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

ACC AC/TW5/59 10000/148/2615 REF
(VOL. II)

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

59 10000/148/2615 REPORTS ON TOURS
(VOL. II)

CWG1,

66

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION AND SHIPPING SUB-COMMISSION

REF :- AC/53/66/Tn5 15 NOV 1945

SUBJECT :- UNRRA, Request for Information for Planning Purposes

TO :- Director, Transportation and Shipping Sub-Commission

Reference 262/1/Tn2 dated 7 NOV 45 .

Highways .

1.- Genio Civile give the following figures for mileage of roads in use in Italy in 1939 :

State Roads	21.340	Km.
Provincial Roads	41.493	"
Communal "	115.448	"
Total	178.281	Km.

1150

2.- All the above mileage is now in use but is subject to diversions in some cases where bridges have been destroyed and no temporary structures have been erected .

3.- In Italian Government Territory 6.230 , 23.660 and 75.660 Km respectively of the 3 Types of road (total 105.550 Km) require routine maintenance and repair . No figures are as yet available for AMG Territory .

Road Bridges

4.- Genio Civile state that the number of Road Bridges in use in 1939 was as given below. The number of bridges given as destroyed is an estimate, as no definite

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3.- In Italian Government Territory 6.230 , 23.660 and 75.660 Km respectively of the 3 Types of road (total 105.550 Km) require routine maintenance and repair . No figures are as yet available for AMG Territory .

Road Bridges

4.- Genio Civile state that the number of Road Bridges in use in 1939 was as given below. The number of bridges given as destroyed is an estimate, as no definite figures are yet available for AMG Territory and is exclusive of bridges repaired by erection of a temporary structure and of those where a short diversion, useable at all times of the year, is in use .

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Steel Bridges	In use in 1939	Destroyed
State Roads	120)	
Prov. "	170)	630
Comm. "	515)	
	805	

Bridges other than Steel		
State Roads	2.250)	
Prov. "	5.130)	12.300
Comm. "	14.485)	
	22.670	12.930

5.- Public Works & Utilities Sub-Commission point out that these figures include all bridges, even those of very small span & that in Southern Italy approx. 70% are of a span of less than 10 feet . This figure is thought to apply to those in the North also .

Materials

6.- Below is set out an estimate by the Genio Civile of the materials required for the repairs to highways & bridges in Italian Government Territory . 1149

Highways and Bridges on State Roads

Bitumen	Tons	17.550
Cement	"	53.500
Steel	"	1.700
Timber	C.Meter	21.600
Bricks	N°.	14.520.000
Lime	Tons	2.138

Highways & Bridges on Provincial Roads

Bitumen	Tons	63.180
Cement	"	110.980
Steel	"	3.551
Timber	C.Met/	44.790
Bricks	N°	30.114.000

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Cement	"	110.980
Steel	"	3.551
Timber	C.Met/	44.790
Bricks	N°	30.114.000
Lime	Tons	4.930

Highways & Bridges on Communal Roads

Bitumen	Tons	170.590
Cement	"	299.610

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Steel	Tons	9.540
Timber	C.Met.	120.946
Bricks	N°	81.307.000
Lime	Tons	13.300

7.- For the purposes of estimating the materials required for bridges in AMG territory it can be said that approx. 66 2/3 % of bridges are in Italian Govt.Territory .

Highway Reconstruction Plans

8.- Genio Civile have a reconstruction programme for 1946 as follows :-

a) Repair of highways

State Roads	about 3.000	Km.
Provinc/"	" 1.000	"
Communal	" 3.900	"

b) Repair of bridges on

State Roads	600
Provin/ "	350
Communal "	720

Density of Traffic

1148

9.- The following figures repreeenting vehicles on the road im 1939 have been collected from the Ministry of Transport , MMIA, Guardia di Finanza and the Fire Service .

Type of vehicle	Private & Public service Vehicles	Military (incl. GCRR)	TOTALS
Passenger Cars	336.620	4.300	340.920
Motor buses	10.000		10.000
Trucks (incl. Fire Engines)	82.030	23.700	105.730
Trailers	14.000		14.000
3 Wheeled Trucks	10.150		10.150
Tractors	900		900

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7.- For the purposes of estimating the materials required for bridges in AMG Territory it can be said that approx. 66⅔ % of bridges are in Italian Govt. Territory .

Highway Reconstruction Plans

8.- Genio Civile have a reconstruction programme for 1946 as follows :-

a) Repair of highways

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Trailers	14.000		14.000
3 Wheeled Trucks	10.150		10.150
Tractors	900		900
Motor cycles	162.590	1.500	164.090
Other Army Vehicl. incl. Ambulances etc.		8.700	8.700

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10.- Figures for the present time will take an appreciable time to collect . May this Office please be informed if they are required .

Gordon S. Franklin

GORDON S. FRANKLIN

Acting Chief
Roads Division

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Guardia di Finanza

1939 -	Autocafri di media portata	N° 30
	" leggeri	560
	Autovetture civili	220
	Motocicli di posto	1.500

NOvembre 1945	Autocarri di media portata	6
	" leggeri	80
	Autovetture civili	70
	Motocicli di posto	86

RICHIESTI	Autocarri di media portata	38
	" leggeri	625
	Autovetture civili	130
	Geeps	170
	Motocicli di posto	2. 000

1146

Maggiore Ugo RAVOT

Ufficio Motorizzazione
Comando Generale della Guardia di Finanza
Via Sicilia - ROMA

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

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Ufficio Motorizzazione
Comando Generale della Guardia di Finanza
Via Sicilia - ROMA

13 Nov 43.

(Re AC/59/66/Tms

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Mod. 56

Ministero dei Lavori Pubblici

DIREZIONE GENERALE DEI SERVIZI TECNICI

- Sviluppo delle strade statali in tutto il Regno al 1939 Km. 21340
- " " " " " " " " " 1945 " 21340
- " " " " nel territorio attualmente sotto la giurisdizione del Governo Italiano . . . . . 1939 " 14730
- " " " " " " " " " 1945 " 14730

- Ponti ancora da riparare nel territorio di giurisdizione del Governo Italiano . . . . . N° 966
  di cui circa il 40% distrutti e il 60% danneggiati
- Di tali ponti da riparare si può ritenere che il 60% circa sia in muratura, il 35% in cemento armato ed 5% in ferro.

I materiali necessari per completare la riparazione delle strade e dei ponti nel territorio di giurisdizione del Governo Italiano possono ritenersi all'incirca i seguenti:

1145

- Bitume . . . . . Tonn. 17.550
- Cemento . . . . . " 53.500
- Ferro . . . . . " 1.700
- Legname . . . . . mc. 21.600
- Mattoni . . . . . n° 14.520.000

ISTITUTO POLIGRAFICO DELLO STATO

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

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- " " " " " " " " " 1945 " 14730

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  di cui circa il 40% distrutti e il 60% danneggiati
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- Legname . . . . . mc. 21.600
- Mattoni . . . . . n° 14.520.000
- Calce . . . . . Tonn. 2.138

Roma, 10 novembre 1945.

IL DIRETTORE GENERALE
(Ing. Mario Polinea)

P.S.

