of June 1945 and it is expected that the forces for the other four Regions will be ready to do likewise at an early date.
7. In accordance with instructions issued by the O.C. Polizia Controllo Economico, Capt. Eucelli Tullio O.Cs, of the respective Regional Forces will make all necessary arrangements for accommodation, rationing etc. etc. of their units.
8. All letters etc. intended for the Polizia Controllo Economico should be addressed to Major H.A. Symons; Intelligence Corps; attn. A/E/Transportation; Montecatini Building, Milan. Telephone number 12407 extension 3033. 346

For the Deputy Director :

H.A. Symons

H.A. SYMONS
Major, I.C.

Attachments.

1. Copy of letter of Transportation Sub-Commission, A.C. numbered ~~1554~~ 1554/In.2 dated 4th May 1945.
2. Copy (translation) of letter of the Chief of Police, Rome; numbered CG/Lr dated 4th May 45.
3. Copy (translation) of letter of Chief of General Staff of the Committee of Liberation; numbered Prot. No 7/Demobilization; unnumbered but which was issued on the 22nd May 45.
4. Extracts (translation) of letter from Comando Polizia per il Controllo del Traffico e dei Trasporti (to which attachment 3 refers) numbered Prot. D/4 dated 21st May 1945.
5. Copy of special identity card carried by each member of the Force.

Transportation Sub Commission A.C.

COPY TO: Public Safety Allied Commission
Economic Section Allied Commission
Legal Sub-Commission
Roads Division of Transportation S/C
Road Section Movements Allied Commission
G-5
15th. Army Group
AFHQ
4th. Corps
5th. and 8th. Army
2 District
Provost Marshall 4th. Corps (12 copies)
A.P.M. 2 District (3 copies)

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

WAS/lr

Tele. : 220

4 May 1945

155/2/Tn.2

TO : Regional Commissioners
(Attn. Transportation Officers)

Liguria
Piemonte
Lombardia
Venezia

SUBJECT : Road Traffic Control Force.

1. A special road traffic control force has been organized by the Ministry of the Interior for work in the four Northern Regions.

2. The force is an Italian one and has been specially selected and is composed of appropriate specialists; it has its own legal branch. The force mounted - self contained - self provisioned - uniformed - armed - makes its own provisions for lodging. At present the force is not up to establishment, but will be brought to establishment by recruiting locally from P. S. agents.

The work of the force will be :

- (a) Checking of permits, trip tickets ect.
- (b) Investigation of fraud and illegal operation of truckers.
- (c) All other problems of civil transportation control.
- (d) Mobile road blocks.
- (e) Other police work having to do with transportation control.

The force will report to and be under the jurisdiction of

A.P.O.S.

4. The Area Commander is Capt. Buscelli Tullio and each of the four Northern Regions will have a section of this force operating in their respective region.

Regional Commanders are the following :

Liguria	Capt. SARNI, Guido
Piemonte	Capt. MARCHESE, Valentino
Lombardia	Capt. DI VERBIO, Adolfo
Venezia	Capt. GIRARDI, Bruno

4884

5. Major W. A. Symons (D), Intelligence Corps, attached to Transportation Sub-Commission, Advance Echelon is the Liaison Officer.

By Command of Rear Admiral STONE :

SUBJECT : Road Traffic Control Force.

1. A special road traffic control force has been organized by the Ministry of the Interior for work in the four Northern Regions.

2. The Force is an Italian one and has been specially selected and is composed of appropriate specialists; it has its own legal branch. The force mounted - self contained - self provisioned - self uniformed - armed - makes its own provisions for lodging. At present the force is not up to establishment, but will be brought to establishment by recruiting locally from P. S. agents.

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- (b) Investigation of fraud and illegal operation of truckers.
- (c) All other problems of civil transportation control.
- (d) Mobile road blocks.
- (e) Other police work having to do with transportation control.

3. The force will report to and be under the jurisdiction of R.P.O.S.

4. The Area Commander is Capt. Duscelli Tullio and each of the four Northern Regions will have a section of this force operating in their respective region.

Regional Commanders are the following :

Liguria	-	Capt. SARMI, Guido	4884
Piemonte	-	Capt. MARCHESE, Valentino	
Lombardia	-	Capt. DI VERBIO, Adolfo	
Venezia	-	Capt. GIRARDI, Bruno	

5. Major M. A. Symons (E), Intelligence Corps, attached to Transportation Sub-Commission, Advance Echelon is the Liaison Officer.

By Command of Rear Admiral SPONE :

M. B. THOMAS, Colonel
Deputy Director.

Copy to : Public Safety
Economic Section
Legal Sub-Commission
Roads Division of Transportation S/C.
Road Section Movements
C-5

A.T.M.O.

15th Group

ATTACHMENT No 2

COPI OF LETTER FROM CHIEF OF POLICE ROME

GENERAL DIRECTOR OF TRAFFIC
PUBLIC SECURITY

CG/Lr

Rome 4 May 1945

TO : The Compartmental Chiefs of the Regions of :
LIGURIA, PIEMONTE, LOMBARDIA and VENEZIA.
Their Headquarters

SUBJECT : Engagement of personnel for Headquarters Traffic and
Transport Police attached to the A.M.G.

So that it may be brought to the Attention of the Questori of
Genoa, Turin, Milan and Venice I forward the orders issued by H.E. Ferrari,
Chief of the Police.

- this General Direction of P.S. by request and in agreement with the Allied
Command has organized a Police service for the control of traffic and transport
at the direct dependence of the Transportation Division of the AMG in the
Province of Liguria, Piemonte, Lombardia and Venezia. The command of said
service has been granted to the Capt. of P.S. BUCELLI Tullio, attached to
Motor Transportation AMG.

For the creation and functioning of the said organization, this
General Direction has put at the disposal of the Allied Command 150 men compos-
ed of officers, N.C.O.'s and Agents, which have been drawn from the Rome Police
force and has given to Capt. BUCELLI the authority to engage, on the spot, the
strictly necessary personnel, on the basis of the organization which has been
approved by this Direction and the Allied Command engaging them from : -

a) the public security personnel which have the necessary
requisites, in agreement with the competent Questure and Committee of Liberation;
b) patriots which have the prescribed requisites, the necessary
degrees, in agreement with the competent Committee of Liberation and the Allied
Command.

Capt. BUCELLI will communicate the particulars of the persons
engaged to this Direction which will engage to all effects the personnel indicat-
ed by the Nucleo Autonomo Ministero Interno.

The competent Questure will see that the personnel of their
respective province be quartered, fed, equipped and armed as requested by the
commander of the Regional Service.

Sgd. The Chief of Police
FERRARI

The General Director of Traffic P.S.
Capt. Bucelli Tullio

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
(Advanced Echelon)
APO 394

COPY OF LETTER FROM COMMITTEE OF LIBERATION
COMMITTEE OF NATIONAL LIBERATION NORTHERN ITALY C.V.L.
HEADQUARTERS
DEMobilIZATION OFFICE

Ref. 7/Demob.

TO : The Regional Headquarters of Piemonte
Liguria
Lombardia
N. Italy
S. Emilia
Veneto
TURIN
GENOA
MILAN
PARMA
BOLOGNA
PADOVA

Headquarters Garrison of MILAN.

SUBJECT : Road Traffic Control Force.

1. We forward copy of letter n.D.4/Pers. of 21st. May 1945, from the Road Traffic Control Force for the execution of the requests therein and we prescribe :

- a) To carry out with the utmost urgency what is requested in para. 6.
- b) To examine carefully the moral and physical requirements of the staff to be assigned as by para. 7-8.
- c) When remaining operation is finished, please forward, to this Command a detailed report indicating the names of the selected officers and the place where they were previously employed.
- d) The number of the personnel assigned to Lombardia must be divided into: 50% for the City of Milan, and the remainder for the Provinces.

CHIEF DEMOBILIZATION OFFICE
Sgd. Col. G. RATTI

CHIEF OF THE GENERAL STAFF
Sgd. Lt. Col. BIANCHI

4882

Extracts of letter (paras. 6, 7, and 8) from Direzione Polizia per il Controllo del Traffico e dei Trasporti,

Addressed to
IL COLTATO NAZIONALE DI LIBERAZIONE A.I. COMANDO GENERALE C.V.D.

No. Prot. D.4./Pers.

Milan 21st May 1945.

Subject: - Road Traffic Control Force.
Para.

6. Reference the forgoing In view of the fact that Officers Commanding the different Regional Forces of the Polizia Controllo Economico have already arrived at their appointed destinations viz. Liguria; Piemonte; Lombardia and Veneto, and that they are contacting all interested local officials (Military and Civil). It is requested that your command issue orders to the appropriate civil authorities of those Regions to assist them in:-

- (a) Facilitating their approach to interested civil officials
- (b) Arranging to have placed at the disposal of the Officers Commanding Regions; Volunteers for enrolment in the Polizia Controllo Economico; in order to have brought up to establishment the respective Regional Forces.

(c) and to issue instructions that those to be enrolled bring with them, on enrolment, any vehicles they may be in possession of.

7. Below, please find the detail of the numbers required for each Region and the qualifications required of the volunteers:-

<u>LIGURIA</u>	OFFICERS	4	N.C.O.'s	19	AGENTS	105
<u>PIEMONTE</u>	do	7	do	35	do	176
<u>LOMBARDIA</u>	do	8	do	42	do	225
<u>VENETO</u>	do	13	do	70	do	325

Qualifications are as follows:-

<u>OFFICERS</u>	Irreproachable, civil and political behaviour, high School degree, strong and healthy constitution, minimum height 1.65	4881
<u>N.C.O.'s</u>	Irreproachable, civil and political behaviour, elementary school diploma, and a good general education, minimum height 1.65 strong and healthy constitution,	
<u>Agents.</u>	Irreproachable, civil and political behaviour, elementary school-diploma, strong and healthy constitution, minimum height 1.65.	

8. In conformity with the orders which this Headquarters will issue to the Regional and Provincial Commanders of this Service, in full agreement with the local Committees of National Liberation C.N.L. the Regional supervisors will see to the recruiting of the personnel in each Region and Province. The service is a delicate one, but notwithstanding, the competent authority of the Allied Command has full confidence in its developments to counter block

- civil authorities of those Regions to assist them in:
- (a) Facilitating their approach to interested civil officials.
 - (b) Arranging to have placed at the disposal of the Officers Commanding Regions: Volunteers for enrolment in the Polizia Controllo Economico; in order to have brought up to establishment the respective Regional Forces.
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OFFICERS , Irreproachable, civil and political behaviour, high School degree, strong and healthy

constitution, minimum height 1.65

4881

N.C.O.'s Irreproachable, civil and political behaviour, elementary school diploma, and a good general education, minimum height 1.65 strong and healthy constitution.

Agents.

Irreproachable, civil and political behaviour, elementary school-diploma, strong and healthy constitution, minimum height 1.65

8. In conformity with the orders which this Headquarters will issue to the Regional and Provincial Commanders of this Service, in fulfilment with the local Committees of National Liberation C.N.L. the Regional supervisors will see to the recruiting of the personnel in each Region and Province. The service is a delicate one, but notwithstanding, the competent authority of the Allied Command has full confidence in its developments to counter block market operations thereby minimizing the possibilities of inflation in the four Regions of Northern Italy. It is therefore suggested that the greatest care be exercised in the selection of recruits.

The Inter-Regional Director
Sgd. Cap Duclli Dr Tullio.

ALLIED MILITARY GOVERNMENT

POLIZIA
Controllo Economico

POLICE
Economic Control

SPECIAL IDENTITY CARD

No. _____

ALLIED MILITARY GOVERNMENT REGION OF _____

Identity card No. _____ and holder of this special
identity card No. _____ is a member of the
PUBLIC SAFETY AGENTS

(Other)

and IS AUTHORIZED TO PERFORM SUCH DUTIES AS
ARE REQUIRED BY LAW and THE ALLIED MILI-
TARY GOVERNMENT. HE SHOULD NOT BE INTER-
FERED WITH THE PERFORMANCE OF HIS DUTIES
BY MEMBERS OF THE ALLIED MILITARY FORCES.
Arms (rifles, pistols, revolvers, submgs, etc.) automobiles,
motorcycles, bicycles, horses and other articles which
are part of his equipment MUST NOT be taken from
him, except in cases requiring immediate emergency ac-
tion. When such action is taken, equipment should be
properly marked and forwarded with report to the sen-
ior Senior Civil Affairs Officer.

Date: _____

By: _____

Title: _____

(OFFICIAL STAMP)

GOVERNO MILITARE ALLEATO PROVINCIA DI _____

possessore della carta d'identità N. _____ e di
questa tessera speciale N. _____ fa parte degli

AGENTI DI PUBBLICA SICUREZZA

(altro)

ed è AUTORIZZATO A DISIMPEGNARE QUELLE
FUNZIONI RICHIESTE DALLA LEGGE E DAL GO-
VERNO MILITARE ALLEATO E NEL DISIMPEGNO
DELLE SUE FUNZIONI NON DEBBO INTERPOR-
SI I COMPONENTI DELLE FORZE ARMATE AL-
LEATE. Armi (moschetti, pistole, rivoltelle, scabole),
automobili, cavalli ed altri oggetti che fanno parte del
suo equipaggiamento NON debbono essergli tolti, salvo
in caso di emergenza richiedente un pronto intervento.
Dovendo agire in tal senso gli oggetti debbono essere
chiaramente contrassegnati ed inviati con relativo rap-
porto al più vicino Ufficiale degli Affari Civili.

Data: _____

Da: _____

Titolo: _____

0632

*Col
Longfellow*

*52
722*

ALLIED COMMISSION

WGP/ls

Inter Office Memo

Ref: AC/203/4/Tn.5

18 May 1945

SUBJECT: Tires and tubes released 12 May to 16 May 1945.

