

ACC

AC/TN 5/55/

10000/178/3.612

1N
JUN

10000/178/2612

1. N.T. - 5/01/21
JUN. 1944 - JUL. 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

11 June 1945

SUBJECT: Transfer of Truck Pools to Italian Government.

From : Captain J.G. Hamwell, R.A.
Finance Sub-Commission
AMS/AC, C.M.F.

TO : Dott. Angelo Salini
Director General, Istituto Nazionale Trasporti
52 Via Libertà, Palermo.

781

With reference to the meeting between the representatives of AMS/AC (Major D.C. Moyle, R.A. and Captain J.G. Hamwell, R.A.) and representatives of the Italian Treasury, State Railways and I.N.T. held at your office on Monday 11th June 1945, the following were the main points agreed upon:-

1) The transfer of all assets and liabilities of the Istituto Nazionale Trasporti (I.N.T.) at present owned and controlled by AMS/AC will take place as from the close of business on 13th June 1945.

2) After this date AMS/AC will have no responsibility either for the operation or for the property and liabilities of I.N.T.

3) For simplicity, the transfer of all assets and liabilities including trucks will be from AMS/AC to the Italian Government who may then transfer to the Italian State Railways or I.N.T. as they wish.

4) The representatives of the Italian Government will prepare lists of all trucks, spare parts, stationery, office equipment etc., at present the property of AMS/AC and being used by I.N.T., Sicily as at the close of business on 13th June 1945.

These lists will be completed by 25th June 1945 and will be submitted to the AMS/AC representatives on that date at the office of the Liaison Officer AMS/AC, Palermo.

5) The lists will be discussed at a subsequent meeting and an agreement arrived at.

When the lists are agreed, both parties will sign.

6) The books of account of I.N.T. will be closed as at the close of business on 13th June 1945 and new books opened as from 14th June 1945.

7) A Balance sheet as on the 13th June 1945 will be prepared, certified correct by the Director of I.N.T. and be submitted to the AMB/AC representatives by 25th June 1945.

The balance sheet will include all cash and Bank balances, debtors, stock, payments made in advance, creditors, and all other assets and liabilities of I.N.T. as on the 13th June 1945.

The Balance Sheet will be supported by schedules which will show the detailed composition of all items appearing in the balance sheet. All schedules will be duly certified as correct by the Director General I.N.T.

8) As from the close of business on 13th June 1945 all cash, cash at bank, debtors, stock, trucks, and other assets of I.N.T. will become the property of the Italian Government, and all creditors and other liabilities will be taken over by them.

9) Certificates from the Banks showing the balances in hand at the close of business on the 13th June 1945 and certificates from the banks showing that these balances have been transferred to the Italian Government will be obtained by the Director General I.N.T. and given to the AMB/AC representatives.

10) Dottore Giovanni Bondi, representing the Italian Treasury will give to the AMB/AC representatives receipts for the Bank and Cash Balances taken over.

11) Any outstanding claims whether in respect of third party accidents or otherwise whenever incurred will become a liability of the Italian Government.

12) A further meeting will be held at the Offices of I.N.T. at 2400 hours on the night of 29th - 30th June 1945.

J.G. Hanwell

Captain R.A.
(J.G. HANWELL)

730

Copies to:-

Dott. Angelo Salini,
Dott. Giovanni Bondi (Treasury R.)
Dott. Aldo Macciani (Railway T.)
Dott. Umberto Rotondi (I.N.T.)
Chief Accountant
Major Boyle
File.

TRANSLATION

/nc

ISTITUTO NAZIONALE DEI TRASPORTI

General Management

REF. 362/109

Palermo 18 June 45

42 Via Libertà Hone 18449

SUBJECT : Derequisitioning of vehicle
TO : Transportation Sub-Commission
Roads Division
Allied Commission - Rome

Mr. Puddu Antonino, living in Messina, has submitted an application to this General Management to obtain the derequisitioning of the truck Lancia 3 RO, license plate ME, which had been requisitioned some time ago by the Italian Army.

He has also submitted all the documents, copies of which are attached hereto.

According to the documents, Mr. Puddu collected no indemnity for the truck and also submitted a claim to obtain a correct reasonable valuation of the vehicle.

However, according to the copy of the document issued by the "Pubblico Registro Automobilistico", it results that the truck belongs to the Italian Army owing to the requisitioning and therefore at the moment of the occupation the truck was a war-prey and at present it is legitimately owned by the AC.

The Italian Army has now requisitioned a truck which does not belong to it anymore, therefore if the Hq. will decide the derequisitioning of the vehicles, a situation will be created which will enable the Army to derequisition all the other numerous vehicles which are in the same conditions and therefore the AC. will be deprived of a large number of vehicles.

Therefore we do not suggest the derequisitioning.

We are waiting the instructions of the HQ.

THE CHIEF
OF THE LEGAL OFFICE
(sgd. illegible)

THE
GENERAL DIRECTOR
(sgd illegible)

Enclosure: N.8

ROYAL ITALIAN AUTOMOBILE CLUB

"Ufficio del Pubblico Registro
Automobilistico
of Messina

Chronological Extract (general or partial)
of the transcriptions and mort gages concerning the (2) truck
with license plate No. 5789 ME, motor 2342, frame
No. 464-2224 - Made in 1940.

Registry-Book : I Volume 34 - Folio No. 5798

No.	INSCRIPTION OF THE PROPERTY AND TRANSCRIPTIONS
1.	11/4/940 RF 606 f/3 = Reference is made to the circulating license No. 5789 ME issued the 10/4/940 and to the records of the organization (store) which contacted Mr. Puddu Antonino, of late Giuseppe, living in Messina, Via Manzoni is 474. Declared value 156,560 lires. Noted on the circulating license. The holder of mort gages : Sgd.Carpitella.
2.	27/6/940 - RF -1177-f/6 = Reference to the notice No. 112 dated 19/6/940 of the "18 Commissione Requisizione Autoveicoli" of the Province of Messina, it is noted the requisitioning of the vehicle by the Military Authorities. The holder of mort gages: sgd. Carpitella.

MINISTRY OF COMMUNICATIONS
General Inspectorate of Railways,
Tramways and Motorization

Palermo - Division

CIRCULATING PERMIT TO TEST VEHICLES

Mr. Puddu Antonino, living in S.Michele
-vehicle Lancia 3 RO, license plate 5789 ME - Motor 2342.
is authorized to circulate at a speed not superior to
20/30 Km. per hour.
This permit is effective 14/1/1944.

Messina - 14/1/1944

The Director of Division
sgd. illegible

777

ISTITUTO NAZIONALE TRASPORTI
Branch Office of Messina

MAKE - Lancia 3RO

FRAME No. 464-2224 MOTOR No. 2342

CONDITION OF MOTOR : good no hydraulic pump for tubes - fan belt
air filter and water tubes - the motor is fused.

CONDITION OF OTHER PARTS : good

NUMBER OF HYDRAULIC PUMP : No pump

ELECTRICAL SYSTEM : good

NUMBER AND TYPE OF LAMPS: no electric bulbs and lamps

NUMBER OF BATTERIES : Batteries are discharged and have no material.

WHEELS:

Size :	270 x 20	Number	F.159 O 340	- Condition	50%
"	"	"	F.163 E 329	"	"
"	"	"	F.174 U 321	"	"
"	"	"	"	"	"
"	"	"	"	"	"
"	"	"	"	"	"
"	"	"	"	"	"

TOOLS, LIST AND NUMBER TO IDENTIFY THEM : none

CONDITION OF THE VEHICLE : good

CABINE : there are no cushions, there is not one window pane and
also a door.

BODY : good, there are no edges.

Messina - 20 May 1944

Signed by
Rag. Salvatore Trapani
Capo Rimessa - La Scala
PUDDU Antonino

776

TO : HQ Allied Commission
PALERMO

The undersigned PUDDU ANTONIO of late GIUSEPPE calls your attention on what follows :-

On August 19th 1945 the Italian Military Authorities have requisitioned the Truck Lancia 3 RO, license plate 5789 ME as it results from the enclosed records.

Said vehicles has then been deriquisitioned on April 9th 1945, by the "12° Centro Automobilistico" (Military Command of Sicilia), but the vehicle has not been delivered to him and is located at the I.N.T. Garage, in Messina because Rag. Salvatore Trapani and the "Capo Rimessa" Baldassarre Scala of the I.N.T. has scized it on May the 20th 1945 (see enclosed folio).

Therefore reference to all the enclosed documents it results that I am the owner of the truck and that no sums have been collected from the Military Authorities, I hope that the Hq. will instruct the I.N.T. to return me immediatly the vehicle.

Best regards,

(sgd PUDDU ANTONIO)

Messina 26 May 1945

Village of S. Michele Ritiro - Messina-

775

R. INTENDENZA di FINANZA

Servizio Cassa e Depositi e Prestiti
MESSINA

Ref : 24

Under request of the concerned individual, and
for the use permitted by the law.

After having verified all records of the office

IT IS CERTIFIED
that no sums have been paid for Mr. BUDDA ANTONIO of late
GIUSEPPE either for the requisitioning of the vehicles or
for other reasons.

Messina 2P/5/1944

THE OFFICIAL

(sgd illegible)

THE DIRECTOR of TREASURY

(sgd illegible)

774

Doct. Eng. GIUSEPPE MALLANDRINO
MESSINA

Messina 28 February 1944

The undersigned Doct. Giuseppe MALLANDRINO certifies that on June 29th 1940, having been called at arms, and appointed President of the "XVIII Commissione Requisizione Autoveicoli" he requisitioned the truck Lancia 3 RO, license plate 5789 ME, frame N° 464-2224, motor N° 2342 belonged to Mr. Puddu Antonio of late Giuseppe.

The truck was in good conditions as it had covered a distance of only 6000 kilometers. The requisitioning indemnity was not deemed convenient by Mr. Puddu, who refused to accept the sum fixed by the Commission and therefore all files on the subject were forwarded to Superior Authorities.

The Commission was composed of Mr. Giorgio Sortino, lieutenant of the "Military Drivers' Unit" and of the "Consiglio Provinciale".

This statement is issued by request of Mr. Puddu Antonio of late Giuseppe, owner of the above mentioned requisitioned truck.

This copy is similar to the original which had been submitted to a notary.

(sgd illegible)

Messina 7 May 1945

773

TRANSLATION

COPY

/no

A.M.G.O.T.
PROVINCE OF MESSINA

This Ref.: 261

Messina Dec.3rd 1943

SUBJECT : AMGOT Lorry N° 2082 (owner PUDDU ANTONIO)
TO : S.C.A.C. AMGOT MESSINA

The beaver, PUDDU ANTONINO of late Giuseppe, is the original owner of AMGOT truck N° 2082 with circulation n°5789, chassis n°464-2224 and engine n°2342.

From relative "documenti" which I have of the vehicle: On the 19 June 1940 the Lorry was requisitioned by the Italian Military Authorities, but payment for it was never made. In due course AMGOT obtained possession of the vehicle and it has since been used by AMGOT.

The vehicle is a now military one and is now in disrepair. Mr.PUDDU, the original owner has applied to put it into repair at his own expense, to enable to register it in his name. The lorry would then continue to be used by AMGOT until such time as the administration ceases to function in Sicily.

Could this be authorized, please, and the applicant greanted a little assistance at the garage.

772

H.EBSWORTH
Major C.A.O. Messina Commune

AMGOT Messina - stamp - 3rd January
1944

sgd.Lt.Colonel Stores

M E MORANDUM

This is the story about my truck Lancia 3 RO, license plate 5789 ME, nearly new for having run only for 6000 kilometers. On the 19/6 1940 the truck has been requisitioned with two other trucks by the "18a Commissione Militare" The truck remained in Messina and each time I saw it passing in the street I always cursed Mussolini for having declared war.

On the 14/8/1945 during the "emergency" a friend of mine told me that the lorry was abandoned near the turrent Pisciotto and therefore I went to look for it with my son and my brother in law.

When I arrived on the place I found the truck without tyres, without batteries etc. I repaired it with the expense of 10.500 liras and I thought to hide it.

But during the first days of September somebody reported this fact and the lorry was seized by the American lieutenant Griechley, and was sent to the A.M.G.O.T. Garage at Messina (Ritiro).

After a lot of troubles on the 3/1/1944 I obtained the requisitioning of the truck from the Allied Command.

The derequisitioning order was the following:- This Command orders that the truck Lancia 3 RO, license plate 5789 ME, classis N° 2224, motor N° 2343, which was requisitioned by the Italian Military Authorities should be returned to its owner, Mr. Puddu Antonio of late Giuseppe, and living in Messina.

This was one of the happiest day of my life, because only in this way I could support my family.

The lorry has been returned to my badly damaged with no tyres, etc and I had to pay 82.000 liras which Cav. Mangeri lent me to reoperate it.

After one month of work I succeed in reoperating the truck and I test it to register it again. But Eng. Rau of the Motorizations could not register the truck because it was necessary the derequisitioning of the Italian Military Authorities or the sale of the A.M.G.O.T.

Therefore Eng. Rau has seized my derequisitioning decree and I was compelled to take the truck back to the my garage. With the derequisitioning - decree I received another letter signed by an American Major and Lt. Colonel which commanded the Messina A.M.G.O.T.

In the meantime I was employed as a driver at the "Prefettura" and at the "Sopra Intendenza" I told all the story to the Prefect (Avv. Stancanelli) who promised me the derequisitioning, but practically he never interested himself anymore.

Few days later the Prefect was sending me to Naples

of mine told me that the lorry was abandoned near the current Pisciotto and therefore I went to look for it with my son and my brother in law.

When I arrived on the place I found the truck without tyres, without batteries etc. I repaired it with the expense of 10.500 liras and I thought to hide it.

But during the first days of September somebody reported this fact and the lorry was seized by the American lieutenant Criechley, and was sent to the A.M.G.O.T. Garage at Messina (Ritiro).

After a lot of troubles on the 3/1/1944 I obtained the requisitioning of the truck from the Allied Command.

The derequisitioning order was the following:- This Command orders that the truck Lancia 3 RO, license plate 5789 ME, classis N° 2224, motor N° 2343, which was requisitioned by the Italian Military Authorities should be returned to its owner, Mr. Puddu Antonio of late Giuseppe, and living in Messina.

This was one of the happiest day of my life, because only in this way I could support my family.

The lorry has been returned to my badly damaged with no tyres, etc and I had to pay 82.000 liras which Cav. Mangeri lent me to reoperate it.

After one month of work I succeed in reoperating the truck and I test it to register it again. But Eng. Rau of the Motorizations could not register the truck because it was necessary the derequisitioning of the Italian Military Authorities or the sale of the A.M.G.O.T.

Therefore Eng. Rau has seized my derequisitioning decree and I was compelled to take the truck back to the my garage. With the derequisitioning - decree I received another letter signed by an American Major and Lt. Colonel which commanded the Messina A.M.G.O.T.

In the meantime I was employed as a driver at the "Prefettura" and at the "Sopra Intendenza" I told all the story to the Prefect (Avv. Stancanelli) who promised me the derequisitioning, but practically he never interested himself anymore.

Few days later the Prefect was sending me to Naples with Avv. Musotto (at that time "High Commissioner of Sicily") to whom I told again all the story about the truck. The Avv. Gaetano Sclofani and Comm. Sebastiano LO Verdi were also with him.

Before leaving leaving for Naples we want to Eng.

Rau at the grand Grand Hotel of Messina, who told us that no action could be taken if he did not receive the derequisitioning order of the Italian Military Authorities. But Avv. Musotto assured me that as soon as we would have arrived in Naples; he would have spoken personally to Col. Charles Poletti, Commandant of all liberated Italy and that

- 2 -

the truck would have been returned as soon as possible. As soon as we arrived in Naples he spoke with Col. Poletti, who stated that the truck was mine and that according to the agreements made with Marshal Badoglio the truck ought to have been registered.

After two days on the return trip we stopped at Vetri sul Mare where the Avv. Musotto, having a meeting with Badoglio about Sicily took the opportunity to point him out also the question of my truck. Marshal Badoglio answered that soon there would have been the derequisitioning of all wreckages retraced by the ex-owners. As nothing else could have been done I hid the vehicle waiting for the requisitioning.

On May the 20th 1944 the truck was seized by the I.N.T. of Messina. In accordance with the Director, Doct. Gemelli, who had the derequisitioning order, the truck was returned to me as it has been seized. During the month of October 1944 I was informed that the derequisitioning had been ordered: therefore I submitted all the necessary documents and in April 9th 1945 a Commission, composed of a Major, a Captain and a Lieutenant of the "12 Autocentro" of Palermo went to the I.N.T. Garage (ex Custon House); and have requisitioned the truck.

(sgd. Puddu Antonino)

771

MEMO
Transportation Sub-Commission

3 July 1945

DOM/fa

29

REFERENCE : AG/542/TN 1

SUBJECT : Transfer of INT (Sicily) to Italian Government

TO : The Chief, Roads Division

770

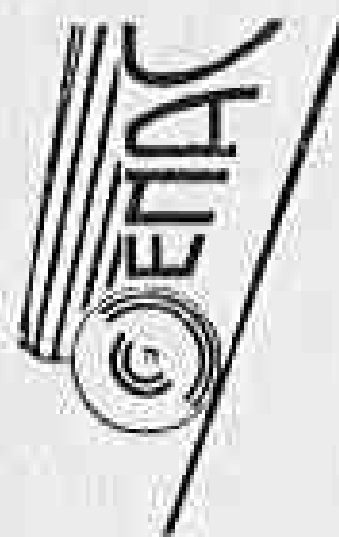
1. The transfer of INT (Sicily) to the Italian Government has been duly completed with effect from 13 June 45.
2. Three copies of the schedules of properties transferred are available at this office for distribution - one copy having been passed to Finance Sub-Commission.
3. It is desired to place on record that these detailed schedules were produced in less than three weeks by INT and this was possible only by virtue of the high standard of efficiency found existing within the organization, by the diligence and energy of its Director General Dr. Salini and by the cooperation and assistance rendered by the three representatives of the Italian Government - Drs. Macciani Aldo, Mondi Giovanni and Rotondi Umberto.-
- 4; It is the opinion of the undersigned, that Dr. Salini possesses a profound knowledge of the operation of road transportation, that he is a very competent official and that, given the opportunity, he is capable of rendering an important service to Italy in the matter of advising upon, planning or organising road transportation undertakings throughout the country.

D. C. Moyle

D.C. MOYLE Major R.A.
Roads Division

Mod. ENAC 10

Roma 11 MAG 1945 194



Ente Nazionale Autotrasporti Essi

ISTITUTO DI DIRITTO PUBBLICO
DALL'17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Divisione CA/Movimento
Reg. N. 9341
Reg. N. 9341

To the
ALLIED COMMISSION
Transportation Sub-Commission

R O E T

SUBJECT: I.N.T. = SICILY

OGGETTO: I.N.T. = SICILIA

1. - Racciamo seguito alla nostra n. 8632 del 12.4 u.s. allo stesso oggetto, per unirmi copia di un telegramma che riceviamo dal nostro Direttore Provinciale di Reggio Calabria.
2. - Come vedrete continuano gli inconvenienti segnalati in quanto automezzi I.N.T. effettueranno ancora trasporti di alimentari e vino senza limite di distanza e senza foglio di viaggio E.N.A.C.
3. - Gradiremmo che codesta Commissione Alleata desse precise istruzioni per evitare inconvenienti del genere.

769

3. - As already stated would request this A.C. to dispose in view to regulate the situation.

IL DIRETTORE GENERALE

THE GENERAL MANAGER

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GGG/eb

1753 26
file

MINUTES OF MEETING BETWEEN REPRESENTATIVES OF ALLIED
COMMISSION AND OF ITALIAN GOVERNMENT HELD AT 11.30 HRS
ON 5 JUNE 1945

At a meeting held 5 June 1945 attended by
for ALLIED COMMISSION: 768

Col. M.B. THOMAS - Deputy Director Transportation S/C
Mr. G.G. GROSS JR - Chief Roads Division-Transportation SC/
Major D.C. MOYLE - Maintenance Branch- Roads Division
Capt. W.G. PETERSON - Supply Branch -Roads Division

for the ITALIAN GOVERNMENT:

H.E. CERABONA - Minister of Transport
Ing. MARIN - Deputy Director General It.S.R.
Comm. DE CUPIS - Director Gen. of Civil Motorization
Sagra MOLASSO - Interpret Minister of Transport
Dr. TRIOSI - Chief of Div. Inspect. Gen. of Motorizat/
Com/SAPONARO - Delegate of Ministry of Treasury
Com/MONTALBANO - " " " "

it was decided that the transfer of trucks from the Allied Government to the Italian Government would be considered in three groups. Group one being those trucks operating under I.N.T. in Sicily, group two those trucks now operating in truck pools throughout liberated Italy and group three being those trucks - 2000 in number- which are being shipped from U.S. for use by the Italian Government.

