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TRANSPORT CORRESPONDENCE
JUL.-DEC. 1944

Subject:- Civilian Transportation, Florence City

CONFIDENTIAL

Civil Affairs Section,
HQ Allied Armies in Italy
TEL: FILPOT 57

To:- See Distribution

DCCAO/13/4.1
10 Dec 44

1. Reference my DCCAO/13/4.1 dated 20 Nov 44.
2. A thorough investigation has been made and my notes are attached hereto.
3. Appreciation is due to Lt. Col. Rolf, Major Sykes and officers attached to transportation in Florence who have been most helpful in making this investigation possible.

W. L. AINSWORTH,
Captain, R.A.

277

DISTRIBUTION:

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REPORT ON TRANSPORTATION SITUATION IN
FLORENCE CITY

(Date of Investigation 4 - 7 Dec 44)

DGCAO/13/4.1

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

1. Description of Organisations.

(a) Ufficio Autotrasporte. This office is the governing and controlling body of all civilian transport in the Province of Florence and is directly responsible to Allied Commission who have Allied officers attached in various capacities as supervisors. Its job is to organise, regulate and control all civilian load carrying vehicles and for this purpose it is split up into sections, the main ones being:-

(i) Secretary's Office. Responsible for the functioning of all staff and general matters concerning Ufficio Autotrasporte and also the settlement of anything on the legal side.

(ii) Technical Office. Responsible for registering vehicles' particulars, issuing circulation and AMG permits and work tickets, establishing and registering on individual files the estimated fuel consumption and the actual amount of P.O.L. allotted, keeping a "state of roads" chart and controlling the issue of spare parts. Circulation permits to 31 December are obtained from R.A.C.I. and AMG permits for a specified period from Public Safety Officer. Books of work tickets are sent out to dispatch offices. It is illegal for a vehicle to be on the road without these three documents.

(iii) Dispatch Office. Responsible for compiling and distributing ²⁷⁶work tickets and coupons for P.O.L. Dispatch clerks from this office are attached to the various organisations in order to standardise this work.

(iv) Accounts Office. Responsible for collecting monies due from truck owners and for financial routine matters effecting Ufficio Autotrasporte. The system of issuing invoices to consignors on tariff rates and crediting the truck owner with the amount less a certain sum figured on the ton-kilometer basis has been discontinued owing to the amount of work involved. Truck owners pay a fixed sum monthly (effective 18 Oct 44) based on carrying capacity of their vehicle (less a proportionate amount should the truck be off the road for repairs during the month). They pay cash down for all P.O.L., tyres and spare parts and drivers collect on AMG tariff rates upon delivery of goods. This has resulted in a big reduction of staff at the Ufficio Autotrasporte, their total number being twenty seven (27) and there have been no complaints re overcharging. It is beneficial to the truck owner but this is countered by the fact that overhead expenses have been out.

(b) Subsidiary Offices.

These consist of the following:-

(1) Consorzio Agrario
(2) C.P.P.

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(b) Subsidiary Offices.

These consist of the following:-

- (i) Consorzio Agrario
- (ii) C.P.E.
- (iii) S.E.P.R.A.L.
- (iv) Gruppo Grossisti.
- (v) C.I.P.

Instead of the Ufficio Autotrasporte dealing direct with truck owners over each move, such dealings have been decentralised to the above mentioned offices, transport being allotted by quintalage capacity to (i), (ii) and (iii) for a fifteen (15) day period. Item (iv) is affiliated to (iii) and is allocated transport by them; item (v), being haulage of P.O.L., is directly controlled by the Ufficio Autotrasporte.

Consorzio Agrario is responsible for the movement of all grain and flour, C.P.E. for wood, lignite, coal, etc., S.E.P.R.A.L. for foodstuffs Gruppo Grossisti for vegetables and fruit and C.I.P. for all P.O.L. Ufficio Autotrasporte is responsible for movement of any other commodities not listed above.

As stated (Para 1, sub para (a) section (i)) dispatch clerks are attached to these offices.

At these offices are kept individual record cards showing vehicle particulars and hauls effected and also a daily master dispatch record showing total daily hauls, such record giving the name of the owners, numbers of the trucks, commodities carried, distances travelled, periods of deadlining during journeys, all timings, etc, etc.

2. Method of Operation.

Any person requiring a haul effected gives particulars of such haul to the organisation concerned and makes out an official application. The application is received and placed in a certain priority category. Organisations have been made responsible for this by Economica and Supply, Florence. The day before movement is to take place the trucker is given the necessary work ticket and the requisite number of coupons for P.O.L. When the organisation first started, all vehicles reported with full tanks and it is thus up to the Ufficio Autotrasporte to replenish any amount that may have been used on the previous journey. As vehicles are allocated to Organisations for a fifteen day period, truckers know for which concern they will be working well in advance.

Hauls to be effected are sent to the dispatch office showing number of quintals to be moved, NOT the number of trucks required to do the job.

When a vehicle is deadlined a chit is given to the driver by the garage authorised to repair these trucks to deliver to his organisation. A return is submitted by the garage showing approximate duration of deadlining.

3. Inauguration of Road Blocks.

Road blocks have been set up at every entrance to Florence City. They are manned by Carrabinieri and supervised by an Allied Officer. All civilian trucks are stopped at these road blocks, papers checked and loads examined. In the event of the load not agreeing with the work ticket the vehicle is temporarily impounded whilst a thorough check is made at Ufficio Autotrasporti.

It is interesting to note in this respect that so far there have been no infringements on the part of Florence Province trucks.

These carrabinieri are also responsible for checking vehicles which have failed to turn up for work or which have been deadlined for some time.

4. Spare Parts.

That few spare parts are obtainable cannot be issued until approval is obtained and prices checked by C.P.E., Capt. McLachlin and Ufficio Autotrasporti.

5. Duties of Allied Officers.

Capt. Saunders (A), in the absence of Lieut. Bissy who has been hospitalised, supervises the administration of the complete set-up. Capt. Dickens (B) checks daily all record cards at the subsidiary offices, i.e. Consorzio Agrario, C.P.E., S.E.P.R.A.L., etc., and attends to matters of general routine. Any suspect cases are noted and forwarded to Capt. Bullock.

Capt. Bullock supervises the operation of the road block system and checks suspect cases as mentioned above.

When Lieut. Bissy (A) is fit for duty again it is intended that he supervise the administration side whilst Capt. Saunders doubles up with Capt. Dickens, the administrative offices.

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When Lieut. Bissy (A) is fit for duty again it is intended that he supervise the administration side whilst Capt. Saunders doubles up with Capt. Dickens, thus keeping a far closer check on the subsidiary offices.

6. General.

(a) Small vehicles. In order to simplify the work of the Dispatch Office and to keep the number of administrative employees at a minimum, vehicles of under 10 quintal capacity have been released and operate on a thirty (30) day work ticket within the Region of Toscana. They are granted a fixed allotment of P.O.L., which for the month of December has been drastically cut, and are operating specifically to help the small trader.

The majority of these vehicles are converted motorcycles and it is claimed that, where haulage of large amounts is concerned, they are not worth troubling about. Commodities carried by them are closely checked by carrabinieri at the road blocks.

(b) Number of vehicles registered. The total number of vehicles registered is one thousand three hundred and twenty six (1326) and of these one hundred

and sixty nine (69) with a carrying capacity of five hundred and seventy six tons (576) have been allocated to the subsidiary offices. Approximately one hundred (100) trucks have been detailed for special services e.g. electricity supply, collection of garbage, sewage, Genio Civile, postal, hospitals, etc., etc.

Total number registered	1326
Less allocated to subsidiaries	169
Special services	100
Released (under 10 Q1)	690
	<u>259</u>
	<u>367</u>

Of the resulting three hundred and sixty seven (367) fifty two (52) are completely unserviceable and the majority of the remainder are off the road through lack of tyres and/or spare parts. Any vehicles not detailed for duty are immediately put on to hauling grain and flour.