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

URGENTE 9 AC/59/66

Roma, 15 novembre 1945

Ministero dell'Interno
DIREZIONE GENERALE DEI SERVIZI ANTINCENDI
VIA A. BERTOLONI 27

Prot. N.° 8537
Divisione IV^a Sez.
Allegati

Al A.C. - Sottocommissione Trasporti - Divisione Strade -
ROMA
Via Veneto

Risposta al Foglio N.°
Del

OGGETTO Consistenza autoveicoli del Corpo Nazionale Vigili del fuoco al 1939 e quella odierna 1945.-

Coem da richiesta verbale si invia la consistenza degli automezzi del Corpo Nazionale dei Vigili del Fuoco all'anno 1939 e quella attuale 1945, distinta per categoria:

CONSISTENZA AUTOVEICOLI C.N.V.F.

Tipo di macchina	Anno 1939	Anno 1945
	quantità	quantità
1) Autopompe e autobotti-pompa	700	320
2) Autocarri-attrezzi	1150	350
3) Autocarri trasporti	400	120
4) Autogru	40	10
5) Autoscale	30	15
6) Autoambulanze	120	20
7) Autovetture	400	80
8) Motociclette	150	1164 40
9) Motocarrozzette	40	10
10) Motocarri	150	44

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DIREZIONE GENERALE DEI SERVIZI ANTINCENDI
VIA A. BERTOLONI 27

Sports - Divisione Strade -

Prot. N.° 8537
Divisione IV^a Sez.
Allegati

R O M A
Via Veneto

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Del

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7) Autovetture	400	80
8) Motociclette	150	40
9) Motocarrozzette	40	10
10) Motocarri	150	44
	3180	1009

1164

PEL MINISTRO
d'ordine

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

Ministero dell'Interno

DIREZIONE GENERALE DEI SERVIZI ANTINCENDI

Elenco-prospetto degli automezzi speciali da distribuire

da distribuire al CORPO NAZIONALE DEI VIGILI DEL FUOCO:

A) - Autocarri di piccola portata -fino a 15 Q. ..... N. 150
DODGE da T. 1,5 N. 100
CHEVROLET " 1,5 " 50
" 150

B) - Autocarri di media portata - fino a 30 Q. ..... N. 70
FORD tipo DODGE da 3 T. N. 70

C) - Autocarri di grande portata - oltre i 30 Q. ..... N. 40
FIAT 626 N. 20
ALFA 500 " 10
O.M. TITANO " 5
LANCIA 3 RO " 5
N. 40

D) - J E E P ..... N. 120
Rimorchi per JEEP N. 60
" cisterna per JEEP N. 30

E) - Autogru per soccorsi stradali ..... N. 50
piccola portata N. 25
media " " 15
grande " " 10
N. 50

F) - Automezzi speciali per soccorsi stradali ..... N. 30
(non si conoscono i tipi e le caratteristiche)

G) - AUTOCISTERNE ..... N. 200
piccola capacità N. 100
media " " 70
grande " " 30
N. 200

1143

H) - Autofurgoncini inglesi (tipo 1100 FIAT) ..... N. 70

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

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A) - Autocarri di piccola portata -fino a 15 Q. ..... N. 150
DODGE da T. 1,5 N. 100
CHEVROLET " 1,5 " 50
" 150

B) - Autocarri di media portata - fino a 30 Q. ..... N. 70
FORD tipo DODGE da 3 T. N. 70

C) - Autocarri di grande portata - oltre i 30 Q. ..... N. 40
FIAT 626 N. 20
ALFA 500 " 10
O.M. MILANO " 5
LANCIA 3 RO " 5
N. 40

D) - J E E P ..... N. 120
Rimorchi per JEEP N. 60
" cisterna per JEEP N. 30

E) - Autogru per soccorsi stradali ..... N. 50
piccola portata N. 25
media " " 15
grande " " 10
N. 50

F) - Automezzi speciali per soccorsi stradali ..... N. 30
(non si conoscono i tipi e le caratteristiche)

G) - AUTOCISTERNE ..... N. 200
piccola capacità N. 100
media " " 70
grande " " 30
N. 200

1143

H) - Autofurgoncini inglesi (tipo 1100 FIAT) ..... N. 70
(non si conosce la marca il tipo e le caratteris.)

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4 AC/59

Ext.513 HEADQUARTERS ALLIED COMMISSION ESL/em
APO 394
TRANSPORTATION SUB-COMMISSION

Ref. 262/1/Tn.2 7 November 1945

SUBJECT: U.N.N.R.A. Request for Information for Purposes of Planning.

TO : Roads Division.

1. For purposes of planning U.N.N.R.A. has requested certain information from Transportation Sub-Commission.

2. Specifically U.N.N.R.A. wishes to know the pre-war status of highway transportation, the extent of war damage and reconstruction plans.

3. Information in this office is fragmentary. It is detailed below, so that you may correct it and supplement it with information available to you.

4. According to a report received 22 July, 1945 from the Ispettorato Generale della M.C.T.C. of the Ministero Dei Trasporti, there were, in 1939, 200,000 kilometers of highways in operation and 170,000 in May 1945. In May, 1945, the same report indicated that 5,000 steel bridges and 35,000 other bridges were out of service. It is suggested that Mr. Griffith of the Public Works and Utilities Sub-Commission (Tel. 491048) may have more accurate information on this subject and that he will be able to state what the plans of reconstruction are.

5. According to the above mentioned report, the numbers of motor vehicles in 1939 were as follows:

1142

Type of Vehicle	Number
Private Cars	339,000
Taxis	9,700
Hackneys (for hire cars)	11,000
Motor Buses (interurban)	3,519
21 - 40 Passengers	
-20 Passengers	3,253

359,700

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

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Hackneys (for hire cars)	11,000	
Motor Buses (interurban)	3,519	
21 - 40 Passengers	3,253	
-20 Passengers		
Motor Buses (urban)		8,328
41 - 60 Passengers	880	
- 40 Passengers	676	
Trucks		
15 Quintals and less	54,320	
16-35 Quintals	26,900	
Over 35 Quintals	17,680	98,900

It is not clear whether the above figures include military and other publicly owned vehicles. They probably no not,

by Forman.

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as our military intelligence figures indicate that there were about 110,000 trucks instead of the 99,000 trucks shown in the above table.

6. The information requested should be in this office not later than 10 November 1945.

P.D.G. BUCHANAN, Colonel
~~Acting~~ Director

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

REPORT ON VISIT TO TRUCK POOL AT GENOA

CONFIDENTIAL

TO :- CHIEF ,ROADS DIVISION
Transportation Sub-Commission

1.- As instructed I proceeded to GENOA where I arrived on 28 OCT 45 .

On 29 OCT I saw Col Selby, Regional Commissioner, LIGURIA Region to whom I explained the reason of my visit . He stated he had no detailed knowledge of the Truck Pool or its operation and while he had received no definite complaint as regards the behaviour of Capt Harper he had heard rumours of this Officers activities previous to his arrival in GENOA which were not favourable . He personally had no grounds for complaint against Capt Harper .

2.- I then saw Capt Harper, informed him of the subetence of the complaints that had been made against him as set out in the letter dated 20 OCT from Ingegner Vallecchi and that dated 15 OCT from Ing.Di Raimondo .

3.- Capt Harper admitted he had been " rough " with Ing. Barbieri but said that this had been necessary to make the Ingegnere do the work of running the Pool . He cited as an example that in the early days of his working with Ing.Barbieri the latter arrived for work dressed in exactly the same way as the drivers employed at the Pool and that he,Capt Harper, had told Ing. Barbieri that he could not expect to control the men unless he looked like the head of a large organisation. He said that Ing.Barbieri took this in good part and subsequently worked in clothes more suited to his position .