GROUP No 1

Group No 1 consists of some 1500 trucks both runners and non runners which are now being operated in Sicily under the heading of I.N.T. These trucks consist of captured German and Italian vehicles and are now being operated as the property of Allied Commission.

768

At a meeting held 5 June 1945 attended by

for ALLIED COMMISSION :

Col. M.B. THOMAS - Deputy Director Transportation S/C
 Mr. G.G. GROSS JR - Chief Roads Division-Transportation SC/
 Major D.C. MOYLE - Maintenance Branch-Roads Division
 Capt. W.G. PETERSON - Supply Branch -Roads Division

for the ITALIAN GOVERNMENT :

H.E. CERABONA - Minister of Transport
 Ing. MARIN - Deputy Director General It.S.R.
 Comm. DE CUPIS - Director Gen. of Civil Motorization
 Sigr. AGLASSO - Interpret Minister of Transport
 Dr. TRIOSI - Chief of Div. Inspect. Gen. of Motorizat/
 Com/SAPONARO - Delegate of Ministry of Treasury
 Com/MONTABANO - " " " "

it was decided that the transfer of trucks from the Allied Government to the Italian Government would be considered in three groups. Group one being those trucks operating under I.N.T. in Sicily, group two those trucks now operating in truck pools throughout liberated Italy and group three being those trucks - 2000 in number- which are being shipped from U.S. for use by the Italian Government.

GROUP No 1

Group No 1 consists of some 1500 trucks both runners and non runners which are now being operated in Sicily under the heading of I.N.T. These trucks consist of captured German and Italian vehicles and are now being operated as the property of Allied Commission.

It was agreed between Allied Commission and the Minister of Transport that a representative of the Minister of Transport would be ready to leave Rome for Sicily on 8 June 45 and that this representative will hand to the Transportation Sub-Commission Allied Commission a written statement signed by the Minister of Transport authorizing said representative to receipt for, in the name of the Minister of Transport, all property now belonging to the Allied Commission and in the process of being transferred

-2-

to the Italian Government. It was also agreed that a representative of the Minister of Treasury would leave Rome on 8 June 45 for Sicily. This representative would also have a letter signed by the Minister of the Treasury stating that he is authorized to receipt for any funds and accounts which will be transferred to the Italian Government.

It was also understood and agreed that the Italian Government or its representatives would abide by all the terms of the proposal specified in the letter from the Economic Section, Allied Commission to the Minister of Transport signed by Mr. A.C. Antolini, File 15.54/E.S./ and agreed to by the Minister of Transport.

All Allied Supervision will be withdrawn from I.N.T., Sicily upon the effective date of transfer to the Italian Government.

GROUP No 2

Group No 2 consists of those trucks now being operated in what is known as truck pools in liberated Italy. This property consists of some eleven hundred trucks plus one hundred trailers.

A representative of the Minister of Transport and the Minister of the Treasury, both of whom will have written authorization, signed by the Ministers, to receipt for all property and accounts which may come within this transfer.

These representatives will report to Transportation Sub-Commission - Allied Commission on 12 June prepared to accompany an officer of the Allied Commission to each truck pool in turn for the purpose of checking all property in each truck pool which is to be transferred.

Upon receipt for property in each truck pool the Italian Government will assume entire responsibility for its operation and all Allied supervision will be withdrawn.

It was also agreed that the Italian Government would make an arrangement with the personnel of each truck pool whereby said personnel would share in the proceeds of the truck pool in which they worked.

It was understood that the Allied Governments reserved the right to place a charge against the Italian Government in dollars and pound sterling at some future date.

for this property

It was also understood and agreed that the Italian Government or its representatives would abide by all the terms of the proposal specified in the letter from the Economic Section, Allied Commission to the Minister of Transport signed by Mr. A.C. Antolini, File 15.54/E.S./ and agreed to by the Minister of Transport.

All Allied supervision will be withdrawn from I.N.T., Sicily upon the effective date of transfer to the Italian Government.

GROUP No 2

Group No 2 consists of those trucks now being operated in what is known as truck pools in liberated Italy. This property consists of some eleven hundred trucks plus one hundred trailers.

A representative of the Minister of Transport and the Minister of the Treasury, both of whom will have written authorization, signed by the Ministers, to receipt for all property and accounts which may come within this transfer.

These representatives will report to Transportation Sub-Commission - Allied Commission on 12 June prepared to accompany an officer of the Allied Commission to each truck pool in turn for the purpose of checking all property in each truck pool which is to be transferred.

Upon receipt for property in each truck pool the Italian Government will assume entire responsibility for its operation and all Allied supervision will be withdrawn.

It was also agreed that the Italian Government would make an arrangement with the personnel of each truck pool whereby said personnel would share in the proceeds of the truck pool in which they worked.

It was understood that the Allied Governments reserved the right to place a charge against the Italian Government in dollars and pound sterling at some future date.

for this property

GROUP No 3

This group consists of 2000 new 1.1/2 ton trucks being shipped from the United States for the Italian Government. A number of these trucks are already in Italy and more are arriving every day.

It was agreed that the first of these trucks, some 200 in number, would be picked up by the Minister of Transport

- 3 -

on 17 June 45 and there after at the rate of 100 or more a week .

It was also agreed that these trucks would be operated by Italian State Railways in Italy wherever the need for their services may be .

Flendner

G. G. Gross Jr.

G. G. GROSS JR.

Chief

Roads Division

766

u
ALLIED COMMISSION
Transportation Officer
Palermo

70/55 *25*
IL/al
Ref : INT/39
Date: 5 June 45

SUBJECT: I.N.T.

TO : Transportation Sub-Commission HQ.

764
With reference to the changes regarding
I.N.T.
I enclose 2 copies of letters from Dr.
Tuccio.
This is one of the problems I wish to
settle before I am withdrawn.

Irvine Lynch
IRVINE-LYNCH, S/Capt. R.E.
Transportation Officer
Sicily.

C O P Y

Palc no 11 June 1945
N.C.C. TC. 790.5

Capt. Lynch.

On the matter concerning I.N.T. I send you first of all a letter addressed by me to Capt. Calvanese on 15 April 1944, which points out the position of such an Institute and which were the intercourses between them and the I.S.R.

From then on things have not substantially changed, but I.N.T. has increased its car stock and set up for the carrying on and efficiency of its offices. Meanwhile the separation from the I.S.R. has increased and we have had no more influence upon this institute, which has developped its activity only under control of AC.

On the future of I.N.T. I have informed you how things are. I.S.R. as owner of the old institute, of whose shares it is holder, claims the right of property on it and sustain that it must go back to work again under control of the Railway Management.

The high Commissioner and Consulta Regionale have on the contrary expressed the idea that a Regional being should be formed to manage I.N.T., of such a being the Railway should be a representative in order to coordinate road and railway traffic.

On the matter it will be the government to decide, in agreement with AC., and so it will be Rome to state the luck of the Institute.

I think that if such organization will be given to I.S.R. it will be all right because it would be the only way of having road and railway traffic coordinated in a perfect way as I.S.R. would wisely modify their methods of organization and management enforcing reasonably its own.

Of course it will take long and great work because present management and organization should be taken over now, to be modified by and by afterwards.

This is what I can say on the I.N.T. problem, I am at your disposal for what you might inquire of me.

Yours

TUCCIO

765

STATE RAILWAY DIRECTION
PALERMO

File No 790.1944.
Palermo, April 15, 1945.

SUBJECT: ISTITUTO NAZIONALE TRASPORTI.

TO : A.C.C.
(Attention of Lt. Calvanese).

263

The Istituto Nazionale Trasporti was created at the initiative of the State Railway to complete with a highway service, carried out with trucks, the rail service on those lines on which the actual rail service was clogged and to compete with similar private organizations by offering the benefit of a direct draw and delivery of goods at established places.

The Istituto started as a private organization with a joint stock capital; all shares, however, were in the hands of the Railway.

It was autonomously administered, but most of its personnel, especially those possessed with controlling and supervising duties, was picked up from the State Railway corps.

Goods moved by INT facilities were taken in consignment by the Railway, who applied tariffs, cashed freights and undertook all responsibilities imposed upon the carrier by law.

INT was subdivided into regional agencies, located in many cities throughout Italy, one of which was established in Sicily (Palermo) and charged with the subsidiary goods traffic along the rail lines Palermo-Messina and Messina-Catania.

It was the intention of the Italian Government to cut down the narrow gauge service in Sicily, which was in the red and to replace it with a truck system entrusted to the INT.

In fact, the rail line from Bivio Filaga to Prizzi and Palazzo Adriano was closed for the public and its traffic carried with INT facilities. The narrow gauge service from Palermo to Corleone was also curtailed to the least, and supplemented with INT road busses, under the railway supervision.

The Railway were at liberty at any time to get hold of the whole of INT material, suspending INT's services if necessary, which, as already mentioned, were carried out in the exclusive interest of the Railroad. During the last months prior to occupation some INT lorries were utilized for the safety of railway personnel when an air raid warning was given.

Other INT autovehicles were put by the Allied Authorities at the avail of the "Sezione Provinciale Alimentazione" (Alimentation Bureau) to haul foodstuffs either for the ammasses or for the distribution to civilians.

Such was the INT set up when the Island was occupied and, as food supplying was the hardest problem to be immediately faced, the whole of INT facilities was entirely turned over to food movement. Besides, AMGOT, and subsequently AMG, having experienced how sound INT was if compared with any other similar organization, trusted upon it to form out their road transportation organization.

It was the management of this organization, while the

trucks, the rail service on those lines on which it was clogged and to compete with similar private organizations by offering the benefit of a direct draw and delivery of goods at established places.

The Istituto started as a private organization with a joint stock capital; all shares, however, were in the hands of the Railway.

It was autonomously administrated, but most of its personnel, especially those possessed with controlling and supervising duties, was picked up from the State Railway corps.

Goods moved by INT facilities were taken in consignment by the Railway, who applied tariffs, cashed freights and undertook all responsibilities imposed upon the carrier by law.

INT was subdivided into regional agencies, located in many cities throughout Italy, one of which was established in Sicily (Palermo) and charged with the subsidiary goods traffic along the rail lines Palermo-Messina and Messina-Catania.

It was the intention of the Italian Government to cut down the narrow gauge service in Sicily, which was in the red and to replace it with a truck system entrusted to the INT.

In fact, the rail line from Bivio Filaga to Prizzi and Palazzo Adriano was closed for the public and its traffic carried with INT facilities. The narrow gauge service from Palermo to Corleone was also curtailed to the least, and supplemented with INT road busses, under the railway supervision.

The Railway were at liberty at any time to get hold of the whole of INT material, suspending INT's services if necessary, which, as already mentioned, were carried out in the exclusive interest of the Railroad.

During the last months prior to occupation some INT lorries were utilized for the safety of railway personnel when an air raid warning was given.

Other INT automobiles were put by the Allied Authorities at the avail of the "Sezione Provinciale Alimentazione" (Alimentation Bureau) to haul foodstuffs either for the ammasses or for the distribution to civilians.

Such was the INT set up when the Island was occupied and, as food supplying was the hardest problem to be immediately faced, the whole of INT facilities was entirely turned over to food movement. Besides, AMCOT, and subsequently AMG, having experienced how sound INT was if compared with any other similar organization, trusted upon it to form out their road transportation organization.

As regards as the management of this organization, while the technical part continued to be dealt with by the prior direction, the financial part was charged to the Railways, who furnished all necessary funds for its operations during all the time the INT worked exclusively for AMCOT rendering outstanding services.

The accounting of INT operating expenses has always been kept in separate records and from time to time inspected by the Railway. Payments were made against the presentation of bills of expenses.

The present INT organization has sensibly changed from the original. It enjoys now a large number of automobiles and a commercial activity different from that for which it was created. Its juridical position, however, is unchanged. INT belongs to the Railway and is supervised by an administration board which was seating and is supposed to still seat at Rome. This board of course is in no condition at present

- 2 +

to exercise its powers in the occupied territories. It being, however, related with and having been created by the Italian State Railway, it can have no other lawful local representative in Sicily but the "Capo Compartimento" of Palermo, who represents the interests of the State Railway.

This shows synthetically the actual and juridical position of INT and its degree of relation with the State Railway.

Very respectfully yours,

Ing. Dr. Pietro Tuccio
Director.

762

URGENTE



MINISTERO DEI TRASPORTI
MINISTERO
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Uff. del Direttore Generale

OGGETTO

CAPO DEL SERVIZIO COMMERCIALE
CAPO DEL NUCLEO TRAZIONE
ISTITUTO NAZIONALE TRASPORTI

Consegna automezzi alle p.c. COMMISSIONE ALLEATA (A.C.)
F.S.

ALLEGATI N.

MINISTERO DEL TESORO

= ROMA =
Via Veneto

R O R A

Per la cessione al Governo Italiano (e per esso alle Ferrovie dello Stato) degli automezzi alleati che si trovavano in Sicilia, sono stati presi accordi con la Commissione Alleata (A.C.).

A tale proposito è stato convenuto che una commissione composta da:

- 1 Ufficiale Inglese (Maggiore Boyle),
- 1 Funzionario del Nucleo Trazione (Dr. Macchiani Aldo),
- 1 Funzionario del Ministero del Tesoro, (Dr. Mondì Giovanni),
- 1 Funzionario dell'Istituto Nazionale Trasporti, (Dr. Rotondi Umberto)

si trovi a Palermo l'11 giugno p.v. per prendere dette consegne partendo da Roma venerdì mattina ore 8.

I Funzionari in questione provvederanno, ciascuno per la parte di competenza, all'inventario degli autocarri efficienti e non efficienti, dei pezzi di ricambio, gomme e qualunque altro materiale di cui venisse fatta consegna dal Comando Alleato.

Gli automezzi, una volta consegnati al Governo Italiano e per esso alle Ferrovie verranno da queste gestiti per mezzo dell'Istituto Nazionale Trasporti.

Gli automezzi che vengono dati in consegna alle ferrovie sono circa 1400, di cui 500 efficienti.

Risulta che gli Alleati hanno già costituito un inventario di tutti gli autoveicoli, aggiornato al 31 gennaio 1945 e che desiderano sia fatta una valutazione attuale, tenendo conto dei quattro mesi di uso e della conseguente svalutazione.

Eventuali maggiori chiarimenti saranno ovviamente dati ai funzionari stessi dal Comando Alleato del luogo, tanto più che essi vanno a seguito del Maggiore Boyle che fornirà loro le informazioni necessarie per le consegne in questione.

IL DIRETTORE GENERALE

Marini

Roma, li 5 giugno

1945 - A

N. 1770/4.1/S. Dir. 4718/3

Al N.

del

R O R A

76161

Urgent

Ministry of Transports
I.S.R. Direction General
Office of Director General

June 5, 1945
1770/4.1/S.2ccaf4718/3

To Chief of Commercial Service
" " Traction Liaison Group
Istituto Nazionale Trasporti

Subject:

Delivery of motor vehicles
to I.S.R.

Copy to H.Q. A.C.

- R o m e -
Via Veneto

Ministry of Treasure

- R o m e -

(and through it to the I.S.R.)

Agreement have been taken with A.C. for the handing over to Italian Government (through I.S.R.) of Allied motor vehicles, now operated in Sicily.

Therefore it was arranged that a Commission, composed

by:

- 1 British officer (Maj. Moyle)
 - 1 official of Traction Liaison (Doct. Macciani Aldo)
 - 1 official of Ministry of Treasure (Doct. Mondì Giovanni)
 - 1 official of Istituto Nazionale Trasporti (Doct. Rotondi Umberto)
- have to be at Palermo on June 11, 1945, to take care of said delivery. Said officials will leave Rome on Friday morning, June 8, at 0800 hrs. Each of them according to his responsibility, has to care for the census of the vehicles in good conditions and of those not in good conditions, of the spare parts, tyres and of any other material that will be delivered by Allied HQ.

The vehicles to be delivered to Italian Government

" " Traction Liaison Group
Istituto Nazionale Trasporti

- R o m e -

Subject:

Delivery of motor vehicles
to I.S.R.

Copy to H.Q. A.C.

- R o m e -
Via Veneto

(and through it to Hq. I.S.R.)

Ministry of Treasure

- R o m e -

Agreement have been taken with A.C. for the handing over to Italian Government (through I.S.R.) of Allied motor vehicles, now operated in Sicily.

Therefore it was arranged that a Commission, composed

760

by:

- 1 British officer (Maj. Moyle)
 - 1 official of Traction Liaison (Doct. Macciani Aldo)
 - 1 official of Ministry of Treasure (Doct. Mondì Giovanni)
 - 1 official of Istituto Nazionale Trasporti (Doct. Rotondi Umberto)
- have to be at Palermo on June 11, 1945, to take care of said delivery. Said officials will leave Rome on Friday morning, June 8, at 0800 hrs. Each of them according to his responsibility, has to care for the census of the vehicles in good conditions and of those not in good conditions, of the spare parts, tyres and of any other material that will be delivered by Allied HQ.

The vehicles to be delivered to Italian Government

through I.S.R. will be operated through INT.

Said vehicles are about 1400, whereof 600 in good conditions. It results that the Allies have already drawn up a census covering the a/m vehicles, up to dated as of Jan. 31, /.

Cu. 7.6.cb.

1945, and they wish that a calculation be made, considering the 4 months of operation and the consequent diminution of value.

Further explanations will be given to officials by local Allied HQ. and especially Maj. Moyle will supply them with the information necessary for the a/m delivery.

For the Director General

Sgd: Marin



MINISTERO DEI TRASPORTI
GABINETTO

N. F.XII.83/4924

Risposto al N. AC/55/12/Tn 5

OGGETTO: Trasferimento al Governo Italiano delle attività dell'Istituto Nazionale Trasporti della Sicilia.

ALLA COMMISSIONE ALLEATA
Sezione Economica

R O M A

Rimetto a codesta Commissione le note del Ministero del Tesoro e della Presidenza del Consiglio dei Ministri, controfirmata questa ultima anche da me, con l'accettazione della proposta fatta in merito al trasferimento in oggetto a termini della nota 15.54/E S del 16 marzo 1945.

IL MINISTRO

Cerafina

759

All.2



Ministero del Tesoro
RAGIONERIA GENERALE DELLO STATO

I/G.B.

Divisione III

Prot. N. 114124 Allegati

Roma, 18 maggio 1945

Il MINISTERO DEI TRASPORTI
-Gabinetto-

e, per conoscenza:

ALLA PRESIDENZA DEL CONSIGLIO
DEI MINISTRI

Risposta nota del 16-5-1945
Div. Gab. n. 83/4857

OGGETTO :

Trasferimento al Governo Italiano delle attività dell'Istituto Nazionale Trasporti della Sicilia.

Questo Ministero ha comunicato il testo concordato con la Commissione Alleata per l'accettazione della proposta della Commissione stessa relativa al trasferimento al Governo Italiano delle attività dell'Istituto Nazionale Trasporti della Sicilia.

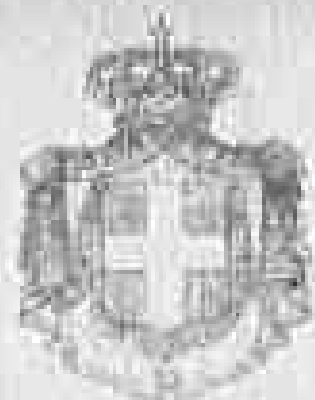
Poiché in detto testo viene confermata l'accettazione della proposta secondo le condizioni fissate dalla Commissione Alleata con sua nota 15.54/E.G. del 16 Marzo 1945, alle quali condizioni questo Ministero ha già dato il proprio assenso con nota 9 aprile u.s. n. 107953, nulla osta all'ulteriore corso del comunicato testo per l'accettazione della cessione in parola.