TO : Information.

<u>To whom Issued</u>	<u>TIRES</u>		<u>TUBES</u>	
	<u>Size & Quantity</u>		<u>Size & Quantity</u>	
✓ Piemonte Region	750 x 20	135	750 x 20	560
✓ Lombardia "	"	281	"	577
✓ Venezia "	"	145	"	251
✓ Liguria "	"	78	"	184
Toscana "	"	72	"	78
M. T. GROUP "	"	200		
Abruzzi Cmpy "	"	25	750 x 20	25
TOTAL		<u>982</u>		<u>1775</u>

Italian Govt

488

*1000 tires tubes released
to in last 2 days*

WARNER G. PETERSON
Capt. C.A.C.
Roads Division

HEADQUARTERS ALLIED COMMISSION
APO 994
Transportation Sub-Commission

Tel : 566

Ref: AC/22/51/TK.5

SUBJECT : Report on Tour of North Italy
20 - 31 May 1945.

TC :

Introduction.

1. Lt.Col.G. YEMMHOUGH, Roads Division and Lt.Col.G.N. CHRISTENSEN, Movement Division - carried out an investigation of the Transport situation between the above dates. Main subjects covered were the movement of civilian supplies, road, rail and sea transport facilities available, the P.O.L. position, production of stocks of trucks, spare parts and tyres and internal transport administration in each Region.

2. Visits were made to FLORENCE, LEGHORN, GENOA, TURIN, MILAN, PADOVA, VERICE, BOLOGNA, G-5 13 ARMY GROUP and 5th ARMY Transportation Section.

Discussions were held with the Regional Transportation Officer (R.T.O.) and other trusted officers at each Regional H.Q. Where possible Regional Commissioners were also interviewed. Names of Officers visited are given below.

Army movements were contacted at GENOA, MILAN, VENICE and LEGHORN with a view to ascertaining the rail and port situations.

3. The report is divided into two parts. Part I - Road Transport and Part II - Rail, Shipping and Ports.

PART I - ROAD TRANSPORT

Toscana Region 21 - 30 May

Officers contacted : Lt.Col.GILES - R.T.O.
Capt. RAMSAY - Warehouse Officer - LEGHORN

4. In general the overall transport situation is satisfactory.
17 Q.M.Coy at FLORENCE and 221 G.T.Coy at LEGHORN, together with civilian trucks are adequate to meet immediate commitments.

5. Florence
(a) An additional lift is needed in FLORENCE to distribute 2000 tons of flour ex stockpile, lignite to PRATO wool factory and refugees. These demands cannot be met in full in addition to normal day to day civil supply requirements.

4879

-2-

(b) 22 Q.M. Coy., now arriving at FLORENCE is assisting, but will shortly join 3 Truck Bn. It is planned to move 222 G.T. Coy to FLORENCE when formation is complete during the first week in June. The 240 ton lift provided will be adequate to deal with all essential haulage.

(Action - Road Div)

6. A.M.G. Truck Pool Siena

36 Trucks are now distributed in SIENA, LUCCA, MASSA and FLORENCE with E.C. and workshops at SIENA. Civilian trucks can now meet SIENA Transport needs. R.T.O. proposes to move the Pool to LUCCA and to employ all vehicles on movement of supplies from LECORNI warehouses to PULITA and LUCCA Provinces.

(Info)

7. Leghorn - 31 May

(a) Transport Requirements. Commitments vary from day to day according to the rail and shipping programmes. The majority of haulage is warehouse to ship side for GENOA and Warehouse-rail for TOSCANA Region. Ship loading is now held up due to port situation at GENOA. Average daily tonnage to be moved amounts to 300, including inter Depot hauls. In addition 250 tons A.M.G. supplies need to be moved to MASSA.

(b) 221 G.T. Coy is entirely employed in the above haulage and is more than adequate to compete if operating efficiently. It is frequently necessary to use the whole Coy in ship loading due to limited time available for completion.

Capt. Ramsay stated that he was unable to obtain the full ton mileage potential from the Coy due to inefficient operation and bad discipline of drivers. Daily programmes are seldom completed due to delays en route, trucks reporting late, unauthorised diversions by drivers, failure to report to correct loading and unloading points and complete "disappearance" of trucks for long periods. Pilferage of parts of loads is also occurring.

Disciplinary action is taken in serious cases but the Italian Officers seem to lack control and are afraid to take severe action due to the possibility of desertion. The situation has improved recently as a result of the despatch of trucks in sections with an N.C.O. i/c but motorcycles are urgently needed for Road supervision. O.C. Coy has visited M.T. Group to discuss disciplinary measures in general.

(c) 19 Q.M. Coy has provided limited assistance, but is now under notice to move to join 3 Truck Bn. with 5th Army.

(INFO)

-3-

(d) Supplies for Genoa. Owing to delay in opening GENOA Port and recent storms it is planned to move 243 t.p.d. to GENOA by road. Civilian trucks from GENOA are now hauling 60 t.p.d. in the absence of Military Transport which should be supplied by 92 Division (U.S.)

(INFO See GENOA, para 9)

E. L. LIGURIA REGION - GENOA - 22 May

Officers Contacted - Brig. CAR - Regional Commissioner
Major JAMES - R.T.O.

" SIRLEY - Food Division

" WILSON - Industry Division.

8. Passenger Transport.

Trams and trolley-buses functioning fully. Adequate electricity supply available. No permits for buses yet issued. Private Cars limited to essential needs and A.M.G. permits in use.

9. Civil Supply Situation.

(a) Food requirements based on the 200 grams ration, is 217 t.p.d. Original plan provided for 376 t.p.d. plus 50 tons fat. The existence of local supplies and efficient civilian organization has assisted in meeting minimum needs.

(b) At the outset the serious situation was saved by the haulage of 1500 tons of food ex PLACENZA by civilian trucks with Patriots' patrol. Owing to the failure of 92 Division to allot '88t. to move food by road from LEGHORN movement by L.C.I. to the beach was the only supply channel for the first 15 days. From 10-21 May a total of 1082 tons was unloaded on the beach. Due to the storm on 21/22 May sea transport was stopped and supplies moved by civilian trucks from LEGHORN.

(c) LA SPEZIA had a 15 day reserve and supplies have been kept up by short hauls from the TORRE DEL LAGO stockpile and LIVORNO. IMPERL. and SAVON. are 4878 supplied from GENOA by civilian trucks.

(INFO)

10. Truck Situation.

(a) The speedy organization of Civilian Truck Pools enabled distribution of supplies to commence within 45 hrs of A.M.G. entry. 4700 tons were moved up to 21 May in GENOA and 1100 tons in SAVON.

(b) Good progress has been made in the registration of civilian trucks. Up to 21 May 2042 trucks were registered in GENOA, with a list of some 6500 tons, and 472 in SAVONA, of which 143 are over 2 Tons. Figures for IMPERIA and L. SPEZIA not available. Number of trucks available is thought to be adequate for the distribution of supplies within the Region.

(c) P.O.C.I. was re-organized and is now working efficiently in issuing temporary circulation permits. Control of trucks is generally satisfactory. A.M.C. work tickets are in use throughout the Region and private haulage is negligible, except by C.L.N. trucks.

(d) G.O.42 Tariff is applied and has been received well by truckers except for minor complaints. The U.D.T. Tariff dated 18 May 45, is however to be introduced in view of Mr. Antolini's directions at the MILAN Conference on 16 May. The R.T.O. considers the change unwarranted.

(e) When GENOA port is in full operation and able to accept 6000 t.p.d., R.T.O. will require at least one G.I. Coy to port clearance and haulage to R.H. for MILAN & TURIN. Civilian Trucks are considered unsuitable for the work. It will be for 15 Army Group to meet this commitment through 92 Division while Phase I continues.

11. P.O.L.

(a) Obtained at the outset from Patriots, due to failure of Army supplies. 92 Division provided 7 days supply on 11 May. L.O.T's were moving in a limited supply up to 22 May for C.I.P.

(b) Petrol Section allotted petrol and Gasoil for 2 nd. fortnight of May as follows:- (Figures in Litres)

	PETROL	GASOIL
GENOA	104,385	65,180
IMPERIA	21,263	19,315
L. SPEZIA	22,450	18,571
SAVONA	42,496	24,134

Above allocation is for all purposes to be broken down for user groups as per A.F.H.C. percentages.

The P.O.L. situation was considered satisfactory in the circumstances.

(c) No Methane stocks or production exist in the Region.

(INFO)

12. Spare Parts and Tyres.

(a) The "freezing" Proclamation was published on entry and a survey of stocks of tyres and parts is being made. Stocks are thought to be very limited. Results of the survey will be reported to Commerce Sub-Commission.

(b) No manufacture of vehicles, parts or tyres is in operation. The N.I.T.E. firm, which repairs and rebuilds batteries, has small stocks of plate metal and parts, but ceased production in March. Majority of machines were removed to BERLIN. The firms is now in liquidation, but Industry Division are taking steps to re-activate.

(ACTION - Reads Div. Planning Staff).

(d) G.O.42 Tariff is applied and has been received well by truckers for minor complaints. The U.D.T. Tariff dated 19 May 45, is however to be introduced in view of Mr. Antolini's directions at the MILAN Conference on 16 May. The R.T.O. considers the change unwarranted.

(e) When C.T.O. port is in full operation and able to accept 6000 t.p.d., R.T.O. will require at least one C.T. Coy to port clearance and haulage to R.H. for MILAN & TURIN. Civilian Trucks are considered unsuitable for the work. It will be for 15 Army Group to meet this commitment through 92 Division while Phase I continues.

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(b) Petrol Section allotted petrol and Gasoil for 2 nd. fortnight of May as follows:- (Figures in Litres)

	PETROL	GASOIL
GEMO	104,385	65,180
IMPERIA	21,283	19,915
L. FELLA	28,450	18,571
SAVONA	42,496	24,134

Above allocation is for all purposes to be broken down for user groups as per A.F.H.C. percentages.

The P.O.L. situation was considered satisfactory in the circumstances.

(c) No methane stocks or production exist in the Region. (INFO)

12. Spare Parts and Tyres.

(a) The "freezing" Proclamation was published on entry and a survey of stocks of tyres and parts is being made. Stocks are thought to be very limited. Results of the survey will be reported to Commerce Sub-Commission.

(b) No manufacture of vehicles, parts or tyres is in operation. The N.I.T.E. firm, which repairs and rebuilds batteries, has small stocks of plate metal and parts, but ceased production in March. Majority of machines were removed to BERLIN. The firms is low in liquidation, but Industry Division are taking steps to re-activate.

(ACTION - Roads Div. Planning Staff).

-5-

13. Administration.

(a) R.T.O. urgently needs 2 T.O.'s for IMPERI and SAVONA Provinces. Organization and control of Truck Pools is at present suffering due to lack of Officer Supervision.
The R.M.O., a lawyer has no experience of M.T. and is ineffective.
.. replacement is desired.

(ACTION - Admin.Div.)

(b) T.O.'s are handicapped by lack of reliable Cars. 5 Jeeps are needed as basis of 1 per Province and 1 for H.Q. T.O.'s.

(ACTION - Roads Div.)

H.Q. PIEMONTE REGION - TURIN - 23 May

Officers contacted

Major SLANDERS, R.T.O.
" REID, Industry Div.
" SCOTT, Food Division.

14. Passenger Transport.

Tramways and trolley buses in full operation, but no bus services started to date. Circulation of private cars controlled by R.M.C.I. and official permits issued to essential users only. .. number of cars were observed without windshield labels.

15. Civil Supply Situation.

(a) Total Regional Food needs are 300 t.p.d. based on 150 gr. ration. The situation is generally satisfactory due to grain stocks in provinces which are being distributed locally. .. 7 days stock of flour was on hand in Turin at date of visit. .. shortage of fats, sugar and salt exists.

(b) Up to 22 May 1380 Tons mixed supplies were delivered by C.S.O. 5th Army in trucks, of which 70% was flour. From 23 May 150 t.p.d. are being moved to CAGLIONE by road, thence to TURIN by rail for distribution. (INFO)

16. Truck Situation.

(a) U.D.T., the civilian truck organized, formed in November 43 with H.Q. in MILAN and branches in each province, has been converted into the U.D.T. TORINO for the organization of Truck Pools. The TURIN Office is well organized and efficient.

Formation of Truck Pools and registration of trucks is proceeding, but progress in the provinces is slower than in TURIN due to lack of T.O.'s to drive and supervise.

(b) According to R.M.C.I. figures a total of 2445 trucks are available in TURIN Province, of which 30% are over 2 Tons capacity. To date 1519 of 1 Ton and over had been registered and are operating with circulation permits and work tickets. Details of truck availability in the provinces were not available. .. shortage of trucks run on wood, methane and coal fuel.

(b) T.O's are handicapped by lack of reliable cars. 5 Jeeps are needed as basis of 1 per Province and 1 for H.Q. T.O's.

(ACTION - Roads Div.)

H.Q. PIEMONTE REGION - TURIN - 23 MAY

Officers contacted

Major SAUNDERS, R.T.O.
" REID, Industry Div.
" SCOTT, Food Division.

14. Passenger Transport.

Tramways and trolley buses in full operation, but no bus services started to date. Circulation of private cars controlled by R...C.I. and official permits issued to essential users only. Number of cars were observed without windshield labels.

15. Civil Supply Situation.

(a) Total Regional Food needs are 300 t.p.d. based on 150 gr. ration. The situation is generally satisfactory due to grain stocks in provinces which are being distributed locally. 7 days stock of flour was on hand in Turin at date of visit. Shortage of fats, sugar and salt exists.