1140

4.- Capt Harper stated that up to shortly before the date of the conversation with me ,he had signed all Request Forms for the Truck Pool and had thus kept the control of the Haulage

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2.- I then saw Capt Harper, informed him of the substance of the complaints that had been made against him as set out in the letter dated 20 OCT from Ingegner Vallecchi and that dated 15 OCT from Ing.Di Raimondo .

3.- Capt Harper admitted he had been " rough " with Ing. Barbieri but said that this had been necessary to make the Ingegnere do the work of running the Pool . He cited as an example that in the early days of his working with Ing.Barbieri the latter arrived for work dressed in exactly the same way as the drivers employed at the Pool and that he,Capt Harper, had told Ing. Barbieri that he could not expect to control the men unless he looked like the head of a large organisation. He said that Ing.Barbieri took this in good part and subsequently worked in clothes more suited to his position . 1140

4.- Capt Harper stated that up to shortly before the date of the conversation with me ,he had signed all Request Forms for the Truck Pool and had thus kept the control of the Haulage programme in his own hands but apart from this he had not controlled the Truck Pool in any way after the hand over to the Italian Govt.

5.- He said that at the end of August he had had a meeting with Ing.Barbieri at which he had urged the latter that he should take a stronger line.. Since that time Ing.Barbieri had improved and latterly had shown himself capable of running the Pool efficiently.

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As regards the two Jeeps mentioned in the letter from Ing. Di Raimondo Capt Harper stated that they had been taken from a Dump of war damaged vehicles which was at the time Italian property and under the control of the Italian State Railways . Neither Jeep was a runner and they had been taken to the Truck Pool where they were rebuilt . These vehicles were now running and used by Barbieri and a Truck Pool mechanic named Mombelli . This was subsequently confirmed by the Truck Pool Officials with the exception of the fact that they stated that no Jeep was used by Ing. Barbieri . The Officials stated that the second Jeep was used by Capt Harper and that he travelled to ROME in it .

7.- On 30 OCT I visited the Truck Pool with Mr Franklin, Capt Lloyd Davies (now Sen Tn O LIGURIA Region) and Lt Pancratz

The Pool appears to be efficiently organized and on a very lavish scale . It is housed in a requisitioned building formerly used for a Pelota Court and extensive alterations have been made to this building . A complete kitchen with utensils and large stove has been installed and a mess with tables and chairs for the feeding of the drivers . There is also a bar at which drinks and sandwiches can be bought . In the Offices there is an elaborate loud speaking internal telephone installation ; loud speakers are installed so that drivers can be summoned from the yard ; a high wall has been built round the vehicle park to enclose it and while some enclosure was necessary it appears that this could have been carried out with barbed wire and should not have included public roads .

8.- Attached is a list furnished by Ing.Barbieri of some of the expenditure incurred in the works carried out but this does not include such equipment as compressors and welding plant nor the cost of labour involved in making the alterations to the building ,constructing Inspection Pits etc. Lt Pancratz will investigate and make a full report of the total expenditure incurred and also ascertain the position with regard to the closing of the public roads .

1139

9.- On 31 OCT I again visited the Truck Pool and had a conversation with Ing. Barbieri . I told him of the contents of the letter received by this H Q from Ing.Vallecchi and he stated that while in the early days of his presence in the Truck Pool Capt Harper had treated him roughly and rudely

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were now running and used by Barbieri this [illegible]
named Rombelli ". This was subsequently confirmed by the Truck
Pool Officials with the exception of the fact that they stated
that no Jeep was used by Ing. Barbieri . The Officials stated
that the second Jeep was used by Capt Harper and that he
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closing of the public roads .

1139

9.- On 31 OCT I again visited the Truck Pool and had a
conversation with Ing. Barbieri . I told him of the contents
of the letter received by this H Q from Ing.Vallecchi and he
stated that while in the early days of his presence in the
Truck Pool Capt Harper had treated him roughly and rudely
when they got to know eachother better there were no difficulties.

10.- Ing.Barbieri could not instance a single case of
Capt Harper authorising expenditure of money against the wishes
of Ing.Barbieri after the latter had formally taken over on
15 SEP 45 . Any expenditure authorised after this date may
have been made at the suggestion of Capt Harper but certainly
not by him acting on his own account .

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11.- As to the expenditure authorised prior to the hand over Capt Harper wrote to Ing. Barbieri on 20 SEP asking him to accept responsibility for expenditure incurred and commitments entered into which Ing.Barbieri did (see attached translation of correspondence). It is not known whether the list of expenditures etc accepted by Ing. Barbieri is complete, it will be necessary to await Lt Pancratz's report before this can be ascertained , nor it is known what authority Ing.Barbieri had to give acceptance on behalf of the Italian Government .

12.- Ing. Barbieri stated that there was never any disagreement between Capt Harper and himself as to the number of men who should be employed at the Pool .

13.- He further stated that he had complained verbally and written to Ing. Vallecchi of his treatment at the hands of Capt Harper bu that he had made no complait in the terms of Ing. Vallecchi's letter to this HQ .

14.- Ing. Barbieri was emphatic that during the latter part of his association with Capt Harper their relations had been good .

15.- As regards the two Jeeps alleged to have been wrongfully taken from the Italian Government by Capt Harper Ing Barbieri confirmed that Capt Harper had said as to the origin of these vehicles and stated that one was in use at the Truck Pool but the other he understood had been taken to ROME by Capt Harper who had always used it .

16.- I subsequently saw Ing Boyer, Capo della Sezione Materiale e Trazione , Italian State Railways GENOA , who is now in charge of the Dump from which Capt Harper obtained the vehicles. He confirmed that Capt Harper had given a receipt for them but did not know the circumstances of the giving of the receipt. He considered that there would have been no difficulty with regard to these Jeeps if Capt Harper had not been tactless with his predecessor .

1138

17.- I also spoke with the Supply and Port Liaison Officers of AMG LIGURIA Region who both expressed themselves entirely satisfied with the transportation position in the Region . There appears to be an excess of Trucks in GENOA and Ing.Barbieri is proposing to move some of the trucks from his Pool to LA SPEZIA and SAVONA .

18.- In conclusion I consider that the complaints received

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entered into [illegible] of correspondence). It is not known whether the list of expenditures etc accepted by Ing. Barbieri is complete, it will be necessary to await Lt Pencratz's report before this can be ascertained , nor it is known what authority Ing.Barbieri had to give acceptance on behalf of the Italian Government .

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18.- In conclusion I consider th t the complaints received at this HQ regarding Capt Harper were the result of his tactless and high handed manner in dealing with the Italian Officials and not to any more serious wrong doing on his part . I consider that the GENOA Truck Pool is on too lavish a scale as regards its

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accomodation , Office equipment etc. As regards the operation of the Pool this appears to be satisfactory and Ing. Barbieri appeared , in my two interviws with him , to be able to deal satisfactorily with the running of the Pool . There is a very large Office staff but I think no action should be taken as regards the Pool until Lt Pancratz can report on it .

19.- I therefore recommend as follows :

i) That Capt Harper is not posted back to GENOA

ii) That Capt Harper be ordered to produce the Jeep he is reported to have brought to ROME forthwith and that this vehicle be held at the disposal of the Italian Government .

iii) That Ing. Di Raimondo be informed that the other Jeep is in use at the GENOA Truck Pool and that his Ministry can order its disposal as they see fit .

iv) That any action as regards the GENOA Truck Pool be postponed pending the production by Lt Pancratz of a report as to its functioning and a full statement as regards expenditure etc & of accounts.

v) That no suggestion be made to the Ministry regarding the removal of Ing.Barbieri at the present time or until it can be seen how he runs the Pool acting on his own account over a period.