IL MINISTRO

758

Scorini

Si prega di attente per ogni attività, non si ha argomentare indicare nella risposta al N. 114124 e la Divisione a cui si risponde.



*Presidenza
del Consiglio dei Ministri*

gabinetto

Roma, 18 maggio 1945

ALLA COMMISSIONE ALLEATA
= Sezione Economica

R O M A

OGGETTO: Trasferimento al Governo Italiano delle attività dell'Isti-
tuto Nazionale Trasporti della Sicilia.

Facendo seguito alla nota 7 maggio 1945 F.XII.83/4670 del
Ministero dei Trasporti confermiamo l'accettazione della proposta fat-
ta da codesta Commissione Alleata, in merito al trasferimento al gover-
no Italiano delle attività dell'Istituto Nazionale Trasporti della Si-
cilia, nei termini di cui alla nota 15.54/E S del 16 marzo 1945.

757
II PRESIDENTE DEL CONSIGLIO DEI MINISTRI

IL MINISTRO DEI TRASPORTI



Comptroller of the Fr. Aff. Petriello
Vice - Cap. d' Inform. della Sicurezza
del Consiglio

1783
MINISTRY OF TRANSPORTATION

Ref. P.XII. 83/4924

In reply to AC/33/12/Tn 5
2 Enclosures.

15.54
Rome, 18 h May 1945

To the Economic Section A.G. Rome

Subject: Transferring of the activities of the National Institute
of Sicilian Transportation to the Italian Government.

I hereby enclose notes of the Ministry of the Treasury and of the Presidency of the Council, this latter also countersigned by me, accepting the proposal re the transferring of the above according to the note 15.54/E S of the 16th March 1945.

THE MINISTER

GRABONA

756

MINISTRY OF THE TREASURY
General State Book-Keeping Dept.
I.G.B.

Division III

Ref 114124

Rome, 18th May 1945

To the Ministry of Transport
To the Presidency of the Council
of Ministers

In reply to your favour no 83/ 4357 of the 16th May 1945

Subject: Transferring to the Italian Government of the activities
of the National Institute of Transport in Sicily.

This Ministry has given communication of the text agreed upon with the Allied Commission for the acceptance of the proposal put forward by the A.G. concerning the transference to the Italian Government of the activities of the National Institute of Sicilian Transportation.

As in this text confirmation is given of the acceptance of the proposal according to the conditions fixed by the A.G. in their note 15.54/B.G. of the 16th March 1945, to which conditions this Ministry has already agreed in the note of the 9th April ult. n° 107953, there is nothing to prevent the carrying out of the terms in the text for the acceptance on the said concession.

The MINISTER

SOLERI

755

PRESIDENCY OF THE COUNCIL OF MINISTERS

Rome, 18th May 1945

To the Economic Section A.C. Rome

Subject: transferring to the Italian Government of the activities
of the National Institution of Transportation - Sicily.

Further to ~~the~~ note of the 7th May 1945 F.XII. 83/4570
from the Ministry of Transportation we confirm the acceptance
of the proposals made by the Allied Commission concerning the
transference of the activities of the National Institute of
Transportation in Sicily according to the note 15.54/ES of the
16th March 1945

D THE MINISTER OF TRANSPORTATION
GERABONA

p THE PRESIDENT OF THE COUNCIL OF MINI
STERS

754

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: Transfer of INT to ITALIAN GOVERNMENT

No	Date	To	REMARKS	From
1	14 May	Trans. S/C	Your attention is invited to the remarks on the routing slip 12 May 1945, which indicate that the Legal Section is not satisfied with the instrument(s) prepared by the Italian Government covering the transfer of the INT to the Italian Government. Your letter of 5 May does not appear to have accomplished the desired purpose. It is requested that you, in collaboration with the Legal Section, undertake to obtain a transfer document appropriately signed and deemed sufficient to meet the legal requirements. It is especially desired that action on this matter be completed without delay.	<i>C.W.W.</i> C.W. Walton, Colonel
				753

ECONOMIC SECTION

Date 12/5/45

Ext. Mail

Internal		Ext. Mail	
To	From	To	From
Vice President		ECONOMIC SECTION	
Mr. Gen. Mcainley		Production Division	
Mr. Anderson		Supply Division	
Col. Bensmore		AGRICULTURE SUB-COMMISSION	
Col. Alton		COMMERCE	
Lt. Col. Thompson		FINANCE	
Lt. Col. Hurlish		FOOD	
Maj. Doe		INDUSTRY	
Maj. Tooby		TRANSPORTATION	
Capt. Atkins		CHIEF COMMISSIONER	
Capt. Williams		EXECUTIVE COMMISSIONER	
Capt. Highland		CIVIL AFFAIRS SECTION	
Lt. Morgan		ESTABLISHMENT SECTION	
Lt. Barber			
Lt. Arensberg			
Mr. Stauffer			
Mr. Cerrito (Price Sec.)			
Chief Clerk			
For appropriate action		Noting & Retention	
Remarks/recommendation		Signature	
Dispatch		Investigation & report	
Information		File Copy	
Circulation & return		Noting & return	

REMARKS. Talked with Maj. Palmieri, Legal S/C, on the attempted acceptance embodied in the latest letter. He says that it will do: 1) The letter signed by Bonomi is not sufficiently specific, excepting only generally, "in linea de massa", nor does it refer to AC's original letter stipulating the terms of the transfer. 2) There is also any reference to the original offer in the other minister's letter (Treasury). What is wanted is a single letter, specifically referring to the original purpose of transfer, acceptance of the terms of transfer presented, and signed by three ministers (separately or together).

752



MINISTERO DEI TRASPORTI
GABINETTO

Rome, 7 May 1945

N. F. XII: 83

Risposta al N. AC/55/Tn 5

OGGETTO: ISTITUTO NAZIONALE TRASPORTI - REGIONAL ALLIED COMMISSION,
SICILY.

To: HEADQUARTERS ALLIED COMMISSION, ECONOMIC SECTION.

copy: PRESIDENZA DEL CONSIGLIO DEI MINISTRI - MINISTERO DEL TESORO.

ROMA

This Ministry, in reply to note of the 10 of March 1945 N.15.54/ES from that Headquarters object the transference of the assets of the Istituto Nazionale Trasporti if Sicily to the Italian Government, with note 20 March N.F.XII.83/2988, signed by H.E. the Minister, accepts the proposal and, moreover assures that he would ask for the approval of H.E. the Presidente del Consiglio dei Ministri, as the above proposal requested.

In fact, with note of the same date, the Presidenza del Consiglio was informed of the contents of the proposal and was asked for the said approval and for eventual Nulla Osta of the Ministries of Treasury and Finance, as much as their competence, in order to carry into effect the transference. 751

The Presidenza del Consiglio dei Ministri, with note 28 of March, signed by H.E. the Prime Minister gave the approval which this Ministry has forwarded to the Allied Commission in date 2 April, pressing for the date of the meeting which would decide the conclusion of the matter.

With note to which we reply, that Headquarters requests that the acceptance must be signed by the Prime Minister, the Minister of the Treasury and the Minister of Transports and not their Chiefs of Cabinet, and must bear reference to the Allied Commission letter submitting the terms of the agreement.

Meanwhile we remit the original notes signed by the Prime Minister and the Minister of the Treasury, with reference to the proposal and it thus completes the acceptance signed by H.E. the Minister of Transports with note 20 March 1945, N.F. XII.83/2988.

./.

10/c
84



MINISTERO DEI TRASPORTI
GABINETTO

N. _____

Risposta al N. _____

OGGETTO:

= 2 =

If that Command does not consider sufficient the notes alleged for the definition of the matter, please forward to this Ministry the text necessary to submit to the interested Ministries for the signatures required.

THE MINISTER

Carabona

750

10/6
34



MINISTERO DEI TRASPORTI
GABINETTO

Roma, 7 maggio 1945

N. F.XII.83. *14670*

Risposto al N. AC/55/12/Tn 5

OGGETTO: Istituto Nazionale Trasporti - Commissione Alleata Regionale Sicilia.

AL COMANDO DELLA COMMISSIONE ALLEATA
Sezione Economica

e p.c.

ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI

AL MINISTERO DEL TESORO

749

R O M A

Questo Ministero, in risposta alla nota 10 marzo 1945 n.15. 54/Es. di codesto Comando avente per oggetto il trasferimento delle attività dell'Istituto Nazionale Trasporti della Sicilia al Governo Italiano, con nota 20 marzo detto n.F.XII.83/2988 a firma di S.E.il Ministro diede la sua accettazione di massima alla proposta ed assicurò che sarebbe andato a chiedere l'adesione di S.E. il Presidente del Consiglio dei Ministri, così come nella proposta stessa si richiedeva.

Infatti con nota di pari data, comunicando alla Presidenza del Consiglio il preciso testo della proposta, chiedeva detta adesione e l'eventuale nulla osta dei Ministeri del Tesoro e delle Finanze, per quanto di loro competenza, agli atti del trasferimento.

La Presidenza del Consiglio dei Ministri, con nota 28 marzo a firma di S.E.il Presidente del Consiglio, ha fatto tenere la sua adesione e questo Ministero l'ha rimessa in copia a codesto Comando in data 2 aprile facendo premure per la fissazione della data per la riunione definitiva appositamente prevista per la conclusione.

Con la nota cui si risponde codesto Comando precisa che l'accettazione deve essere firmata dal Presidente del Consiglio dei Ministri, dal Ministro del Tesoro e dal Ministro dei Trasporti e non dai Capi di Gabinetto e deve portare espresso riferimento alla proposta della Commissione Alleata con le condizioni dell'accordo.

./.

10/6
*8**

N.° 2)

MINISTERO DEI TRASPORTI

Si rimettono pertanto le originali note a firma del Presidente del Consiglio dei Ministri e del Ministro del Tesoro, le quali hanno preciso riferimento alla proposta e completano così l'accettazione a firma di S.E. il Ministro contenuta nella nota 20 marzo 1945 n.F.XII.83/2988.

Qualora codesto Comando non ritenga sufficienti per la ulteriore definizione le note rimesse, si prega di voler far tenere l'eventuale testo ritenuto necessario per poterlo immediatamente sottoporre alle firme richieste.

IL MINISTRO

Cerabona

748

10/6/41

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

GGG/ep

E/S
File
15.54

Ref: AC/55/12/Tn5

May 1945.

My dear Mr. Minister:

Reference your letter 7.XII.43.2908/3281 dated 2 April 1945, it is called to your attention that any acceptance of the proposal made by Allied Commission for transfer to the Italian Government of the assets of the Istituto Nazionale Trasporti in Sicily (our letter 15.54/NS of 16 March 1945) must be signed by the Prime Minister, the Minister of the Treasury and the Minister of Transport. This letter must also bear reference to the Allied Commission letter submitting the terms of the agreement.

Your attention is also called to the fact that the Ministers themselves must sign this acceptance, and not their Chiefs of Cabinet.

Will you please re-draft your letter of acceptance so that we can complete the transfer at an early date?

Yours very truly,

747

A. G. ANTOLINI
Acting Vice President,
Economic Section.

H.E. Francesco Cerabona
Minister of Transport
Piazza della Croce Rossa
Rome

Approved by:

M. E. Thomas (signature)
Colonel

M.E. Thomas
Colonel,
Deputy Director

HEADQUARTERS ALLIED COMMISSION
APO 394
LEGAL SUB-COMMISSION

AC/4014/4/L.

22 April 1945.

SUBJECT : Transfer of Assets and Management of INT,
Sicily to Italian Government.

TO : Economic Section - Mr. A.G. ANTOLINI, Acting V.P.

1. Reference is made to your 15.54/ES of 17 April 1945.

2. With respect to the question contained in paragraph 4 of your memorandum I have to advise you that the documents attached do not constitute a binding and valid acceptance on the part of the Italian officials concerned. They can hardly be considered more than an indication of acceptance.

3. You should insist on one of the two following procedures whichever may be more expedient:-

- (a) The agreement should be submitted to the Council of Ministers for its approval, by the Minister of Transport, and the approval should be communicated to you or to the Minister of Transport, by the Prime Minister.
- (b) The acceptance of the agreement must be countersigned by the Prime Minister, the Minister of the Treasury and the Minister of Transport. In accepting, the reference to your letter submitting the terms of the agreement must be explicit. It is not sufficient to refer to the subject matter (as the Chief of Cabinet has done in the attached letter of 12 April 1945). Moreover, the Ministers themselves must sign, and not their Chiefs of Cabinet.

E. L. Palmieri 746
E. L. PALMIERI, Major,
Acting Chief Counsel,
for Chief Legal Advisor.



MINISTERO DEI TRASPORTI
GABINETTO

Roma

N. _____

Risposta al N. 7.XII.83.2988/3281

OGGETTO: Istituto Nazionale Trasporti Sicilia (National
Transportations Institute in Sicily)

To : HEAD QUARTERS ALLIED COMMISSION
C.C. TRANSPORTATIONS SUB-COMMISSION
Road Section APO 394

R O M A

By order of H.E. the Minister I forward copy
of authority from the Presidency of the Cabinet
Council for the above referred management being
turned over.

I am waiting for your acknowledgement to know
the date of definitive meeting.

Chief of Cabinet

745



MINISTERO DEI TRASPORTI
UFFICIO LEGISLATIVO PRESSO IL GABINETTO

Roma, 12 APR. 1946

N. _____

~~_____~~ N. 7.XII.83.2986/8281

OGGETTO: Istituto Nazionale Trasporti - Sicilia -

~~AL~~ AL COMANDO DELLA COMMISSIONE ALLEATA

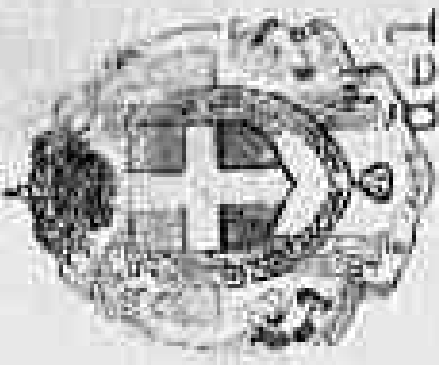
p. c. ALLA SOTTOCOMMISSIONE TRASPORTI
ROAD SECTION APO 394

R O M A

D'ordine di S.E. il Ministro comunico in copia
l'adesione della Presidenza del Consiglio al trasferi-
mento delle attività della gestione in oggetto e resto
in attesa di conferma della data per la riunione definiti-
va.

IL CAPO DI GABINETTO

Mod. 34



MINISTERO DEL TESORO
MINISTERO DELL'ECONOMIA

Roma. Aprile 1945 A

AL MINISTERO DEI TRASPORTI - Gabinetto
e, per conoscenza:
= ALLA PRESIDENZA DEL CONSIGLIO DEI
MINISTRI
= AL MINISTERO DELLE FINANZE
Direzione Generale del Demanio

ISPettorato GENERALE DEL BILANCIO

Regione Siciliana

Divisione III

Prot. N. 107953

Allegati

Risposta a nota del 30 marzo c.a.n. 3020

OGGETTO:

Istituto Nazionale Trasporti-Commissione Alleata
Regionale in Sicilia. - Cessione autocarri ed altre
attività. =

10 MAR 1945

Prot. N. 08032

Con la nota sopra citata, diretta alla Presidenza del Consiglio dei Ministri e, per conoscenza, a questa Amministrazione ed a quella delle Finanze, codesto Ministero ha informato che la Commissione Alleata, alla quale sono state prospettate le regioni che consigliavano di cedere direttamente al nostro Governo tutte le attività dell'Istituto Nazionale Trasporti - Commissione Alleata Regionale Sicilia, senza far luogo all'ulteriore trasferimento di esse ad una costituenda Società in Sicilia, ha aderito a tale richiesta e ha stabilito, in via di massima, le condizioni alle quali dovrebbe avvenire detta cessione, condizioni che possono riassumersi come appresso:

- 1°) passaggio in proprietà del Governo Italiano di tutti gli autocarri in possesso dell'I.N.T. (compresi quelli non funzionanti) senza alcun obbligo di pagamento in contanti. I Governi Alleati si riserverebbero, però, il diritto di stabilire eventualmente un prezzo a carico del Governo Italiano in base ai valori descritti negli inventari;

744

Regione Siciliana - Generale dello Stato

MINISTRI

= AL MINISTERO DELLE FINANZE
Direzione Generale del Demanio

ISPETTORATO GENERALE DEL BILANCIO

Divisione III

Prot. N. 107953

Allegati

Risposta a nota del 30 marzo c.a.n. 3020

OGGETTO: Istituto Nazionale Trasporti-Commissione Alleata

CABINET

10 MAR 1944

P. N. 08032

Regionale in Sicilia. - Cessione autocarri ed altre attività. =

Con la nota sopra citata, diretta alla Presidenza del Consiglio dei Ministri e, per conoscenza, a questa Amministrazione ed a quella delle Finanze, codesto Ministero ha informato che la Commissione Alleata, alla quale sono state prospettate le ragioni che consigliavano di cedere direttamente al nostro Governo tutte le attività dell'Istituto Nazionale Trasporti - Commissione Alleata Regionale Sicilia, senza far luogo all'ulteriore trasferimento di esse ad una costituenda Società in Sicilia, ha aderito a tale richiesta e ha stabilito, in via di massima, le condizioni alle quali dovrebbe avvenire detta cessione, condizioni che possono riassumersi come appresso:

1°) passaggio in proprietà del Governo Italiano di tutti gli autocarri in possesso dell'I.N.T. (compresi quelli non funzionanti) senza alcun obbligo di pagamento in contanti. I Governi Alleati si riserverebbero, però, il diritto di stabilire eventualmente un prezzo a carico del Governo Italiano in base ai valori descritti negli inventari;

2°) trasferimento al Governo Italiano di tutte le altre attività e passività dell'I.N.T., restando la Commissione Alleata ed i Governi Alleati sollevati da ogni responsabilità verso terzi in dipendenza della gestione dell'I.N.T.;

corr

3°) firma degli inventari e degli elaborati significanti le attività e passività dell'I.N.T. per attestazione di ricevuta dei veicoli ceduti e per accettazione del valore stimato, nonché per riconoscimento dell'esattezza dell'esposizione finanziaria;

4°) mantenimento in efficienza dei veicoli e loro utilizzazione come nell'attuale gestione, che dovrà rimanere immutata, sino a sei mesi dopo la cessazione delle ostilità fra la Germania e l'Italia;

5°) destinazione dei veicoli ceduti ai servizi della Sicilia e delle provincie di Cosenza, Catanzaro, Matera, Potenza e Reggio Calabria, salva diversa disposizione della Commissione Alleata;

6°) addebito provvisorio al Governo Italiano di lire una come accordo e per intestare nei libri della Commissione Alleata il capitale finanziario relativo alla cessione.

Il Questo Ministero non ha obiezioni da muovere all'accoglimento delle indicate condizioni.

Rileva soltanto che, dovendo tutte le attività cedute al nostro Governo restare in consegna dell'Istituto Nazionale Trasporti, occorre che il medesimo si dia, a sua volta carico, mediante sottoscrizione degli inventari, dei beni di cui diviene consegnatario e ciò in attesa della regolazione dei rapporti con l'Amministrazione dello Stato per l'impiego e l'utilizzazione di detti beni in conformità delle condizioni poste dagli Alleati.

In tale sede codesto Ministero vorrà anche esaminare se le disponibilità liquide accumulate (oltre 25 milioni) non risultino esuberanti ai bisogni di circolante della gestione e disporre, in conseguenza, il versamento in Tesoreria, della parte eccedente tali bi-

attività e passività dell'I.N.T. per attestazione di ricevuta dei veicoli ceduti e per accettazione del valore stimato, nonché per riconoscimento dell'esattezza dell'esposizione finanziaria;

4°) mantenimento in efficienza dei veicoli e loro utilizzazione come nell'attuale gestione, che dovrà rimanere immutata, sino a sei mesi dopo la cessazione delle ostilità fra la Germania e l'Italia;

5°) destinazione dei veicoli ceduti ai servizi della Sicilia e delle provincie di Cosenza, Catanzaro, Matera, Potenza e Reggio Calabria, salva diversa disposizione della Commissione Alleata;

6°) addebito provvisorio al Governo Italiano di lire una come accordo e per intestare nei libri della Commissione Alleata il capitale finanziario relativo alla cessione.