(b) Up to 22 May 1380 Tons mixed supplies were delivered by C.S.O. 5th Army in trucks, of which 70% was flour. From 23 May 150 t.p.d. are being moved to CREMONA by road, thence to TURIN by rail for distribution. (INFO)

16. Truck Situation.

(a) U.D.T., the civilian truck organized, formed in November 43 with H.Q. in MILAN and branches in each province, has been converted into the U... di TORINO for the organization of Truck Pools. The TURIN Office is well organized and efficient.

Formation of Truck Pools and registration of trucks is proceeding, but progress in the provinces is slower than in TURIN due to lack of T.O's to drive and supervise.

(b) According to R...C.I. figures a total of 2465 trucks are available in TURIN Province, of which 30% are over 2 Tons capacity. To date 1519 of 1 Ton and over had been registered and are operating with circulation permits and work tickets. Details of truck availability in the provinces were not available. An appreciable number of trucks run on wood, methane and coal fuel.

(c) R.T.O. anticipates that civilian truck availability will be adequate to meet local needs when vehicles in the hands of the Patriots are turned in to M.G. Steps are being taken to effect this. The R.T.O. will report any deficiency to be made up from M.C. resources when the position is stabilised.

(d) The U.D.T. tariff in use before liberation in being employed.

(INFO)

-6-

17. P.O.L.

(a) Up to 23 May no P.O.L. was delivered by 5th Army and civilian trucks were run on stocks found locally. 300 t.p.d. were expected to arrive daily from INCOMA by truck to CODOMO and thence by rail to TURIN. No notification of Pet. Sec. allotment had been received.

(ACTION - Roads Div.)

(b) No stocks or production of methane are available.

18. Car and Truck Manufacture.

(a) The FIAT works normally employing 200,000, are producing 3 cars and trucks per day. Production is limited due to political trouble among employees and lack of coal, of which requirements are 10,000 tons per month.

(b) LANCIA used 500 tons coal per month to start production. If coal is supplied, electric battery trucks will be manufactured, but not before July.

(c) Industry Division has applied for coal allotment and suggest main supply should be through SAVONA port when opened, thence by rope line to SAN GIUSEPPE di CAIRO for rail to TURIN.

Stated that 7000 t.p.d. coal or 3000 t.p.d. oil can be handled through this channel under normal conditions.

(INFO - Planning Staff)

19. Spare Parts and Tyres.

(a) MICHELIN started producing 50 tyres a day for Fiat 526 trucks and cars on 22 May. Sufficient material is held for 3000 tyres and production can be stepped up to 750 per day if additional materials are supplied.

All tyres produced are blocked by Industry Division for release to FIAT for new trucks and for essential civilian cars.

(ACTION - Roads Div.)
(Planning Staff)

(b) Both FIAT and LANCIA possess good stocks which have been blocked by Industry Division. Fiat parts are being released for manufacture of new trucks. Industry and Commerce Divisions are obtaining details of stocks for submission to Sub-Commission's and decision on distribution.

(ACTION - Roads Division)
(Planning Staff)

(c) No batteries are manufactured in TURIN.

(INFO)

-7-

20 Administration.

(a) Owing to posting of Capt. WEDDERBURN to U.K., employment of Lt. E. ROME as Adjutant and non arrival of T.O's on T.D. in the South, R.T.O. is short of 5 T.O's. Present situation is 2 Officers for 7 Provinces which is delaying formation of Provincial Pools.

In addition R.T.O. wishes to use Lt. STRAND, now i/c TURIN U.A., as rail Movts Officer.

(ACTION - Admin. Div.)

(b) All W3/W2 cars are said to be "war weary". Cars have been requisitioned to fill in but the Pool is not yet up to strength. If full number of T.O's needed are posted 7 Jeeps will be required for their use.

(ACTION - Roads Div.)

E.A. LORELLA REGION - MILAN - 25 May 1945.

Officers contacted :- Lt. Col. WEDDERBURN, R.T.O.

Capt. PIPER, T.O.

Lt. LEBNOFF, Commerce Div.

Major AUSTIN, Industry Div.

21. Passenger Transport.

Trams and trolley buses operating normally. No control of civilian cars appeared to exist due to large stocks of German petrol available and the great number of vehicles in hands of Patriots.

(INFO)

22. Civil Supplies Situation.

(a) 500 t.p.d. needed in MILAN for 150 grms ration and 1000 t.p.d. for 500 gr. ration. Other provinces mainly self supporting, due to local stocks, except for shortage of fats, sugar and milk.

(b) Up to 29 May C.S.O. 5 army delivered 300 t.p.d. to CREMONA R.H. for ralling to MILAN. In addition civilian trucks were lifting 400 t.p.d. through same channels to enable rations to be increased to 200 grs..

(INFO)

23. Truck Situation.

(a) The following R.A.C.I figures show the number of trucks over 2 Tons in circulation on 30 April 45 with breakdown into types of fuel:-

4876

-8-

FUEL	No. TRUCKS	C&P-CITY (TONS)
PETROL	185	540
GASOIL	273	956
WOOD GAS	200	654
CARBON GAS	282	904
METHANE	294	850
ELECTRIC	96	376
	<u>TOTALS</u>	<u>4290</u>

(b) To date approx. 500 trucks with a lift of 1500 tons have been registered and are in operation under U.... 61 MILITCO. A large number of captured vehicles and civilian trucks are in the hands of the Patriots. In addition civilians are thought to be hiding enemy trucks.

The Regional Commissioner, in agreement with the C.I.F. Commander, is publishing an order requiring Patriots to hand over to A.M.C. all vehicles equipment, parts and tyres held. R.T.O. estimates that if the order is complied with, sufficient vehicles will be available for internal distribution, but A.C. Military T.P.B. will be needed for long hauls from FORLI-CESSE. until rail link is through.

(c) U.D.T. previous trucking organization, was taken over, organized as U.... 61 MILITCO and is functioning well. Branches started in provinces but progress slow due to shortage of T.O.'s for supervision. Temporary circulating permits issued in MILAN and all registered trucks controlled with trip tickets in operation.

Of 1500 tons lift available 400 is employed on FORLI-CESSE haul and 1100 on distribution from R.H. and other essential local haulage.

(INFO).

24. P.O.L.

(c) 10 Days supply delivered by IV Coys are entry. C.I.P. functioning and organizing distribution.

(b) On 15 May Commerce Division released for MILAN 114000 litres petrol and 40,000 litres gasoil found in local A.C.I.P. stocks, of which 50% was allotted to U.... For period 15-31 May Pet.Sec. allotment was 100,000 litres gasoil for the whole Region, partly from local stocks and part imported. Again 50% went to U.... Gasoil allocation is short of requirements, but Commerce Division are taking up with Pet.Sec.

(c) 20,000 Cu.metres of methane per day are now produced from wells in the LODI-PIACENZA and PAVIA areas and delivered to MILAN by pipeline. Potential production is 40,000 cu. metres per day for MILAN and 10,000 for PEGGIO-PIACENZA area. Full production not in use due to shortage of cylinders. According to C.O.M.C.S., the distribution agency in LOBBARDIA, 2510 vehicles normally run on methane in LOBBARDIA and consume 520,000 cu.metres per month.

(ACTION - Roads Div.)

25. Spare Parts & Tyres.

(a) R.T.O. has issued two orders freezing parts and tyres for issue to U... trucks on a coupon basis. Good stocks of parts are thought to exist.

(b) Pirelli plant is producing 1000 tyres in May and possess materials for an unknown additional quantity. Stocks held by Pirelli amount to some 8000 - 9000 tyres of various sizes, but mainly for trucks. Some 1384 large size tyres for use on heavy trucks are available.

Commerce Division have a complete list of stocks by sizes and after meeting local demands from U..., propose to declare any surplus to Commerce B/C for release to the South.

Production by the Michelin plant is negligible.

(ACTION - Roads Div).
(Planning Staff).

26. Administration.

(a) R.T.O. is very short of T.O's on the figure of 12 agreed by the Deputy Director. 11 Officers were provided of which 2 have been transferred to other duties as unsuitable for transport work, a third is R.M.O. while Lt.Col. Fitzgerald and Captain Piper are in H.Q. Office, leaving 6 Officers as Provincial T.O's to run 10 provinces. Two new Officers without transport experience are attached from Army units. At least 4 additional experienced officers are urgently needed for general transport duties in the provinces and supervision of Truck Pools.

(ACTION - Admin.Div).

(b) Due to shortage of WE/TE cars, 11 Jeeps are needed for the use of T.O's.

(ACTION - Roads Div).

H.Q. VENEZUELA REGION - R.DOV. - 24 May 1945.

Officers contacted: - Brig. DUNLOP, R.C.
Col. WOODGER, R.T.O.
Capt. NEWBY, Movts. Officer
Maj. WOODLE, P.O.I. Officer
Capt. JEFFERSON, Prov.T.O.

27. Passenger Transport.

Normal tram and trolley bus services operating in R.DOV. and other provincial centres. No bus services running as yet.

(INFO)

28. Civil Supply Situation.

(a) For the first 10 days after liberation 5th Army moved 400 t.p.d. to

4873

-10-

PADOVA for distribution to provinces. On the move forward of the Army to the Austrian border no further assistance was given and the Region was left to compete with all food movements with 3 Fls of 1001 G.T. Coy.

The 90 trucks available are quite inadequate to compete with the various movements of civil supplies involved and civilian trucks cannot do more than local distribution.

(b) Planned food movements and other transport commitments are:-

- (i) 13,000 tons grain ex ROVIGO to PADOVA, TREVISO and UDINE to be moved by 31 July.
- (ii) 2,000 tons A.M.C. food and 50 tons soap ex FORLI and CESA, by 30 June.
- (iii) 2,000 tons flour ex FORLI to PADOVA by 31 July.
- (iv) Movement of 5,000 refugees ex TREVISO to PADOVA and 25,000 UDINE to BOLOGNA.

It would take 4-5 months to complete the above haulage, excluding refugees, with the 90 trucks available and inadequate supplies for the Region would be imported. An additional lift of at least 500 tons is essential to complete programme to date. At present the trucks are fully employed in moving grain from ROVIGO to PADOVA, TREVISO and UDINE and back loading refugees ex TREVISO to PADOVA.

(c) The P.C. is most concerned at the serious lack of trucks. He has approached 8th Army for help without result. As 15 Army Group is still responsible for VENETIA Region in Phase I, we sent an immediate signal by wireless to G-5 explaining the grave situation and requesting allotment of A.C. Military Transport to assist. The position was later explained to Lt. Col. Harris G-5, 15 Army Group and a further signal was dispatched on return to Rome urging action.

(ACTION - Movts. Div.
Roads Div.)

29. Truck Situation.

(a) The organization of civilian Truck Pools is proceeding slowly in all provinces, but progress is handicapped by lack of provincial T.O's. In some cases T.O's are responsible for 2 or 3 provinces which prevents adequate control and supervision.

(b) No figures of trucks registered were to hand, but estimated numbers available over 1 ton in 5 provinces are: VENEZIA - 300, VERONA - 250, TREVISO - 150 and ROVIGO - 50. No details yet received from TRENTO, BOLZANO and UDINE.

Circulating permits are being issued, work tickets are in use and steps are being taken to institute firm control. The U.D.T. tariff is now applied as in MILAN and TURIN.

-11-

(c) No captured enemy vehicles have yet been handed over to A.M.G. by armies and R.C. was uncertain to whom to apply. It is estimated that some 700 trucks are in the hands of Patriots in the Region. The P.C. is taking steps with C.L.N. to effect the handover of all civilian and enemy vehicles to A.M.G. without delay.

(ACTION - Roads Div.)

30. P.O.L.

(a) At the outset 8th Army allotted 10,000 gallons for civilian trucks, of which 5,500 gallons have been used and 1,500 kept in reserve. German stocks have been used to supplement and the overall supply was adequate to date.

(b) Pet.Sec. allotment for June was expected daily. Pet.Sec. representative has been posted to the Region but had not yet arrived. C.I.F. has started to function and to control distribution.

(c) The number of methane trucks in the Region was not known. The methane line from the ROVICO producing area to PADOVA and VERONA was repaired by 8th Army but is carrying petrol and delivering 500 t.p.d. at PADOVA. Methane trucks are at present collecting gas in cylinders direct from ROVICO.

(ACTION - Roads Div.)

31. Tyres and Spare Parts.

No information re stocks was obtainable. It is believed that limited stocks of LALCL and FIAT parts exist in PADOVA and VERONA. Proclamations have been published relating to the declaration and "freezing" of all stocks, but results were not known.

(ACTION - Roads Div.
Planning Staff).

4874

32 Administration.

(a) A shortage of I.O.'s is again apparent. Of the 9 Officers allotted to the R.T.O. Capt. NEWBY was Movts. Officer at H.Q. Capt. BOWEN is Port Officer at VENICE, Capt. HINDS-PAGE is R.M.O., 3 officers are distributed over 9 provinces and one is retained at H.Q. for TRIESTE.

Five additional Officers are urgently needed. Four to provide one I.O. to each province and one to replace Capt. NEWBY, now returning to U.K.

(ACTION - Admin. Division)

-12-

(b) Number of cars is below 10/10 and additional vehicles are needed immediately by T.O's. If officers are posted as set out above R.T.O. requests provision of 11 Jeeps to equip all T.O's. with reliable vehicles.

33. L.O.F.C. Locations.

1 Dist. was expected to move in to P.DOV. on 1 June, 210 Sub area is at P.DOV. and 86 Area in VENICE.

5th Army Transportation Section - 29 May 1945.

Officer contacted - Lt.Col.KREML, i/c Transport.