The one hundred and sixty nine (169) vehicles allocated to subsidiary offices are all in fair condition although they are all over eight years old.

(a) Provincial Organisation. This is operated in each commune by a Chief Transport officer working with the Sindaco. A master record is dispatched to Ufficio Autotrasporti every two weeks. To serve the forty-eight (48) communes in Florence Province there are precisely one hundred and sixty eight (168) load carrying vehicles, of which a very small percentage is on the road. 67/4

7. Remarks.

Having made a thorough investigation of the complete organisation and checked the work of the subsidiary offices, I append below my remarks:-

- (a) Ufficio Autotrasporti is particularly well managed by Dott. DelBene and together with the Consorzio Agrario runs very smoothly and efficiently. The Consorzio Agrario should be a model for the remaining subsidiary offices.
- (b) C.P.E., though not in the same class as Consorzio Agrario, is run quite smoothly but they are having their work cut out to supply Florence City with wood etc, now that it has been unblocked. Vehicles have to travel two and three times further than before - often a two day haul - resulting in additional wear and tear on tyres etc.
This office is inclined to rely too much on verbal orders at to priorities etc. Both the Consorzio Agrario and C.P.E. are carrying to capacity.
- (c) S.E.P.C.A.L. The transportation manager of this concern is not conversant with his job and has little or no control over his employees, resulting in a complete break down of organisation. Records are not maintained in an up-to-date condition and no arrangements are made for issuing work tickets during the hours 1200 - 1600. Trucks are not hauling to capacity, probably due to the fact that they are often sent out to collect foods from several farms and return with practically nothing. This is not the fault of the drivers who are prepared to, and actually do, go anywhere. Trucks are being sent out on hauls that should be effected by C.P.E. viz. collection of wood, lignite, etc. Although I could prove nothing I had the impression that the words "bribery and corruption" were not unknown.

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- (d) Gruppi Grossisti (affiliated to S.E.P.R.A.L.) is supposed to haul fruit and vegetables. The latter is practically non-existent in the Province of Florence, thus necessitating a much longer haul for a daily commodity. This necessity does not seem to interfere with their programme for sending a few trucks to haul vino - which was forbidden at a previous meeting - and dried figs. Dried figs can only be classed as a luxury item in view of the fact that they sell for as much as 130 lire per kilo in Florence. Trucks hauling these are away from eight to ten days and travel to Termoli for this commodity, a total distance of over a thousand kilometres.
- (e) In this city, as in all other localities, there is a great shortage of tyres and tubes. Capt. Saunders informs me that, given the requisite number of tyres and tubes (size 10.50 x 20), an extra one hundred vehicles could be put on the road immediately.

- (f) The weekly tonnage lifted is increasing steadily, the figures for the last four weeks being:-

2902 tons
3307 "
3455 "
3997 "

This last figure represents a daily total of 571 tons but it is necessary to lift 950 tons daily, not including materials for industry.

8. Summing Up.

273

- (a) A great wastage of transport is caused by sending vehicles out to communes - not necessarily in Florence Province - to collect produce from various farms. Information re weight must be obtained in advance so that a suitable truck can be dispatched. Whilst it is appreciated that farmers hold the whip hand, knowing that the demand is greater than the supply, it should be possible to set up communal loading centers, each controlled by an OR/Em, the whole Province being supervised by two officers.

- (b) S.E.P.R.A.L. set-up must be completely re-organised. This matter is already receiving attention, the manager and assistant manager being replaced by two more suitable candidates.

- (c) The system of road blocks is quite ineffective unless carried further afield, e.g. over whole territory North of Rome. At present, it is simple for a trucker with all his papers in order to proceed out of the city to collect a load, haul as much black market stuff as he likes between two points outside the city, collect his authorised load and return to Florence. When checked at the control post he says that he has broken down.

- (d) Garrabinieri are being sent to check vehicles that are supposed to be deadlined. This job should be delegated to a regular mechanic who could satisfy himself that the vehicle was in fact deadlined.

- (e) The practice of carrying unnecessary stores - luxury items - must be discontinued. Orders regarding this have already been issued by the Provincial Commissioner but some trucks are still engaged on this haul. Trucks concerned are operated by S.E.P.R.A.L., consequently this matter should straighten itself out when reorganisation is complete.

- (f) It is considered unnecessary to mention tyres, tubes and spare parts. It is interesting to note that when a small consignment was obtained a few days ago and distributed to satisfactory truckers the boost in morale of those concerned was considerable.

- (g) Whilst it is possible to increase the daily tonnage a certain amount if these points are enforced (not including (f) above) it will still be impossible to lift the 950 tons referred to in para 7 sub para (f). In fact there will still be a daily deficit of approximately 250 - 300 tons.

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- (f) It is considered unnecessary to mention tyres, tubes and spare parts. It is interesting to note that when a small consignment was obtained a few days ago and distributed to satisfactory truckers the boost in morale of those concerned was considerable.
- (g) Whilst it is possible to increase the daily tonnage a certain amount if these points are enforced (not including (f) above) it will still be impossible to lift the 950 tons referred to in para 7 sub para (f). In fact there will still be a daily deficit of approximately 250 - 300 tons.
9. Major Sykes has been consulted on the points mentioned in para 8 above. He is doing all he possibly can to raise the daily tonnage but even he cannot work miracles.

Handwritten signature

M. L. AINSWORTH,
Captain, R.A.

HEADQUARTERS ~~REGIONAL~~ ~~COMMISSION~~

ALLIED MILITARY GOVERNMENT

TOSCANA REGION.

File Ref: RVIII/35/44/29.

Date: 7 Oct. '44.

SUBJECT: Grain Haulage to Firenze.

TO : Transportation Sub-Commission (Roads),
H.Q., Allied Control Commission.

1. Reference your letter ACC Tn/R/50 dated 22 Sep. '44 and attached letter 202/5-2 from AMG 5 Army, dated 18 Sep. '44, re. moving of grain to Firenze.
2. Road Haulage trucks from the Pool operated by the Transportation Division, started moving the grain in question on 27 Sep. '44 and have operated on a 24 hour basis, moving an average of 125 tons per day. During one day, 15 trucks moved 162 tons. The 1,500 tons requested moved by trucks of this Division by 15 Oct. '44 will have been completed by 8 Oct. '44. The 1,500 tons being moved by AMG 5 Army trucks will be completed by 15 Oct. '44, as requested.
3. When the Economics and Supply Division can arrange for the loading and moving of additional grain, trucks from the Division Pool will be operated on a 24 hour per day basis, if night loading can be arranged.
4. The highly successful operation of the trucks on a 24 hour schedule, over mountain roads and during wet weather, is largely due to the excellent corps of civilian drivers and supervisory personnel that has been built up and the competent staff of mechanics who work in the garage and on the road, in keeping the old trucks in operation in spite of a lack of repair parts.
5. Reference para.2 of AMG 5 Army letter dated 18 Sep. It is quite impossible to move 36,000 tons of grain into Firenze during October, when the maximum storage capacity available is less than 10,000 tons.
6. Reference para.3 of same letter. A considerable number of the local trucks are well able to undertake long distance hauling but are, at present, urgently needed within the Province.

George B. Sowers
GEORGE B. SOWERS,
Major, AUS.,
Regional Transportation Officer.

GBS/LC.

Copy to:- Regional Commissioner.

RECEIVED
 UNITED STATES GOVERNMENT
 WASHINGTON, D.C.

WVIL/35/13/17.

23 Jul 44

SUBJECT : Civil Transport.

TO : S.C.A.O. Eighth Army.

1. The ACC Transportation Subcommittee is anxious to avoid errors in handling Civil Transport in FLORENCE that occurred in ROME. To that end that Subcommittee proposed in a letter to me that a Transportation Officer, a Supply Officer, and a Police Officer be put on the job of registering and organizing Civil Transport at the earliest after the occupation of the city.