2.° Questo Ministero non ha obiezioni da muovere all'accoglimento delle indicate condizioni.

Rileva soltanto che, dovendo tutte le attività cedute al nostro Governo restare in consegna dell'Istituto Nazionale Trasporti, occorre che il medesimo si dia, a sua volta carico, mediante sottoscrizione degli inventari, dei beni di cui diviene consegnatario e ciò in attesa della regolazione dei rapporti con l'Amministrazione dello Stato per l'impiego e l'utilizzazione di detti beni in conformità delle condizioni poste dagli Alleati.

In tale sede codesto Ministero vorrà anche esaminare se le disponibilità liquide accumulate (oltre 25 milioni) non risultino esuberanti ai bisogni di circolante della gestione e disporre, in conseguenza, il versamento in Tesoreria, della parte eccedente tali bisogni.

Si resta in attesa di comunicazioni.

IL MINISTRO



RECEIVED THE PRESIDENT OF THE UNITED STATES

2450 000000 00 0000

8. 22736/2000. 1.1.1. To

TO : MINISTRY OF TRANSPORT

airlines

Notes.

Subject: AIRLINE PASSENGER TRANSPORT - ALLIED AIRLINES CO. LTD.

Flight.

This Presidency agrees on the due steps taken by that Ministry in agreement with the Allied Commission, to have all the activities of the Instituto Nacional de Aeronautica in 1947, turned over to the airline government.

No objection is made for further agreement to be taken accordingly in order to accomplish the above proposal.

743

EL PRESIDENTE DEL GOBIERNO

del MINISTRO DE

1.1.1. 000000

BEST COPY POSSIBLE

C O P I A

PRESIDENZA DEL CONSIGLIO DEI MINISTRI

Roma 28 marzo 1945

N.30786/20909.2.3.1.10

Al Ministero dei Trasporti
Cabinetto

R O M A
=====

Oggetto: Istituto Nazionale Trasporti. Commissione Alleata
Reginale Sicilia.

Questa Presidenza conviene sull'opportuna azione svolta da codesto Ministero presso la Commissione Alleata, per ottenere la cessione diretta al Governo italiano delle attività dell'Istituto Nazionale Trasporti della Sicilia ed in linea di massima nulla ha in contrario che vengano presi nei sensi prospettati gli ulteriori accordi, necessari per addivenire alla cessione medesima.

IL PRESIDENTE DEL CONSIGLIO DEI MINISTRI

F.TO ECONMI

742

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Ref: 15.54/IS

16 March 1945

My dear Mr. Minister:

This letter is addressed to you for the purpose of proposing the transfer to the Italian Government, under certain conditions herein set forth, of the assets of the Istituto Nazionale Trasporti in Sicily. If you are in agreement with the terms of this proposal, we suggest that you advise us of your approval by letter. Your approval will require the countersignature of the President of the Council of Ministers since certain obligations are being assumed in the name of the Italian Government. In order to facilitate the closing of this agreement we suggest that you advise us when the approval is ready so that we can arrange a convenient meeting. At this time the various schedules containing the descriptions and value of the vehicles transferred, as well as statements setting out the assets and liabilities of I.N.T., can be signed and exchanged.

The I.N.T. is in possession of approximately 600 motor trucks (in addition to approximately 800 motor trucks in non running condition) which were captured from the German and Italian Armies during the recent military operations in Sicily.

It is the desire of the Allied Commission that the above mentioned motor trucks (and non running motor trucks) be handed over and become the property of the Italian Government immediately upon your acceptance of this proposal. The Italian Government will make no immediate cash payment for the vehicles in question but the Allied Governments reserve the right eventually to raise a charge against the Italian Government for the estimated values thereof as more particularly set forth in the schedules submitted herewith and to be made a part of this agreement.

Immediately upon the conclusion of this agreement the Italian Government will accept the transfer of the motor trucks (and non running motor trucks) referred to and will also take over all the assets (including the outstanding bank balances and accumulated profits) as well as all the liabilities of the I.N.T.; and thereafter the Allied Commission and the Allied Governments will have no further financial responsibilities of any

- 2 -

kind in connection therewith. It is also agreed that the Italian Government will further assume liability for any claims which may be made against the Allied Commission, the Allied Governments, I.N.T. or their representatives, and which may have arisen during the period of operation by I.N.T.; and the Italian Government will further agree to indemnify them for, and hold them harmless against, such claims.

The Italian Government will agree that until the expiration of a period of six months after the cessation of the state of war between Italy and Germany, these vehicles will be operated in the same efficient manner as they are now operated and under the present operating management.

The Italian Government will agree that the vehicles transferred to it pursuant to this agreement will be operated only in the Island of Sicily or in the provinces of Cosenza, Catanzaro, Matera, Potenza and Reggio Calabria unless otherwise agreed to by the Allied Commission. 740

A schedule of the motor trucks (including those in the non running category) and a financial statement setting forth the assets and liabilities of I.N.T. are submitted to you herewith. This schedule and the financial statement should be verified by you and upon the closing of this agreement one copy of each will be signed by you and returned to us as acknowledgement that the vehicles listed have been received by you and that they are in the condition and have an estimated value as therein set forth; and as further acknowledgement that the financial statement is correct in all respects. A further financial statement will be submitted to you for your approval to cover the current financial condition inasmuch as the documents submitted include a statement of assets and liabilities as of 31 December 1944, and a monthly profit and loss statement as of 31 January 1945.

For the present, and in order to permit the transaction to be recorded in the books of the Allied Commission, a provisional charge of L. 1 against the Italian Government will be raised as a "pro memoria" account only.

We shall await notification from you.

Sincerely yours,

A. G. ANTOLINI

A. G. ANTOLINI
Acting Vice President,
Economic Section.

M. S. Francesco Cerabona
Minister of Transport
Italian Government
Rome



MINISTERO DEI TRASPORTI
GABINETTO

Rome, 20th of March 1945

N. EXH 83 2988

Risposta al N. _____

OGGETTO:

To: Allied Commission, Economic Section.

To: Transportation Sub-Commission

Road Division

Rome.

I am indeed pleased of the decision taken by that Commission in regard the transfer to the Italian Government of the assets of the Istituto Nazionale Trasporti in Sicily, Allied Commission, and as Minister of Transports of Italy, I accept the proposed conditions. I thank you and will go immediately to the Presidente del Consiglio dei Ministri to hasten his consent.

Of the above consent I will advise you in order to urge a definitive accordance on the matter.

(Francesco Cerabona)
Minister of Transports

W
T R A N S L A T I O N

AC/55 /rd

INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION

File

21

135 Lampo ROMA PALERMO 18732 114

15/1410 iTC 1/50

TO : Mister Gross - Tn.S/C. HQ.AC. - Rome

738

THE EX-SECRETARY OF CAPTAIN CALVANESE ASCERTAIN MR. CONSOREE IS SIGNING ORDERS FOR MAJOR DOWNER AND IS THUS ALLOCATING DIRECTLY TO THE BRANCH OFFICE OF PALERMO SPECIAL CONCESSIONS OF TRUCKS FOR CLIENTS - STOP - WE BEG YOU TO INFORM US IF WE MUST CONSIDER VALID THE SIGNATURE OF MR. CONSORTE EVEN FOR THOSE ACTS EXCEEDING THE NORMAL COMPETENCE OF THE QUESTIONS ALREADY INITIATED BY CAPTAIN CALVANESE OR IF WE MUST APPLY THE CONTENTS OF THE LETTER RTG DATED APRIL THE 7TH AND WHICH WAS SENT ALSO TO YOU BY CAPT. CALVANESE - STOP - THIS IN CONSIDERATION OF THE FAILED RETURN OF MAJOR DOWNER AND IN ORDER TO AVOID REGRETTABLE INTERFERENCES IN THE DISTRIBUTION OF SERVICES WHICH WE THINK THAT IT MUST PERTAIN TO THE BRANCH OFFICES UNDER THE SUPERVISION OF THIS GENERAL MANAGEMENT.

THE INT GENERAL DIRECTOR : ANGELO SALINI

Mr. Mayle
left for
Palermo 27 May
to take care
of this



ISTITUTO NAZIONALE TRASPORTI

AUTOLINEE DELLA SICILIA

DIREZIONE GENERALE

PALERMO, May 18
Via Libertà, 52 - Tel. 18449 - 17702

194 5

Prot. N. _____

(da citare nella risposta)

Risposta alla lettera N. _____

del _____

OGGETTO:

Mr. Gross
Transportation Sub Commission
A P O 394
Via Veneto, Ex Palazzo Corporazioni
R O M E

Dear Sir:-
We confirm our telegram of the 15th inst. which reads as follows:

" EX SECRETARY CAPTAIN CALVANESE MR CONSORTE SIGNING FOR MAJOR
" DOWNER DISPOSES DIRECTLY PROVINCIAL OFFICE PALERMO SPECIAL
" CONCESSION LORRIES TO CIVILIANS STOP PLEASE COMMUNICATE FOR
" OUR KNOWLEDGE IF WE ARE TO ACCEPT SIGNATURE MR CONSORTE ALSO FOR
" ACTIONS FURTHER CASES ALREADY INITIATED BY CAPTAIN CALVANESE
" OR ARE WE TO APPLY TO CONTENTS OF LETTER RTC 537 DATED 7 APRIL
" LAST SENT BY CAPTAIN CALVANESE ALSO TO YOU STOP AS ABOVE IN
" CONSIDERATION OF MISSING PRESENCE OF MAJOR DOWNER AND TO AVOID
" TROUBLESOME INTERFERENCE IN THE DISTRIBUTION OF SERVICES WHICH IS
" UNDERSTOOD IS COMPETENCE OF THIS PROVINCIAL OFFICE UNDER THE
" SURVEILLANCE OF THIS GENERAL DIRECTION."

1) With letter RTC 537 date 7th April last, sent also to you, Captain Calvanese, communicated that his secretary, Mr. Consorte, was staying on until the 30th April, to ultimate cases in course, sending documents to Rome and closing up the Office.

2) Following this letter and after a few days Major Downer, came to Palermo, we do not know why, stopped here a few days and then left for Rome saying that he would be away 8 days. He did not leave any instructions nor did he say that Mr. Consorte was to sign in his stead, until when nor up to what limit or only for cases of ordinary administration and also for disposing acts.

3) Since Major Downer's departure, Mr. Consorte signs in Major's name not only but also in his own besides he gives telephone orders of importance surpassing this General Direction consequently with the effect of disorder in our services.

4) To relate one of the recent cases, Mr. Consorte has suspended one of our Inspectors who was carrying out orders received at the time by Captain Calvanese and this Direction. This is the case: Mr. Consorte renewed a special concession to a certain Mr. Erasmo

AC/55

20

737

ISTITUTO NAZIONALE TRASPORTI

(Segue) Mr. Gross- ROME

f. N. 2

736

Croce (this person has caused other incidents and consequences for our personnel as he is on friendly terms with Mr. Consorte's family).-- The Provincial Office upon receipt of Mr. Consorte's order prepared the lorry. Our Garage Inspector, Mr. Oliveri, noted that the lorry was about to leave the garage with a driver who was not at our dependency. According to an agreement with representatives of the category to avoid disorders, INT cars are hired and driven by INT personnel. Our Inspector therefore refused and did not permit the lorry to leave the Garage with Mr. Croce's driver. The fact which is clear and simple provoked Mr. Croce, who being on excellent terms with Mr. Consorte and family menaced our Inspector that his case would be treated as the case of MACCARONE, an official of ours, who had been discharged through Mr. Croce, this man has a great hold on Mr. Consorte. Our Inspector acted according to instructions but the menace was carried out. In fact Mr. Consorte, with letter RTC 095 of the 16th inst., ordered the suspension of our Garage Inspector which we executed with discipline and ignoring the real facts.

5) Special concessions of camions made directly to the Provincial Office made by Mr. Consorte increase. There is a lorry in the Garage stopping there since several days at whose disposition we do not know.

6) There are many facts to cite, example the intervention of Mr. Consorte's family in affairs pertaining to INT accompanied by menaces made by Mr. Consorte's niece to the Director of the Provincial Palermo Office but all these facts will be documented at the proper time.

7) We therefore wish to know what are Mr. Consorte's powers and until when is he to remain in Office, as it is necessary for us and for our decisions in connection to our responsibilities.

THE GENERAL DIRECTOR
Alma

COPIA
LMC/CP

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

7 April 1945

In reply
refer to: RTC 537

Subject: A.C. Interests in Sicily
I.N.T. and busses

To : Lt.Col. Morton
Liaison Officer A.C. Sicily

735

1. Reference: Instructions received with incoming Message 4751 ACTPN and 4898 ACTPN.
2. This officer will leave as ordered.
3. Orders received are not clear or specific as to whom is to accept responsibilities accountability of I.N.T. and A.C. property. I.N.T. and other A.C. property will be continued to be operated under the present I.N.T. Sicily; Direzione Generale headed by Dr. Angelo Salini. He has full powers of Director-General of A.C. property, until specific instructions are given by HQ.A.C. on disposition action Etc. Mr. Gross, Chief of Roads Division Transportation Sub-Commission Hq.A.C. will instruct all concerned on policy, transfer of property etc.
4. General Lodovico Consorte will remain in charge of this office for the month of April 1945 as far as this officer's needs are concerned. He will advise on I.N.T. and A.C. motor transport interests involved he will close out the office and forward to Archive Section Hq.A. Rome all necessary files.
5. No specific instructions consistent with verbal understandings having been given this officer over transfer of responsibilities accountability and of the property itself, and being ordered to comply with movement orders from Sicily forward, this officer declines any and all responsibilities over A.C. property in Sicily. namely I.N.T. busses and bank accounts considered all property of A.C. after departing from Sicily as ordered.

I.M. Calvanese
Captain Q.M.C.
Transportation Officer.

Copies to:

- 1- Hq. A.C. Transportation Sub-Commission
- 1- Mr. Gross Hq. A.C. Transport Sub-Commission
- 1- Dr. Angelo Salini, Direttore Generale I.N.T. Sicily
- 1- Generale Lodovico Consorte A.C. Advisor
- 1- Mr. Leone (CWO) adjutant A.C. Sicily
- 1- Lt. Pollard (U.S.N.R.) A.C. Sicily

traduzione

IMC/cp

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

COPIA

7 Aprile 1945

In risposta
con riferimento al: RTC 537

Oggetto: Interesse del AC in Sicilia
A : Liason Officer A.C. Sicilia.

Lt.Col.Morton

1. Riferimento: Istruzioni ricevute con la comunicazione 4751
ACTPN e 4898 ACTPN.

2. Il sottoscritto Ufficiale partirà come per ordine ricevuto.

3. Gli ordini ricevuti non specificano chiaramente a chi compete di assumere le responsabilità contabili delle proprietà dell'I.N.T.-A.C. Le proprietà dell'I.N.T. e le altre dell'A.C. continueranno ad essere amministrate dall'I.N.T. della Sicilia, cui Direzione Generale è diretta dal Dott. Angelo Salini. Egli ha pieni poteri da Direttore Generale della Proprietà dell'A.C., fino a quando le istruzioni specifiche su quanto dovrà farsi saranno impartite dal Quartiere Generale dell'A.C. Mr. Gross, Capo della Divisione dei Trasporti alla Sottocommissione del Quartiere Generale dell'A.C. e darà istruzioni a tutti gli interessati sulle modalità di trasferimento della proprietà etc.

4. Il Generale Lodovico Consorte resterà incaricato in questo Ufficio per il mese di Aprile 1945 per quanto riguarda i bisogni del sottoscritto Ufficiale. Egli consiglierà su cose che riguardano i trasporti dell'I.N.T. e l'A.C. chiuderà l'ufficio e manderà tutti i documenti indispensabili all'archivio del Quartiere Generale dell'A.C. ROMA.

5. Non avendo il sottoscritto Ufficiale ricevuto istruzioni consistenti o intese verbali inerenti al trasferimento della responsabilità, contabile e della proprietà stessa ed avendo egli ricevuto ordine di partire dalla Sicilia verso il settentrione il sottoscritto Ufficiale declina qualunque e tutte le responsabilità per quanto riguarda la proprietà dell'A.C. in Sicilia - denominata I.N.T., autobus, conti bancari, tutti considerati proprietà dell'A.C. dopo la partenza dalla Sicilia, come egli è stato ordinato.

I.M.CALVANESE
Captain, G.H.C.
Transportation Officer

copie:

- 1- HQ.A.C.Transportation Sub-Commission
- 1- Mr.Gross HQ.A.C.Transportation Sub-Commission
- 1- Dr. Salini, Direttore Generale I.N.T.Sicilia
- 1- Generale Lodovico Consorte A.C.Advisor.
- 1- Mr.Leone (CWO) adjutant A.C.Sicily.
- 1- Lt.Pollard (U.S.N.R.) A.C.Sicilia

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

HMD/cp

11 May 1945

In reply
refer to: RTC 451.2

Subject: Sequestration of truck A.C.- I.N.T.
No.6544 in Roma.

To : Headquarters Allied Commission
Transportation Sub-Commission
Roads Division.

733

1. This Office has been informed that the truck Fiat 626 A.C.- I.N.T. No.6544 has been sequestered in Roma and that it is now held at the disposal of the Transportation Office - IV Department at the Ministero Corporazioni - Via Veneto.

2. The truck has been regularly leased by I.N.T. to Di Salvo Francesco from Palermo; but could not go to the Continent, because no permit had been issued by this office.

3. As the truck belongs to the A.C., it is requested that your Division take interest in order that the truck may be returned to the I.N.T. in Palermo; This Office will take action against Di Salvo for the infraction committed.

For H. M. DOWNER
Major, Ord. Dept.
Transportation Officer.

Gen. Downer

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

HMD/cp

11 Maggio 1945

In risposta
con riferimento al: RTC 451.2

Oggetto: Sequestro in Roma autocarro A.C.- I.N.T. No.6544.

A : Headquarters Allied Commission
Transportation Sub-Commission
Roads Division.

732

1. Quest'Ufficio è venuto a conoscenza che è stato sequestrato in Roma l'autocarro Fiat 626 A.C.- I.N.T. No.6544, che trovasi ora a disposizione dell'Ufficio Trasporti - IV Reparto - presso Ministero Corporazioni - Via Veneto.

2. L'autocarro è regolarmente dato in noleggio dall'I.N.T. a tal Di Salvo Francesco di Palermo; ma esso non poteva recarsi in Continente, perchè nessun permesso è stato concesso da quest'Ufficio.

3. Trattandosi di autocarro di proprietà dell'A.C., prego cotesta Divisione interessarsi affinché esso possa rientrare in Palermo presso l'I.N.T.; mentre quest'Ufficio prenderà poi provvedimenti a carico del Di Salvo per l'irregolarità commessa.

H. M. DOWNER
Major, Ord. Dept.
Transportation Officer.

Gen. H. M. Downer

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GSF/ep

Ref: AC/55/16/Tn5

23 May 1945.

SUBJECT: Truck - Fiat 626, Registration Number 6544, I.N.T. Sicily.

TO : Transportation Officer - AC - Palermo.

1. Reference your RTC 451.2 dated 11 May 1945.
2. This vehicle has already been returned to Sicily. From the investigations carried out here it would appear that Di Salvo Francesco received instructions from a Lieutenant of the Sicilian Carabinieri to transport persons from Sicily to Florence, without charge, with the understanding that he would procure the return load of goods in Florence.
3. Di Salvo Francesco was given instructions to report to the I.N.T. offices in Palermo immediately upon his arrival and it is recommended that strong disciplinary action be taken against him for the infraction he has committed.

By Command of Rear Admiral STONE:


G. G. GROSS, Jr.
Chief,
Roads Division.

731

12

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

GCG/ep

Ref: AC/55/12/Tn3

5 May 1945.

My dear Mr. Minister:

Reference your letter 7.XII.83.2986/8281 dated 12 April 1945, it is called to your attention that any acceptance of the proposal made by Allied Commission for transfer to the Italian Government of the assets of the Istituto Nazionale Trasporti in Sicily (our letter 15.54/ES of 16 March 1945) must be signed by the Prime Minister, the Minister of the Treasury and the Minister of Transport. This letter must also bear reference to the Allied Commission letter submitting the terms of the agreement.