34. Employment of A.C.Military Transport.

Visit was made to ascertain how A.C. Military Transport was being employed and whether any trucks could be spared for VENICE. Lt.Col.KREML stated that up to 22 May 5th. Army plan for Movt. of civil supplies was as follows:

- a) Total of 450 t.p.d. needed for MILAN and VERON on 150 gr. ration.
- b) A.C. G.A. and G.T. Gays hauling this tonnage from FORLI and CISEM. to GEMON. R.H. for railings to MILAN and VERON.
- c) Army tpt moving supplies to stockpile MODENA, plus any A.C. tpt not committed in (a).
- d) When stockpile reaches 6000 tons, A.C. trucks will haul 1000 t.p.d. MODENA to GEMON. to bring rations up to the 500 gr. figure, while Army tpt continues to maintain stockpile at 6000 tons.

Lt. Col.KREML undertook to consider the release of A.C. tpt for transfer to VENICE. and to inform 15 Army Group of the decision.

(ACTION - Roads Div).

H.Q. MILIT. REGION - BOLAGRA - 30 MAY 1945.

Officers contacted - Lt.Col. HARTLEY - Executive Officer.
Lt.Col. ORRUP - Supplies Officer.
Major SOWERS - R.T.O.

35. Passenger Transport.

Train services running normally in BOLOGNA. Circulation of private cars controlled by A.M.G. through RACI.

36. Civil Supplies Situation.

The situation generally was found to be fairly good due to local stocks and Army assistance in moving food into the Region from CISEM. and FORLI.

The following commitments now require to be met:

- a) 1000 Tons grain to be moved from A.VEN. into warehouses in other provinces.
- b) 1000 Tons fruit from A.VEN. to R.H.
- c) 4000 Tons salt from A.VEN. to MODENA for butter and cheese making.

Officer contacted - Lt. Col. KEMEL, i/c Transport.

34. Employment of A.C. Military Transport.

Visit was made to ascertain how A.C. Military Transport was being employed and whether any trucks could be spared for VERMIL. Lt. Col. KEMEL stated that up to 20 May 5th. Army plan for movt. of civil supplies was as follows:

- a) Total of 450 t.p.d. needed for MILAN and TURIN on 150 gr. ration.
- b) A.C. and G.T. Boys hauling this tonnage from FORLI and CESTNA to CROMOLA R.H. for raiting to MILAN and TURIN.
- c) Army tpt moving supplies to stockpile MODENA, plus any A.C. tpt not committed in (a).
- d) When stockpile reaches 3000 tons, A.C. trucks will haul 1000 t.p.d. MODENA to CROMOLA, to bring rations up to the 300 gr. figure, while Army tpt continues to maintain stockpile at 6000 tons.

Lt. Col. KEMEL undertook to consider the release of A.C. tpt for transfer to VERMIL and to inform 15 Army Group of the decision.

(ACTION - Roads Div).

M.G. Emilia Region - Bologna - 30 MAY 1945.

Officers contacted - Lt. Col. HARTLEY - Executive Officer.
Lt. Col. CRUMP - Supplies Officer.
Major SOWERS - R.T.O.

35. Passenger Transport.

Tram services running normally in BOLOGNA. Circulation of private cars controlled by A.M.G. through R.A.CI.

36. Civil Supplies Situation.

The situation generally was found to be fairly good due to local stocks and Army assistance in moving food into the Region from CESTNA and FORLI.

The following commitments now require to be met:

- a) 1000 Tons grain to be moved from RAVENNA into warehouses in other provinces.
- b) 1000 Tons fruit from RAVENNA to R.H.
- c) 4000 Tons salt from RAVENNA to MODENA for butter and cheese making.
- d) 300 tons per month A.M.G. supplies from FORLI and CESTNA into Region.

37. Additional Transport Commitments.

Transport is also urgently needed for haulage of the following:

- a) Estimated 15,000 tons hemp from various locations North of the PO to warehouses in the Region and to R.H. for the South. This demand is urgent.
- b) Distribution of charcoal.
- c) 30 trucks per day for U.S. to be used for road repair and bridge rebuilding.

13-

38. Truck Situation.

(a) Civilian transport is wholly employed on the distribution of supplies and local grain haulage. No trucks are available to meet the commitments in parcs 56 and 57. A lift equivalent to two G.T. Coys is urgently needed to complete. As 15 Army Group is still responsible for overall provision of transport during Phase I in 6 Provinces of E.I.I.I., G-5 were urged to put an adequate lift at the disposal of the R.T.O. on our arrival in FLORENCE 30 May.

No. ...C. Military Transport is at present available for E.I.I.I., but it is hoped to allot 225 Italian Ept. Coy when operational about 20 June. If other commitments permit, a second Coy will be assigned later, since Ramp control requires a whole Coy for at least 6 weeks. Opening of the rail link to BOLOGNA from GISEL, on 1 June will improve the overall position.

(b) U.... Truck Pools have been organized in all provinces, registration of trucks is well advanced and control is being exercised by issue of trip tickets and allotment of P.O.L. according to mileage.

G.O. 42 tariff is applied pending instructions from 15 Army Group re the introduction of the U.D.T. tariff.

(c) Truck registrations in Bologna province total 850 over 2 tons and 1085 under 2 tons, with lifts of 1750 and 320 tons respectively. Estimated that BOLOGNA has some 2000 trucks of all sizes of which 25% are over 2 tons. Many trucks are still in the hands of C.I.N. No captured enemy vehicles have been handed over by 5 Army.

(ACTION - Roads Div.)

39. P.O.L.

(a) 15 Army Group allotted 84,000 gallons of petrol for one month commencing 24 May for all Regional needs. Requirements for trucks is said to be 2000 gallons per day. Petrol Section representative has visited the Region and expects to be able to allot supplies up to pre-war requirements.

G.I.P. is functioning and handling distribution.

(b) According to P...C.I. figures 70% of trucks run on methane pre-war. At present 1800 cu.m. per day are obtained from the pipe-head at FERRARA for BOLOGNA trucks. The ROVICO wells produce 7800 cu.m. per day for the FERRARA pipehead, but the additional supply needed in BOLOGNA cannot be drawn due to shortage of cylinders. Provinces of PL.CENZA, REGGIO P.R.M., and MODENA are drawing an adequate volume of gas direct from wells in the P.A.C.-P.L.CENZA producing area.

(ACTION - Roads Div.)

40. Spare Parts & Tyres.

No manufacture of parts or tyres is carried on in the Region stocks are thought to be very limited, but investigation of holdings and release control are proceeding.

4873

(ACTION-Roads Div.)

(b) U... Truck Pools have been organized in all provinces, registration of trucks is well advanced and control is being exercised by issue of trip tickets and allotment of P.O.L. according to mileage.

G.O. 42 Tariff is applied pending instructions from 15 Army Group re the introduction of the U.D.T. tariff.

(c) Truck registrations in Bologna province total 530 over 2 tons and 1028 under 2 tons, with limits of 1750 and 820 tons respectively. Estimated at BOLON. has some 2000 trucks of all sizes of which 25% are over 2 tons. Many trucks are still in the hands of G.I.P. No captured enemy vehicles have been handed over by 5 Army.

(ACTION - Roads Div.)

39. P.O.L.

(a) 15 Army Group allotted 84,000 gallons of petrol for one month commencing 24 May for all Regional needs. Requirements for trucks is said to be 2000 gallons per day. Patrol Section representative has visited the Region and expects to be able to allot supplies up to pre-war requirements.

G.I.P. is functioning and handling distribution.

(b) According to R...C.I. figures 70% of trucks run on methane pre-war. At present 1800 cu.m. per day are obtained from the pipe-head at FERRA. for BOLON. trucks. The NOVISO wells produce 7000 cu.m. per day for the FERRA. pipehead, but the additional supply needed in BOLON. cannot be drawn due to shortage of cylinders. Provinces of PLACENZA, REGGIO, PAVIA, and MODENA are drawing an adequate volume of gas direct from wells in the PAVIA-PLACENZA producing area.

(ACTION - Roads Div.)

40. Spare Parts & Tyres.

No manufacture of parts or tyres is carried on in the Region stocks 4873 thought to be very limited, but investigation of holdings and release control are proceeding.

(ACTION-Roads Div).
Planning Staff)

41. Administration.

(a) R.F.O. is deficient of the Officer-as-provincial T.O. and has applied for a rail Officer to be assigned when the lines from FLORENCE and FORLI to BOLON. are operating fully. Request is made for Capt. BLAIR ex TOSCAN when that Region is closed down.

(ACTION-Admin.Div.)

(b) 5 Jeeps are needed for T.O.'s in view of WE/ME vehicle shortage and lack of reliable requisitioned cars.

(ACTION - Roads Div.)

G-5 15 ARMY GROUP - FLORENCE - 20 MAY

Officer contacted - Lt. Col. HARRIS. (attached from A.C.).

42. Transportation Commitments.

The urgent needs of VERDELLA and MILLA were stressed for immediate action and the overall situation found in other Regions was discussed. The responsibility of 15 Army Group in meeting all transport commitments relating to civil supplies was emphasized and the inability of H.C. A.C. to produce any additional try to assist was explained.

Inquiry was made as to when armies will commence to handover captured enemy transport to A.M.C. as directed by AFHQ but no information could be given. Lt. Col. HARRIS agreed to investigate and report progress to this H.C.

(ACTION - Roads Div.)

PART II. RAIL SHIPPING AND PORTS

GENOA : 22 May 45.

43. Shipping.

Visited H.C. Port Commandant and in his absence spoke DAJAG (M). Due to gale which sprang up during evening of 21 May and still continued during following day the mine clearance of Port was stopped. Therefore it was estimated that situation given in Signal Gen. 103/64 dated 19 May would put back for about 7 days. Port clearance now estimated.

w.e.f. 13 June	2000 tons per day.
w.e.f. 27 June	6000 tons per day.

The gale had stopped discharge of ICT's over beach and of ICT's driven ashore it was estimated that 9 severely damaged would probably become total losses. Shore preparations were up to schedule.

(INFO)

44. Railways.

Line open to ALESSANDRIA. Elec. traction. Capacity 3 Trains per day each carrying 300 Tons freight. Lines open from ALESSANDRIA to TURIN and MILAN. Steam traction. It was expected that line from GENOA to V.DC would be open by 20 June. Local suburban electric tram running in GENOA area. Railways seriously in need of Coal.

(ACTION - Movts. Div.)

45. Docks Clearance.

Whilst existing civil IT is sufficient for present needs the National Int. Off. considers that when port capacity reaches 6,000 tons per day he will require a fleet of 500 Tons. He has not been given any firm pro-

bility of no more supplies was emphasised and the inability of HQ. to attempt to assist was explained.

Enquiry was made as to when armies will commence to handover captured enemy transport to A.M.G. as directed by JHQ, but no information could be given. Lt. Col. HARRIS agreed to investigate and report progress to this H.Q.

(ACTION - Roads Div.)

PART II RAIL SHIPPING AND PORTS

GENOA : 22 May 45.

43. Shipping.

Visited HQ Port Commandant and in his absence spoke D. J. G. (M). Due to gale which sprang up during evening of 21 May and still continued during following day the mine clearance of Port was stopped. Therefore it was estimated that situation given in Signal Gen. 103/54 dated 19 May would put back for about 7 days. Port clearance now estimated.

w.e.f. 13 June 2000 tons per day.

w.e.f. 27 June 5000 tons per day.

The gale had stopped discharge of LCT's over beach and of LCT's driven ashore it was estimated that 9 severely damaged would probably become total losses. Shore preparations were up to schedule.

(INFO)

44. Railways.

Line open to ALESSANDRIA. Elec. traction. Capacity 3 trains per day each carrying 500 tons freight. Lines open from ALESSANDRIA to TURIN and MILAN. Steam traction. It was expected that line from GENOA to VADO would be open by 20 June. Local suburban electric trams running in GENOA area. Railways seriously in need of coal.

(ACTION - Movts. Div.)

45. Docks Clearance.

Whilst existing civil RT is sufficient for present needs the Regional En. Off. considers that when port capacity reaches 5,000 tons per day he will require additional M.T. with a lift of 500 tons. He has not been given any firm program as yet.

(ACTION - Roads Div.)

TURIN 23 May 1945.

46. Railways.

Lines are open to all provinces except CUNEO, but no traffic had been

-15-

moving by rail to date. Tn.Off. appreciated that in the future rail would become the most important form of transport and desired a movements officer (with knowledge of rail) be allotted to him. It was his present intention to pass any rail enquiries to Maj. Talbot at MILAN.

(ACTION - Admin. Div.)

MILAN: 24 May 1945.

47. Railways.

40 Tn.S/C (Adv. Echelon) (Maj. Talbot).

Maj. Talbot is maintaining a close liaison with 2 (24) North West Italy. A copy of his report (Ref 157/A/Tn.2) of 24 May reporting activities from his arrival 10 May until 24 May is attached.

He has 16 car. His request for transport was passed to Lt. Col. H. LUNIS at HQ 15 Army Group 30 May 45.

(INFO)

48. Movements North West Italy.

Contacted Col 2 (11) and 1235 (11). Secured from Lt. Col. Thomson a copy of his Rail Report to WHQ. Ref Nov 501/3 dated 24 May. He has undertaken to include Tn.S/C Mov-Div. Rail Branch on distribution of any amendments and future reports. The appendices to the report give a complete picture of lines open and rolling stock position. Coal is urgently needed by railways.

(ACTION - Morts. Div.)

VENETIA REGION.

49. Capt. Newby who had been acting as Mov. and Rail Officer has received orders to report to HQ A.C. en route for U.N. (Release Group 1 and compassionate grounds). He had a certain amount of rail information but it appeared that he was not sufficiently in close touch with Mov. at VENICE.

50. Contacted Port Commandant VENICE and Col. Farley who informed me that Lt. Col. Baker (Mov. Rail Branch) was in VENICE. Met Lt. Col. Baker who stated he had completed a report on VENETIA Region which would embody Rail-Road and Shipping. He had also visited EMILIA Region and got the rail position there. It was agreed that, as he was visiting EMILIA-CHIESA and ACONA, he would investigate the road situation there and that we should return via BOLOGNA and FERRARA where he stated road position required attention.