2. After receiving the letter (which was shown to Maj ROLPH during my absence) I went to ROME and told the head of the Transportation Subcommittee that the whole matter was for you to arrange, not me; and that my Transportation Officer - who knows the procedure - and such other assistance as I could give, would be available.

3. I asked Col. ANAMS, Transportation Subcommittee, to have an ACC Directive sent out by the Executive Commissioner and to change "Regional Commissioner" to "SCAO Eighth Army". He said he could take the matter up with the Executive Commissioner. I have been expecting to hear from him or you or both, but nothing has come of it. Therefore, I am acquainting you with the situation.

4. If you concur that FLORENCE Civil Transport should be registered and organized at the earliest, I will make my Transportation Officer, Capt. J.F.D. HALSTEAD, and a Police Officer, Capt. G.E. LEE, both British, available to you at once. These two should be supplemented by a Supply Officer. I have no Supply Officer available, but the FLORENCE team has two. If one of these were added to the Transportation setup, it would be complete.

5. Please let me know your desires in this matter; and, if you agree, I suggest that passes for Capt. HALSTEAD and Capt. LEE be forwarded here with your reply.

6. I am sending this by DE, whom I have instructed to wait and return with your reply, if you care to use him.

Handwritten signature

SUBJECT : Civil Transport.

TO : S.C.A.O. British Army.

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2. After receiving the letter (which was shown to Maj POLAR during my absence) I went to Rome and told the head of the Transportation Subcommission that the whole matter was for you to arrange, not me; and that my Transportation Officer - who knows the procedure - and such other assistance as I could give, would be available.

3. I asked Col. ADAMS, Transportation Subcommission, to have an ACC Directive sent out by the Executive Commissioner and to change "Regional Commissioner" to "SCAO Eighth Army". He said he would take the matter up with the Executive Commissioner. I have been expecting to hear from him or you or both, but nothing has come of it. Therefore, I am acquainting you with the situation.

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6. I am sending this by air, whom I have instructed to wait and return with your reply, if you care to use him.

RGR/ep

Robert G. Kirkwood
ROBERT G. KIRKWOOD,
Colonel, 1st US Army,
Regional Commissioner.

Copy to:- Transportation Sub-Commission CHRU, Executive Commissioner, HQ, ACC.



HEADQUARTERS,
ARMED CONTROL COMMAND, GENOVA,
AUG 30/44

Regional Control and Military Government Section,

20th July 1944.

Ref: 104/33/04.

SUBJECT: Proposed Plan of Action for the Implementation of
Civilian Transport Control in the City of Florence.

TO : GENOVA, ARMED G. ARMY.

270

1. Upon the entrance of ARMED G. ARMY into the City of FLORENCE, notification should be made to all truck owners that they will be issued petrol and permits for circulation at a central garage location. Contracts for haulage should be made with truck owners immediately upon physical presentation of their vehicles at the garage where fuel is centrally issued. No permits for trucks should be issued except from one centrally controlled point. The Public Safety Officer should be the only person authorized to issue permits.

2. All trucks over one ton should be required to operate with work tickets (exceptions will be those vehicles that are so constructed as to be adapted to only specific uses such as telegraph line repair work, milk, etc.).

3. By order of the Senior Civil Affairs Officer taxi rates should be established as per the attached Appendix "A".

4. Tolls are effective in Southern Italy and dispensation will be avoided if it is immediately applied. If FLORENCE vehicles have to be sent South for food, the danger of their being confiscated by more Southern regions for use of too high rates charges will be eliminated.

5. The Senior Civil Affairs Officer should contact at the earliest time Inspectore della Motorizzazione in Compensazione (road section of the Ministry of Communications) and such other consulars as have been handling transportation movement control in the city. It will then be up to the Senior Civil Affairs Officer to determine amongst the persons that they may suggest and others who may be known to the Allies, which Italians should be put in charge of the Ufficio Trasporti di Firenze. When this conclusion has been reached the attached order (Appendix "B") should be issued to establish the office.

6. Instructions should be given to the Director of the Ufficio to get an adequate staff immediately of technicians and meet with the Inspectore della Motorizzazione to arrange for the licensing of all trucks. Trucks should be given first priority. The licensing should be done at the main garage location and only upon the physical presentation of the truck. Proper Italian taxes should be paid by the owner of the vehicle at the time of licensing and the Ufficio Trasporti di Firenze will be responsible for seeing that a proper permit to circulate is on

-2-

8. After certain or all capacities of vehicles have been ordered to report for permits and licensing and the time limit has elapsed, road blocks should then be set up with Carabinieri to stop either certain capacity or all load carrying vehicles and those should be checked for licenses, permits and work tickets or certification that they are not needed. Vehicles that are not in order would be subject to confiscation or fine up to 50,000 lire. In any event the vehicle should be temporarily confiscated until the above is settled in a Military Government Court and the Ufficio Trasporti should have a reserve pool of drivers to keep the vehicles rolling in the meanwhile.

9. The Ufficio Trasporti di Firenze should promptly organize a strong Accounting Department which should take over the functions of collecting all amounts due for haulage done by truckers making overcharges and the Ufficio Accounting Department will deduct from the returns the cost of the gasoline issued to truckers by the Ufficio garage pumps (it should be noted here again that it is absolutely essential that the Ufficio should control all issue of petrol to civilian trucks) and repairs and labour costs entailed and undertaken by the Ufficio will also be deducted.

10. In order to win the Ufficio Transport an operating concern with sufficient capital to carry out its responsibilities and functions, it will be necessary for said Ufficio Trasporti to charge to the truckers registered by them and operating under work tickets, a firm amount for each quintal kilometer that the truckers move. The amount will be determined by totaling the overhead expenses of the Ufficio at the end of the month and prorating these expenses to the truckers in accordance with the number of quintal kilometers covered in the month by each trucker operating on the Ufficio work tickets.

11. In the early stages prior to the establishment of C.I.P. in the City of Florence, patrol will have to come from military supply. It may not be possible immediately to charge truckers for this petrol but as soon as the Ufficio Trasporti can possibly undertake to do this it should be effected. When C.I.P. is established the Ufficio should draw bulk allotments from it, making payment for same and then charging the truckers for the amounts issued to them. If the issue of petrol is done from a central location as per instructions in para. 1, it will not be necessary to make use of the standard coupons.

12. The Ufficio Trasporti should draft an order for the Senior Civil Affairs Officer's signature to state that those vehicles in the hands of private individuals, notwithstanding the fact that they cannot prove right of ownership, will be allowed to circulate and the individuals concerned will be given a certificate stating they have permission to use the vehicles. The determination as to when the property belongs will be made at a later date. The order should state furthermore that the people who receive permits to use these vehicles cannot sell the vehicles.

NOTE: Attached in Appendix 99 is a list of (1) Automobile Manufacturers; (2) Automobile repairers and garages; (3) Ball bearing manufacturers; and (4) Motor Manufacturers with addresses. This list is suggested as a guide to the available garage space of which the largest should be acquired in order to make it possible to centralize operations. It furthermore indicates locations where possibly available spare parts may be found and/or requisitioned. Ball bearings are particularly scarce in Central and Northern Italy and the two plants mentioned should be investigated at the earliest.

9. The Ufficio Trasporti di Firenze should promptly organize a strong Accounting Department which should take over the functions of collecting all amounts due for haulage done by truckers making overcharges and the Ufficio Accounting Department will deduct from the returns the cost of the gasoline issued to truckers by the Ufficio garage pumps (it should be noted here again that it is absolutely essential that the Ufficio should control all issues of petrol to civilian trucks) and repairs and labour costs entailed and undertaken by the Ufficio will also be deducted.