Your attention is also called to the fact that the Ministers themselves must sign this acceptance, and not their Chiefs of Cabinet.

Will you please re-draft your letter of acceptance so that we may complete the transfer at an early date?

Yours very truly,

730

A. G. ANPOLINI
Acting Vice President,
Economic Section.

H.E. Francesco Cerabona
Minister of Transport
Piazza della Croce Rossa
Rome

W
HEADQUARTERS ALLIED COMMISSION

APO 324

ECONOMIC SECTION

TW S/C
AGA/D/ee
41

15.54/ES

17 April 1945

SUBJECT: Transfer of Assets and Management of INT, Sicily
to Italian Government.TO : Civil Affairs Section
For: Legal Sub-Commission.

1. Reference is made to letter 15.54/ES, Vice President, Economic Section, dated 16 March 1945 to E. E. Cersbona, Minister of Transport, Italian Government, copy attached.

2. Attached is original letter and translation 7.XII.83.8938/3281 from Minister of Transport, dated 12 April 1945, subject: Istituto Nazionale Trasporti - Sicilia, together with copy of a letter from the Prime Minister to the Minister of Transport N.30786/20909.2.3.1.10, dated 16 March 1945, in connection with the same subject. 729

3. It would appear that reference letter of 12 April from Minister of Transport to Allied Commission is in reply to Economic Section's letter 15.54/ES, March 16. However, no reference is made.

4. Do you consider that the communication from the Minister of Transport attaching mimeographed copy of letter from the Prime Minister is sufficient indication of acceptance to justify turning over the assets and management of INT to the Italian Government?

(Sd) A. G. Antolini

A. G. ANTOLINI
Acting Vice President
Economic Section

Incl - per para 1 and 2.

cc: Finance B/C
Transportation B/3 ✓

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION7
IND/cp

7 April 1945

In reply
refer to: RUM 537

Subject: A.C. Interests in Sicily
I.N.T. and Buses

To : Lt. Col. Horton
Liaison Officer A.C. Sicily.

1. Reference: Instructions received with Incoming
Message 4791 ACTM and 4898 ACTM.

2. This officer will leave as ordered.

3. Orders received are not clear or specific as to whom
is to accept responsibility accountability of I.N.T. and A.C.
property. I.N.T. and other A.C. property will continue to be
operated under the present I.N.T. Sicily; Direzione Generale
headed by Dr. Angelo Salini. He has full powers of Director -
General of A.C. property, until specific instructions are given
by Hq. A.C. on disposition action etc. Mr. Gross, Chief of Roads
Division Transportation Sub-Commission Hq. A.C. will instruct
all concerned on policy, transfer of property etc.

4. General Lodovico Consorte will remain in charge of this
office for the month of April 1945 as far as this officer's needs
are concerned. He will advise on I.N.T. and A.C. motor transport
interests involved he will close out the office and forward to
Archive Section Hq. A.C. Room all files necessary.

5. No specific instructions consistent with verbal under-
standings having been given this officer over transfer of re-
sponsibility accountability and of the property itself, and
being ordered to comply with movement orders from Sicily forward,
this officer declines any and all responsibilities over A.C.

- 2 -

property in Sicily - namely I.N.T., businesses and bank accounts considered all property of A.C. after departing from Sicily as ordered.



I. M. CALVANESE
Captain, Q. M. C.
Transportation Officer.

Copies to:

- 1 - Hq. A.C. Transportation Sub-Commission
- 1 - Mr. Gross Hq. A.C. Transport Sub-Commission
- 1 - Dr. Angelo Salini, Direttore Generale I.N.T. Sicily
- 1 - Generale Lodovico Consorte A.C. Advisor
- 1 - Mr. Leone (CWO) Adjutant A.C. Sicily
- 1 - Lt. Pollard (U.S.N.R.) A.C. Sicily

727

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

SUBJECT: Transfer of Allied Transport Property in Sicily to the Italian Government.

TO : Headquarters Allied Commission, Transportation Sub-Commission.
(Att. Chief of Roads Division)

1. As the time approaches when allied property - namely transport facilities - operated by I.M.T. in Sicily, must of necessity be transferred and/or sold to the responsible Italian Government's Ministero dei Trasporti, the officer largely responsible for the operation of motor highway transportation in Sicily, wishes to informally express his personal but official opinion regarding the whole of the transfer rights, present management, and future prospects of motor transportation in regards to Sicily - Italy relationship.

2. From past documents of which many are in the file of Headquarters, from reports both AMG/AC, AFHQ Inspector Team's Report by Lt. Col. Fernyhough, and the many verbal and personal exchanges of ideas on INT, it is a fact that the present management INT group in Sicily, headed by Dr. Angelo Salini and his staff of General Vice-Direction, Provincial Direction, technical advisers etc., have been largely responsible for the organization and efficient operations of allied property in Sicily, under AMG/AC supervision.

3. Motor transportation in Sicily has been ⁷²⁶ good hands, and under good control from the technical as well as the economic point of view; the organization has reached an advanced stage of operation and development.

4. As "Advanced Planning for INT" AC/Tn/R/55 of 27 Dec. 1944 are not to be put into effect due to the change of policy etc., if the Allied Governments as well as the Italian Government wish to preserve the initiated and well developed system in Sicily the very minimum suggestion is made that it be specifically made clear that the general management of INT under Dr. Salini's guidance, be continued for a period of not less than two (2) years after the termination of the Allies' war against Germany. This should be done to protect both the management group as well as the organization's physical equipment, for all eventualities which may come about in an after-war turbulent socio-political and economic

- 2 -

one

Italy, and in particular Sicily, where/more high level, if not high minded, policy emanating from the central Italian Government may not help to put the brakes to "Separatism" but will be one more assisting step.

5. This officer having supervised the organization and operation of INT Sicily, from September 1943 to March 1945, and having observed repercussion of the seething and boiling-pot of Sicily as problem to Italy in relationship to Separatism activities wishes to make clear in the minds of officials of this Headquarters, before the transfer, that the manner in which AC transfers this equipment to the Italian Government as well as their handling of the organization afterwards, will be closely watched politically as well as economically by Sicilian citizens; and, with the first important faltering or faux-pas (in their interpretation of the matter) it is not too much to believe that repercussions may be felt all along the line on up to very high level.

6. The organization is too big and too important to the economic and political well-being of Sicily not to be given careful consideration, since (2500) two thousand five hundred employees who would have been possible Sicilian shareholders of this organization are involved, as intended by AC/Tn/R/55 Headquarters AG. This added to the political footballing in Sicilian life, and the psychological fact that Sicilian will feel that "Rome did them out of something created by Sicilians" may not be very helpful in Sicilian-Italian affairs to say the least.

Repeating that para 4 of this letter should be given some thought before committing AC, this report, based on constant contact and experience, is forwarded for official records.

For the Regional Commissioner:

McElwaine 725
I.M. CALVANESE
Captain, Q.M.C.
Regional Road Haulage
Transport Control Officer.

0 AC/55

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

W 4

Tel. 376
Ref. 164/7/Tn 1

MEF/lml
23 February 1945

SUBJECT : I. N. T. Vehicles.

TO : Roads Division

1. Enclosed herewith are two important files which should be registered in your Division under a TN 5 reference.

2. You will see that the proposal is made to transfer these I.N.T. vehicles in Sicily to the Italian Government. Please follow-up the question in order to have the transfer made as soon as possible. In view of the black market value of these trucks, it is most important that there should be no loop-hole for irregularities.

3. It is understood that Capt. Calvanese is coming up from Sicily with a list of the vehicles. Please check up on this. When Calvanese produces the list of vehicles, you should prepare the schedule of trucks to be handed over as referred to in Paragraph 6 of the draft letter. ~~Since~~ The draft letter text should be amended to accord with the Legal Sub-Commission's suggestions and the whole should be prepared for signature by the Acting Vice President of the Economic Section. 724

4. There is also a good suggestion from General Di Raimondo made in his letter of 6 February that the I. S. R. should operate the vehicles. This will have to be cleared with the Minister of Transport; in fact, when the vehicles are passed over to the Italians, it becomes a matter of settlement between Minister Cerabona and General Di Raimondo. At a suitable time I will go along to see Minister Cerabona with you.

M. B. Thomas

M. B. THOMAS, COLONEL
Deputy Director

Attachments:

- 1 File 542/Tn 1
- 1 File I.N.T. Sicily

Subject: Motor Transport and Material

Land Forces
Sub Commission, AC (MMIA)
Rome
Q/5

11 March 1945

To : MMIA LO, Sicily

Reference your 1191 of 6 March 1945, above subject

1. It is regretted that it has been impossible for you to clear up the motor transport situation in Sicily with the representative of the Allied Commission, and it is desired that another attempt be made to contact him and settle the entire matter.
2. It appears that it will be necessary to have a complete list of the vehicles under ALCOM control including motor numbers and other identification in order to proceed with the matter. Once this has been supplied, you and the representative of ALCOM can come to an agreement that certain vehicles are, in fact, captured vehicles and should remain with ALCOM or be disposed of by ALCOM. When this has been determined, the vehicles should be definitely identified by some sort of certificate securely placed on the vehicle so that the Italian authorities will not disturb the vehicle. This certificate should be signed by you and the Allied Commission representative, and the Italian Military Command should be given a list of the vehicles on which the certificates have been placed.
3. Once this has been accomplished, the Italian military authorities have full right to take possession of any of their property not covered by a certificate.
4. Report progress.

723

CLAYTON P. KERR, Colonel
for Major General
Land Forces
Sub Commission, AC (MMIA)

CPK/lak

cc: Transportation Sub Commission
Att: Mr. Taylor

Ministry of Transports
I S R General Direction

Rome, 10 MAR 1945
N. C. 01/Segr. /10043334/1

To Allied Commission

Transport Sub Commission

R o m e

The "Istituto Nazionale Trasporti" I.N.T. (National Transport Institute), a direct branch of this Administration, is operating passenger and freight motor-service, through Italy, on behalf of I S R.

When Sicily was occupied by the Allies, the I.N.T. Delegation of Palermo had 60 motor-vehicles (passenger and freight) for operating Sicily's motor lines. Later, ^{as} you know, the C.C.A. allocated to said Delegation other 1700 trucks which are still used for passenger and freight service in the Island.

722

Now, the I.N.T. General Direction of Rome, which are operating passenger and freight motor-service, especially in Central Italy, while they have available, for this purpose, only some tens of vehicles, they are, on the other hand, continually pressed, by concerned people, to increase the I.N.T. passenger service, which replaces railway facilities, as well as, by the Food Authority of Rome, to develop the I N T freight service, on behalf of the Mercati Generali (Food General Market) of this City.

It is to bear in mind that the public has a great preference for I N T services, as, not only they are comfortable, efficient and well organized, but above all they charge scrupulously the low fixed rates. Obviously this means a great advantage for the public and it refrains the greediness of private motor carriers and of black market.

We beg you, therefore, kindly to intervene to the A.C. Hq of Palermo Division so that said vehicles be returned to I N T General Direction.

The Director General

Na ng12/3

F.to DI RAIMONDO

To Allied Commission

Transport Sub Commission

R o m e

The "Istituto Nazionale Trasporti" I.N.T. (National Transport Institute), a direct branch of this Administration, is operating passenger and freight motor-service, through Italy, on behalf of I S R.

When Sicily was occupied by the Allies, the I.N.T. Delegation of Palermo had 60 motor-vehicles (passenger and freight) for operating Sicily's motor lines. Later, ^{as} you know, the C.C.A. allocated to said Delegation other 1700 trucks which are still used for passenger and freight service in the Island.

722

Now, the I.N.T. General Direction of Rome, which are operating passenger and freight motor-service, especially in Central Italy, while they have available, for this purpose, only some tens of vehicles, they are, on the other hand, continually pressed, by concerned people, to increase the I.N.T. passenger service, which replaces railway facilities, as well as, by the Food Authority of Rome, to develop the I N T freight service, on behalf of the Mercati Generali (Food General Market) of this City.

It is to bear in mind that the public has a great preference for I N T services, as, not only they are comfortable, efficient and well organized, but above all they charge scrupulously the low fixed rates. Obviously this means a great advantage for the public and it refrains the greediness of private motor carriers and of black market.

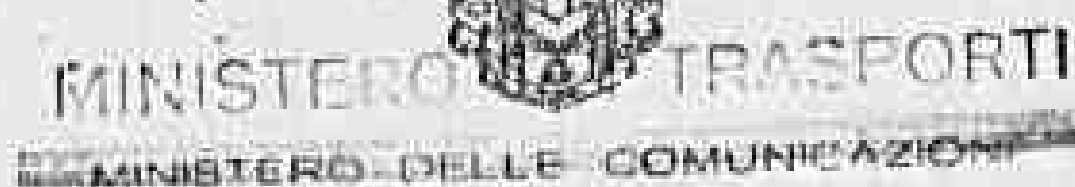
We beg you, therefore, kindly to intervene to the A.C. HQ of Palermo Division so that said vehicles be returned to I N T General Direction.

The Director General

Na ng12/3

F.to DI RAIMONDO

785021



DIREZIONE GENERALE
DELLE FERROVIE DELLO STATO

Roma

10 MAR 1945

10. *Id.*

47774

№ 0.01/Согр./100А 3234/1

ALLA SOTTOCOMMISSIONE ALLEATA
Divisione Trasporti

ROMA

All'atto dell'occupazione della Sicilia da parte degli Alleati la Delegazione di Palermo di detto Istituto aveva in consegna per l'esercizio di autolinee in Sicilia 60 automezzi (tra merci e viaggiatori) che com'è noto furono successivamente integrati di circa 1700 automezzi che la C.C.A. dette in consegna alla citata Delegazione, che tutt'ora li gestisce, per gli autoservizi viaggiatori e merci della Sicilia.

Si tenga all'uopo presente che gli autoservizi I.N.T. sono molto ricercati sia perchè comodi, razionali e organici ma soprattutto perchè effettuati col rispetto più scrupoloso delle basse tariffe ufficiali il che, com'è ovvio, rappresenta un aiuto per le popolazioni e una remora per gli autotrasportatori privati e per la borsa nera.

Pregasi pertanto di voler interessare il Comando A.C. della Divisione Trasporti di Palermo a voler disporre la restituzione dei citati automezzi alla Direzione Generale dell'I.N.T.-

IL DIRETTORE GENERALE

IL DIRETTORE GENERALE
Ad. L. L. L.

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

TMC/cp

13 February 1945

In reply
refer to: RTC 080

Subject: I.N.T. Stockholders.

To : Headquarters Allied Commission
Transportation Sub-Commission
Merritt H. Taylor, Director.

1. Reference: AC/R/55/Tn 5, dated 6 February 1945,
2. According to Dr. Angelo Salini, Direttore Generale I.N.T.- A.C. Sicilia Region, all outstanding stocks and bonds are in possession of the Ministero Dei Trasporti (this refers to I.N.T. as a whole throughout Italy including Sicily previous to AMG's Sicily Region. Numbered Memoranda No. 56, 31/12/43). He therefore concludes that I.N.T. was state-owned and parastate, there being no private stockholders.

3. From Ing. Pietro Tuccio, Director of Italian State Railways in Sicily the following, "The Istituto started as a private organization with a joint - stock capital; all shares however, were in the hands of the Railway. It was autonomously administered personnel.....controlling was picked from State Railway corps", (re. File No. 790.5 1944, Palermo April 15 1944).

720
4. Officials of the Ispettorato Della Motorizzazione in Palermo, verbally concur.

5. When I.N.T. Roma, sometime in July 1944, made efforts to return and assume authority and control over I.N.T.- A.C. Sicilia Region, after these Directors had re-created an organization entirely free and independent from both I.N.T.-Roma and Italian State Railways; the wolves were held at bay with RTC 080 - I.N.T. 8 July 1944, (Copy of which was forwarded to the Transportation Sub-Commission) at least until Headquarters, issued specific instructions.

Subject: I.N.T. Stockholders.

To : Headquarters Allied Commission
Transportation Sub-Commission
Merritt H. Taylor, Director.

1. Reference: AC/R/55/Tn 5, dated 6 February 1945,
2. According to Dr. Angelo Salini, Direttore Generale I.N.T.- A.C. Sicilia Region, all outstanding stocks and bonds are in possession of the Ministero Dei Trasporti (this refers to I.N.T. as a whole throughout Italy including Sicily previous to AMG's Sicily Region. Numbered Memoranda No. 56, 31/12/43). He therefore concludes that I.N.T. was state-owned and parastate, there being no private stockholders.

3. From Ing. Pietro Tuccio, Director of Italian State Railways in Sicily the following, "The Istituto started as a private organization with a joint - stock capital; all shares however, were in the hands of the Railway. It was autonomously administered controlling was picked from State Railway corps", (re. File No. 790.5 1944, Palermo April 15 1944).

720

4. Officials of the Ispettorato Della Motorizzazione in Palermo, verbally concur.

5. When I.N.T. Roma, sometime in July 1944, made efforts to return and assume authority and control over I.N.T.- A.C. Sicilia Region, after these Directors had re-created an organization entirely free and independent from both I.N.T.-Roma and Italian State Railways; the wolves were held at bay with RTC 080 I.N.T. 8 July 1944, (Copy of which was forwarded to the Transportation Sub-Commission) at least until Headquarters, issued specific instructions.

For the Regional Commissioner:

I. M. Calvanese

I. M. CALVANESE
Captain, Q.M.C.
Regional Road Haulage
Transport Control Officer.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WET/hl

Tel: 220

540/19/WT 1

13 Feb. '45

SUBJECT: Transfer to the Italian Government,
Ministry of Transport, the Assets
of I.N.T. in Sicily.

TO : Director, War Materials Disposal &
Italian Prisoners of War Sub-Commission.

1. The Instituto Nazionale Auto Trasporti, hereinafter referred to as I.N.T., is in possession of approximately 600 motor trucks which were captured from the Germans and Italians.

2. It is the desire of Transportation Sub-Commission that all of the assets of INT subject to all of Allied Commission's responsibilities and liabilities be turned over to the Italian Government, Ministry of Transport, with the definite understanding that Allied Commission will have no further liability of any kind in connection with INT or its operations.

3. A proper charge in dollars and sterling should be raised against the Italian Government representing a fair value of the assets transferred to it.

4. The Italian Government should agree that during the war with Germany and six months thereafter, that these vehicles be operated in the same efficient manner they are now operated and under the present operating management.

5. It should further be agreed by the Italian Government that these vehicles will be operated only in the island of Sicily, or provinces of Campania, Calabria, and Reggio-Calabria, unless otherwise agreed by the Allied Commission.

6. This matter is well understood by Colonel Grawshaw, the Principal Accountant, Finance Sub-Commission.

7. The problem of turning over the captured war materials and other assets derived therefrom is referred to your sub-commission as

719

I.N.T.

- 2 -

13 February 1945

as a matter of primary interest, as verbally agreed with the understanding that you will expedite the transfer of these assets to the Italian Government in order to implement the Allied Commission policy of withdrawal from territory under Italian Governmental control.

6. Transportation Sub-Commission will render any assistance to you in this connection which you may desire.

HARRITT R. TAYLOR,
Director.

copy to:

Acting Deputy Chief of Staff, Economic Section.
Principal Accountant, Finance Sub-Commission.
Mr. Gross, Transportation Sub-Commission.
Deputy Director, Transportation Sub-Commission.

718

MEMORANDUM OF PROPOSED AGREEMENT BETWEEN THE
ITALIAN GOVERNMENT AND THE ALLIED COMMISSION
WITH RESPECT TO THE CONTROL AND PURCHASE OF
CERTAIN MOTOR VEHICLES PRESENTLY OPERATED BY
THE ISTITUTO NAZIONALE AUTO TRASPORTI

R/SS

It is the desire of the Allied Commission and the Italian Government that maximum use be made of the available transportation facilities in order that the welfare of the civilian communities might best be served. It is therefore proposed that an agreement be entered into between the Allied Commission and the Italian Government subject to approval of the appropriate civilian and military authorities and containing the following terms.

That the Allied Commission turn over to the Italian Government all trucks and repair equipment now the property of the Commission by virtue of being captured German and Italian equipment and now being operated by INT in Sicily.

The Allied Commission reserves the right to charge for this equipment at a future date, payments to take the form of dollar or pound sterling credit in a manner to be agreed upon.