(INFO)

EMILIA REGION.

R.T.O. - Major Sowers.

51. Had an enquiry for the return of 200 Petriets per day from BOLOGNA to AUSILIUM border. Each man was walking 2 houses down to BOLOGNA. Asked him if he had contacted local Mov. to ascertain possibility of returning them on 8 Army track to submit

4872

47. Railways.

40. En.S/C (adv. Echelon). Maj. Talbot.

Maj. Talbot is maintaining a close liaison with (2) North West Italy. A copy of his report (Ref 157/1/Th.2) of 24 May reporting activities from his arrival 10 May until 24 May is attached. He has no car. His request for transport was passed to Lt. Col. HARRIS at HQ 15 Army Group 30 May 45.

(INFO)

48. Movements North West Italy.

Contacted Col 2 (M) and JMC (M). Secured from Lt. Col. Thomson a copy of his Rail Report to WHQ. Ref Nov 301/3 dated 24 May. He has undertaken to include Th.S/C Mov-Div. Rail Branch on distribution of any amendments and future reports. The appendices to the report give a complete picture of lines open and rolling stock position. Coal is urgently needed by railways.

(ACTION - Movts. Div.).

VENEZIA REGION

49. Capt. Newby who had been acting as Kov. and Rail Officer has received orders to report to HQ ...C. en route for U.S. (Release Group 1 and compassionate grounds). He had a certain amount of rail information but it appeared that he was not sufficiently in close touch with Kov. at VENEZIA.

50. Contacted Port Commandant VENEZIA and Col. Farley who informed me that Lt. Col. Baker (Mov. Rail Branch) was in VENEZIA. Met Lt. Col. Baker who stated he had completed a report on VENEZIA Region which would embody Rail-Road and Shipping. He had also visited Milla Region and got the rail position there. It was agreed that, as he was visiting FORLI-CESEN. and ACOGN., he would investigate the road situation there and that we should return via BOLOGNA and FLORENCE where he stated road position required attention.

(INFO)

MILLA REGION.

R.T.O. -- Major Gowers.

51. Had an enquiry for the return of 200 Patriots per day from BOLOGNA to AUSTRIAN border. Each man was walking 2 horses down to BOLOGNA. Asked him if he had contacted local Kov. to ascertain possibility of returning them on 8 Army transport moving North. He admitted that he had not done so. Undertook to submit to Lt. Col. Harris 15 Army Group who would be requested to ask 8 Army for permission.

(INFO)

4872

-16-

15 ARMY GROUP.

52.

Lt. Col. Harris. (attached from ...C.)

(a). Gave him the enquiry from ... Region for returning 200 men per day to ...
 ... Said he would take up with ...

(b) Suggested that he issued a directive to all Regional Transportation
 Officers giving them channels.

(INFO)

SUMMARY MOVEMENTS.

53. The peculiar situation which now obtains where ... are in command but yet
 Regional Commissioners are functioning leaves some doubt in the minds of Regional
 ... Officers and it is considered advisable that some instructions be issued
 setting down the various responsibilities and making it perfectly clear to them.

(a) What their responsibilities are.

(b) To whom they are responsible.

(c) To whom they must apply for assistance.

It is recommended that the instructions inform them of the desirability of
 their maintaining close liaison with the nearest Army Movements.

It would be preferable that an Army Mov. Officer be detailed to each Region
 if that could be arranged.

(ACTION - Movts. Div.
 Roads Div.)

C. FERNYHOUGH,
 Lt. Colonel, R...

O. N. CHRISTENSEN,
 Lt. Colonel.

DISTRIBUTION

Director
 Deputy Director
 Chief Roads Div.
 Roads Div. (5)
 Chief, Movts. Div.
 Movts. Div. (..)
 Rail Div.
 Port and Warehouse Div.
 Administrative Div.
 Planning Staff.

SUMMARY MOVEMENTS.

53. The peculiar situation which now obtains where Army are in command but yet Regional Commissioners are functioning leaves some doubt in the minds of Regional Tn. Officers and it is considered advisable that some instructions be issued setting down the various responsibilities and making it perfectly clear to them.

(a) What their responsibilities are.

(b) To whom they are responsible.

(c) To whom they must apply for assistance.

It is recommended that the instructions inform them of the desirability of their maintaining close liaison with the nearest Army Movements.

It would be preferable that an Army Mov. Officer be detailed to each Region if that could be arranged.

(ACTION - Movts. Div.
Roads Div.)

E. J. Cunningham
G. VERHOOGHE,
Lt. Colonel, R.M.

E. J. Cunningham

G. N. CHRISTENSEN,
Lt. Colonel.

DISTRIBUTION

Director
Deputy Director
Chief Roads Div.
Roads Div. (5)
Chief, Movts. Div.
Movts. Div. (3)
Rail Div.
Port and Warehouse Div.
Administrative Div.
Planning Staff.

HEADQUARTERS ALLIED COMMISSION

APO 394

INDUSTRY SUB-COMMISSION

Tel. 328

Ref. AC/HCO/1808/R

WSB/djw

30 May 1945

SUBJECT : Northern Italian Hemp

TO : Lieut. Colonel W. J. Mackrey, Acting Director
Industry Sub-Commission

FROM : W.S. Beckhouse, Hemp Control Div., Industry S/C

1. I flew to Bologna on the 20th inst. and am now back to report as follows:

2. The situation in the Emilia region has been and continues to be very difficult to handle, chiefly owing to lack of transport. In this connection I attach hereto copy of letter dated 24 May 45 from Maj. H.E. Bradbury, Sr. Industry Officer, Emilia Region.

3. The smuggling of hemp over many districts comprising about 4,000 square miles altogether in the North of Italy can be effected provided that a) we have three motor cars attached to the Hemp Div. Emilia Region and b) a large supply of lorries. It would just about meet the case if, for instance, a GF platoon (with an officer attached if possible) could be assigned to the Hemp Division, Emilia Region.

4. Equally, the situation has been confused in the North from a political point of view because, whereas under Italian law, the Consorzio Regionale Canapa was constituted under Decree #213, dated 17 September 44, which decree has now been made applicable in the North, the Comitato di Liberazione at Milan has been giving independent instructions through their own channels for the smuggling of hemp. 4871

5. I signalled to HQ., AC, on the 20th inst. for the Consorzio (Avvocato Rodino) of the Consorzio Nazionale Canapa to be allowed to come to Bologna and actually he arrived on the 26th inst.

6. Maj. Bradbury, Mr. Thorogood and myself have been getting various districts as well as we could and explaining

FROM : W.C. Backhouse, Hemp Control Div., Industry S/C

1. I flew to Bologna on the 20th inst. and am now back to report as follows:

2. The situation in the Emilia region has been and continues to be very difficult to handle, chiefly owing to lack of transport. In this connection I attach hereto copy of letter dated 24 May 45 from Maj. H.B. Bradbury, Sr. Industry Officer, Emilia Region.

3. The amassing of hemp over many districts comprising about 4,000 square miles altogether in the North of Italy can be effected provided that a) we have three motor cars attached to the Hemp Div. Emilia Region and b) a large supply of lorries. It would just about meet the case if, for instance, a 42 platoon (with an officer attached if possible) could be assigned to the Hemp Division, Emilia Region.

4. Equally, the situation has been confused in the North from a political point of view because, whereas under Italian law, the Consorzio Nazionale Canapa was constituted under Decree #213, dated 17 September 44, which decree has now been made applicable in the North, the Comitato di Liberazione at Milan has been giving independent instructions through their own channels for the amassing of hemp.

5. I signalled to HQ, AC, on the 20th inst. for the Commissario (Avvocato Rodino) of the Consorzio Nazionale Canapa to be allowed to come to Bologna and actually he arrived on the 26th inst.

6. Maj. Bradbury, Mr. Thorogood and myself have been getting around the various districts as well as we could and explaining all round to the farmers and the producers of hemp the real situation, namely, that the Hemp Control Office of AMG, Emilia Region, has the responsibility of amassing the hemp and will be utilising as its instrument the legally constituted Consorzio Nazionale Canapa. On the whole, we met with a very favourable reception.

a. The Commissario of the CMC has also had several meetings in Bologna with the agricultural people, the Consorzio Agrario and others interested in the hemp industry and

he also has made considerable progress, including a more favourable position vis a vis, the local Comitato di Liberazione.

7. In collaboration with the Commissario, the finance through Italian banks is being arranged for the payment of the farmers.

8. In a few days also, the Commissario through the medium of the Italian Ministry of Industry, Commerce and Labour, will be submitting a proposal for meeting a new price level calculated to induce the farmers to bring in their hemp.

9. Meantime, in the various provinces concerned, provincial orders are being issued as per specimen attached, covering the amassing of the raw materials.

10. A considerable quantity of raw hemp was transported by the Germans to the north of the River Po and steps are being taken to get hold of this and eventually put it into our official warehouses. It is a very urgent problem because we are aware that every day while it is exposed, a certain leakage is taking place. Here in particular immediate and adequate transportation is most essential.

11. It is reported that 2,000 tons of raw hemp has also been transferred as far north as Bolzano Province and we are endeavouring also to get a line on this large quantity, if it actually exists.

12. Considerable unrest prevails in the North Italian Hemp industry owing to lack of raw material for running the mills. These mills must be supplied quickly with such raw materials in addition to the necessity of bringing south about 2,000 tons of raw hemp during the next six weeks for feeding the Naples mills.

13. In conclusion, sufficient and efficient transport is the only answer all round.

W.S. BACKHOUSE
Hemp Control Division
Industry Sub-Commission

4870

Incl ;

Copy letter of 24 May from Maj. Bradbury
Provincial Order.

/lr

ALLIED MILITARY GOVERNMENT
EMILIA REGION
INDUSTRY - HEMP CONTROL SECTION

24th May 1945
H. B. B. / GG

REF. : XIX/HGO/T-100

SUBJECT : Transport facilities

TO : Hemp Control Section, Industry SG, HQ., AC.
For transmission to A.F.L.R.S.

1. Because of the serious situation in which we find ourselves, it is deemed essential that the Economic Section, AC. and A.F.L.R.S. be informed in detail of the exact nature of our difficulties pertaining to hemp and industry in general, in this particular region.
2. The area to be covered to assure an adequate control of the hemp industry includes some 4,000 square miles and for the industrial supervision of the region this section must cover some 2,500 square miles.
3. Large stocks of hemp can be found everywhere from Bologna city to the German border, on farms, in warehouses and factories, and in German supply dumps. The political situation locally and the vital needs of the armed forces both here and abroad demand that every scrap of this hemp be located, amassed and either manufactured locally or exported.
4. In the industry and hemp sections we have eight allied officers and personnel, sufficient to exercise an adequate control of the hemp industry, and an early reactivation of industry

0660

in general. The political situation demands that industry in this area be reactivated at the earliest possible moment, and the urgent demand for hemp from allied sources requires that we take physical possession of the crop of hemp immediately.

5)

At the present moment, due to the limitations of transport placed upon this Region by A.C. directives, the industry and hemp sections combined have one car available to them. We have been offered cars by civilians to expedite our work, but because of lack of tires and tubes for them, nor are we permitted to accept the use of these cars for the purpose of protecting the interests of the Allied Nations, without assuming unwarranted personal responsibility, which I refuse to accept personally or permit officers working under me to accept for themselves. Three additional vehicles are required immediately.

6)

In the meantime, because of lack of employment due to the inactivity of industry, unrest is growing, and the hemp crop which we so badly need is being dissipated and dispersed.

7)

We cannot hope to control this huge area with one automobile at our disposal, nor can we impose the controls necessary by sitting in our office and hoping for the best. This work requires that every officer and every enlisted man in this section spend the major part of his time in the field, and unless transport is forthcoming from some source, nothing but utter failure in these matters can be expected.

8)

Appeal after appeal has been made for assistance but this Region is powerless to help us because of the inadequate t/o imposed upon them. Either cars must be provided by higher authority, or regulations must be modified to such an extent that we may locally provide ourselves with the necessary vehicles and equipment to adequately fill this vital need.

8387

9) Unless help in this direction is forthcoming immediately, I cannot assume the responsibility of failure. The men working under me are willing to work the clock around to bring the problems before us to a successful conclusion, but we must look to higher authority for the assistance necessary.

10) Lacking in transport as we are, we are not encouraged by the sight of German officers riding through town on their way to PW camps with better requisitioned vehicles than we have in our possession, nor is the estimation of the Italian people toward the allies raised to any great extent by this spectacle when it is so well known that we are so deplorably lacking in transports.

11) This problem is more than an AC problem. It is a problem that must be considered by the military as well for the military must be vitally concerned in both the supply problems in regard to hemp, and the political problem caused by the unrest due to the inactivity of industry.

12) As Chief of the Hemp Control Section and vitally interested in the hemp situation, I appeal to you to take this matter up with the necessary authorities so that they may have a true picture of the situation with which we are faced. Given the necessary transport I feel confident that we will succeed in the job before us, but without that transport, I am afraid that the hemp crop from this section must be written off as a loss. I feel deeply concerned personally as it is my earnest desire to turn in a good job in this area and I feel quite confident that I can turn in a good job if this transport required is made available to us.

13) Will you kindly take this matter up with the Industry S/C, the Economic Section and with A.P.L.R.S. so that they may hear from you, who understands this situation so well, the true import of this request.