ROME 8 NoV 45

C.W.G. TAYLOR
Major R A.

1137

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

DETTAGLIO SPESE IMPIANTI AL 10/9/1945

1°)	Spese impianto tappezzeria palazzina	L.	42.960,-
2)	Spese impianto locale cucina e mensa	"	446.080,-
3)	Impianto luce ingresso autoparco	"	82.000,-
4)	Impianto pulizia uffici	"	31.000,-
5)	Impianto luce palazzina uffici	"	52.200,-
6)	Impianto centralizzato di amplificazione	"	80.000,-
7)	Impianto duofono generale e duofono movim/	"	173.890,-
8)	Costruzione muro di cinta autoparco	"	1.031.480,-
9)	Impianto telefono - Teti	"	114.679,-
10)	Spesa per chiusura uffici movimento	"	78.000,-
11)	Costruzione casetta per guardia autoparco	"	95.000,-
12)	Congegno chiusura autoparco	"	26.000,-
	Totale Lire :-		2.253.289,-

1136

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

COPY

A. M. G.
TRANSPORTATION DIVISION
LIGURIA REGION

REF/LIG/ALCOM/1 — 2o September 1945

SUBJECT :- Commitments for Truck Pool Organisation

TO :- MINISTRY OF COMMUNICATIONS REPRESENTATIVE
Dott.Ing. ALBERTO BARBIERI

1.- I enclose a list of Commitments entered into by me during the early stages of the organisation of the Liguria Truck Pool .

2.- Now that you are able to take an active part in the administration of the Pool, and have two weeks in which to appreciate the necessity of the expenditures and commitments made and entered into by me, I would be glad if you would accept the attached summary and sign and return to me two copies in Italian and two copies in English .

3.- This will then enable me to notify my Sub Commission in Rome that their instructions have been carried out and that you, as representative of the Ministry of Communications have taken over the full responsibility of the vehicles and their administration for and on behalf of the Italian Ministry.

4.- In compliance with instructions received from Rome, I shall continue to take an active part in the administration and give my help and advice so long as I remain posted to this Region .

5.- I wish you all the best of luck in your task

1135

R.K.HARPER R.A.
TRansportation Off/
LIGURIA Region

p.c.c.
EP/ra

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

C O P Y

RIEPILOGO DEGLI IMPEGNI CONTRATTUALI, ACQUISTI COSTRUZIONI, ED ALTRE INIZIATIVE VARIE PRESE DAL CAP. R.K.HARPER R.A. REGIONAL TRANSPORTATION OFFICER? PER CONTO E NELL'INTERESSE DELL'A.S.A.L. DALLA SUA COSTITUZIONE .

A.- UFFICI :

1) Contratto di locazione della Palazzina ad uso uffici in data 24/8/945, (L. 180.000.- di canone annuo di affitto, pagato il 1° trimestre anticipato L. 45.000,-)

2) Tappezziere per arredamento palazzina (pagato il 3/9/945 L. 42.960,-)

3) Impianto per illuminazione elettrica palazzina, escluse lampadine. Preventivo del 13/9/945 L. 55.000,-)fattura presentata L. 52.000,-)

4) Levigazione e pulitura pavimenti in legno degli Uffici (Preventivo del 28/8/45 per L. 5.400,-)

5) Impianto telefonico completo : L. 114.673,- pagato il 28/8/45 in più è stato effettuato il versamento di una annualità anticipata del canone annuo di locazione in L. 31.587 .)

6) Impianto macchine per pulizia uffici. (Pagato il 12/9/45 L. 31.000,-)

7) Mobili e arredi : totale forniture al 19/9/45 L.1.110.852 per arredamenti uffici . In via di fatturazione Lire 390.000,-

8) Macchine per Uffici : totale acquisti L. 647.800,- al 19/9/45 (In preventivo L. 123.800,-)

1134

B.- ASSICURAZIONI :

1) Polizza di assicurazione annuale per responsabilità civile e contro il fuoco durante il movimento per N° 209 autocarri, a datare dal 18/9/45 (pagata la prima rata il 27/8/945 in L. 234.947,56)

2) Il 18/9/45 è stato pagato inoltre la prima rata in Lire 110.492,50) di un appendice alla polizza di cui sopra perchè altri 22 autocarri godessero della medesima co - pertura di assicurazione come i 209 di cui al paragrafo precedente .

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

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3) Polizza di assicurazione annuale contro l'incendio durante il parcheggio per N° 209 automezzi, a datare dal 18/8/45 (Pagato l'intero premio annuale il 14/9/45 in L. 203.004,-)

4) Al più presto la Società di Assicurazione consegnerà la polizza relativa al rischio incendi durante il parcheggio di altri 22 autocarri che godranno della medesima

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assicurazione degli altri 209 di cui al paragrafo precedente.(La rata relativa da pagare sarà di circa L. 10.000,-)

5) Assicurazione Infortuni sul lavoro presso l'Istituto Nazionale Infortuni : pagata prima rata salvo conguaglio L. 49.874,90 il 28/8/945 (Il conguaglio da farsi ogni semestre, in base ai salari effettivamente pagati sarà molto alto perchè la denunzia iniziale è stata fatta sulla base di L; It. 1.000.000,- annue mentre effettivamente il pagamento mensile dei salari supera Lire 2.000.000,-

C.- MENSA.-

1) Impresa Bagan : preventivo 10/9/45 per adattamento locali per la cucina e il Bar : L. 76.550,- (pagamento il Lire 76.000,-)

2) Impresa Scacchieri : preventivo chiusura porticato Sud dello Sferisterio ad uso sala mensa dal 6/9/45, Lire 142.500,-

3) Impresa Ciro Vignoli : Fornitura lastre marmo per tavolo mensa autisti . (Pagate il 17/9/45 L. 62.900,-)

4) Impresa Dario Cozzani, fornitura mattoni legname per lavori impianto mensa (vedi fattura del 15/9/45 Lire 55.680,-)

5) Preventivo verbale per spese impianto tavola,sedili , posate,piatti ecc. L. 200.000,- (già acquistate stoviglie L. 25.992,-)

D. LAVORI SFERISTERIO .-

1) Impresa Scagghiari, copertura parte della richiera (?) della tribuna per uso Ufficio Tecnico (Preventivo del 10/9/45 L. 78.000,-)

2) Lavori di sistemazione officina,uffici,compagnie, ecc ad economia, dell'impresa suddetta (Anticipate Lire 450.000,-)

1133

3) Impianto luce ingresso autoparco ; preventivo 13/9/45 Ditta Diana Lire 82.000,- (acconto corrisposto il 14/9/45 Lire 41.000,-)

4) Impresa Dario Cozzani, lavori di costruzione del muro di cinta dell'autoparco ad economia (Preventivo totale di circa L. 200.000,- pagati acconti il 24/8/45 Lire 392.500 il 6/9/45 Lire 246.480,- per rimborso ce -

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5) Impresa Dario Cozzani : preventivo per casetta guardia del patco del 13/8/45 Lire 95.000,-

6) Impianto dufono generale: impresa Pincenti del 6/9/45

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Lire 148.100,- preventivo dufene movimento Lire 25.790,- (pagato acconto L. 85.000,-)

7) Impianto altoparlante : preventivo del 10/9/45 Lire 80.000)

E.- AUTOCARRI .