In as much as the present operators have maintained a good standard of efficiency it should be agreed upon between the Allied Commission and the Italian Government that the INT be permitted to purchase the above mentioned equipment from the Italian Government and that the same INT be permitted to operate in the same manner, the same personal and with as good a standard of efficiency as at present.

The price charged INT by the Italian Government will in no way exceed that agreed upon by the Allied Commission and the Italian Government.

The INT will guarantee that the equipment purchased by them together with all other equipment operated by them will not leave the island of Sicily except upon the written permission of the Allied Commission. This guarantee should be a part of the sales contract with the forfeiture to the Italian Government of all the equipment purchased through this agreement if said guarantee is broken.

INT and the Italian Government will guarantee to hold the Allied Commission and any of its agents or representatives harmless against any claims which have arisen or might arise in connection with any of the activities of INT.

The money now on deposit in the banks in Sicily or in any other bank in Italy which represents the operating profit of INT will be paid over in its entirety to the Italian Government. This money becomes the property of the Italian Government and will not become in any way a part of any agreement reached for the sale of the above mentioned trucks and equipment by the Italian Government to INT.

A joint committee consisting of representatives of the Allied Commission and the Italian Government should be formed to inspect all the trucks, repair shops and other equipment now being used to maintain and operate INT in order that a detailed list and description of all the property belonging to Allied Commission may be included in and with any agreement made between the Italian Government and Allied Commission.

The Italian Government should guarantee that the sale of the above mentioned property to INT will be completed within twenty four hours after receiving said property from the Allied Commission.

9 February 1945

MEMORANDUM OF PROPOSED AGREEMENT BETWEEN THE ITALIAN
GOVERNMENT AND THE ALLIED COMMISSION WITH RESPECT TO
THE CONTROL AND PURCHASE OF CERTAIN MOTOR VEHICLES
PRESENTLY OPERATED BY THE ISTITUTO NAZIONALE AUTO
TRASPORTI HEREINAFTER REFERRED TO AS INT OF SICILY

WHEREAS INT is a limited stock company operated in Sicily with private capital, and

WHEREAS it is the desire of the Allied Commission and the Italian Government that the maximum use be made of the available transportation facilities, in order that the welfare of the civilian community might best be served, an agreement will be entered into subject to the approval of the appropriate civilian and military authorities and containing the following terms.

The INT, with the consent of the Allied Commission, acquired possession and control of approximately 600 motor trucks for commercial transportation purposes in Sicily and subject to tariff rates established from time to time by the Italian Government. The motor trucks referred to and which are the subject of the proposed contract come within the following classifications:

- a. Captured Italian Army vehicles;
- b. Captured German Army vehicles.

The Italian Government undertakes to purchase the trucks in question at a price to be fixed at a later date and in accordance with the appraisal procedure to be agreed upon. The payments will take the form of dollar or pound sterling credit in the manner to be agreed upon.

716

The Italian Government will resell (immediately upon the conclusion of this agreement) the trucks in question to the INT Company for an amount which in no event can be in excess of the amount to be paid by it for the purchase thereof. The money now on deposit in Sicily representing the operating profit of INT will be paid over in its entirety to the Italian Government upon the signing of the agreement referred to.

The Italian Government will undertake to hold the Allied Commission and any of its agents or representatives harmless against any claims which have arisen or might arise in connection with any of the activities of INT.

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

3 February 1945.

In reply
refer to: RTC 080

Subject: Incoming Message 800

To : Headquarters Allied Commission
Transportation Sub-Commission
Att: Colonel Carnes, Road Section.

1. Reference: Incoming Message 30 January 1945
Headquarters Allied Commission to Sicilia Region: Capt. Lynch
"Please cooperate fully with Major Long L.O., MMIA, in determining which highway transportation property in the hands of I.N.T. is captured enemy equipment and which is not, advice this Hq. the results".

2. Captain Lynch has arrived in Sicily recently, and I understand he is charged with Rails and "coordination" of transport. Therefore I cannot understand why the message was not addressed to me instead. I do know that some Sub-Commission (internal) changes have been made and probably will continue to be made; therefore either Captain Lynch is part of those changes, in the field, or the files on I.N.T. at Hq. have not been combed. Please refer to the monthly reports, inventories forwarded, RTC 386.3(V) or 451.2 "Ex-Italian Army Vehicles Region I" dated 23 August 1944, and RTC 386.3(v) "Captured ex Military Material - Transport Facilities", 1 Sept. 1944 addressed to the Sub-Commission; replies, ACC/Tn/R/1 "Ex-Italian Vehicles Region I" 8 September 1944 and ACC/Tn/R/55, subject same, 12 September 1944. **715**

3. To be even more specific, refer to AC/Tn/R/55 "Advance Planning for I.N.T." 27 December 1944 signed Merritt H. Taylor, Director.

4. Major Long, IO MMIA, has relieved Lt. Col. Lester R. Albert with whom this officer discussed, conferred, and settled the matter for the time being. Major Long, has never requested any information; if he had he would have obtained the full coope-

Subject: Incoming Message 800

To : Headquarters Allied Commission
Transportation Sub-Commission
Att: Colonel Carnes, Road Section.

1. Reference: Incoming Message 30 January 1945
Headquarters Allied Commission to Sicilia Region: Capt. Lynch
"Please cooperate fully with Major Long I.O., MMIA, in determining which highway transportation property in the hands of I.N.T. is captured enemy equipment and which is not, advise this Hq. the results".

2. Captain Lynch has arrived in Sicily recently, and I understand he is charged with Rails and "coordination" of transport. Therefore I cannot understand why the message was not addressed to me instead. I do know that some Sub-Commission (internal) changes have been made and probably will continue to be made; therefore either Captain Lynch is part of those changes, in the field, or the files on I.N.T. at Hq. have not been combed. Please refer to the monthly reports, inventories forwarded, RTC 386.3(V) or 451.2 "Ex-Italian Army Vehicles Region I" dated 23 August 1944, and RTC 386.3(v) "Captured ex Military Material - Transport Facilities", 1 Sept. 1944 addressed to the Sub-Commission; replies, ACC/Tn/R/1 "Ex-Italian Vehicles Region I" 8 September 1944 and ACC/Tn/R/55, subject same, 12 September 1944. **715**

3. To be even more specific, refer to AC/Tn/R/55 "Advance Planning for I.N.T." 27 December 1944 signed Merritt H. Taylor, Director.

4. Major Long, IO MMIA, has relieved Lt. Col. Lester R. Albert with whom this officer discussed, conferred, and settled the matter for the time being. Major Long, has never requested any information; if he had he would have obtained the full cooperation of this office. I have invited him to confer on the matter after the message of 30 January 1945.

5. The Italian army officials, have renewed their efforts, with relieving officer hoping to accomplish the transfer, "so that the Italian Forces will be able to make a full war effort",

with their taking of I.N.T. trucks. Were the war to continue for another ten years I might be able to read something in that; however, it may be past history within a few months, even without I.N.T. trucks.

6. Recent repercussions, disturbances and organized rebellions in Sicily are only surface tension symptoms of that which lies dormant and latent - powerlike at the slightest provocation to worsen the economic life (pasta and pane) of Sicily; and if the all-important organization for the distribution of foodstuffs in Sicily is removed, with the apparent pretext of "Italian war effort" without replacement of a similar island-wide-pool, this officer declines the responsibility for that which might follow in Sicily.

For the Regional Commissioner:

I. M. Calvanese

I. M. CALVANESE
Captain, Q.M.C.
Regional Road Haulage
Transport Control Officer.

to worsen the economic life (pasta and pane) of Sicily; and if the all-important organization for the distribution of foodstuffs in Sicily is removed, with the apparent pretext of "Italian war effort" without replacement of a similar island-wide-pool, this officer declines the responsibility for that which might follow in Sicily.

For the Regional Commissioner:

I. M. Calvanese

I. M. CALVANESE
Captain, Q.M.C.
Regional Road Haulage
Transport Control Officer.

714

Subject: Motor transport and Material

R/55

Land Forces
Sub Commission, AC (MMIA)
Rome
AQ/5

February 1945

To : MMIA LO, Sicily

Reference your 1191 x 782 of 11 Jan 1945.

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

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

2. Italian Army material which was captured, and which has been disposed of by the Allies, either before or after the Armistice, has ceased to be the property of the Italian Government and cannot now be claimed by the Italian Army. It follows that any property which was not in Allied hands or under Allied control at the time of the Armistice is the property of the Italian Government and should be recovered.

713

3. It is understood that in Sicily all captured Italian motor vehicles and material were turned over to the Allied Commission and title therefore passed to the Allied Commission. Subsequently, the Allied Commission organized an Italian Company known as I.N.T. to operate this transport, but the title to the vehicles and material remains with the Allied Commission. It may be that the Allies sold some captured material or vehicles to civilians in Sicily; and in this case, the title would have passed to the civilian purchaser; and the Italian Government has no interest in such vehicles or material. However, the civilian holding said property must have proper documents to prove that the property was actually captured material and sold by the Allies.

4. No authority exists for the I.N.T. or the Allied Commission to conduct salvage operations or to come into possession of any Italian Army material since the Armistice unless such material was actually in Allied control at the time of the Armistice. Any material which has come into Allied hands since the

Armistice remains the property of the Italian Government and any individual, Allied or Italian, holding such material has no title to it, and the Italian Army can therefore recover the material under Italian law.

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

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

712

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

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

9. In conjunction with Captain Lynch, you should investigate the release or sale, by Allied officers, of all material sold to civilians since the Armistice about which complaint has been made by General Marriotti in the various letters attached to your communication. This investigation should determine (1) if the material sold was actually captured material and therefore could legally be sold by the Allied officers, and (2) the disposition of the funds received.

10. It is realized that this is a large order to give you, but it is not possible to settle these questions except in Sicily and the sooner the questions are settled, the better.

11. Mr. Taylor tells me that he is informing Captain Lynch of the situation and asking Captain Lynch to cooperate with you in settling the matter. If there is any difficulty in this connection, it is desired that you advise us in order that the matter can be handled through Mr. Taylor here.

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


CLAYTON P. KERR, Colonel
for Major General
Land Forces
Sub Commission, AC (MMA)

CPK/lak

cc: Mr. Taylor, Transportation
Sub Commission, ALCOM

ST

711

MINISTERO DEI TRASPORTI
GABINETTOR/55
Rome, 1° Feb. 1945

N. _____

Risposto al N. _____

OGGETTO: Istituto Nazionale Trasporti Sicilia.

To: Mr. Merrit H. Taylor

Allied Commission

Rome

710

In Italia in 1929, in order to have all movements of traffic collaborating with the I.S.R., and to furnish with all the transport services, was founded the Istituto Nazionale Trasporti (I.N.T.) under form of Limited Company. The capital was 28 million liras of which 24 millions at the start and now for the whole is propriety of the I.R.S.

The Istituto provided for the effect of services both motor and railway, at reduced prices, management of containers and management of motorized services.

After the liberation of Sicily, the Allies, on basis of the same organization, material and personnel of the I.N.T., and with military cooperation, have realized all, civilian and goods, road-transports in Sicily.

The I.N.T., therefore changed its characteristics and also the name was changed into "Istituto Nazionale Trasporti" - Allied Commission Regione Sicilia.

As reported by one of the managers of the Istituto introduced to this Ministry by Cap. Calvanese, Regional Official for Sicily, the organization consists in 600 efficient trucks, of which only one hundred without tires, 8 buses and spare material, in 9 principal

./.



MINISTERO DEI TRASPORTI
GABINETTO

N. _____

Risposta al N. _____

OGGETTO:

plants of the 9 principals headtowns of the island, with minor plants, and with a managment with important cash responsabilities.

Cap. Calvanese, in his report said that the Alies are inclined to transfer all the above assets to the italian Governament for the amount that will be fixed and charged to it, provided that the Governament engaged itself to transfer the same assets - to keep apart from those of the originary I.N.T.- to a company to be constituted between the managers and staff of the new I.N.T. to the price at which those assets will be transfered.

This Ministry has though , communicated with a note dated the 8 th of January 1945, N°4831/F/XII/83, to the Presidenza del Consiglio dei Ministri and to the other Ministries interested, the above proposal, for which the country in this moment of crises of transports due to nazi-fascist distrustions, would obtain, even if through a company to be constituted, an important number of motocars. 709

The Ministry of Tresury, with a note dated the 23 th of Jan. 1945 N° 100986 says that if the Allies intend, wiht the proposal in examination, transfer the assets of the new I.N.T., not to the italian administration, but to a private concearn not belonging to the State but controlled by the State, that for it's caracterisitos would be in better conditions for it's work, no other company would be in better conditions then I.N.T. for the planned transfer and the following managment.

The above solution would present the following advantages:

- 1° to assure the necessary coordination of Autoserveces with the railroad services, gradually riactivated, and this would consent a more economic use of motorvehicles and avoid any pos-

./.

MINISTERO DEI TRASPORTI
GABINETTO

N. _____

Risposta al N. _____

OGGETTO:

- sible interference between the two services.
- 2° To continue to utilize the existing material of the Istituto, retain the present personnel in order to maintain normal the services. If necessary, to evitate any bureaucracy embarrassment the Istituto may keep a separate managment for said services.
- 3° The italian administration then, will not have to advance big sums of money that would be difficult to recuperate in regard of a concern that for the same recent constitution could not offer guaranty of exercize or development.

It is understood that in Sicily, as desired by the Allied Commission, E.N.A.C. will soon start to function incorporating in it's organization all kinds of concerns of transports eventually constituted leaving free only the transports for civilians.

708

We, then, beg to examine the matter closely, also in regard of other organizations of the kind, arisen in other liberated cities, and let us know the decision that that Allied Commission will deliberate.

THE MINISTER



MINISTERO DEI TRASPORTI
GABINETTO

Roma, 3^o febbraio 1945

N. 11-83-2049

Risposta al N. _____

OGGETTO: Istituto Nazionale Trasporti Sicilia -

Mr TAJLOR
COMMISSIONE ALLEATA
APO 394

R O M A

Allo scopo di curare lo sviluppo di ogni traffico in collaborazione con le Ferrovie dello Stato e di provvedere anche indirettamente all'esercizio dei servizi inerenti ai trasporti nel 1929, fu creato in Italia l'Istituto Nazionale Trasporti (I.N.T.) sotto forma di Società per azioni, il cui capitale sociale di 28 milioni, inizialmente per 24 milioni ed ora per l'intero, è in possesso delle Ferrovie dello Stato.

727

L'Istituto provvedeva alla effettuazione dei servizi autoferroviari a prezzi ridotti, alla gestione di casse mobili ed alla gestione di servizi camionistici e di autolinee viaggiatori.

Dopo la liberazione della Sicilia, gli Alleati, sulla base dell'organizzazione, del materiale e del personale dell'I.N.T. ivi esistenti e con l'utilizzazione di mezzi militari hanno incrementato e realizzato tutti i trasporti su strada sia di cose che di persone che ora si effettuano nell'Isola.

L'I.N.T. avrebbe così preso una nuova fisionomia ed anche un nuovo nome "Istituto Nazionale Trasporti - Commissione Alleata Regione Sicilia".

Secondo la relazione presentata da un dirigente dell'Istituto, accompagnato a questo Ministero dall'Ufficiale Regionale Alleato per la Sicilia, cap. Calvanese, la nuova organizzazione consiste in un autoparco di 600 autocarri efficienti, di cui solo un centi-

MINISTERO DEI TRASPORTI
GABINETTO

N. _____

Risposta al N. _____

OGGETTO:

- 2 -

naio sgommati, di 8 autobus e di materiale vario, in nove principali impianti nei nove capoluoghi dell'isola con impianti minori e per di più in una gestione con disponibilità di rilievo.

Il cap. Calvanese, nel presentare tale relazione, faceva presente che gli Alleati sono disposti a cedere tutte le suddette attività al governo italiano per la somma che sarà stabilita ed imputata a suo debito, purchè esso a sua volta si obblighi a cedere le attività stesse - da scindersi ben s'intende da quella dell'I.N.T. originario - ad una società che sarebbe per costituirsi fra i dirigenti ed il personale del nuovo I.N.T. al prezzo per cui le otterrà cedute.

706

Questo Ministero ha però comunicato con nota 8 gennaio 1945 n. 4831/F/XII/83 alla Presidenza del Consiglio dei Ministri ed agli altri Ministeri interessati questa proposta per la quale il Paese, in questo momento di crisi così grave dei trasporti per effetto delle distruzioni nazi-fasciste, verrebbe ad ottenere, sia pure attraverso una società privata a costituirsi, un numero non certo trascurabile di automezzi.

Il Ministero del Tesoro con nota 23 gennaio n. 100986 ha rilevato che se gli Alleati intendono con la proposta in esame trasferire le attività della nuova gestione I.N.T. non all'amministrazione italiana, ma ad un'azienda non statale, controllata dallo Stato, che per il suo carattere si trovi in condizioni più vantaggiose per l'esercizio, nessuna società meglio dell'I.N.T. si presenterebbe in

MINISTERO DEI TRASPORTI
GABINETTO

Roma, _____

N. _____

Risposta al N. _____

OGGETTO:

- 3 -

condizioni migliori per il progettato trasferimento e la conseguente gestione.

Tale soluzione presenterebbe i seguenti vantaggi:

- 1) sarebbe assicurato il necessario coordinamento degli autoservizi stessi con quelli ferroviari che verranno gradualmente riattivati, il che consentirebbe anche il più economico impiego degli autoveicoli che si renderanno man mano esuberanti e si eviterebbero possibili contrasti ed interferenze fra le due specie di pubblici servizi;
- 2) continuerebbe ad essere utilizzata l'esistente attrezzatura dell'Istituto, conservando il personale attualmente prepostovi, per modo che nessun turbamento deriverebbe al normale svolgimento dei servizi. Se necessario, al fine di evitare intralci e ritardi burocratici, potrebbe anche disporsi che l'Istituto mantenga per detti servizi una gestione separata;
- 3) l'amministrazione italiana non si verrebbe a trovare in condizioni di anticipare grosse somme di difficile recupero in rapporto ad una società che per la sua stessa recente costituzione non potrebbe offrire garanzie di esercizio e di sviluppo.

Si rende noto che in Sicilia, com'è desiderio della Commissione Alleata, non tarderà ad entrare in attività l'E.N.A.C. per gli autotrasporti di cose che assorbirà nella sua organizzazione ogni esercizio del genere e quindi ogni società per autotrasporti di cose che eventualmente venisse a costituirsi, lasciando liberi i soli trasporti di persone.

./.



MINISTERO DEI TRASPORTI
GABINETTO

N. _____

Risposta al N. _____

OGGETTO:

- 4 -

Prego, pertanto, di voler esaminare la questione anche in rapporto alle altre organizzazioni del genere sorte nelle altre città liberate e far conoscere le determinazioni di codesta Commissione.

IL MINISTRO

Berafour

704

DRAFT

R/55

HEADQUARTERS ALLIED COMMISSION
APO 394

ALV/oh

Phone 489081

File Ref.

27 December 1944

SUBJECT: Turnover of Allied Equipment to the Italian Government

TO : His Excellency, the Minister of Transport

1. This is to advise your Ministry that the Allied Commission wishes to turn over to the Italian Government all property of the Allies in the way of trucks and equipment which was seized by the Allies as prize of war and is now being employed by the Istituto Nazionale Auto Trasporti in Sicily. It is furthermore the intention of the Allied Commission to make available to the Italian Government all cash balances and assets of the Istituto Nazionale Auto Trasporti. *This will be handled by Sicily Region.*

2. The Allied Commission, however, reserves itself the right to make a charge against your Government at some later date for the equipment which was property of the Allies and which it is intended to turn over. Furthermore, The Allied Commission reserves itself the right to advise your Government as to where the vehicles of INT should operate. It will be the responsibility of your Government to settle all claims and liabilities of INT if you are in agreement with this proposal. An early reply is anticipated.

For the Chief Commissioner:

703

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission

ATO 394

Dec. 27, 1944

AC/EX/3/55

SUBJECT: Advance Planning for INT.

TO : Regional Commissioner Sicilian Region.
(Att: Transportation Officer)

1. Reconditioning of Trucks by INT

A. C. will co-operate with INT Officials in order to recondition INT trucks and make them road worthy as quickly and in as large quantity as possible. INT will be permitted to purchase tyres, batteries and other spare parts from A.C. to the extent of availability.