14) I cannot stress too strongly the vital importance of an early solution to this problem. 4867

H.B. BRADBURY
Major C.M.P.
SENIOR INDUSTRY OFFICER

PERSONAL

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
APO - 394

1505
ECON SEC.
SUPPLY

R/0042

18 May 1945

SUBJECT: Transporting Supplies to Lombardia

TO : ~~Executive Commissioner~~
Headquarters, Allied Commission

1. Our plan for transporting supplies to Lombardia is briefly as follows:

a. A big warehouse has been set up at Cremona which is being operated by Lombardia Regional personnel. Through this warehouse will also clear part of the food for Piemonte. From this warehouse we can distribute to all provinces except Pavia and Mantova by rail. About a thousand tons a day has to be brought into Cremona. We have the capacity to receive it.

b. 300 tons will be brought from Forli to Cremona by Fifth Army transport. Fifth Army informs us that it cannot assume any further burden. This leaves us 700 tons which Lombardia Region itself must transport from Forli where AMG supplies are and/or from Rovigo where there are Italian grain supplies. Lombardia Region does not possess civilian transport to undertake such long trips. We have asked IV Corps to give us some assistance. In addition, we would appreciate AC HQ considering whether they could send us one or two Italian truck companies which could operate between Cremona and Forli and Rovigo.

Charles Poletti

CHARLES POLETTI
Colonel
Regional Commissioner

EC List - 22 May 45

ACTION: ECON ~~SEC~~

INFO: Ex CommR

22 MAY
4.

0021

G-5 AMHQ RPTD (FOR INFORMATION) G-5 15 ARMY GROUP, SCAD FIFTH ARMY, SCAD EIGHTH ARMY, SCAD IV CORPS

0210

22 MAY 48

PRIORITY

SECRET PD

SUBJECT IS WAGES AND PRICES POLICY NORTHERN ITALY AND ECONOMIC BOUNDARY LINE PD PARM TO AFED FOR GEORGE DASH FIVE RPTD PARM FOR INFO
PARM ONE FIVE ARMY FOR GEORGE DASH FIVE CMA SCAD FIVE ARMY CMA SCAD
EIGHT ARMY CMA SCAD
FOUR CORPS FROM HQ ALCON CITE AGNIS PARM

PARA ONE PD REFERENCE YOUR FOI XRAY SIX FOUR ONE EIGHT TWO PHOED OF TWO TWO APRIL AND YOUR FOI SEVEN ZERO SEVEN NINE SIX OF FIVE MAY PD
PARA TWO PD WAGE AND PRICE REGULATION POLICY FOR THE NORTH WILL CONTINUE AS SET FORTH IN GENERAL ORDER NUMBER FOUR ONE AND WE ARE ASKING FIFTH AND EIGHTH ARMIES TO AUTHORIZE REGIONAL COMMISSIONERS AT PRESENT OPERATING AS ASSISTANT SCADS TO IMPLEMENT THIS POLICY IMMEDIATELY ON THE BASIS OF INSTRUCTIONS ALREADY ISSUED AND ABOUT TO BE ISSUED PD INITIAL PERIOD DURING WHICH ECONOMIC BOUNDARY LINE AND POLICE ROAD BLOCKS WERE REQUIRED CAN BE CONCLUDED WITHOUT PREJUDICE TO EFFECTIVE OPERATION OF GENERAL POLICY PD IT IS THEREFORE RECOMMENDED THAT EFFECTIVE TWO EIGHT MAY FOUR FIVE FURTHER ACTION WITH RESPECT TO THE ESTABLISHMENT AND OPERATION OF POLICE ROAD BLOCKS AS PROVIDED FOR IN AMHQ MESSAGE FOR XRAY SIX FOUR ONE EIGHT TWO OF TWO TWO APRIL ON ALL ROADS CROSSING THE BOUNDARY BE DISCONTINUED PD

4865

Ac 722
28

15 ARMY GROUP INFO ALG TOSCANA REGION AFHQ EMILIA REGION

7888

17 MAY 1945

PRIORITY

CONFIDENTIAL PD

PARA ONE PD SIX COYS OF THIRD TRUCK BATTALION EQUIVALENT
LIFT OF FOUR EIGHT ZERO TONS AVAILABLE APPROXIMATE TWO SIX
MAY FOR ONE FIVE ARMY GROUP USE DURING PHASE ONE PD
PAREN TO ONE FIVE ARMY GROUP INFO ALG TOSCANA REGION CMA
AFHQ CMA EMILIA REGION FROM HQ ALCOM CITE ACTPT PAREN
PARA TWO PD BALANCE OF TWO COYS EQUIVALENT LIFT ONE SIX ZERO
TONS AT PRESENT WORKING BETWEEN FLORENCE CMA LIVORNO BOTH
AVAILABLE ONE JUNE PD

PARA THREE PD ALL TRUCKS ARE CIVILIAN TYPE VEHICLE THREE
ZERO CWTs AND BATTALION SHOULD BE UTILIZED AS UNIT DUE TO
CENTRAL BATTALION HOW QUEEN MAINTENANCE SYSTEM AND LACK OF
SPARE PARTS PD COYS CANNOT BE ^{DISPERSED} DISPOSED OVER WIDE AREA AND
OPERATED EFFICIENTLY PD

PARA FOUR PD AT PRESENT TWO ZERO VEHICLES OF COY ARE DETAILED
FOR DOMESTIC DUTIES WITH DISPLACED PERSONS REFUGEE CAMPS AT
FORLI PD DEMAND LIKELY TO INCREASE PD THEREFORE REQUEST YOU
MAKE PROVISION FOR EQUIVALENT UP TO ONE COY THAT IS LIFT
OF EIGHT ZERO TONS TO BE AT DISPOSAL OF CAMP COMMANDANT REFUGEE
CAMP FORLI PD SUCH TRANSPORT TO HAVE UNIT MAINTENANCE FACILITIES PI

Heavis - 15 May
Comment do as
outside thing

4864

PARA FIVE PD ONE FIVE ARMY GROUP REQUESTED TO REPLY IMMEDIATELY
WHERE THEY REQUIRE BATTALION TO CONCENTRATE AND GIVE DETAILED
OF PROVISION MADE TO MEET LIFT REQUIRED IN PARA FOUR ABOVE PD

PARA SIX PD FOR TOSCANA REGION PD QUEEN MIKE COYS WHICH YOU
WILL LOOSE WILL BE REPLACED BY TWO TWO TWO GENERAL TRANSPORT
COY PD

Copy to:

movt. Roads
M. I. Group
Economic Section
Ex. Commissioner
Displaced persons and Refugee S/C
Civil Affairs Section.

Transportation S/C
566

NICHOLAS PIOMBINO
CWO U.S.A.
Assist Adjutant

4866

722
724
LIGURIA, FIRENZE, LOBARDIA, VENETIA REGIONS FOR INFO
IS ARMY GROUP, EMILIA REGION

7910

17 May 1945

ROUTINE

RESTRICTED PD

PARA ONE PD SUBJECT IS CAPTURED ARMY TRANSPORT PD

PARA TWO PD LIGURIA CMA FIRENZE CMA LOBARDIA CMA VENETIA

REGIONS FOR INFO ONE FIVE ARMY GROUP CMA EMILIA REGION FROM HQ

ALCOA CITE AGENT PAREN

PARA TWO PD AFHQ DIRECT THAT ^{ONE} LIGURIA USE HE MADE OF CAPTURED
ARMY TRANSPORT AS FOLLOWS PD QUOTE ^{ONE} FOR ASSISTANCE IN MY FORCES
AFTER FULL USE OF MORGES DRAWN TRANSPORT HAD BEEN MADE PD ^{Two}
FOR LETTING CIVIL ^{Supply} REQUISITIONERS THROUGH ALCOA PD SUGGESTS OF ALL
VEHICLES SO HANDLED OVER WILL BE KEPT ^{These} PD ALL CAPTURED ITALIAN
CIVILIAN VEHICLES IN HANDS OF SURRENDERED GERMAN FORCES WHICH
HAVE NOT BEEN PROPERLY REQUISITIONED AND PAID FOR WILL BE
COLLECTED AND GUARDED PD SUCH TRANSPORT WILL BE TURNED OVER TO
ALCOA AGAINST REQUISITIONERS PD ITALIAN ALLIARY VEHICLES WILL BE HANDLED
OVER TO EMILIA REFERENCE PERAMINE ORANGE OF BASIC DIRECTIVE AND
AFHQ CIRCULAR NUMBER FIVE DATED ELEVEN APRIL QUOTE UNQUOTE PD
PARA THREE PD ARRIES AND DISTRICTS HAVE BEEN NOTIFIED PD A.G ABOVE
REGIONS WILL COMPLY AND REPORT TO THIS HOW QUOTE NUMBERS OF VEHICLES
HANDLED OVER BY ARRIES TO

Transportation 3/3

566

NICHOLAS FROBEN 4862
CNO USA
Asst Adjutant

REGIONS FOR INFO ONE FIVE ARMY GROUP CAA EMILIA REGION FROM HQ

ALCOA CITE ACCTI PARAN

PARA TWO PD ARHQ DIRECT THAT ^{ONE} MAXIMUM USE BE MADE OF CAPTURED
 UNLAWY TRANSPORT AS FOLLOWS PD QUOTE FOR EXCHANGE IN MY FORCES
 AFTER FULL USE OF HORSE DRAWN TRANSPORT HAD BEEN MADE PD TWO
 FOR MEETING CIVILIAN ^{ONLY} REQUIREMENTS THROUGH ALCOA PD RECORDS OF ALL
 VEHICLES SO HANDLED OVER WILL BE KEPT TO ^{PLACE} ALL CAPTURED ITALIAN
 CIVILIAN VEHICLES IN HANDS OF SUBRENDERED GERMAN FORCES WHICH
 HAVE NOT BEEN PROPERLY REQUISITIONED AND PAID FOR WILL BE
 COLLECTED AND GUARDED PD SUCH TRANSPORT WILL BE TURNED OVER TO
 ALCOA AGAINST REQUISITE PD ITALIAN MILITARY VEHICLES WILL BE HANDLED
 OVER TO ALIA REFERENCE PARAGRAPHS CHAIRS OF BASIC DIRECTIVE AND
 AFHQ CIRCULAR NUMBER FIVE DATED ELEVEN APRIL SUBJECT UNLAWFUL PD
 PARA THREE PD ARMIES AND DISTRICTS HAVE BEEN NOTIFIED PD AS ABOVE
 REGIONS WILL COMPLY AND REPORT TO THIS HOW QUEN NUMBERS OF VEHICLES
 HANDLED OVER BY ARMIES PD

Transportation 3/0

566

NICHOLAS PLOMB 4862
 CWO USA
 Assist Adjutant

Copy to: Land Forces 3/C

Economic Section

Transportation 3/C (3) ^{TNI} ^{TNI}

RESTRICTED

EX 75707
MAY 15 1117H

E/970
MAY 16 1000B
ROUTINE

AFHQ SIGNED SACRED CITE PHQAE

ACTION 15 ARMY GP INFO 5 ARMY, 8 ARMY, IHB, DISTONE, DISTWO, DISTTHREE, ALCOM

RESTRICTED.

Subject is captured enemy transport.

To avoid misunderstanding attention is directed to this HQ letter AG 386.3/1631-0 dated 22 April para 9(b) and 9(j) intention of which is that maximum use be made of enemy transport as follows.

1. For maintenance enemy forces after full use of horse drawn transport had been made.
2. For meeting civil supply requirements through AG. Records of all vehicles so handed over will be kept.
3. All captured Italian civilian vehicles in hands of surrendered German forces which have not been properly requisitioned and paid for will be collected and guarded. Such transport will be turned over to AG against receipts. Italian military vehicles will be handed over to MIA ref para 9 c of basic directive and AFHQ Circular No 5 dated 11 April current.

DET

4861

INFO-ACTION: Tn S/C 2

L. Forces S/C 2

INFO: A/President

Chief Commissioner

Eccon Sec

File 2

Fleet

RESTRICTED

HEADQUARTERS IV CORPS
Office of the Ordnance Officer
APO #304, U. S. Army

13 May 1945.

SUBJECT: CIVIL TRANSPORTATION (ROADS) PROGRESS REPORT

TO: Colonel Vonnema, Ordnance Officer, IV Corps
Colonel Walker, S.C.A.O., AMG, IV Corps

1. MILAN CITY AND PROVINCE.

A. April 30th. City entered and reconnaissance made re garages; same found to be intact. Major Saunders, (R Tn O, Piment) in charge of transportation in the absence of the Lombard Region and Provincial Officers.

B. May 1st. Civil transportation representatives contacted. RACI estimated (approx) 1,400 trucks available (Milan Province), 400 being 40 R.LI and over. Type of fuel estimated at 85% diesel and 15% petrol. All heavy trucks are diesel engined. Fiat and ATM (Camibus Company) garages reserved for U.A. di Milano. The latter garage is equipped for heavy repairs. German and Italian military trucks are not being used by the U.A. di Milano and are at present used by Partisans, as also are many civilian trucks.

C. May 2nd. Board of Directors formed and Managing Director appointed. Previous trucking organization, UDT, used as the foundation for U.A. di Milano. Temporary vehicle circulation permits issued, work tickets in operation. Approximately 80 vehicles available immediately. POL supplies MIL. UDT freight rates are being used as proposed AC rates are 50% too low. The effect of the transport rates on the economic situation is being watched and will be reported on later.

D. May 3rd. Approximately 10 days supply of POL brought in through Quartermaster, IV Corps - petrol, diesel and lubrication oil. First convoy of civilian vehicles (100 ton lift) dispatched to Mantova for grain from Italian sources. AGIP handling POL pending arrival of GIP representative

E. May 4th. Major Saunders and Capt Tredennick ordered to proceed to Turin immediately. Lt. Colonel Fitzgerald (Reg Tn O), Capt. Coleman (Prov Tn O) reported in and took over from Major Saunders. A Captain Piper, in the absence of Capt Humm, the City Tn O, took over administrative duties re U.A. di Milano and liaison with PSO. The head officer of the Pirelli tyre plant was contacted. Provisional estimate of 2,000 new tyres in stock ("frozen") - chiefly German sizes for light trucks - detailed stock list and future production capabilities are to be supplied to Colonel Crump (Trade & Industry) within the next few days.