10. In order to make the Ufficio Transport an operating concern with sufficient capital to carry out its responsibilities and functions, it will be necessary for said Ufficio Transport to charge to the truckers registered by them and operating under work tickets, a sum amount for each quintal kilometer that the truckers move. The amount will be determined by totaling the overhead expenses of the Ufficio at the end of the month and providing these expenses to the truckers in accordance with the number of quintal kilometers covered in the month by each trucker operating on the Ufficio work tickets.

11. In the early stages prior to the establishment of U.L.P. in the City of Florence, petrol will have to come from military supply. It may not be possible immediately to charge truckers for this petrol but as soon as the Ufficio Trasporti can possibly undertake to do this it should be effected. When U.L.P. is established the Ufficio should draw bulk allotments from it, making payment for same and then charging the truckers for the amounts issued to them. If the issue of petrol is drawn from a central location as per instructions in para. 1, it will not be necessary to make use of the standard system.

12. The Ufficio Trasporti should draft an order for the Senior Civil Affairs Officer's signature to state that those vehicles in the hands of private individuals, notwithstanding the fact that they cannot prove right of ownership, will be allowed to circulate and the individuals concerned will be given a certificate stating they have permission to use the vehicles. The determination as to whom the property belongs will be made at a later date. The order should state furthermore that the people who receive permits to use these vehicles cannot sell the vehicles.

NOTE: Attached in Appendix "a" is a list of (1) Automobile Manufacturers; (2) Automobile repairers and garages; (3) Ball bearing manufacturers; and (4) Motor Manufacturers with addresses. This list is suggested as a guide to the available garage space of which the largest should be acquired in order to make it possible to centralize operations. It furthermore indicates locations where possibly available spare parts may be found and/or requisitioned. Ball bearings are particularly scarce in Central and Southern Italy and the two plants mentioned should be investigated at the earliest.

M. S. J. 11/11/47
Executive Commissioner.

Copy to: Regional Commissioner, Region VIII.
Regional Section.

HEAD QUARTERS

ALLIED MILITARY GOVERNMENT

FLORENCE PROVINCE

R VIII / F/I/I

SUBJECT: - TRANSPORTATION REPORT - FLORENCE

TO : - PROVINCIAL COMMISSIONER

I) W.D., M.T. A)-Provincial W.D. vehicles are garaged at the Piazza Romana Garage, and at present, maintenance is also being carried out at this location.

B)-This garage will be used permanently for the "sleeping" of Provincial vehicles

C)-Two fitters, a foreman, and a clerk interpreter are employed here

D)-The bulk petroleum storage is being used temporarily by the Supply

Office, pending the availability of larger storage in the north part of the City.

E)-S.I.T.A., Omnibus station (Maso Finiguerra). This will be used for garaging of Region H.Q.'s W.V. vehicles. There is plenty of office accommodation, and possible quarters for drivers. S.I.T.A., request to retain one office for own use.

F)-S.I.T.A. Omnibus Workshop (Maso Finiguerra) Reserved for a central Maintenance and repair shop for Region H.Q., Provincial and Road Haulage W.D. vehicles. - Shop is well equipped for heavy repairs but requires electric power for complete operation. Application for electric power will be made when same is made available.

G)-A detailed list of S.I.T.A. workshop employees have been obtained and these men will be employed when required.

H)-The Escalator and Isotta-Fraschini Garages have also been reserved and may be used for garaging approximately 30 vehicles each.

2) VEHICLES REGISTRATION

A)-General Order 20, and a supplementary notice, the latter calling for the declaration of all motor vehicles spare parts and accessories within four days, have been posted.

B)-A.M.G. vehicles permits are issued by Bert; Lee (Public safety) at the R.A.C.I., Office, where civilian vehicles have to be declared and where Italian vehicles licences are issued.

C)-At the conclusion of the fourth day the following vehicles has been

declared:	
Private cars	408
Lorries under 2 Tons	185
" over 2 Tons	 83

Del: H. H. H.

*File
R19.*

27, Aug '44

*W.D.
4/9.*

TO : - PROVINCIAL COMMISSIONER

- I) W.D. M.T. A)-Provincial W.D. vehicles are garaged at the Piazza Romana Garage, and at present, maintenance is also being carried out at this location.
- B)-This garage will be used permanently for the "sleeping" of Provincial vehicles
- C)-Two fitters, a foreman, and a clerk interpreter are employed here
- D)-The bulk petroleum storage is being used temporarily by the Supply Officer, pending the availability of larger storage in the north part of the City.
- E)-S.I.T.A., Omnibus station (Maso Finiguerra). This will be used for garaging of Region M.Q.'s W.D. vehicles. There is plenty of office accommodation, and possible quarters for drivers. S.I.T.A. request to retain one office for own use.
- F)-S.I.T.A. Omnibus Workshops (Maso Finiguerra) Reserved for a central Maintenance and repair shop for Region H.Q., Provincial and Road Haulage W.D. vehicles. - Shop is well equipped for heavy repairs but requires electric power for complete operation. Application for electric power will be made when same is made available.
- G)-A detailed list of S.I.T.A. workshop employees have been obtained and these men will be employed when required.
- H)-The Excelsior and Isotta-Fraschini Garages have also been reserved and may be used for garaging approximately 30 vehicles each.

2) VEHICLES REGISTRATION

- A)-General Order 20, and a supplementary notice, the latter calling for the declaration of all motor vehicles spare parts and accessories within four days, have been posted.
- B)-A.M.G. vehicles permits are issued by Dept; Lee (Public safety) at the R.A.C.I., Office, where civilian vehicles have to be declared and where Italian vehicles licences are issued.
- C)-At the conclusion of the fourth day the following vehicles have been declared:
- | | |
|----------------------------|----------|
| Private cars |408 |
| Lorries under 2 Tons |185 |
| " over 2 Tons |83 |
| 3 Wheel vans |43 |
| Motor cycles and side cars |84 |
| Specialy adapted vehicles |46 |
- D)-All vehicles declared have either been sabotaged by enemy or been stored away for four years and the vital parts removed and buried, therefore immediate use is not possible, except in the case of a few private cars and approximately 80 lorries.

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E)-It is requested that the police be instructed to pull in all vehicles on the road without a permit. Several cars and three small lorries have been reported on the road without a permit.

F)-The duties of the R.A.C.I. Director are being executed most efficiently by a representative of Committee of Liberation and it is requested that this man be retained permanently. The former Director, who has left the C. ty, is reputed to be a Fascist and now working with the enemy.

3) SPARE PARTS - ITALIAN VEHICLES

- A)-Small stocks have been located and "frozen" and Capt; Secker, (Provincial M.D.O.) is having inventories made.
- B)-It is requested that the Army be asked to requisition spare parts through A.M.C., in order to protect the existing small supplies.

4

4) UNSERVICEABLE VEHICLES

The following action is being taken to put as many vehicles as possible on the road:

A)-Load Carrying Vehicles

All owners are being instructed through the UFFICIO TRASPORTI DI FIRENZE to reassemble their vehicles. Spare parts will be obtained from "frozen" stocks with a written A.M.G., authority. When the first vehicles are roadworthy same will be used to tow others to the workshops for heavy repairs or the replacement of parts necessitating workshop equipment.

B)-Private cars

Will be towed in to the H.Q.'s W/ shops and spare parts fitted in all cases where tyres are on the vehicles.

C)-A list is being prepared of cars only requiring tyres and tubes to make them roadworthy in order that sizes and quantities required may be forwarded to higher authority.

5) ROAD HAULAGE SCHEME

A)-A committee has been formed as follows:

Chairman:- The Prefect (When same is appointed)

Vice Chairman: Dott. Giovanni Beccaro

(Direttore Ispettorato Compartimentale Motorizzazione Civile)

Dott. Corrado Ciuti, (Director F.I.A.T.)

Dott. Carlo Antonini (Director LANCIA)

Acting Director: Rag. Michele Asso (Director S.I.T.A.)