1) Iscrizione di diciture e stemmi sugli autocarri eseguite dall'Impresa Berra per L; 106.473,-(saldato il 17/8/945)

2) Impianto lavaggio autocarri (preventivo Ing.Scacchieri L. 440.000,- del 19/9/45 non ancora concordato)

3) Acquisto inerenti al macchinario e all'attrezzatura d'officina; totale acquisti al 19/9/45 L. 247.274,-

4) Sistemazione dei distributori benzina al Petrol Point (preventivo verbale dell'Ing. Scacchieri L. 700.000,-)

5) Spese per affitto colonne distributori benzina preventivo del Comitato Italiano Petroli del 13/9/45 L. 26.400,- annue)

6) Preventivo Comitato Italiano Petroli (?) per sistemazione dei distributori benwina, non ancora approvato : Lire 25.000,- circa .

7) Vuoti per benzina e olio, versamento a cauzione al Comitato Italiano Petroli in xvarie riprese, per un totale di Lire 283.000,- dal 1/8/45 .

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C O P Y

LIG/DIR. 206

22 Settembre 1945

OGGETTO :-Presa in consegna

Al Cap. : HARPER - Uff.Reg.
TRASPORTI -LIGURIA

Al momento di premdere in consegna la gestione dell'A. S.A.L. "Raggruppamento Automezzi Genova " mi permetto ringraziarla per la preziosa opere da Lei svolta per l'organizzazione dell'Azienda .

Ho preso nota di tutti i contratti da Lei stipulati nello interesse del Governo Italiano,rilevando come essi siano tutti da Lei ordinati, ma intestati all'A.S.A.L.,sollevando in tal modo il Governo Militare Alleato da ogni responsabilità per i pagamenti relativi ai contratti stessi .

L' Ing. REGIONALE TRASPORTI
(A. BARBIERI)

LIG/DIR. 206

22th September 1945

SUBJECT: Taking over delivery

TO : Capt HARPER -Reg.TRANSP/
Officer -LIGURIA Region

At the moment of taking over delivery of A.S.A.L.'s management, I beg to thank you for the precious assistance you gave me to the advantage of this Concern's organization.

I have taken notice of all contracts you have stipulated in the interest of the Italian Government, after having taken into consideration how they were all arranged by you though under the A.S.A.L 's heading, so as to relieve the Allied Military Government from any responsibility in relation to the payment of the contracts themselves .

THE REG. TRANSPORTATION ENG.
(Eng.A BARBIERI)

1131

p.c.c.
EP/ra/gbl/

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

FORMAZIONE DELLO STATO
SEZIONE
MATERIALE E TRAZIONE
UFFICIO TECNICO
GENOVA

25

Genova, 1 Novembre 1945 Ac/59

N° T.1.B.169.0.200

AL SIG. DIRETTORE GENERALE

ROMA

Riferimento nota TV.N.R.310.6/Icca/6779/3 del 15/10 u.s. diretta al M.R.S. Transportation Sub Commission di Roma.

Circa il prelievo delle due Jeep N° 20540076 e N° 20199754, ambedue fortemente danneggiate (tanto che erano comprese in un elenco di 124 Jeep segnate X cioè da demolirsi) fatto il giorno 6/9 u.s. al Parco di Bolzaneto da un Reparto di Soldati Alleati, si può precisare che all'incaricato di questa Sezione che presiedeva alla raccolta di tutti i relitti di automezzi ceduti dall'Amministrazione Militare Americana, venne controfirmata una dichiarazione di ricevuta delle due Jeep in questione dal Sig. Capitano P.K. Harper R.A.-Trasportation Officier Liguria Region.

Perciò dall'elenco predette delle Jeep vennero depennate le due preindicate, allegando a giustificazione la predetta dichiarazione all'elenco stesso.

Tanto si comunica per opportuna conoscenza, in seguito agli accordi oggi intervenuti con una Commissione Alleata qui venuta, costituita dal un Maggiore dell'Esercito Inglese e dal Lt. Pankratz dell'A.M.G. Trasportation di Genova.

1130

IL CAPO DELLA SEZIONE
MATERIALE E TRAZIONE
Ing. Rovere

Per il Sig. Lt. Pankratz

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

Riferimento nota [illegible]

diretta al M.R.S. Transportation Sub Commission di Roma.

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1130

IL CAPO DELLA SEZIONE
MATERIALE E TRAZIONE
ing. Boyer

(ing. R. Boyer.)

Per il Sig. Lt. Pankratz
Trasportation A.M.G. G E N O V A
Piazza De Ferrari

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RPM/lml

AC/59

64

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843209
Ref. AC/570/Tn4

13 September 1945

SUBJECT : Inspection Trip to the North.

TO : Director, Transportation Sub-Commission.

1. Attached is letter received from the Minister of Transport, Mr. La Malfa, dated 11 September concerning certain items which were discussed with the Minister while on our trip to the North last week.

2. Transmitted herewith is copy of letter to the Minister, with comments on Items 1, 2, 3 and 4 and the first paragraph of Item 5.

3. Your attention is directed to the second paragraph of Item 5, concerning access to motor pools along the Adriatic line between Ravenna and Rimini. No doubt, you will wish to handle this matter with the Roads Division.

R. P. Moss

R. P. MOSS
Chief, Rail Division

Attachments:

As stated above.

1129

Translation.

MINISTRY OF TRANSPORT.

Rome, 11th September 45

Dear Mr Moss,

During the inspection carried out with you, from the 3rd Sept. to the IOth, in Northern Italy, following has been ascertained :

1. Connection of the Savona harbour with the Piemonte railway net work

Regarding the characteristics of the two access lines from Savona to Piemonte (old line Savona-San Giuseppe and the new line Savona-Altare S.Giuseppe) it is considered advisable to reconstruct the old line, which permanent way and electrification are in good condition.Therefore it is necessary to put in hand at once the work for the reconstruction of the three damaged bridges between Santuario and Sella (old line) which has been suspended.

1128

2. Improvement of the access lines to the Genoa harbour.

The dismantling of I6 kms of track on the Ceva-Mondovì-Fossano lines has already been started, with the purpose of laying tracks on the Savona-Altare line, same has to be used now for the completion of double track on the "Giovi line" between Sampierdarena and Mignanego, which has a single track in operation.The reconstruction of this line is very important for the traffic to and from Genoa harbour.

3. Materials lying along the Verona-Brennero line and vicinity.

It is essential to obtain from the Allied Command the [illegible] materials for the Italian State Railways, and

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3. Materials lying along the Verona-Brennero line and vicinity.

It is essential to obtain from the Allied Command the unfreezing of varios materials for the Italian State Railways, and especially the material which belonged to them, and have been carried away by the Germans.The materials are stored in varios points of the Verona-Brennero line and vicinity.In order to know the quality and quantity of the existing materials,the railway officials charged with it, will be provided with special authority for access to the depots under control of the Allied Command of Italian Military personnel.

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

4.Dismantling of lines.

In order to satisfy the exigencies of the main lines, which have to be completed with single or double track, it is thought to dismantle :

a) A track of the Mestre - Portogruaro line (line 84), from which approximately 60 Kms of track, type F.S. 46, will be used on the Bologna-Florence or on the Rome-Naples line.

b) The single track line Cologna-Grisignano-Campo S.Pietro Treviso (line I67).This line has been constructed for military purposes, the passenger and freight traffic has always been insignificant.From the dismantling of this line, we will recover at least 60 Kms of complete track with rails of 36 Kgs. per lineal metre, I8 metres long, which are in excellent condition, and will be used for the Cassino-Caserta line.