F. General Situation, May 8th. i. Transport required for an additional 200 tons of supplies daily. Regional Food Officer negotiating with Fifth Army re location of food dumps and use of Fifth Army trucks.

ii. Two orders, relating to U. A. di Milano, declaration of vehicles and "freezing" of spare parts are being posted in the city and will be distributed in the provinces.

iii. Many additional trucks (estimated number, 400 trucks and cars) will be obtained when the Partisans are disbanded.

iv. The Traffic Control Cadre has not been called for in order to avoid any friction which would certainly be caused by Partisan vehicles being stopped and checked. The Partisan question is being handled by the requisite authorities, who are expected to make a decision within the very near future.

v. Approximately 400 load carrying vehicles are now in operation and the daily tonnage carried is increasing.

vi. Capt. Coleman is now operating in Milan Province and will be setting up sub-offices of the U.A. di Milano in the communes.

vii. The administrative organization of the U. A. di Milano (head office in the City) is reported to be functioning adequately and a similar report has been received concerning the accounting and issuing of PQL by ACIP.

viii. RACI have supplied (copy, Appendix "A", attached) figures showing bulk capacity of vehicles, which from their records should be available, and types of fuel used by these trucks.

2. TURIN CITY & PIEMONTE REGION.

Visited Major Saunders at Turin May 9, 1945, and the situation there is as follows:

A. A civilian road transport organization known as URT has been operating since November, 1943. This company has its head office in Milan and a sub-office in each Province. The head office is well organized and the Managing Director is Director of the Road Section of the Italian Ministry of Communications and also cooperates with RACI. This company will now be known as U. A. di Torino.

B. The Provincial offices will be checked up in the near future.

C. The financial situation is reported to be sound and an audited financial statement has been called for.

D. Particulars of available trucks in Turin Province (supplied by RACI) are:

3 - 50 Quintale	1,624 -	Petrol	875
		Diesel	51
		Coal	35
		Wood	510
		Methane	115
		Electric	88

5 - 10 Quintale, 3 wheelers . . .	450 -	Petrol	387
		Methane	11
		Electric	52

20 - 50 Quintale, with trailers 171 Breakdown on fuel not available.

E. Inventories from spare part stores have been called for.

F. Partisans have many civilian trucks but are being requested to register same with U. A. di Torino.

G. The pre-occupational freight rates are being used pending the issue of a new rate by the Transportation Sub-Commission. Proposed AC rate 50% too low for Milan and it is essential that all the three Regions, Liguria, Piemonte and Lombardia work with the same rates or vehicles will be switched from one region to another, in order to work at a higher rate.

H. POL is being handled by AGIP pending arrival of GIP representative. POL is hauled by road from Genoa, but Fifth Army has been contacted re future supplies and the setting up of AC Jumps nearer Turin. The AMG (Turin) garage is at present the only petrol point in the city.

3. LIGURIA REGION.

Major James, Reg Tn C, contacted May 11th, 1945, and the following information obtained.

A. GENOA PROVINCE.

i. Genoa City entered 18th April 1945.

ii. U. A. di Genoa, formed by 30th April.

iii. 1,500 trucks registered up to May 10th. Breakdown of 1,225 of those vehicles is:

Public Utilities (specially adapted vehicles)	134
1 to 10 Quintale	394
11 to 20 Quintale	302

4838

21 to 50 Quintals	323
Over 50 Quintals	66
tractors	7

Included in the above are 165 unserviceable trucks which require repair prior to availability:

1 to 10 Quintals	16
11 to 20 Quintals	28
21 to 50 Quintals	97
Over 50 Quintals	24

iv. POL has been obtained from civilian sources through the Partisans. After repeated requests, the 92nd Division arranged on May 11th to make available POL supplies for seven days. The Reg Commerce Division are in contact with Fifth Army AMG re future POL supplies. A CIP representative is in charge of distribution at the AGIP depot.

v. RACI has been re-organized and now working efficiently. Temporary circulation permits are being issued.

vi. List of spare part stores and inventories of stocks have been called for.

vii. Estimate of tyres and tubes required (in requisite sizes) will be forwarded at a later date.

viii. It is anticipated that the supply of trucks will be sufficient to meet the demand for haulage of civil supplies. 1,750 tons carried (100% food) period May 4th - 10th inclusive.

ix. AC, freight rates (GO 42) have been enforced and with the exception of a few minor complaints there appears to be no objection to this tariff.

B. SAVONA PROVINCE.

i. Prov Tn C reported for duty May 2nd, 1945.

ii. 220 Trucks registered and available on May 4th.

iii. All transport bids for civil supplies have been met.

iv. POL not available from military sources. First consignment of petrol, 6,000 litres, dispatched to AGIP, Genoa, 11 May.

v. Work tickets and temporary circulation permits in use.

C. LA SPIRIA.

- i. Prov Tn G reported for duty April 30th.
- ii. 38 Trucks registered and available May 2nd.
- iii. All transport bids for civil supplies have been met.
- iv. POL available.
- v. Work tickets and temporary circulation permits in use.

4. GENERAL SITUATION.

A. Civilian companies are being formed on standard lines as laid down by Tn Sub-Commission.

B. The question of a uniform freight rate will, I hope, be settled within the next few hours.

C. POL supplies are difficult now, but should improve within a few days.

D. Vehicles generally seem to be in a fair condition.

E. Two important plants, the FIAT works at Turin, which is still producing small vehicles and the Pirelli tyre plant at Milan, which requires fuel and raw materials, should be a considerable asset to civilian transport in the future.

J. F. D. HALSTED
Captain, R.A.S.C.
Transportation Officer
A.M.G., IV Corps

Copies to: The Director, Transportation Sub-Commission, H.Q., Allied Commission
Movements Section " " " "
Lt. Colonel Harris " " " "
File (3)

SPECCHIO RIEPILOGATIVO AUTOCARRE CIRCOLANTI A TUTTO LI 30/4/45
CON PORTATA SUP. AI 20 Q. LI

CARBURANTE	NUMERO	Q. LI
Benzina	185	5407
Nafta	1275	9560
Gas Legna	209	8540
Gas Carbone	262	9040
Metano	294	8614
Elettrico	98	3762
Totale	<u>N.1314</u>	<u>Q. LI 42923</u>

4855

0 6 7 5

Excl. Ferryhouse

7 22.19

DATE FROM CEMENT TO		DATE FROM INCHES TO		DAILY TOTAL		DAILY TOTAL		DAILY TOTAL		DAILY TOTAL	
DATE	FROM CEMENT TO	DATE	FROM INCHES TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
1		1		0	0	0	0	0	0	0	0
2		2		0	0	0	0	0	0	0	0
3		3		0	0	0	0	0	0	0	0
4		4		0	0	0	0	0	0	0	0
5		5		0	0	0	0	0	0	0	0
6		6		0	0	0	0	0	0	0	0
7		7		0	0	0	0	0	0	0	0
8		8		0	0	0	0	0	0	0	0
9		9		13	13	13	13	13	13	13	13
10		10		30	30	30	30	30	30	30	30
11		11		37	37	37	37	37	37	37	37
12		12		60	60	60	60	60	60	60	60
13		13		114	114	114	114	114	114	114	114
14		14		134	134	134	134	134	134	134	134
15		15		154	154	154	154	154	154	154	154
16		16		179	179	179	179	179	179	179	179
17		17		199	199	199	199	199	199	199	199
18		18		219	219	219	219	219	219	219	219
19		19		239	239	239	239	239	239	239	239
20		20		259	259	259	259	259	259	259	259
21		21		279	279	279	279	279	279	279	279
22		22		299	299	299	299	299	299	299	299
23		23		319	319	319	319	319	319	319	319
24		24		339	339	339	339	339	339	339	339
25		25		359	359	359	359	359	359	359	359
26		26		379	379	379	379	379	379	379	379
27		27		399	399	399	399	399	399	399	399
28		28		419	419	419	419	419	419	419	419
29		29		439	439	439	439	439	439	439	439
30		30		459	459	459	459	459	459	459	459
31		31		479	479	479	479	479	479	479	479
32		32		499	499	499	499	499	499	499	499
33		33		519	519	519	519	519	519	519	519
34		34		539	539	539	539	539	539	539	539
35		35		559	559	559	559	559	559	559	559
36		36		579	579	579	579	579	579	579	579
37		37		599	599	599	599	599	599	599	599
38		38		619	619	619	619	619	619	619	619
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40		40		659	659	659	659	659	659	659	659
41		41		679	679	679	679	679	679	679	679
42		42		699	699	699	699	699	699	699	699
43		43		719	719	719	719	719	719	719	719
44		44		739	739	739	739	739	739	739	739
45		45		759	759	759	759	759	759	759	759
46		46		779	779	779	779	779	779	779	779
47		47		799	799	799	799	799	799	799	799
48		48		819	819	819	819	819	819	819	819
49		49		839	839	839	839	839	839	839	839
50		50		859	859	859	859	859	859	859	859
51		51		879	879	879	879	879	879	879	879
52		52		899	899	899	899	899	899	899	899
53		53		919	919	919	919	919	919	919	919
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55		55		959	959	959	959	959	959	959	959
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59		59		1039	1039	1039	1039	1039	1039	1039	1039
60		60		1059	1059	1059	1059	1059	1059	1059	1059
61		61		1079	1079	1079	1079	1079	1079	1079	1079
62		62		1099	1099	1099	1099	1099	1099	1099	1099
63		63		1119	1119	1119	1119	1119	1119	1119	1119
64		64		1139	1139	1139	1139	1139	1139	1139	1139
65		65		1159	1159	1159	1159	1159	1159	1159	1159
66		66		1179	1179	1179	1179	1179	1179	1179	1179
67		67		1199	1199	1199	1199	1199	1199	1199	1199
68		68		1219	1219	1219	1219	1219	1219	1219	1219
69		69		1239	1239	1239	1239	1239	1239	1239	1239
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71		71		1279	1279	1279	1279	1279	1279	1279	1279
72		72		1299	1299	1299	1299	1299	1299	1299	1299
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74		74		1339	1339	1339	1339	1339	1339	1339	1339
75		75		1359	1359	1359	1359	1359	1359	1359	1359
76		76		1379	1379	1379	1379	1379	1379	1379	1379
77		77		1399	1399	1399	1399	1399	1399	1399	1399
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90		90		1659	1659	1659	1659	1659	1659	1659	1659
91		91		1679	1679	1679	1679	1679	1679	1679	1679
92		92		1699	1699	1699	1699	1699	1699	1699	1699
93		93		1719	1719	1719	1719	1719	1719	1719	1719
94		94		1739	1739	1739	1739	1739	1739	1739	1739
95		95		1759	1759	1759	1759	1759	1759	1759	1759
96		96		1779	1779	1779	1779	1779	1779	1779	1779
97		97		1799	1799	1799	1799	1799	1799	1799	1799
98		98		1819	1819	1819	1819	1819	1819	1819	1819
99		99		1839	1839	1839	1839	1839	1839	1839	1839
100		100		1859	1859	1859	1859	1859	1859	1859	1859

4854

9	PAVIA	13	13	345	345	174	174	174	174
10	VERONA	35	35	488	488	177	177	177	177
11	VERONA	37	37	488	488	177	177	177	177
12	VERONA	38	38	488	488	177	177	177	177
13	VERONA	39	39	488	488	177	177	177	177
14	VERONA	40	40	488	488	177	177	177	177
15	VERONA	41	41	488	488	177	177	177	177
16	VERONA	42	42	488	488	177	177	177	177
17	VERONA	43	43	488	488	177	177	177	177
18	VERONA	44	44	488	488	177	177	177	177
19	VERONA	45	45	488	488	177	177	177	177
20	VERONA	46	46	488	488	177	177	177	177
21	VERONA	47	47	488	488	177	177	177	177
22	VERONA	48	48	488	488	177	177	177	177
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26	VERONA	52	52	488	488	177	177	177	177
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28	VERONA	54	54	488	488	177	177	177	177
29	VERONA	55	55	488	488	177	177	177	177
30	VERONA	56	56	488	488	177	177	177	177
31	VERONA	57	57	488	488	177	177	177	177
32	VERONA	58	58	488	488	177	177	177	177
33	VERONA	59	59	488	488	177	177	177	177
34	VERONA	60	60	488	488	177	177	177	177
35	VERONA	61	61	488	488	177	177	177	177
36	VERONA	62	62	488	488	177	177	177	177
37	VERONA	63	63	488	488	177	177	177	177
38	VERONA	64	64	488	488	177	177	177	177
39	VERONA	65	65	488	488	177	177	177	177
40	VERONA	66	66	488	488	177	177	177	177
41	VERONA	67	67	488	488	177	177	177	177
42	VERONA	68	68	488	488	177	177	177	177
43	VERONA	69	69	488	488	177	177	177	177
44	VERONA	70	70	488	488	177	177	177	177
45	VERONA	71	71	488	488	177	177	177	177
46	VERONA	72	72	488	488	177	177	177	177
47	VERONA	73	73	488	488	177	177	177	177
48	VERONA	74	74	488	488	177	177	177	177
49	VERONA	75	75	488	488	177	177	177	177
50	VERONA	76	76	488	488	177	177	177	177
51	VERONA	77	77	488	488	177	177	177	177
52	VERONA	78	78	488	488	177	177	177	177
53	VERONA	79	79	488	488	177	177	177	177
54	VERONA	80	80	488	488	177	177	177	177
55	VERONA	81	81	488	488	177	177	177	177
56	VERONA	82	82	488	488	177	177	177	177
57	VERONA	83	83	488	488	177	177	177	177
58	VERONA	84	84	488	488	177	177	177	177
59	VERONA	85	85	488	488	177	177	177	177
60	VERONA	86	86	488	488	177	177	177	177
61	VERONA	87	87	488	488	177	177	177	177
62	VERONA	88	88	488	488	177	177	177	177
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64	VERONA	90	90	488	488	177	177	177	177
65	VERONA	91	91	488	488	177	177	177	177
66	VERONA	92	92	488	488	177	177	177	177
67	VERONA	93	93	488	488	177	177	177	177
68	VERONA	94	94	488	488	177	177	177	177
69	VERONA	95	95	488	488	177	177	177	177
70	VERONA	96	96	488	488	177	177	177	177
71	VERONA	97	97	488	488	177	177	177	177
72	VERONA	98	98	488	488	177	177	177	177
73	VERONA	99	99	488	488	177	177	177	177
74	VERONA	100	100	488	488	177	177	177	177