Dott. Gustavo Rimini (Committee of liberation and RACI)

Sig. Cini

Sig. Casucci

3) SPARE PARTS - ITALIAN VEHICLES

- A)-Small stocks have been located and "frozen" and Bapt; Secker, (Provincial M.D.O.) is having inventories made.
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Dott. Carlo Antonini (Director LANCIA)

Acting Director: Rag. Michele Asse (Director S.I.T.A.)

Dott. Gustavo Rimini (Committee of liberation and RACI)

Sig. Cini

Sig. Casucci

B)-Name of Company: "UFFICIO AUTOTRASPORTI DI FIRENZE"

C)-Two Committee meeting have been held and following agreed upon:

I - Lancia Garage and workshops to be H.Q.'s of Company with an additional office at the della Economia building, the latter to facilitate immediate contact with the A.M.G., Supply Officer.

II - Spare parts from S.I.T.A., L.A.M.C.I.A. and FIAT, will be made available on sale to the Company.

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III - Freight rates agreed.

The Company will pay over to the vehicle owner the full charge for haulage less one Lire for Kilometre for operating costs. This may be subject to future authorization.

IV - S.I.T.A., LANCIA and FIAT will finance the initial expenses. First profits of the Company to be used to refund this loan.

V - Petrol supplies have been arranged by the Supply Officer, FIAT, LANCIA and S.I.T.A., have reserves of lubricating oils which will be sold to the Company.

D)-On August 21th the Committee called a meeting of all available operators. (Part of the City is still in enemy hands). Approximately 200 owners attended. The following vehicles are reported as now being ready for the road.

Under 1 Ton	33
1 to 2 "	26
2 to 3 "	4
3 to 4 "	7
4 to 5 "	2
5 to 6 "	3
6 to 7 "	3
Total	78

266

The offices and workshops are now being organized and the above vehicles will be checked over given permits and put into operation as soon as possible.

E)-It is estimated that 20 vehicles will be checked over on Friday, 25 August, 30 on Saturday, and the workshops staff will then be able to check over 30 vehicles per day.

F)-Two vehicles under one ton capacity are being made available for immediate use by the electricity Company in order to expedite repairs. Two small vans are to-day in operation for the Company, transporting spares and P.O.D. to the Lancia garage.

G)-Cap. Secher (M.T.O.) will now move his office to the Lancia garage, in order to be able to supervise the dispatching, repairs and operation staff of the Company.

H)-Capt. Mac Lachlan (Supply Section) is assisting the undersigned and will eventually take over the supervision of the administrative side.

I)-It is anticipated that the undersigned having inaugurated the organization of the Company will be able to hand over entirely to the Provincial Officers mentioned above in the near future.

VI-General

a)-The next outstanding commitment concerning the undersigned

profits of the Company to be used to refund this loan.

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D)-On August 21th the Committee called a meeting of all available operators. (Part of the City is still in enemy hands). Approximately 200 owners attended. The following vehicles are reported as now being ready for the road.

Under 1 Ton	33
1 to 2 "	26
2 " "	4
3 " "	7
3 1/2 " "	2
4 " "	3
4 1/2 " "	3

Total 78

266

The offices and workshops are now being organised and the above vehicles will be checked over given permits and put into operation as soon as possible.

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G)-Cap. Socher (M.T.O.) will now move his office to the Lancia Garage, in order to be able to supervise the dispatching, repairs and operation staff of the Company.

H)-Capt. Mac Lachlan (Supply Section) is assisting the undersigned and will eventually take over the supervision of the administrative side.

I)-It is anticipated that the undersigned having inaugurated the organization of the Company will be able to hand over entirely to the Provincial Officers mentioned above in the near future.

VI-General

a)- The next outstanding commitment concerning the undersigned is the organization of the Bita, workshops for a central maintenance and repair shop for Regional, Provincial and Road Haulage W.D. vehicles.

b)- In connection with these projects it is requested that the Regional Commissioner, be asked to transfer one M.T., M.C.O., from Region Headquarters, for initial supervisory duties and instructing the Italian staff on W.D. vehicles maintenance.

J.P.D. HALSTEAD, R.A.S.C.

REGIONAL TRANSPORTATION OFFICER.

J. H. A. Halstead

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

T A B E L L A

Percorrenze in chilometri	AUTOTRATTI				AUTOCARRI				MOTO	
	Pesanti	Medi	Pesanti	Medi	Leggeri	Carri	Purgoni			
Da 1 a 5	8.70	9.85	11.00	12.15	15.95	15.05	23.75			
Da 6 a 10	9.25	10.45	12.15	13.60	23.20	21.45	42.10			
Da 11 a 15	10.15	11.60	13.35	15.05	30.45	27.00	60.25			
Da 16 a 20	12.15	14.80	15.95	19.10	37.65	34.20	78.55			
Da 21 a 30	15.05	17.95	20.00	24.35	52.15	46.95	115.05			
Da 31 a 40	18.55	21.75	24.90	29.85	66.65	59.70	-			
Da 41 a 50	22.30	26.65	32.15	36.50	81.15	72.45	-			
Da 51 a 60	24.55	32.45	34.80	44.65	-	-	265			
Da 61 a 70	26.55	36.50	37.40	50.15	-	-	-			
Da 71 a 80	28.40	40.95	40.00	55.65	-	-	-			
Da 81 a 90	30.45	44.65	42.60	61.15	-	-	-			
Da 91 a 100	32.45	48.70	45.20	66.65	-	-	-			
Da 101 a 110	34.50	-	47.30	-	-	-	-			
Da 111 a 120	36.50	-	50.40	-	-	-	-			
Da 121 a 130	38.55	-	53.00	-	-	-	-			
Da 131 a 140	40.60	-	55.65	-	-	-	-			
Da 141 a 150	42.50	-	58.25	-	-	-	-			
	L.O., 2833 1.1nte-	L.O., 4870 1.1nte-	L.O., 3884 1.1nte-	L.O., 6665 1.1nte-	L.O., 623 1.1nte-	L.O., 449 1.1nte-	L.O., 835 1.1nte-			

in chilometri	AUTOTRUNKI			AUTOCARRI			TOTO	
	Pesanti	Medi	Pesanti	Medi	Leggeri	Carri	Purgoni	
Da 1 a 5	8.70	9.35	11.00	12.15	15.95	15.05	23.75	
Da 6 a 10	9.25	10.45	12.15	13.60	23.20	21.45	42.10	
Da 11 a 15	10.15	11.60	13.35	15.05	30.45	27.80	60.25	
Da 16 a 20	12.15	14.80	15.95	19.10	37.55	34.20	78.55	
Da 21 a 30	15.05	17.95	20.00	24.35	52.15	46.95	115.05	
Da 31 a 40	18.55	21.75	24.90	29.85	66.65	59.70	-	
Da 41 a 50	22.30	26.65	32.15	36.50	81.15	72.45	-	
Da 51 a 60	24.35	32.45	34.80	44.65	-	-	265	
Da 61 a 70	26.35	36.50	37.40	50.15	-	-	-	
Da 71 a 80	28.40	40.55	40.00	55.65	-	-	-	
Da 81 a 90	30.45	44.65	42.60	61.15	-	-	-	
Da 91 a 100	32.45	48.70	45.20	66.65	-	-	-	
Da 101 a 110	34.50	-	47.30	-	-	-	-	
Da 111 a 120	36.50	-	50.40	-	-	-	-	
Da 121 a 130	38.55	-	53.00	-	-	-	-	
Da 131 a 140	40.60	-	55.65	-	-	-	-	
Da 141 a 150	42.50	-	58.25	-	-	-	-	
	Oltre 150 Km. L.0,2833 per 0.1e-Km. per 1'inte- ro percorso	Oltre 100 Km. L.0,4870 per 0.1e-Km. per 1'inte- ro percorso	Oltre 150 Km. L.0,3884 per 0.1e-Km. per 1'inte- ro percorso	Oltre 100 Km. L.0,6665 per 0.1e-Km. per 1'inte- ro percorso	Oltre 150 Km. L.1,623 per 0.1e-Km. per 1'inte- ro percorso	Oltre 150 Km. L.1,449 per 0.1e-Km. per 1'inte- ro percorso	Oltre 130 Km. L. 3,835 per 0.1e-Km. per 1'inte- ro percorso	

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION

ALV/iab

Tel : 513

ES/44

19 Jul 44

SUBJECT: Proposed Plan of Action for the Implementation of
Civilian Transport Control in the City of Florence.