5. Discontinuance of road traffic between Stanghella and Rovigo.

The reconstruction between the two stations of the Bologna-Padova line has already been started, the railway linehas been used as an ordinary line, constructing a temporary Bayley bridge accross the Addige river.This bridge is supported on the piers of the railway bridge, and has to be removed in order to put in the new girders , which are ready at the Porto Marghera workshops. It is necessary to discontinue the road traffic in order to be able to rehabilitate the railway line, connecting the freight yards in Robigo with the main tracks

1127

Referring to para.3, it would be convenient to issue authority to have also access to motor pools along the adriatic line between Ravenna and Rimini, where large quantities of military and civilian motorvehicles, as well as varios types of cars suitable for railway use, are stored.

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a) A track of the Mestre - Portogruaro line (line 84), from which approximately 60 Kms of track, type F.S. 46, will be used on the Bologna-Florence or on the Rome-Naples line.

b) The single track line Cologna-Grisignano-Campo S.Pietro Treviso (line 167).This line has been constructed for military purposes, the passenger and freight traffic has always been insignificant.From the dismantling of this line, we will recover at least 60 Kms of complete track with rails of 36 Kgs. per lineal metre, 18 metres long, which are in excellent condition, and will be used for the Cassino-Caserta line.

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Will you be so kind, and inform Mr Upman.

THE MINISTRY OF TRANSPORT
/S/ Ugo La Malfa

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TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (RR) MAIN, C. M. F.

Tel. 843209
Ref. AC/370/Tn4

RPM/lml
15 September 1945

Doctor Ugo La Malfa,
Minister of Transport,
Rome.

Dear Dr. La Malfa:

Replying to your letter of 11 September which referred to certain works which were discussed on the trip North last week. The following action has been instituted:

1) In connection with the old line between Savonna and San Giuseppe, Lt. Col. Street, Chief Engineer of the Rail Division, is enroute to Genoa today and will handle to conclusion with those concerned for the reconstruction of the old line.

2) It is agreed, that the 16 Kms. of track which will be removed from the Ceva-Mondovi-Fossano line will be used for reconstruction work in the Genoa Harbor area. It is urgent and of great importance that the reconstruction work in the Genoa Harbor area, and also the lines leading to and from the Port be reconstructed for efficient operation, and as quickly as possible. This Port will no doubt, be the governing factor in the reconstruction and rehabilitation work to be carried out in Northwest Italy, and every effort should be made to put the rail facilities into operation which are necessary to increase Port clearance.

3) The matter of securing release for materials and supplies located on the Verona-Brenner line and vicinity has been taken up with the Regional Commissioner and also through the Regional Commissioner to Allied Force Headquarters, at Caserta, and it is hoped to have a decision on the release of these materials shortly. Further information will be furnished you after the meeting of the Allied Railway Board next Thursday.

1126

4a) Dismantling of Lines - it has been agreed with the Military Railway Service that a part of the unused track on the Mestre-Portogruaro line will be taken up and used on the Bologna-Florence or the Rome-Naples line via Formia.

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4b) It is agreed, and has been approved by the Military Railway Service, that certain portion of Line 167 between Cologna-Grisignano-Campo S.Pietro-Treviso line, be dismantled and the track recovered for use by the Italian State Railways on high priority work.

5) Concerning the work on the Bologna-Ferrara-Rovigo-Padova line, Major Blair, a civil engineer of the Rail Division, AC, is being posted at Venice effective today. Major Blair has been instructed to contact the Capo di Compartimento at Venice and also the Commanding Officer of the Military Railway Service Unit employed on this line, and to coordinate the work. Further, Major Blair will endeavor to have released that part of the line right-of-way, which is now being used as a highway in order that reconstruction work can be carried out.

6) Concerning access to motor pools along the Adriatic line between Ravenna and Rimini, a copy of your letter has been forwarded to Mr. Upman, Director, Transportation Sub-Commission, who will no doubt, take such action as is necessary to insure access to such motor pools.

Very truly yours,

R. P. Moss

R. P. MOSS
Chief, Rail Division

Copy to: Director, Tn S/C
Director General, ISR

1125

2379

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

JSB/ES

Our Ref :- AC/59/63/Tn.5. 18 September 1945

SUBJECT :- Italian Govt. Truck Pools.

TO :- General Inspectorate of Civil Motorization,
Ministry of Transport.

1. During a recent Tour of Inspection of the Transport situation in Northern Italy it was found that there is a general lack of control over and co-operation with Directors of Truck Pools by your Area Inspectors.

2. A copy of the report on this tour is attached and your attention is called to paragraphs Nos 3, 6b, 8b, 16, and 25c to enable you to take what action you may deem necessary.

3. Further, a full report on the situation from the Emilia Region is attached. It is requested that you give serious consideration, to the recommendations, with which we concur, contained therein.

1124

FRANK UPHAN, Jr.
Director.

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

JSB/gbl

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Prot :- AC/59/63/Tn5 18 Settembre 1945

Oggetto :- Truck Pools del
Governo Italiano

All'Ispettorato Generale della Motorizzazione
Civile - Ministero dei Trasporti

1. Nel corso di un recente giro d'ispezione della situazione trasportistica nell'Italia Settentrionale fu rilevato che da parte dei vostri Ispettori di Zona vi è una generale deficienza di sorveglianza e di collaborazione con i Direttori dei Truck Pools.

2. Si allega una copia della relazione relativa a tale giro e si richiama la vostra attenzione sui paragrafi Nº. 3 ,6b, 8b, 16 e 25 c, perchè possiate prendere quei provvedimenti che riterrete necessari.

3. Si allega inoltre un rapporto complete dell'Emilia sulla situazione colà . Si raccomanda di considerare attentamente le raccomandazioni ivi contenute, con le quali concordiamo .

FRANK UPMAN Jr.
Direttore

1123

To: Minister of Transportation - Italian Government -ROME
From: ALCOM L.O. TRANSPORTATION BOLOGNA

Subject: Truck Pool Organization

Aug.23,1945

1. Emilia Region was handed over to the Italian Government on Aug.4th. On this date 4 large Truck Pools (Bologna,Ravenna,Ferrara and Rimini)were organized by the Inspector of this H.Q. and have worked with good results. The handing over to the Italian "Motorizzazione" was prepared, but could not be effected as yet,as the Italian officials were not present during the presence of Capt.Richardson.

   The remaining 4 Truck Pools of this Region (Modena,Reggio Emilia, Parma and Piacenza) were to be organized by the Italian Government.

2. Evidently the Italian Inspectors of "Motorizzazione" are so occupied by their normal duties that it is not at all sure they are able to build up Truck Pools and to supervise those important organizations in a way that is absolutely necessary.This,apart from the fact that those engineers have not the necessary commercial experience wanted for the Truck Pools, apart from the technical supervision.

3. Seeing the personal difficulties of the Italian officials and for not delaying the construction of the other Pools in this Region, the Regional Transportation Officer,Capt.Dodds, gave his Inspector (civilian A.M.G. employee Dott.Glaser) provisionally on loan to the Italian Government. The Truck Pool of Modena has been built up by this Inspector also, and it could have begun working,if the Italian authorities would have granted some initial capital.