	TOTAL DAILY TOTAL	DAILY TOTAL TOTAL	COMBINED TOTAL
1970-1971	100	100	100
1971-1972	100	100	100
1972-1973	100	100	100
1973-1974	100	100	100
1974-1975	100	100	100
1975-1976	100	100	100
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1984-1985	100	100	100
1985-1986	100	100	100
1986-1987	100	100	100
1987-1988	100	100	100
1988-1989	100	100	100
1989-1990	100	100	100
1990-1991	100	100	100
1991-1992	100	100	100
1992-1993	100	100	100
1993-1994	100	100	100
1994-1995	100	100	100
1995-1996	100	100	100
1996-1997	100	100	100
1997-1998	100	100	100
1998-1999	100	100	100
1999-2000	100	100	100
2000-2001	100	100	100
2001-2002	100	100	100
2002-2003	100	100	100
2003-2004	100	100	100
2004-2005	100	100	100
2005-2006	100	100	100
2006-2007	100	100	100
2007-2008	100	100	100
2008-2009	100	100	100
2009-2010	100	100	100
2010-2011	100	100	100
2011-2012	100	100	100
2012-2013	100	100	100
2013-2014	100	100	100
2014-2015	100	100	100
2015-2016	100	100	100
2016-2017	100	100	100
2017-2018	100	100	100
2018-2019	100	100	100
2019-2020	100	100	100
2020-2021	100	100	100
2021-2022	100	100	100
2022-2023	100	100	100
2023-2024	100	100	100
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2049-2050	100	100	100
2050-2051	100	100	100
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5	PAULINO	136	CHICORA	3	
	UNITE	02	EDZRE	90	
		60	PARCOTA	0	170
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Declassified E.O. 12356 Section 3.3/NND No. 785021

4850

Tele : 478303

HEADQUARTERS ALLIED COMMISSION
APO 384

CNO/fd

Transportation Sub-Commission

Our ref.: AO/26/7/In 3

15 May 1945

SUBJECT : Transport for Civil Postal Services

TO : HQ 15 Army Group for C&S
Communications Sub-Comm.
Road Division
Mov.Div - Rail
Regional Commissioner Emilia Region

1. Ref my Signal 7373 of 14 May 1945 (not to Emilia Region).
2. It is desired to restore internal civil postal communication across Economic Line as early as possible.
3. Communications Sub-Commission (P.41-147.C8. of 14 May '45) states that approval to the resumption of postal communication has been given by Military Security (15 Army Group).

4. The intention is that civil post will be carried by rail to FORLI Railhead and from there moved by lrt on the following routes:-

Route 1. FORLI to VENICE

FORLI
RAVENNA
FERRARA
ROVIGO
PADOVA
VENICE

Distance approx 100 Miles

Route 2. FORLI to MILAN

FORLI
BOLOGNA
MODENA
REGGIO
PARMA
PIACENZA
MILAN

4854

Road Division
Mov. Div - Rail
Regional Commissioner Emilia Region

1. Ref my Signal 7373 of 14 May 1945 (not to Emilia Region).
2. It is desired to restore internal civil postal communication across Economic Line as early as possible.
3. Communications Sub-Commission (P. 41-147.08. of 14 May '45) states that approval to the resumption of postal communication has been given by Military Security (15 Army Group).
4. The intention is that civil post will be carried by rail to FORLÌ Railhead and from there moved by RT on the following routes:-

Route 1. FORLÌ to VENICE

FORLÌ
RAVENNA
FERRARA
ROVIGO
PALCOVA
VENICE

Distance approx 150 Miles

Route 2. FORLÌ to MILAN

FORLÌ
BOLOGNA
MODENA
REGGIO
PARMA
PIACENZA
MILAN

Distance approx 200 Miles

Route 3. LEGHORN to GENOA

LEGHORN
PISA
MASSA
LA SPEZIA
GENOA

Distance approx 125 Miles

4802

Route 4. GENOA to TURIN

GENOA
ALESSANDRIA
ASTI
TURIN

Distance approx 120 Miles

5. Loading and Unloading.
Responsibility for supervising and loading of Trucks is that of Communications Sub-Commission who are requested to confirm arrangements made.
6. Escorts.
Communications Sub-Commission will make arrangements for uniformed escorts to accompany trucks and to be responsible for safeguarding and the correct collection and delivery of all loads.
7. Trucks.

(a) <u>Route 1.</u>	One Truck	) To operate regular service on alternate days
(b) <u>Route 2.</u>	Two Trucks	) To be provided under arrangements of Road Division from Unit under command A.C., M.I. Group, located at or near FORLI, for (a) and (b) and LIGHORN for (c).
(c) <u>Route 3.</u>	One Truck	)
- Note.
Each truck is an American type 30 cwt chassis fitted with 2 Ton body. Maximum load 2 Tons. It is therefore important that truck returns regularly to its base for maintenance etc.
Driver of each truck is Italian (Army).
8. Subject to receipt of Authority from HQ 15 Army Group to operate trucks across Economic Line please will Road Division confirm date upon which they will have unit located at or near FORLI (anticipated 7/10 days) and be in a position to provide the 3 trucks to operate Routes 1 and 2.
Please will Road Division also confirm date they can commence operating Route 3.
9. Route 4.
Please will 15 Army Group confirm that they can detail one truck from 1st Truck Bn., A.C. (now under their temporary command) to operate an alternate days from GENOA and state upon what date the service can commence.
Communications Sub-Commission have stated that rail communication is now available between GENOA and TURIN which can probably take care of Route 4. Please will 15 Army Group confirm.
10. Payment
Communications Sub-Commission state to whom

6. Communications
uniformed escorts to accompany trucks and delivery of
safeguarding and the correct collection and delivery of
7. Trucks.
(a) Route 1. One Truck
(b) Route 2. Two Trucks
(c) Route 3. One Truck

) To operate regular service on
) alternate days
) To be provided under arrangement
) ents of Road Division from Unit
) under command A.O., M.T. Group,
) located at or near TORL, for
(a) and (b) and LETHORN for (c).

Note.

Each truck is an American type 30 cwt chassis
fitted with 2 Ton body. Maximum load 2 Tons.
It is therefore important that truck returns
regularly to its base for maintenance etc.
Driver of each truck is Italian (Army).

Subject to receipt of Authority from HQ 15 Army Group to

operate trucks across Economic line please will Road Division
confirm date upon which they will have unit located at or near
TORL (anticipated 7/10 days) and be in a position to provide the
3 trucks to operate Routes 1 and 2.
Please will Road Division also confirm date they can
commence operating Route 3.

9. Route 4.
Please will 15 Army Group confirm that they can detail
one truck from 1st Truck Bn., A.C. (now under their temporary
command) to operate an alternate days from GENOA and state upon
what date the service can commence.
Communications Sub-Commission have stated that rail
communication is now available between GENOA and TURIN which can
probably take care of Route 4. Please will 15 Army Group confirm.

10. Payment
Please will Communications Sub-Commission state to whom
cost of transport is to be debited.

for the Chief Commissioner:

G.N. Christensen

G.N. CHRISTENSEN
Lt. Colonel

Copy to:-
Regional Commissioner Venezia Region
Lombardia " "
Piemonte " "
Liguria " "
Toscana " "

BEST COPY POSSIBLE

722.
14

AND LOMBARDIA REGION AND PIERMONT REGION INFO IS ARMY GROUP FOR 2-5 AND
3 ARMY AND 57 AREA AND LIBERIA REGION.

7060

15 May 1946

ROUTINE

RESTRICTED TO

PARA ONE PD REVEREND THIS HOW WHEN SIGNAL MAYBE FOUR AND EIGHT DATED
ONE TWO PD

PARA TWO AND LOMBARDIA REGION AND PIERMONT REGION FOR INFO ONE FIVE ARMY
FOR GROUP FIVE AND FIVE ARMY FIFTYSEVEN AREA AND LIBERIA REGION FROM
NO ALONG WITH ABOVE PARAS

PARA TWO PD AND LIBERIA STATE CIVIL TRANSPORT IN THEIR REGION WILL BE
UNHANDLED IF CONTROL NOT EXERCISED AND ORIGINAL ORDER FROM TWO PARTS
PARTS NOT APPLIED IN PIERMONT AND LOMBARDIA PD REPORT PROCEEDING ON CONTROL
OF CIVIL TRUCKS AND IMPORTATIONS OF SPAREPARTS PART PD

Copy to:

Executive Section
Tpm.5/C (3)

Dep. Director ✓

4851

Transportation 2/0

AS
G.S.

NICHOLAS PIERMONT
CWO H.S.A.
Assistant Adjutant

C
O.
P
YINCOMING MESSAGEMessage Centre No.-E/476
Date Time Rec'd-May 12 1700B
Precedence - PRIORITYOriginator's Ref. 37
Date/Time of Origin May 11 1845B

FROM: ALCOM LIGURIA

TO : ACTION IV CORPS FOR G5 INFOR AMG 5 ARMY, HQ ALCOM ROME, HQ 92 DIV,
HQ 57 AREA

SECRET

Sitrep No. 7

Situation continues satisfactory. There are indications that civil transportation this Region will be seriously jeopardised if control is not exercised and standard tariffs adhered to in regions to North. Disarming of Patriots IMPERIA province presents complications owing previous French occupation, existing presence French and shortage food in Region otherwise disarming generally satisfactory. Food situation quiet on general minimum 100 gram bread ration except IMPERIA Region where transportation and communication difficulties still necessitate only 50 gram ration.

Explosion of ammunition dump in coastal battery in cliff eastern outskirts SAVONA on 3th May caused estimated casualties dead 40 seriously injured 30 local investigation indicates explosion not due to hostile action. Political situation quiet but uncertain with CLNs manoeuvring for better position after acknowledgement of AMG.

Dist

Action - Exec Comm 2
" CA Sec
" Econ Sec
Info - A/President
Chief Commissioner
Estab Sec
P.R. Branch
File 2
Float

4850

SECRET

ROAD Div (1) ✓
ROAD (Mv) (1)

HEADQUARTERS
AMG FIFTH ARMY
APO 464 U.S. ARMY

TRUCK/OPN

29 April 1945

202/5-2

SUBJECT: Motor Transport for Movement of Civilian Supplies.

TO : See Distribution.

1. In accordance with instructions laid down by G-5, 15th Army Group in letter dated 22 April 1945, Ref. G-5/S/31, and cable G-5 15th Army Group, Ref. G-5 448 dated 25 April 1945, all companies of the 1st Truck Battalion are now under control of the 5th Army Transportation Section.

2. Effective April 28, 1945 all requests for movement of civilian supplies will be called in by the respective Assistant Senior Supply Officers to the 5th Army Transportation Section, who then will make vehicles available.

3. It is most important that the assistant Senior Supply Officer make contact immediately with Major Hensch of the 5th Army Transportation Section so that the proper routine may be established.

4. Captain Richert, Torre del Lago Depot officer in charge will contact Transportation Officer 92nd Division for transportation required by him for the West Coast Area.

5. The above directive supercedes the following letters issued by this headquarters:

- a. Ref. 202/27 dated 13 April 1945, Subject: "Payment for Haulage by CM & ST Companies."
- b. Ref. 202/5-2 dated 2 January 1945, Subject: "Economic & Supply Division Transport."

FRANK E. TOSCANI,

Lt. Colonel, F.A.M.,

Senior Supply Officer,

AMG Fifth Army.

Distribution
G-5, 15th Army Group

(2) For 1st Depot c/o 8th Army for

TO : see Distribution.

1. In accordance with instructions laid down by G-5, 15th Army Group in letter dated 22 April 1945, Ref. G-5/S/31, and cable G-5 15th Army Group, Ref. G-5 448 dated 25 April 1945, all companies of the 1st Truck Battalion are now under control of the 5th Army Transportation Section.

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- a. Ref. 202/27 dated 13 April 1945, Subject: "Payment for Haulage by CM & ST Companies."
- b. Ref. 202/5- dated 2 January 1945, Subject: "Teconomio & Supply Division Transport."

Frank E. Toscani

FRANK E. TOSCANI,
Lt. Colonel, E.M.,
Senior Supply Officer,
AMG Fifth Army.

Distribution

G-5, 15th Army Group
Hq. Alcom for Food S/C
" " Transp. S/C
SCAO's - All Corps for S/O
Porretta Terme AMG Depot
Bologna " " "
Torre del Lago " " "
Florence " " "

(2) Forli AMG Depot c/o 8th Army for (2)
(2) Lt. Pierattini (2)
(2) AMG 8th Army near 48 (2)
(4) Leghorn AMG Depot (10)
(2) 1st Truck Battalion
(2) G-4, 5th Army Rear for Trans- (2)
(2) portation Section
(2) Bible

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