TO : Regional Commissioner, Region VIII.

1. Upon the entrance of the 8th Army AMG into the City of Florence and the subsequent changeover to the control of Region Eight, notification should be made to all truck owners that they will be issued petrol and permits for circulation at a central garage location. Contracts for haulage should be made with truck owners immediately upon physical presentation of their vehicles at the garage where fuel is centrally issued. No permits for trucks should be issued except from one centrally controlled point. The Public Safety Officer should be the only person authorized to issue permits.

2. All trucks over one ton should be required to operate with work tickets (exceptions will be those vehicles that are so constructed as to be adapted to only specific uses such as telegraph line repair work, milk, etc).

3. By order of the Regional Commissioner tariff rates should be established as per the attached Appendix A.

4. This rate is effective in Southern Italy and disparities will be avoided if it is immediately applied. If Florence vehicles have to be sent South for food, the danger of their being confiscated by more Southern Regions for use of too high rate charges will be eliminated.

5. The Regional Commissioner should contact at the earliest the Inspectorato della Motorizzazione in Concessione (road section of the Ministry of Communications) and such other consorziis as have been handling transportation movement control in the city. It will then be up to the Regional Commissioner to determine amongst the persons that they may suggest and others who may be known to the Allies, which Italians should be put in charge of the Ufficio Trasporti di Firenze. When this conclusion has been reached the attached order (Appendix B) should be issued to establish the Ufficio.

6. Instructions should be given to the Director of the Ufficio to get an adequate staff immediately of technicians and meet with the Inspectorato della Motorizzazione to arrange for the licensing of all trucks. Trucks should be given first priority. The licensing should be done at the main garage location and only upon the physical presentation of the truck. Proper Italian taxes should be paid by the owner of the vehicle at the time of licensing and the Ufficio Trasporti di Firenze will be responsible for seeing that a proper permit to circulate is on the truck (to be issued by Public Safety) and that the truck is provided with a work ticket (daily) or an official certificate stating that

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7. In order not to immobilize all vehicles at once it is suggested that the Ufficio Trasporti should prepare an order for the Regional Commissioner's signature stating over what days trucks of the different capacities will be licensed and issued permits to circulate. Licensing should begin with the largest vehicles, example: From 4 tons up. It is most important to bring the big load carriers under control first. Subsequent orders would be issued on vehicles from 2 to 4 tons and so on.

It should be borne in mind that the above procedure is only in order to bring under Ufficio Trasporti control those vehicles that AMG has not been able to immediately contract and issue permits and work tickets to.

8. After certain or all capacities of vehicles have been ordered to report for permits and licensing and the time limit has elapsed, road blocks should then be set up with Carabinieri to stop either certain capacity or all load carrying vehicles and these should be checked for licenses, permits and work tickets or certification that they are not needed. Vehicles that are not in order would be subject to confiscation or fine up to 50,000 lire. In any event the vehicle should be temporarily confiscated until the above is settled in a Military Government Court and the Ufficio Trasporti should have a reserve pool of drivers to keep the vehicles rolling in the meanwhile.

9. The Ufficio Trasporti di Firenze should promptly organize a strong Accounting Department which should take over the functions of collecting all amounts due for haulage done by truckers being dispatched by them on the work ticket system. This will avoid truckers making overcharges and the Ufficio Accounting Department will deduct from the returns the cost of the gasoline issued to truckers by the Ufficio garage pumps (it should be noted here again that it is absolutely essential that the Ufficio should control all issue of petrol to civilian trucks) and repairs and labor costs entailed and undertaken by the Ufficio will also be deducted.

10. In order to make the Ufficio Trasporti an operating concern with sufficient capital to carry out its responsibilities and functions, it will be necessary for said Ufficio Trasporti to charge to the truckers registered by them and operating under work tickets, a Lira amount for each Quintal kilometer that the truckers move. The amount will be determined by totaling the overhead expenses of the Ufficio at the end of the month and prorating these expenses to the truckers in accordance with the number of Quintal kilometers covered in the month by each trucker operating on the Ufficio work tickets.

11. In the early stages prior to the establishment of C.I.P. in the city of Florence, petrol will have to come from military supply. It may not be possible immediately to charge truckers for this petrol but as soon as the Ufficio Trasporti can possibly undertake to do this it should be effected. When C.I.P. is established the Ufficio should draw bulk allotments from it making payment for same and then charging the truckers for the amounts issued to them. If the issue of petrol is done from a central location as per instructions in para. 1, it will not be necessary to make use of the standard coupons.

12. The Ufficio Trasporti should draft an order for the Regional Commissioner's signature to state that those vehicles in the hands of private individuals notwithstanding the fact that they cannot prove right of ownership, will be allowed permits to circulate and the individuals concerned will be given a certificate stating they have permission to use the vehicles. The determination as to whom the property belongs will be made at a later date. The order should state furthermore that the people who receive permits to use these vehicles cannot sell the vehicles

up to 50,000 lire. In any event, the above is settled in a Military Convention. The Ufficio Trasporti should have a reserve pool of drivers to keep the vehicles rolling in the meanwhile.

5. The Ufficio Trasporti di Firenze should promptly organize a strong Accounting Department which should take over the functions of collecting all amounts due for haulage done by truckers being dispatched by them on the work ticket system. This will avoid truckers making overcharges and the Ufficio Accounting Department will deduct from the returns the cost of the gasoline issued to truckers by the Ufficio garage pumps (it should be noted here again that it is absolutely essential that the Ufficio should control all issue of petrol to civilian trucks) and repairs and labor costs entailed and undertaken by the Ufficio will also be deducted.

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NOTE: Attached in Appendix C is a list of (1) Automobile Manufacturers, (2) Automobile repairers and garages, (3) Ball Bearing Manufacturers, and (4) Motor Manufacturers with addresses. This list is suggested as a guide to the available garage space of which the largest should be acquired in order to make it possible to centralize spare parts. It furthermore indicates locations where possibly available spare parts may be frozen and/or requisitioned. Ball bearings are particularly scarce in Central and Southern Italy and the two plants mentioned should be investigated at the earliest.

Brigadier,
Executive Commissioner.

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pendix 'C'

F L O R E N C E1. AUTOMOBILES MANUFACTURERS.

Filiale di Firenze

Via Luigi Alemanni 3

tel. 25916 - 25889

telef. 42420 - 42825

Parti di ricambio
Riparazioni e assistenza2. AUTOMOBILE REPAIRERS & GARAGES.

Alessandrini Luigi

V. Nettuno 30

Autoelettrico Zeppini

V.le Prino Amedeo No 21

Autoriparazioni Nocentini

V. S. Lucia

Balleggi F.lli

V.le Porta Rossa

Braschi e Nannucci

V. Cimarra 3

Cellerini Mario

V. Nazionale 22-A

Calamandrei F.lli

V. Palazzo 124

Cacciari Benvenuto

V. del Prato 83

Ercoli Alfredo

V. del Prato 43

Ermini Pasquino

V.le Prino Amedeo 21

F.I.A.I.