2. Operational Territory for INT

A.C. proposes to enlarge INT operational territory to include both Sicily and the three Southern Provinces of Calabria. INT Officials should make immediate survey of the Calabria Provinces, install the necessary garages, personnel and operational equipment to handle transportation problems in this area. This plan has already been coordinated with Southern Region.

3. Arrangements for Transfer of 110 Government Trucks from the Firms of SITA & FERROVIA SUD-EAST

A.C. proposes to withdraw the 110 Government Trucks from the above mentioned firms at an early date and desires the INT Company to furnish these firms with an equivalent lift of 3 Ton Italian Trucks. These trucks are to be operated by SITA and FERROVIA SUD-EAST on the same rental bases as the one on which they are now operating A.C. vehicles for A.C. However, the 2.00 lire per vehicle kilo rental charge will be paid to INT and not directly into A.C.

4. Transfer of A.C. property now handled by INT to the Italian Government

It is proposed to transfer the captured enemy equipment cash and all assets now handled by INT to the Italian Government, which will then be responsible for all liabilities.

1. Reconditioning of Trucks by INT

A.C. will co-operate with INT Officials in order to recondition INT trucks and make them road worthy as quickly and in as large quantity as possible. INT will be permitted to purchase tyres, batteries and other spare parts from A.C. to the extent of availability.

2. Operational Territory for INT

A.C. proposes to enlarge INT operational territory to include both Sicily and the three Southern Provinces of Calabria. INT Officials should make immediate survey of the Calabria Provinces, install the necessary garages, personnel and operational equipment to handle transportation problems in this area. This plan has already been coordinated with Southern Region.

3. Arrangements for Transfer of 110 Government Trucks from the Firms of SITA & FERROVIA SUD-EAST

A.C. proposes to withdraw the 110 Government Trucks from the above mentioned firms at an early date and desires the INT Company to furnish these firms with an equivalent lift of 3 Ton Italian Trucks. These trucks are to be operated by SITA and FERROVIA SUD-EAST on the same rental bases as the one on which they are now operating R.D. vehicles for A.C. However, the 2.02 lire per vehicle kilo rental charge will be paid to INT and not directly into A.C.

4. Transfer of A.C. property now handled by INT to the Italian Government

It is proposed to transfer the captured enemy equipment cash and all assets now handled by INT to the Italian Government, which will then be responsible for all liabilities. The Italian Government is making plans to sell or contract all the equipment to a private company to be organized by INT (Sicily) as soon as it is acquired from A.C. When this plan has been worked out by the Italian Government A.C. will then transfer its property right in this captured enemy equipment, to the Italian Government.

-2-

A.C. will reserve the right eventually to make a charge against the Italian Government for the captured enemy equipment. It will also reserve the right to determine the geographical location of the vehicles.

MERRITT, TAYLOR
Director

701

*Handed personally by Col Cameron
to Capt Calverton*

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

In reply
refer to: RTC 516

Subject: Timber Haulage I.N.T. Reggio.

To : Headquarters Allied Commission
Director Transportation Sub-Commission.

R/55
15 December 1944.



1. Reference: AC/3/R/TN 29 November 1944 subject same.

2. This office has never been consulted on any part of para. 4 (Timber Haulage letter signed by Major C.A.W. Stephens), therefore cannot pass judgement on any part of plan.

3. Referring to A.C. Sicilia Region RTC 537 of 4 October 1944, as POL allocation to Sicily are insufficient, resulting in immobilization of trucks, A.C. Sicilia has adopted the recent policy of permitting transfer of trucks to the mainland provinces in nearly every request which has come thru this office. However, this office wishes to control the documents, examine each and every case; because it is A.C.'s experience that there is some racket going on in the seeking of transfer - either documents are not all "according to Hoyle" or it is a military truck illegally licensed, etc. Another condition; truck seeking transfer must bear original license of some province on the mainland, seldom does this office allow Sicily licensed trucks to be transferred. In late November (up to date) some (15) fifteen large trucks have been permitted to reach the more critical areas in relation to Sicily.

4. Reference para. 5, of Major Stephens letter, this officer has on more than one occasion conferred with him and his civilian representatives - seldom has this office been able to obtain any facts to the effect from Major Stephens or his representatives. This officer does not know what Major Stephens or his representative mean by "satisfactory" nor "at the mercy of the drivers". The I.N.T. drivers are under orders to drive according to A.C. instructions with I.N.T. documents to be properly filled out signed and despatched. They will not operate otherwise and this officer will insist on routine procedure; too many concessions have already been made to the timber haulage dealers. For instance, the I.N.T. Director of Messina is "crossed" because

To : Headquarters Allied Commission
Director Transportation Sub-Commission.

1. Reference: AC/3/R/TW 29 November 1944 subject same.

2. This office has never been consulted on any part of para. 4 (Timber Haulage letter signed by Major C.A.W. Stephens), therefore cannot pass judgement on any part of plan.

3. Referring to A.C. Sicilia Region RTC 537 of 4 October 1944, as POL allocation to Sicily are insufficient, resulting in immobilization of trucks, A.C. Sicilia has adopted the recent policy of permitting transfer of trucks to the mainland provinces in nearly every request which has come thru this office. However, this office wishes to control the documents, examine each and every case; because it is A.C.'s experience that there is some racket going on in the seeking of transfer - either documents are not all "according to Hoyle" or it is a military truck illegally licensed, etc. Another condition; truck seeking transfer must bear original license of some province on the mainland, seldom does this office allow Sicily licensed trucks to be transferred. In late November (up to date) some (15) fifteen large trucks have been permitted to reach the more critical areas in relation to Sicily.

4. Reference para. 5, of Major Stephens letter, this officer has on more than one occasion conferred with him and his civilian representatives - seldom has this office been able to obtain any facts to the effect from Major Stephens or his representatives. This officer does not know what Major Stephens or his representative mean by "satisfactory" nor "at the mercy of the drivers". The I.N.T. drivers are under orders to drive according to A.C. instructions with I.N.T. documents to be properly filled out signed and despatched. They will not operate otherwise and this officer will insist on routine procedure; too many concessions have already been made to the timber haulage dealers. For instance, the I.N.T. Director of Messina is "crossed" because he doesn't replace trucks in Reggio with (10) ten ton-trucks - the answer is I.N.T. does not have any such trucks anywhere in Sicily. Drivers I.N.T. are in a continuous battle with lumber-dealers because they won't sign Bills of Lading regularly; this is not an unsatisfactory argument by I.N.T. but a just one. On many occasions I.N.T. drivers, have been invited, after a fashion, to engage in a little side-money deal by some Reggio dealers. In many cases the driver has refused to overload and travel over precipitous mountain roads as he is responsible for the I.N.T. truck and not the lumber dealers. I.N.T. has kept record of all the journeys it makes with Bills of Lading and as the dealers apparently are not delivering all the lumber to A.C.

it will pay them to confuse and confound any and all civilian representatives, including I.N.T. drivers and Directors. This obstructionism is not I.N.T.'s it is from other sources, of another kind and for other reasons. I.N.T. Reggio, it is assumed thru personal experience with I.N.T. administration - personnel, has in all probability, all the short-comings that any other branch I.N.T.; but this office has not had any similar results elsewhere though many minor corrections have been made and will have continue to be made, for we are dealing with a Sicilian - Calabrese element much different from the same class in our respective countries. Lt. Colonel Fernyhough, A.F.H.Q. Transportation Delegation, is making a detailed investigation of I.N.T., as a whole it will be comprehensive; and it is this officer's opinion that said Colonel may be able speak technically on the whole of this organization. Many complaints have been registered by I.N.T. in reference to Reggio; but this officer has seen fit to try and iron them out practically.

The Direttore Generale Dr. Salini, I.N.T. has been informed about the matter and will continue to make every effort to correct minor irregularities, etc., but until and unless specific charges and irregularities are pointed out, it is not the intention of this officer to abandon the control over some (500) five hundred trucks to operate (30) thirty in Reggio for the Export Division.

Major Stephens was in Palermo recently, stating that the program would come to a close in December. No specific charges as to the unsatisfactory operations were made, or the like. The only point raised was the calculation of the mileage by I.N.T. - a question of fact in distances.

This report is made in order to keep the Director informed on the matter; routine continual corrections and remedies will be made until further instructions are received on action to be taken.

For the Regional Commissioner:

699

Em Calvanese

I. M. CALVANESE

Captain, Q.M.C.

Regional Road Haulage

Transport Control Officer.

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 194.

R/55
TWC/cp

29 November 1944.

In reply
refer to: RTO 451.2

Subject: Release of Truck - Sicilia

TO : Headquarters Allied Commission
Director, Colonel D.S. Adams
Transportation Sub-Commission.

1. Reference: a. Finance Sub-Commission letter
13032/P dated 12 November 1944.

b. AG/In/E/11 subject same, dated
23 November 1944.

2. Reaction regarding paragraph 2 of reference (a):

a. These trucks may legally be unemployed but **693**
felt that they are used by the operators.

b. The implication of "very large number of similar
vehicles in Sicily" is an exaggeration; this officer has never
been consulted on the matter by any official, evidently infor-
mation was obtained elsewhere, arriving at hasty conclusion.

c. It is interesting to note that these operators want
to transfer out of Sicily to "greener pastures" voluntarily;
there may something there which is not clear at present.

d. Upon instructions from the Transportation Sub-Com-
mission A.C. Sicilia Region would authorize transfer, after
examining and ascertaining documents of ownership, etc. of
each and every vehicle seeking transfer - there may be inter-
esting findings to be made approaching the matter that way.

3. It appears that these vehicles are of no urgent need
in Sicilia Region at present; however they would be subject
to SHAC control here in the near future as well as in the
mainland.

For the Regional Commissioner:

I. M. CALVANESE
Captain, G.M.C.
Regional Road Haulage
Transport Control Officer.

*
ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

IV-s/c

IMO/cp

19 November 1944.

In reply
refer to: RTG 095 INT

Subject: Insurance I.N.T.

To : Direttore Generale I.N.T.

RECEIVED
26 NOV 1944

*File
R/55.
Chap.
28/11.*

1. Reference : I.N.T. 9890 MM/ag Palermo 15 Nov. 1944.
2. When Colonel J.J. Carnes Chief of Roads, Transportation Sub-Commission, Hq. A.C. visited Sicilia Region he was desirous that I.N.T. make proper and legal insurance arrangements to safeguard the interest of the Allied Governments as well as I.N.T.; therefore I urge you to take all necessary action in doing so.
3. You may make the arrangements desirable according to your letter I.N.T. 9890.

For the Regional Commissioner:

697

I. M. CALVANESE
Captain Q.M.C.
Regional Road Haulage
Transport Control Officer.

1 - Incl.
Incl.- 1 - I.N.T. 9890

Copy to:

- 1 - Colonel Carnes (Chief of Roads)
Transportation Sub-Commission Hq. A.C.



COPYISTITUTO NAZIONALE TRASPORTI
AUTOLINEE DELLA SICILIA

DIREZIONE REGIONALE

Prot. N. 9890 MM/ag.

Palermo, 15 Nov.1944

Oggetto
Assicurazione Infortuni
sul lavoroAl
COMANDO A.C. - DIVISIONE TRASPORTIP A L E R M O

In conformità alle istruzioni verbali ricevute, pregiamoci comunicare che in una riunione tenutasi alla Direzione dell'Istituto Infortuni sul lavoro, il tasso premio è stato concordato al 50%- invece del 65 % -.

In conseguenza dalla riduzione ottenuta si verrebbe a realizzare una economia annuale nella spesa, di L.750.000 = circa, calcolando una massa di salari di L.50 milioni.-

Così stabilite le cose, tenendo presente degli anticipi pagati dal luglio 1943 in L. 812.484,60, giusta disposizione del Capitano Mainard e sentito il parere del Dipartimento Lavoro dell'A.C.C., la somma che questo Istituto dovrebbe corrispondere all'Istituto Infortuni, come regolarizzazione premio dal luglio 1943 al Settembre 1944 sarebbe di lire 652.626,85, più L.341.250, quale acconto premio per il trimestre Ottobre-Dicembre 1944.-

Si prega, quindi, volerli autorizzare al pagamento.-

Qualora codesto Comando dovesse chiedere autorizzazione superiore, si prega di autorizzarci a corrispondere all'Istituto Infortuni un congruo anticipo che dovrebbe aggirarsi almeno intorno alle lire 500.000.-

Si tenga presente che si ritiene necessario chiudere questa pendenza nella considerazione che l'assicurazione infortuni è resa obbligatoria per legge e che l'Istituto Infortuni, pur non avendo da oltre sei mesi riscosso alcuna somma, ha continuato a prestare la sua opera al nostro personale infortunato, riservandosi, però, il diritto di rivelarsi, a norma dell'art. 14 del R.D. 17-8-1935 N°1765, di quanto sarà per erogare.

L'UFFICIO LEGALE

IL DIRETTORE GENERALE

/s/ Dr.SALINI

~~CONFIDENTIAL~~

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

R/55 File
WLP
IMC/cp
JJE

11 November 1944.

In reply
refer to : RTC 210.3

Subject: A.C. Representative Sicilia Region
Transportation (Roads).

To: Headquarters Allied Commission
Transportation Sub-Commission
Att: Colonel D.S. Adams Director
Colonel James J. Carnes Director (Roads)

1. There are persistent rumors in Sicily official circles that Sicilia Region is to be liquidated and that one or two "Liaison" officers only are to remain. I have been informed that Hq. A.C. had asked Brigadier Carr what use he had of a transportation officer (roads) in Sicily, with the intention of withdrawing same.

2. I do not know what high - level policies call for or dictate; however, any one acquainted with the tremendous task and details of controlling an organization such as I.N.T. (even in our country) operating some 600 trucks would appreciate my thoughts on the subject. I need not mention the fact that nearly all but this officer have received just due in the way of a promotion, but the latest attitude is not appreciated, to say the least.

3. I.N.T. is operating Allied equipment of an estimated valuation 500.000.000 liras. It has progressed along very well and it would be impossible to operate it with one officer as such; however, safe-custody supervision, control, revenue, collecting etc., are the minimum controls which this officer deems necessary over I.N.T. as a whole. And, that is more than any Lieutenant could do; were it not for the fact that the machinery to exercise those relative controls is set-up.

4. In addition this officer is supervising (actually directing) ENAC organization and control; which it is hoped will work if my scheme for Sicily ENAC meets with yours and the Ministero delle Comunicazione's approval.

- 2 -

5. The auditing of I.N.T., and final arrangements for transfer or liquidation of I.N.T. as an A.C. operating agency (assuming that it were authorized as of today), would entail some two or three months work of A.C. representation with the Italian authorities.

6. Looking to the future of A.C. in Sicily, this officer would suggest the following for your consideration:

a. This officer be attached or transferred to Southern Region A.C. Hq. in the same capacity over Sicilia Region Transport.

b. I.N.T. be authorized to operate Sicilia - Southern Region as a whole (100 trucks to enter Southern Region who could then transfer 100 of its trucks forward).

c. This officer would be a "specialist" in the field probably setting up A.C. Transportation Sub-Commission representation at Messina - Reggio for control and supervision of I.N.T.

d. Suggested date January 1945.

For the Director General:

I. M. Calvanese

I. M. CALVANESE

1st. Lt., Q.M.C.

Regional Road Haulage

Transport Control Officer.

654

CONFIDENTIAL

*

R/SS

ALLIED CONTROL COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

IMC/op

28 October 1944, Palermo.

In reply
refer to: RTC 080

Subject: I.N.T. Transportation.

To : Consorzio Agrario Compartimentale.

1. It is with the interest of the Sicilian population, who must eventually bear the burden of transport charges in the purchasing of the final product, that this letter is written

2. The "Granai Del Popolo" is for all practical purposes ended. The Consorzio, in the nine Sicilian Provinces, used some (250) two hundred and fifty trucks (all carrying capacity) minimum for over two month period; enough transportation to amass for half of Italy in normal times.

693

3. Two months before the campaign really got under way and thereafter I.N.T. was authorized to do everything possible to put ~~as~~ many good trucks on the road for the amassing. This officer, controlling I.N.T. wishes to go on record in that they more than fulfilled their part in the amassing, by merely repeating that (250) trucks were made available. However, understanding the political - economic tension as well as lack of coordination, not easy to quickly affect in an after war period, this officer went out all the way in seeing to it that transportation was not lacking. Still other services, as curtailed as they were, were not abandoned.

4. Now, the Consorzio's must curtail their tremendous usage of I.N.T. trucks both in the total number used, and in the manner in which they use them. First there is a newer and higher costs tariff effective, 1 November 1944; second, there are other equally important service to be rendered, third, too many half-loads empty-loads non too regulated and controlled use of trucks, fourth, these trucks were never designed to go into every town and hamlet road unfit even for carts (causing terrific maintenance problem and costs increases) fifth unless requests and timely use of trucks improve demurrage charges will be made punishable. These are only some of

the real grievances which have been my personal experience in the "bottle of transport control" as it should be in order for efficient operations to come up to desirable economic standards.

5. This officer wishes to make it clear that Count Van Axel's handling of the overall problem has been a high water mark in cooperation with this office; the same may be said of many of his collaborators however unknown, but in the future of necessity and in fairness to the public, Commerce must limit and better utilize I.R.T. trucks.

For the Regional Commissioner:

McCalvane

I. S. GALVANESE
Int. It., C. & C.
Regional Road Boulogne
Transport Control Officer.

Copy to:

Regional Executive Officer Sicilian Region
— Transportation Sub-Commission HQ. A.O.C.
High Commissioner for Sicily
Commerce Agraria Provinciale
I.R.T. and Filiale
Chamber of Commerce Sicily.

692

ARMED CONTROL COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

Tw. S/c
IMC/cp

11 October 1944.

In reply
refer to: RTC 451.21

R/SS

Subject: Purchasing of Motor Vehicle Parts
in Sicilia Region.

To : Colonel D.S. Adams Director Transportation
Sub-commission Thru: Regional Commissioner.

1. As this officer has stated time and again in his monthly reports; and in the many requests to higher echelon for parts and tires, a newer difficulty arises still.

2. Civilian from the mainland, supposedly authorized by A.C.C. officers (Salerno region has specifically been reported) are circulating in Sicily as agents of "X" firms purchasing parts and tires for motor vehicles.

3. It suffices to say that not only has Sicily never received a single spark plug from any source outside its own territorial limits, but agents authorized by this officer, operating thru I.N.T. are now meeting with competition in prices and obtaining parts etc., so much that one I.N.T. agent returned empty handed on a recent mission to purchase same. What little he was able to find he did so at higher price. All of this information comes from civilian agents, but men who have produced results in order that I.N.T. could keep even a limited number of trucks on the road.

691

4. It would be appreciated if the Sub-Commission gave definite instructions to all A.C.C. Officers concerning the difficulties worked on Sicily region by this raiding; and that if any representative authorized to enter Sicily, only for the very necessary purchase, first call on the Road Haulage Officer for local permission and control of same.

For the Regional Commissioner:

M. Calvanese
I. M. CALVANESE
1st. Lt., Q.M.C.
Regional Road Haulage
Transport Control Officer.

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394.

19 September 1944

In reply
refer to: RTC 080

Subject: I.N.T. Reggio Calabria.

To : Transportation Sub-Commission
Att: Colonel Carnes, Chief of Roads.

1. Reference : a. Telephone conversation Palermo
Rome 16 September 1944.
b. File 378 ACC/Tu/R/55 12 Sept. 44;
signed Colonel D.S. Adams, Director.

2. Major C.A.W. Stephens, Director Commerce Division, Region I A.C.C., this officer representing Road Haulage, conferred with Brigadier Carr the Regional Commissioner, and agreed on the temporary transfer of (30) thirty (INT) Region I vehicles; still to be operated by I.N.T. under similar conditions as Region I (see attached RTC 537). 690

3. The whole transport is a Region I operation, the timber coming from the mountains to Reggio by trucks to be shipped to this region for the export program which the Commerce Division authorized Major Stephens to put in effect.