   There are almost daily,other trucks coming in from various military units.They are placed temporarily, and not very well, in Bologna waiting for disposal by the Italian authorities.Probably they will have to be used in the remaining provinces (Reggio Emilia,Parma and Piacenza), but up till now no one has begun building up these Truck Pools, while the A.M.G. Inspector Dott.Glaser, by my order, now waits for an official appointment by the Italian Government changing his provisory work into a normal position under the Italian Government.

4. The Director of A.C.TRANSPORTATION SUB-COMMISSION,Rome, seeing the excellent work done for the Truck Pool Organization by Dott.Glaser, has recommended him strongly - (letter Aug.6,1945 A.C./20/58/Tn 5, addressed to 'Ispettorato Generale Motorizzazione - Ministero dei Trasporti,Rome') - for immediate employment by the Italian Governm.

5. Experience in this Region,that probably will be a general one all over Italy, shows that it would be better,if the Truck Pool Organization as such, would not be kept under the 'Motorizzazione'

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

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5. Experience in this Region, that probably will be a general one all over Italy, shows that it would be better, if the Truck Pool Organization as such, would n o t be kept under the 'Motorizzazione' but would be quite a separate one under the direct supervision of the Ministery of Transportation. The Truck Pool Organization is so important that a centralized control by a competent person, able to give all the commercial and technical terms of reference, would be in the interest of the Italian Government.

6. In case the Minister of Transportation agrees to this suggestion, this H.Q. strongly recommends the actual Regional Inspector AMG Truck Pools Emilia Region - Dott. W.H. GLASER - as a candidate for the position as General Inspector Truck Pools Italian Government.

P.E. Hannon Capt
TRANSPORTATION OFFICER
EMILIA REGION
Allied Military Government

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Chief - Thru File.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMO

AC/ 59/62/Tm5 14 September 1945

SUBJECT :- Report on Tour of North Italy
27 August to 10 September 1945

TO :- Director

INTRODUCTION

1. Lt. Col. G.FORMYDOUGH and Captain J.C.BILLINGHURST of Roads Division visited EMILIA, LIGURIA, PIEDMONTE, LOMBARDIA, VENEZIA Regions and ANCONA between the above dates for the purpose of investigating progress in the organization of civilian Truck Pools formed with trucks transferred to the Italian Government from A.C.Military Transport Units in August .

2. Discussions were held with Regional and Senior Transportation Officers and, where possible, Regional and Provincial Commissioners were also interviewed . Names of Officers contacted at each location are given below.

1122

3. Formation of Truck Pools was proceeding in all Regions, but progress in some places was slow due to lack of supervision and energy on the part of the Area Inspector appointed by the Ministry of Transport . It appeared that these officials were in general both inexperienced in Truck Pool work and unable to spend sufficient time in supervision due to pressure of work connected with their normal duties as Inspectors of Motorization . It is recommended that an official should be appointed in each Region to be employed solely on the inspection and supervision of Truck Pools, and who would report direct to the Minister of Transport.

Area Inspectors had received no directive from the Ministry of Transport regarding formation, finances, employment of labour and capital expenditure of Truck Pools. This lack of instructions was partially responsible

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Area Inspectors had received no directive from the Ministry of Transport regarding formation, finances, employment of labour and capital expenditure of Truck Pools. This lack of instructions was prejudicing organisation at the majority of Pools .

1122

(ACTION with M.C.T.)

4. Lack of P.O.L. for Pools was a universal feature . In several instances trucks were ready to operate but no P.O.L. had been released by Pet.Sec. although Pet.Sec. had previously agreed to allot 6 barrels per month to all trucks

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formerly operated in A.C. Military Transport Units, for which P.O.L. had been provided from Military sources .

Immediate action was taken to effect release of P.O.L. where necessary and steps had been taken subsequently to clarify the position with Pet.Sec. As a result, supplementary allotments either have been or will be made .

5. At Appendix "A" is a statement showing the number of trucks by types handed over to each Truck Pool.

A.M.G. ANCONA - Capt. R.L. Bent
Gen.T.O.

6. Truck Pools

a) Organisation - 380 trucks from 2 Truck Battalion have been absorbed by Truck Pools N° 6 & 7 and the reorganised Pools are now operating satisfactorely, subject to difficulties noted in para 6 b.below.

b) Finance and Administration

The Director claims that he is greatly hampered in his administration by lack of finance, difficulties in obtaining requisitions for the premises he requires, restriction on his powers of initiative and general lack of cooperation from the Inspector of Motorization .

(ACTION - M.C.T.)

1121

7. Port Clearance

Captain R.L.Bent gave it as his opinion that the lift available would be adequate for port clearance when ANCONA became a "C" Port w.e.f. - 1 September 1945 .

A.C. BOLOGNA - Lt.Col. Walters A.C.L.C
Capt. P.E.Mannon- Gen.T.C.

8. Truck Pools

a) New civilian Truck Pools have been formed and were ready to operate at BOLOGNA, FERRARA, RAVENNA and RIMINI, but due to delay in P.O.L. supply, operation was held up. This

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8. Truck Pools

a) New civilian Truck Pools have been formed and were ready to operate at BOLOGNA,FERRARA,RAVENNA and RIMINI,but due to delay in P.O.L. supply,operation was held up. This situation has now been rectified and these four Pools should be in full operation now.

b) Truck Pools are being formed at REGGIO and MODENA with a holding of 30 trucks each but little progress is being made due to lack of finance and directive from the Ministry of Transport.

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The Sen. T.O. reported that the M.C.T. Area Inspector looks drive and does not exercise regular control over the Directors of the Truck Pools . This can be explained by his being largerly occupied on other duties and by his ignorance of Truck Pool organization .

(ACTION - M.C.T.)

9. 3rd and 4th Echelon Repairs

Allied Personnel had visited Carrozzeria Mannarini, the contract workshop, but made no arrangements for commencement of repairs and had not obtained any spare parts .

(ACTION - Truck Maintenance Group)

10. P.O.L.

a) The Sen. T.O. reported that the Officio Autotrasporti were wasting considerable quantities of fuel on unnecessary long distance haulage. It was recommended they be warned that this wastage must cease under penalty of reduction of P.O.L. supplies .

b) No P.O.L. for Truck Pools had been released to date of visit . Senior Transportation Officer informed that 350 barrels were allotted by Pet. Sec. on 25 August . 1120

A. M. G. VERONA - Major Inf . P.P. & S 3/C

11. Truck Pool

Has been formed and is ready to operate with 100 trucks . Delay in release of P.O.L. has however prevented commencement of operations .

12. Displaced Persons

The road transport requirements for displaced persons are 100 trucks at any one time . In the past these have been supplied by 5th Army Tptn. but this source was to cease September 1- 1945 . It was agreed that there is sufficient civilian transport, in additional to the Truck

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Movement of refugees by rail is satisfactory but difficulty may be anticipated if an abnormal flow arises and Truck Pool vehicles are not available through lack of P.O.L.

13.

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13. 3rd. & 4th. Echelon - Repairs

Allied personnel had arrived and established liaison with Benvenuti and Cortesi, the contract workshop, but no spare parts were available. In view of the fact that 85 vehicles are V.C.H. for repairs of tyres out of 185 vehicles it is vital that spare parts be provided forthwith .

(ACTION -Truck Maintenance Group)

14. A.M.G. VENEZIA

Brig. Dunlop - Regional Commissioner
Major Corby - Regional T.O.
Major Corbett- T.O.