V. L. Alemanni 3

Garage Oberdan

V. Relais 13

Garage Romeo Romeo

V. Cavalcanti 8

Garage "Stadio"

V.le dei Mille 38

Ianini Roberto

V. Nazionale 21

Lupi Guglielmo

V. Mercedante 35

Mecolini Cesare

Ponte Rosso 3

Materassi Giorgio

V. F. Velori 1

Mecchini Luigi

V. Fossabroni 2

Miccoli Martini e Toccafondi

V. dei Serragli 164

Officine Vannucci Soc. An.

Bismondi No 12

Ponsseschi Eugenio

Lung. Perucci 54

Soc. An. Auto-officina

V. L. Farina 25

Soc. An. Masetti Rudi Mario

Piazza Duomo 11

Soc. An. Vannucci

V. F. Bissondi 12

Vannini e Milliani

V. Serragli 154

Zeppini G. e F.

V.le Prino Amedeo 21

3. BALL-BEARING MANUFACTURERS.

Soc. An. Officine di Villar Perosa O: dei Melgrano 5 bis

Società Cuscinecci e sfere S.F.L. V. Para Bartolomeo 13

4. MOTOR MANUFACTURERS.

Brinati Vesp

P. Davanzati 2

Comp. Gen. di Elettricità

V. Vecchiatti No 5

Fanfani Amato

V. della Portezza 4

F.I.R.D. Forniture industriali

Via Porta Rossa 24

Marcelli Ercoli e C.

V. Cavour 6

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Alessandrini Luigi
 Autoelettrico Zeppini
 Autoriparazioni Nocentini
 Balleggi F.lli
 Braschi e Vannucci
 Cellerini Mario
 Calamandrei F.lli
 Cuochi Benvenuto
 Ercoli Alfredo
 Ermini Pasquino
 F.I.A.I.
 Garage Oberdan
 Garage Romei Romeo
 Garage "Studio"
 Ianini Roberto
 Lupi Guglielmo
 Macolini Cesare
 Materassi Giorgio
 Miccinesi Luigi
 Niccoli Martini e Toccafendi
 Officine Vannucci Soc. An.
 Ponzecechi Eugenio
 Soc. An. Auto-officina
 Soc. An. Massetti Eredi Mario
 Soc. An. Vannucci
 Vannini e Milliani
 Zeppini G. e P.

3. BALL-BEARING MANUFACTURERS.

Soc. An. Officine di Villar Perosa Cj del Melerandio 5 bis
 Società Cuscineti e sfere S.E.I. V. Para Bartolomeo 13

4. MOTOR MANUFACTURERS.

Brinati Vesp
 Comp. Gen. di Elettricità
 Fanfani Amleto
 F.I.R.P. Forniture industriali
 Marcelli Ercoli e C.
 Petrelli Augusto
 Soc. An. Fabbrica Italiana
 /Motor Muzzi
 Soc. Ital. Motori Crossley
 Tecnorasio Italiano

P. Davanzati 2
 V. Vecchiatti N° 5
 V. della Fortezza 4
 Via Porta Rossa 24
 V. Cavour 6
 V. Borgognisanti 3
 V. G. Mazzini 7 (Ricredi)
 V. Cavour
 V. Cavour 24

V. Mattosia 30
 V.le Princ Amedeo N° 21
 V. S. Lucia
 P.le Porta Romana
 V. Cimara 3
 V. Nazionale 22-A
 V. Palazzolo 184
 V. del Prato 83
 V. del Prato 43
 V.le Princ Amedeo 21
 V. L. Alemanni 3
 V. Celso 13
 V. Cavalcanti 8
 V.le dei Mille 38
 V. Nazionale 21
 V. Mercadante 35
 Ponte Rosso 3
 V. P. Valori 1
 V. Fossonbreni 2
 V. dei Serregli 164
 Riondi N° 12
 Lung. Perucci 54
 V. L. Farina 25
 Piazza Duomo 11
 V. P. Riondi 12
 V. Serregli 154
 V.le Princ Amedeo 21

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

18 July 1944

SUBJECT: Proposed Plan of Action for the Implementation of Civilian Transport Control in the City of Florence.

TO : Colonel D.S. ADAMS, Director, Transportation Sub-Comm.

1. AS per your instructions, herewith my notes on the draft (ref; E2/44 - 16 July) plan concerning the above.

2. A suggested Region VIII team composed as under, to go into Florence, with 8th Army AMG.

1, Public Safety O., 1 Supply O. and 1 M.T. Officer from Florence Province.

Two clerks and Interpreter

1 Transportation Officer and one clerk from Region VI.

3. The above team could make preparations for the immediate operation of the scheme laid down in the draft, when the 8th Army AMG, hand over to Region VIII.

4. Ref. par. 1. All permits for vehicles to be issued by the Public Safety Section. Load-carrying vehicles over 1 ton required for transporting civilian supplies will, when licensed come under the control of the Supply Officer, through the manager of the civilian Consorzio.

Petrol rationing to be controlled by the Public Safety Officer through C.I.P. Will coupon system be used?

5. Ref. par. 9. In the early stages, will AOC petrol issued, be charged to the Ufficio Trasporti, who in turn will make a charge to the contractors working for the Consorzio, and other civilians who have been authorized to operate a vehicle?

6. Ref. par. 10. May the operation companies' charge to truckers fixed in Naples & Rome, be quoted in order to provide a guide for the P.C. Florence.

7. The operation of this plan will definitely call for an additional Transportation Officer as the only officer avail-

1 2 1 8
Civilian Transport Control in the City of Florence.
TO : Colonel D.S. ADAMS, Director, Transportation Sub-Comm.

1. As per your instructions, herewith my notes on the draft (ref: 22/44 - 16 July) plan concerning the above.

2. A suggested Region VIII team composed as under, to go into Florence, with 8th Army AMG.

1, Public Safety O., 1 Supply O. and 1 M.T. Officer from Florence Province.

Two clerks and interpreter

1 Transportation Officer and one clerk from Region VIII.

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Petrol rationing to be controlled by the Public Safety Officer through C.I.P. Will coupon system be used?

5. Ref. par. 9. In the early stages, will AGC petrol issued, be charged to the Ufficio Trasporti, who in turn will make a charge to the contractors working for the Consorzio, and other civilians who have been authorized to operate a vehicle?

6. Ref. par. 10. May the operating companies' charge to truckers fixed in Naples & Rome, be quoted in order to provide a guide for the P.C. Florence.

7. The operation of this plan will definitely call for an additional Transportation Officer as the only officer available to assist the Provincial Commissioner, with this matter, is the Regional Transportation Officer.

J. D. D. Halstead - Engr.

J. D. HALSTEAD, Capt. RASC
Transportation Officer, Region VIII.

BOCCA DI DECRETO MINISTERIALE

tariffa unica per i trasporti di cose su strada con autoveicoli

o o o

IL MINISTRO PER L'INDUSTRIA, COMMERCIO E LAVORO
di concerto con
IL MINISTRO PER LE COMUNICAZIONI

- Visto il Decreto Ministeriale 27 giugno 1942 che fissa i corrispettivi per i trasporti di cose su strada con autoveicoli;
- Ritenute la necessità di adeguare i corrispettivi ivi stessi alla situazione contingente

D E C R E T A :

Articolo Unico

I corrispettivi per i trasporti di cose con autoveicoli potranno superare quelli indicati nelle unite tariffe e norme di applicazione.

Il presente Decreto entra in vigore nel giorno della sua pubblicazione nella Gazzetta Ufficiale del Regno.

Nota.....

IL MINISTRO PER L'INDUSTRIA
COMMERCIO E LAVORO

IL MINISTRO PER LE
COMUNICAZIONI

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TARIFFA PER TRASPORTO DI COSE CARICO MONTATO CON AUTOMOBILI
PER SPEDIR POSTA SUL CICLO PIANALE DALL'AUTOMOBILE (Autoveicolo im-
pegnato per una intera giornata (otto ore) su di un percorso mas-
simo di 50 Km.).