4. However it is true that the trucks have crossed over into another region, in which case an inter-regional operation is to be approved or disapproved by the Sub-Commission; these trucks were destined for Reggio only temporarily, and for Region I operation. Therefore, this officer in order to avoid delays, and with the interpretation of a Region I operation; proceeded with the agreement and forwarded copy of RTC 537 to the Sub-Commission.

5. The agreement was made in consideration of priority of movement as it affects Region I.

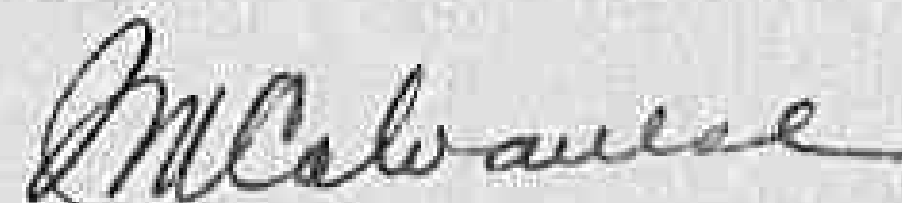
6. If there is to be any further transferring of vehi-

File
R/55
clerk IMC/cp.
23/9



cles inter-regional; consent of the Transportation Sub-Commission will be necessary; however it is suggested that the program initiated in Reggio be allowed to continue with the I.N.T. trucks, at present there.

For the Regional Commissioner:



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

Incl.-

1 - Incl. RTC 537 19 August 1944.

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

IMC/pm.

TN. S.C.

1 September 1944

In replay
refer to: 386,3 (v).

Subject: Captured ex-Military Material - Transport Facilities.

To : Colonel D.S. ADAMS Director
Transportation Sub-Commission
Hq. Allied Control Commission APO 394 U.S. Army.

1. Reference: a) 360/10/CA Hq. ACC. 9 August 44.
b) 360/11/CA Hq; ACC. 10 August 44.

2. Both references request that particular of all cases of collection recovery, operation etc, of transport facilities "will be reported to this Hq. so that a decision may be given as to the validity of any permit which may have been issued".

3. AMGOT officers recovered the transport facilities operated by the Istituto Nazionale Trasporti, Region 1. 688
In addition:

- a. Cable July 1943 to Seventh and Eight Army
and Portbase from Main 15 Army Group.

Q 001 031615

"To enable maximum use to be made of local transport for supplies and restoration of order in Sicily all local captured transport in possession of Armies will be handed in to nearest AMGOT officer at earliest date".

- b. Letter AMGOT/226 HQ. 11 October 1943,
Subject "Captured enemy Material" to all
SCAO's quoting AFHQ Circular No.63 (CEMEC)
of 3 September 1943. CEMEC has turned over
to AMGOT, AMG, some material also.

4. I.N.T., the operating organization for ACC. Region 1 was created with Numbered Memoranda 56 AMG Hq. Sicily Region 31 Dec.43. Previous to that AMGOT officer has recovered abandoned ex-military vehicles and had them put into running

To : Colonel D.S. ADAMS Director
Transportation Sub-Commission
Hq. Allied Control Commission APO 394 U.S. Army.

1. Reference: a) 360/10/CA Hq. ACC. 9 August 44.
b) 360/11/CA Hq; ACC. 10 August 44.

2. Both references request that particular of all cases of collection recovery, operation etc, of transport facilities "will be reported to this Hq. so that a decision may be given as to the validity of any permit which may have been issued".

3. AMGOT officers recovered the transport facilities operated by the Istituto Nazionale Trasporti, Region 1. In addition:

688

- a. Cable July 1943 to Seventh and Eight Army and Portbase from Main 15 Army Group.

Q 001 031615

"To enable maximum use to be made of local transport for supplies and restoration of order in Sicily all local captured transport in possession of Armies will be handed in to nearest AMGOT officer at earliest date".

- b. Letter AMGOT/226 HQ. 11 October 1943,

Subject "Captured enemy Material" to all SCAO's quoting AFHQ Circular No.63 (CEMEC) of 3 September 1943. CEMEC has turned over to AMGOT, AMG, some material also.

4. I.N.T., the operating organization for ACC. Region 1 was created with Numbered Memoranda 56 AMG Hq. Sicily Region 31 Dec.43. Previous to that AMGOT officer has recovered abandoned ex-military vehicles and had them put into running order; there were at least (9) nine different organizations. With Memoranda 56 AMG/ACC organized some (600) six-hundred trucks into an island-wide sistem - I.N.T. It has always been considered Allied property, with revenue going to the Allied Government. Thus far AMG/ACC has affected savings in transport revenue of some (20) twenty millions liras. The present day value of this civilian highway transport organization is estimated to be (500) five hundred millions liras (including inefficient running vehicles, 60% percent, and parts, tires, etc.). It operates as any common carrier concern would be with the new Standard Tariff Rates, a priority list and under strict control of ACC.

5. Attention is drawn to 2 (a) of 360/11/CA, which states material in the hands of the Italian at the time of the Armistice. This material operated by I.N.T., was abandoned, recovered by AMGOT officers - it was not in the hands of the Italians.

6. Reference 2 (b) of same; as not a single spare part of tire has come into Region 1 as no Allied vehicles have been allocated to this region as in others it is necessary that I.N.T. continue to recover transport facilities from which spare parts, tires etc., are taken in an effort to keep the present none-too-roadworthy trucks efficient.

7. ACC. has authorized I.N.T. to spend millions of lire for repairs and maintenance of these vehicles, it is the only operating motor highway organization which moves nearly all the civilian goods necessary for the economic rehabilitation of this island, which ACC with the Consorzi Alimentazioni and Public Utilities etc., deem necessary.

687

8. This officer responsible for motor highway transport in this region, having been assigned to the task from the very early AMGOT days, has presented the case objectively and recommends that this island-wide system remain intact and that arrangements be initiated to transfer I.N.T. to the Italian Government. The question of the turnover, whether or not this property should be paid for, would not be for this offices to discuss.

For the Regional Commissioner:

McCalvanese

I.M. CALVANESE

1st. Lt. Q.M.C.

Regional Road Haulage

Transport Control Officer.

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394.

IMC/cp

19 August 1944.

In reply
refer to: RTC 537

Subject: Thirty I.N.T. Trucks for Export Division.

To : Major Stephens, C.A.W.D.W.

1. Reference: Conference Brigadier Carr., Major Stephens, Captain Hayward, Lt. Calvanese, Mr. Seymour, 18/8/44.

2. A.C.C. Region I entrust (30) thirty I.N.T. trucks, property of A.C.C., to you for the movement of timber in Calabria.

3. These trucks are to return to Sicily Region immediately upon completion of timber transport to Reggio (estimated period 70 work days).

686

4. The Standard tariff Rates adopted by I.N.T. and in all liberated Italy will be used in the compilation of freight changes. (re. RTC 551 A.C.C. Hq. Reg. I.28/6/44.) signed A.N. Hancock Regional Commissioner.

5. I.N.T. Director for Reggio Calabria, will assist you in organizing, operating, and keeping similar records and books on truck and load movement as any I.N.T. Director would in a province in Sicily.

6. Payments should be made not later than every two weeks directly to the I.N.T. Director. The payments should come from you or A.C.C. in that region, or as my experience has been, private individuals will play two ends against the middle and not pay at all. This Officer cannot overemphasize this responsibility for payments; I.N.T. Reggio will finance itself from payments, based on Standard Tariff Rates, Reggio funds, no Region I funds will be expected for same. I.N.T. Director will answer to the Director General I.N.T. for accounting of funds received and disbursements.

7. The garaging, safe keeping, and police protection measures are entrusted to you for the time trucks are under your control for this work.

For the Regional Commissioner:

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

Copies to:

- 1 - Transportation Sub-Commission
- 2 - Regional Road Haulage Transport Control Officer Reg.VII

685

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

File : RLE 013.07/FLV

30th June 1944

SUBJECT : Civil Action against INT.

TO : Lt. Calvanese - Transportation Officer.

1. This office has examined the document attached hereto, which purports to be a complaint for damages resulting from an accident involving an I.N.T. Motor truck AMG 5035, ME=300 - 20260.

2. It is the opinion of this office that I.N.T. should receive specific authorization from the Transportation Sub-Commission empowering them to settle or compromise such claims, and to include such payments as may be made as part of operational costs.

3. The Transportation Sub-Commission should be requested to set a policy on this matter because a great number of similar cases are bound to occur. In view of the fact that this problem is of a general nature and may effect other regions, it is advisable that the Transportation Sub-Commission should request a ruling from the Chief Legal Officer on any legal matters of general policy that may arise.

684

Frank L. Vecchiolla
FRANK L. VECCHIOLLA
Major, JAGD.
Regional Legal Officer.

js.

2552/1

COPIA PER L'AVVER.



R. TRIBUNALE DI PALERMO

ATTO DI CITAZIONE

CATALDO ANDREA di Giovanni, domiciliato in Carini ed elettivamente in Palermo, presso lo studio dell'avv. Francesco Amato, procuratore legale, dal quale è rappresentato e difeso per mandato in calce al presente atto, in VIA RICHIOLI, 55=PALERMO.

CITA

il dott. SALINI ANGELO, nella qualità di rappresentante legale dell'I.N.T., con sede in Palermo, Via Gioacchino Di Marzo, 3, con invito a costituirsi entro 20 giorni dalla notifica di quest'atto presso la Cancelleria di questo Tribunale, con avvertimento che in caso diverso si procederà in sua contumacia, per ivi sentir fare diritto alle seguenti domande per la cui intelligenza

SI PREMETTE:

Giorno 17-4-1944, mentre l'istante transitava col proprio mulo per la via Nazionale, sul ponte di Villagrazia di Carini, in direzione di Cinisi, tenendo regolarmente la propria mano, venne investito malamente dallo autocarro A.M.G. 5035 ME. = 300-20260 che marciava a corsa travolgente e paurosa nello stesso senso. Il detto autocarro, anzicchè fermarsi, come avrebbe dovuto, si diede a precipitosa fuga, senonchè identificato dal sigg. AMATO PIETRO di Vito ed AMATO PIETRO

683

1869
CATALDO ANDREA DI GIOVANNI, domiciliato in Catanzaro, elettivamente in Palermo, presso lo studio dell'avv. Francesco Amato, procuratore legale, dal quale è rappresentato e difeso per mandato in calce al presente atto, in VIA RICASOLI, 55-PALERMO.

CITA

il dott. SALINI ANGELO, nella qualità di rappresentante legale dell'I.N.F., con sede in Palermo, Via Gioacchino Di Marzo, 3, con invito a costituirsi entro 20 giorni dalla notifica di quest'atto presso la Cancelleria di questo Tribunale, con avvertimento che in caso diverso si procederà in sua contumacia, per ivi sentir fare diritto alle seguenti domande per la cui intelligenza

683

SI PREMETTE:

giorno 17-4-1944, mentre l'istante transitava col proprio mulo per la via Nazionale, sul ponte di Villagrazia di Carini, in direzione di Cinisi, tenendo regolarmente la propria mano, venne investito malamente dallo autoveicolo A.M.G. 5035 ME.-300-20260 che marciava a corsa travolgente e paurosa nello stesso senso,

Il detto autoveicolo, anziché fermarsi, come avrebbe dovuto, si diede a precipitosa fuga, senonché identificato dal sigg. AMATO PIETRO di Vito ed AMATO PIETRO di Salvatore che di lì passavano con altro autoveicolo, venne per incarico dello istante raggiunto e fermato nel Comune di Partinico, nei pressi della villa comunale.

A seguito di ciò ha subito il Cataldo, per come risul-

ta dall'alligato certificato del veterinario, la perdita del mulo, quest'ultimo del valore di L.50.000 (cinquantamila), per si chiede la seguente indennità complessiva di risarcimento di danno:

per valore animale ucciso	L.50.000;
per perizia del veterinario, accesso e varie	I.000;
per mancato utile derivante dallo impiego del quadrupede in L.300 g., per 30 giorni, dopo di che ha acquistato altro animale	9.000;

In tutto L.60.000 s.e.

Tutto ciò premesso e ritenuto, si chiede che

PIACCIA ALL'ON.LE TRIBUNALE

Disattesa ogni contraria istanza, eccezione o difesa: ascoltare i testi Amato Pietro di Vito e Amato Pietro di Salvatore sul seguente articolato:

"Vero è che giorno 17-4-1944, mentre transitavamo sul ponte di Villagrazia di Carini abbiamo visto investire da parte dell'autocarro ANG.5035 ME. il mulo del Cataldo; che la responsabilità deve essere attribuita al conducente dell'autoveicolo, per non avere usati i più elementari accorgimenti atti ad evitare l'investimento, nonchè per avere tenuta una fortissima andatura; che il conducente si dava alla fuga, per cui, inseguendolo, lo raggiungevano a Partì-

L.50.000;

per valore animale ucciso

per perizia del veterinario, access-

I.000;

so e varie

per mancato utile derivante dallo

impiego del quadrupede in L.300 g.,

per 30 giorni, dopo di che ha acqui-

stato altro animale

9.000;

In tutto L.60.000 s.e.

Tutto ciò premesso e ritenuto, si chiede che

PIACCIA ALL'ON. LE TRIBUNALE

Disattesa ogni contraria istanza, eccezione o difesa:

esentare i testi Amato Pietro di Vito e Amato Pietro

di Salvatore sul seguente articolato:

«Vero è che giorno 17-4-1944, mentre transitavamo

sul ponte di Villagrazia di Carini abbiamo visto

investire da parte dell'autocarro AMG.5035 ME. il

mulo del Cataldo; che la responsabilità deve essere

attribuita al conducente dell'autoveicolo, per non

avere usati i più elementari accorgimenti atti ad

evitare l'investimento, nonchè per avere tenuta una

fortissima andatura; che il conducente si dava alla

fuga, per cui, inseguendolo, lo raggiungevano a Paryi-

nico".

Condannare, quindi, il dott. Salini Angelo, nel nome,

al pagamento della succitata complessiva somma di

L.60.000, con gli interessi dalla domanda al soddi-

sfo, spese e compensi difensivi e con sentenza muni-

182

282

ta di clausola di provvisoria esecuzione;

accredare una provvisoria non inferiore al 3° della domanda;

Chiodi, se del caso, e sulla base delle risultanze veterinarie, il valore del quadrupede, messo al conto delente tecniche;

nominare il giudice istruttore;

emettere ogni altro provvedimento.

Salvo iuris.

Palermo, 17-6-1944.

Nominò per rappresentarmi e difendere nel presente giudizio l'avv. Francesco Amato, procuratore legale.

Palermo, 17-6-1944.

Alto Onore,

512

Vera ed autentica la superiore firma.

Palermo, 17-6-1944.

682

Copia di quanto sopra, da me ufficiata. Quella del Tribunale di Palermo sottoscritta, ho notificata e rimessa al Sig. D. Salini Angelo, al suo domicilio in Palermo, via Gioacchino Di Marzo, 3 consegnandola, a mezzo del Connesso Autorizzato a mani dell'Avv. Onorevole Alfano.

Il presente provvedimento addì 22/6/1944

Palermo. L'Avv. Francesco Amato

avvocato

veterinaria, il valore del quadruplo, e mezzo di con-
suetudine tecnica;
nominare il medico veterinario;
emettere ogni altro e collaudare, e approvare.
Salvo iuribus.
Palermo, 17-6-1944.

Spina

nomino per rappresentanza e difendere nel presente
studio l'avv. Francesco Muto, procuratore legale.

Palermo, 17-6-1944.
Muto *L. 12*

vera ed esatta in ogni sua parte.
Palermo, 17-6-1944.

682

laur

Copia di quanto sopra, da me *Uffice Quir.* del Tribunale
le di Palermo sottoscritte, ho notificato e rimessa al
Sig. P. Salini Angelo, al suo domicilio in Palermo,
Via Gioacchino Di Marzo, 3 consegnandola, a
mezzo del Commesso Autorizzato a mani dell'Uff.

Uffice Quir.
di Palermo add. 22/6/1944
Palermo, 17-6-1944
all'archivio del Tribunale

TRIBUNALE CIVILE
UFFICIALE GIUDICIALE
Uffice Quir.



BEST COPY POSSIBLE

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

IMC/mm

2 July 1944

In reply
refer to: RTC 319.1

Subject: Motor Highway Transportation

To : Transportation Sub - Commission.
Hq. Allied Control Commission.

1. The Economic Section with letter of 14 June 1944; Subject, "Standard Tariff Rates and the Establishment of Road Haulage Ente", instructed Region I on the new scheme applicable in this region. In addition this officer received personal instructions at Headquarters on the matter; preparations to commence operating on that basis have been completed, with the scheme to begin functioning 1 July 1944.

2. In a conference with Lt. Col. J.H. Bordass a proposal was put forth in which I.N.T.'s juridical status would be solved; I.N.T. would be put under the control of the Ferrovie Dello Stato in Sicily, the administrations of each would remain entirely separate, the title to the whole of I.N.T. (property and profits) would have to await final disposition from A.F.H.Q., A.C.C. would retain control over I.N.T. An Ente Autotrasporti would have to be created to regulate private load carrying vehicles under similar tariff and priority conditions existing for I.N.T. However, regulation and administration of I.N.T. and privately owned would be kept entirely separate.

3. This officer called on the Requisition section of the Economic Section, in an effort to secure tyres, parts, batteries needed in this region, a reply is expected but none has reached this region to date.

4. Immediately upon returning to region I, all the I.N.T. Directors conferred in Palermo and detailed instructions were given them on the new scheme to be put into effect. This officer attended a Provincial Commissioner's conference discussing the manner in which the new scheme would be put into effect.

681

To : Transportation Sub - Commission.
Hq. Allied Control Commission.

1. The Economic Section with letter of 14 June 1944; Subject, "Standard Tariff Rates and the Establishment of Road Haulage Ente", instructed Region I on the new scheme applicable in this region. In addition this officer received personal instructions at Headquarters on the matter; preparations to commence operating on that basis have been completed, with the scheme to begin functioning 1 July 1944.

681

2. In a conference with Lt.Col. J.E. Bordass a proposal was put forth in which I.N.T.'s juridical status would be solved; I.N.T. would be put under the control of the Ferrovie Dello Stato in Sicily, the administrations of each would remain entirely separate, the title to the whole of I.N.T. (property and profits) would have to await final disposition from A.F.H.Q., A.C.C. would retain control over I.N.T. An Ente Autotrasporti would have to be created to regulate private load carrying vehicles under similar tariff and priority conditions existing for I.N.T. However, regulation and administration of I.N.T. and privately owned would be kept entirely separate.

3. This officer called on the Requisition section of the Economic Section, in an effort to secure tyres, parts, batteries needed in this region, a reply is expected but none has reached this region to date.

4. Immediately upon returning to region I, all the I.N.T. Directors conferred in Palermo and detailed instructions were given them on the new scheme to be put into effect. This officer attended a Provincial Commissioner's conference discussing the manner in which the new scheme would be put into effect.

5. The program of withdrawing trucks from the communes and forming smaller centers (truck pool I.N.T.) in the provinces has been initiated, and will be completed in July. This operation, with the cooperation of local authorities will be a delicate affair as it has a tendency to eliminate "rackets" practiced by many communes.

6. As far as the "Granai Del Popolo" is concerned, from the point of view of transport (I.N.T.) thirty five to forty-five trucks have been shifted to the southern provinces in June

and preparation for this is paying off in the way of availability of trucks at the present time.

7. The financial position of I.N.T.:

Profit for the month of May 1944: Lire 951.744,70.
after deductions for A.C.C. free goods - movement of:

Palermo	L. 1.729.612,45
Catania	92.162,55
Trapani	30.004,55

The fact that not all local agencies have paid up in full at the present time does not mean that I.N.T. has the profit available; also I.N.T. must pay excessive prices for any tires or parts or batteries it is able to purchase in the open market.

8. I.N.T. continues to operate the six hundred none - too - roadworthy trucks, with the organization itself becoming a more integrated system it is doing a fair operational transport job in this region.

680

I.M. Calvanese

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

The fact that not all local agencies have paid up in full at the present time does not mean that I.N.T. has the profit available; also I.N.T. must pay excessive prices for any tires or parts or batteries it is able to purchase in the open market.

8. I.N.T. continues to operate the six hundred none - too - roadworthy trucks, with the organization itself becoming a more integrated system it is doing a fair operational transport job in this region.

680

I.M. Calvanese

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

1879