TARIFFA PER RIMBORSI INDIVIDUALI

(al netto dell'importo nell'entrata)

Percorrenza in chilometri	TABELLA II°				MOTO	
	AUTOMOBILI		MOTO			
	Pesanti	Medi	Pesanti	Medi		
Da 1 a 50	5,00	6,50	7,40	8,15	10,10	10,25
Da 5 a 10	6,20	7,00	8,15	8,25	14,10	28,25
Da 11 a 15	6,80	7,80	9,55	10,10	18,55	40,45
Da 16 a 20	8,15	9,55	10,70	12,80	22,95	52,70
Da 21 a 30	10,10	12,00	13,40	16,35	31,50	77,20
Da 31 a 40	12,45	14,60	16,70	20,05	40,05	-
Da 41 a 50	14,95	17,90	21,60	24,50	48,60	-

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Le tariffe di cui sopra si applicano per tutta la per-
correnza effettuata, con carico ed a vuoto. All'importo ricava-
to deve sommarsi la quota di

Lire 1.700, == / 2.355, == / 1155, == / 660, == / 405,00 / 170, == / 135, == /

MODALITÀ DI APPLICAZIONE

- 1) - Gli effetti dell'applicazione delle tariffe di cui alle precedenti tabelle si intendono per:
 - autotreni pesanti quelli di portata superiore ai 40 q.li
 - autotreni medi quelli di portata superiore fino ai 40 q.li
 - autocarri pesanti quelli di portata superiore ai 40 q.li
 - autocarri medi quelli di portata da oltre 20 q.li fino a 40 q.li
 - autocarri leggeri quelli di portata fino a 20 q.li
 - motocarri di autoveicoli a tre ruote, di portata fino a 10 q.li e gli analoghi tipi di portata superiore eccezionalmente in circolazione.
 - motofurgoncini i motocicli per trasporto di cose di portata fino a 3,5 q.li.

Si intende per autotreno l'autoveicolo composto congiuntamente di motrice e rimorchio, s'intende per autocarro l'autoveicolo composto della sola motrice, e infine si intende per autotreno in distintamente l'autotreno e l'autocarro.

Per portata si intende quella indicata nel libretto di circolazione e sola ad essa bisognerà riferirsi per classificare l'automezzo e per calcolare il corrispettivo dovuto per il trasporto.
- 2) - Le tariffe della tabella II si applicano quando l'automezzo viene impegnato dal committente con esplicita convenzione per un'intera giornata di otto ore purché complessivamente si percorra un massimo di Km. 50; in tutti gli altri casi si applicano quelle di cui alla tabella I.
- 3) - Qualora la natura delle cose e altre ragioni non consentano di utilizzare l'intero portata utile dell'automezzo, oppure qualora sia richiesta al massimo la capacità dell'automezzo con carico di merci, si applicano le tariffe.

- autocarri medi quelli di portata da oltre 20 q.li fino a 40 q.li
 - autocarri leggeri quelli di portata fino a 20 q.li
 - motocarri e autoveicoli a tre ruote, di portata fino a 10 q.li e gli analoghi tipi di portata superiore eccezionalmente in circolazione.
 - motofurgoncini i motocicli per trasporto di cose di portata fino a 3,5 q.li.
- s'intende per autotreno l'autoveicolo composto congiuntamente di motore e rimorchio, s'intende per autocarro l'autoveicolo con posto della sola motrice, e infine si intende per autotreno in distintamente l'autotreno e l'autocarro.
- Per portata si intende quella indicata nel libretto di circolazione e solo ad essa bisognerà riferirsi per classificare l'automezzo e per calcolare il corrispettivo dovuto per il trasporto.

2) - Le tariffe della Tabella II si applicano quando l'automezzo viene impegnato del committente con esplicita convenzione per un'intera giornata di otto ore purché complessivamente si percorra un massimo di Km. 50; in tutti gli altri casi si applicano quelle di cui alla Tabella I.

3) - Qualora la natura delle cose e altre ragioni non consentano di utilizzare l'intero portata utile dell'automezzo, oppure qualora sia sfruttata al massimo la capacità dell'automezzo con carico di materiale voluminoso, qualunque sia il peso corrispondente, le tariffe di cui alle precedenti tabelle verranno calcolate su tutta la portata utile dell'automezzo stesso.

4) - Le frazioni di chilometro devono arrotondarsi in eccesso; valore, cioè, per un intero chilometro.

./.

2)

- 5) - La percorrenza va calcolata computando i chilometri che, per la via più breve, separano l'autorimessa dell'automezzo dal posto di scarico delle cose trasportate. Viceversa per il ritorno. Deve intendersi per via più breve quella che comprende le circunvoluzioni e/o le eventuali necessarie deviazioni.
- 6) - Per il percorso, di ritorno a vuoto si applicano le tariffe ridotte del 40%.
- 7) - Quando uno stesso automezzo trasporta cose appartenenti a più di un committente, con destinazioni diverse sullo stesso percorso, la somma da corrispondere al vettore sarà calcolata in base all'intero percorso e alle portate utili dell'automezzo, tenendo conto dell'eventuale ritorno a vuoto. Detta somma sarà ripartita proporzionalmente al numero dei quintali-chilometro per ciascun cliente trasportato.
- 8) - Le tariffe di cui unite Tabelle sono comprensive del perditempo necessario alle operazioni di carico e scarico, che devono effettuarsi nel tempo massimo di 30 q.li all'ora per gli autotreni e di 40 q.li all'ora per gli eltri automezzi. Per ogni mezz'ora in più l'intente è tenuto a corrispondere :
- | | | |
|------|-----|-------------------------------------|
| - L. | 130 | per gli autotreni pesanti |
| - L. | 65 | per gli autotreni medi |
| - L. | 70 | per gli autotreni autocarri pesanti |
| - L. | 40 | per gli autocarri medi |
| - L. | 25 | per gli autocarri leggeri |
- 9) - La durata del servizio deve calcolarsi dal momento in cui l'automezzo lascia l'autorimessa e quello in cui vi giunge di ritorno, senza tener conto delle perdite di tempo imputabili al vettore.

- 6) - Per il percorso, di ritorno e via del 40%.
- 7) - Quando uno stesso automezzo trasporta cose appartenenti a più di un committente, con destinazioni diverse sullo stesso percorso, la somma da corrispondere al vettore sarà calcolata in base all'intero percorso e alla portata utile dell'automezzo, tenendo conto dell'eventuale ritorno a vuoto. Detta somma sarà ripartita proporzionalmente al numero del quintali-chilometro per ciascun cliente trasportato.
- 8) - Le tariffe di cui viste Tabelle sono comprensive del perditempo necessario alle operazioni di carico e scarico, che devono essere effettuati nel tempo massimo di 80 gli all'ora per gli autotreni e di 40 gli all'ora per gli altri automezzi. Per ogni mezz'ora in più l'intento è tenuto a corrispondere:
- | | | |
|------|-----|-------------------------------------|
| - L. | 130 | per gli autotreni pesanti |
| - L. | 85 | per gli autotreni medi |
| - L. | 70 | per gli autotreni autocarri pesanti |
| - L. | 40 | per gli autocarri medi |
| - L. | 25 | per gli autocarri leggeri |
- 9) - La durata del servizio deve calcolarsi dal momento in cui l'automezzo lascia l'autorimessa a quello in cui vi giunge di ritorno, senza tener conto delle perdite di tempo imputabili al vettore.
- 10) - Le presenti condizioni e tariffe non costituiscono le preesistenti convenzioni e le tariffe già in vigore più favorevoli per i committenti del trasporto.

3)

II) - I contratti in corso, ove non contengano condizioni più favorevoli per il committente del trasporto, si intendono decadenuti dal giorno stesso, della data di pubblicazione nella Gazzetta Ufficiale delle presenti condizioni e tariffe; in caso contrario conservano la loro validità al termine di un mese dopo la suddetta pubblicazione. -

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