Truck Pools

All the trucks allocated will have been handed over to Italian Government officials and distributed among the 7 Truck Pools of the Region by the 1st September '45 . Organisation and activation of the Pools was almost completed but start of operations were hampered by lack of P.O.L.

15. P. O. L.

1119

Demands for additional allocation of P.O.L. to cover the new commitments were submitted to Petrol Section 2 District in Mid August but release was held up pending provision of non essential details of trucks and operations . Lt. Col. Ferryhough phoned Transportation Sub-Commission(Rosda Divis/) and confirmed by signal, stressing the urgency of immediate release by Pet. Sec. M.A.A.C. to enable essential transport of refugees and supplies to continue. 500 barrels have since been released for Verona which will enable 85 of the 100 trucks required for refugee movement to operate . A further 386 barrels have been allotted for movement of refugees at Padova.

16. Italian Officials

Ing. Jannaccone, Area Inspector of Civil Meterisation lacks co-operation and interest in the new Truck Pools, thus prejudicing progress in activation of both Pools and maintenance and repair organisations . It is said that

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16. Italian Officials

Ing. Jannaccone, Area Inspector of Civil Motorization lacks co-operation and interest in the new Truck Pools, thus prejudicing progress in activation of both Pools and maintenance and repair organisations . It is said that, due to his other duties, he is unable to devote sufficient time to Truck Pool work. It was agreed that the Ministry of Transport should be informed .

(ACTION - M.C.T.)

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17. Status of Uffiaio Autotrasporti - Funds

The question of the disposal of funds when the A.A.S. withdraws was raised .

(ACTION - Finance S/C.)

A .M. G. BOLZANO — Provincial Commissioner
Deputy Prov.T.O.

18. Transport Situation

The essential transportation needs of the Province are adequately covered by the available civilian transport .

19. Truck Pool

The Pool has been formed with 30 trucks, of which 16 have been earmarked for D.P. & R.S/C domestic purposes . The remaining 14 are to be allocated to the D P. and R S/C Hospital at Moreno, since the Pool's vehicles are not required for civilian service . Operation, however, had not commenced due to lack of P.O.L. This matter was taken up as part of Venezia Region's supplementary P.O.L. allocation .

20. Transport Requirements of D.P. & R.S/C Hospital at Moreno

The S.C. Colonel Sneckecker, has need of 50 ambulances and 30 trucks for the use of the Hospital at Moreno . 14 of these trucks have been allotted (para 19 above). The request for these vehicles has already been forwarded to A.F.H.Q.

H.Q. LOMBARDIA Region - Lt.Col.Fitzgerald,Sec.T.O.

21. Truck Pool.

a) The Truck Pool was organized and ready to operate, but could not start due to non receipt of P.O.L. Officers of the Truck Maintenance Group, assigned to the Caproni contract repair shop, have started work in preparation for the receipt of spare parts and commencement of repairs. As spare parts

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M.G. LOMBARDIA Region - Lt.Col.Fitzgerald,Reg.T.O.

21. Truck Pool.

a) The Truck Pool was organised and ready to operate, but could not start due to non receipt of P.O.L. Officers of the Truck Maintenance Group, assigned to the Caproni contract repair shop, have started work in preparation for the receipt of spare parts and commencement of repairs. No spare parts had been collected from Rome to date .

(ACTION - Truck Maintenance Group)

b) The majority of vehicles in the Truck Pool will be used for the movement of refugees, since sufficient civilian transport is available for the movement of civilian supplies, though all cannot be used due to lack of P.O.L.

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22. Refugees

The Reg. T.O. reported that, in the outlying Assembly Centres of D.P. & E. S/C, local civilian trucks were being utilized for domestic work to avoid placing Truck Pool vehicles on detachment far from their parent garage.

Adequate road transport was being provided for the movement of refugees.

TRANSPORTATION SECTION . A.C. MILAN - Major Symons

23. No items of interest or problems to report. It was agreed that Lt.Col. Harris would place before the North Italy Industrial Price Fixing Board our proposal to increase bus fares in the North to the same scale of charges now applied in Italian Government territory.

(ACTION - M.C.T.)

H.Q. A.A.C. PIEDMONTE REGION - Major Saunders
Reg.T.O.

24. Truck Pool

1116

a) Organisation of the Truck Pool was virtually completed but operation could not commence due to lack of P.O.L. It was reported that the Pet. Sec. allotment of P.O.L. for September was only 1/3 of the total requisitioned while no additional allotment was made for the Truck Pool.

b) Allied Personnel of the Truck Maintenance Group are installed at the Fiat contract workshop and work on the repair of deadline & wrecked trucks has commenced. No spare parts have yet been obtained by the Officer in charge .

(ACTION - Truck Maintenance Group)

H.Q. A.A.C. LIGURIA REGION - Capt.Harper
Acting Reg.T.O.

25. Truck Pool

a) Capt. Harper has formed a first class and well organised [illegible] pool of 200 vehicles. Excellent premises have been

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Adequate road transport was being provided for the movement of refugees.

TRANSPORTATION SECTION . A.C. MILAN - Major Symons

23. No items of interest or problems to report. It was agreed that Lt.Col. Harris would place before the North Italy Industrial Price Fixing Board our proposal to increase bus fares in the North to the same scale of charges now applied in Italian Government Territory.

(ACTION - A.C.T.)

H.Q. A.M.G. PIEDMONTE REGION - Major Saunders
A.C.T.O.

24. Truck Pool

1116

a) Organisation of the Truck Pool was virtually completed but operation could not commence due to lack of P.O.L. It was reported that the Pet. Sec. allotment of P.O.L. for September was only 19% of the total requisitioned while no additional allotment was made for the Truck Pool.

b) Allied Personnel of the Truck Maintenance Group are installed at the Fiat contract workshop and work on the repair of deadline & wrecked trucks has commenced. No spare parts have yet been obtained by the Officer in charge .

(ACTION - Truck Maintenance Group)

H.Q. A.M.G. LIGURIA REGION - Capt.Harper
Acting Reg.T.O.

25. Truck Pool

a) Capt. Harper has formed a first class and well organized Truck Pool of 290 vehicles . Excellent premises have been obtained, alterations made, I/C Mch. repair facilities and equipment installed and a most efficient system of operation and maintenance introduced. The Pool is already in partial but all vehicles cannot be utilised due to shortage of P.O.L. The Pet.Sec. allotment of 400 barrels of Petrol will permit only 70 trucks to be operated on the basis of 6 barrels per truck per month. Pet.Sec. had refused to increase the allocation to the figure of 1400 barrels needed.

Operation

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

b) The C.M.A.R. contract workshop has commenced to repair deadline trucks and rebuild wrecks but does not possess the capacity to compete with the volume of repair work which has arisen. In agreement with the M.O.T. Inspector, Capt. Harper proposes to purchase and install at the Truck Pool additional plant & equipment to enable 3/4 Echelon repairs to be done . No spare parts had yet been received, but the officer assigned by the Truck Maintenance Group was then in Rome to collect the first supply. No trucks are without tyres and an adequate supply of spares is held .

c) Ing. Barbieri, the M.O.T. Inspector, is stated by the Reg. T.O. to be incapable of the overall supervision and control of a Truck Pool of this size. He has no experience of such work, lacks organising ability and is not a "big enough" man for the job. In addition he is unable to devote enough time to the Pool .

The Director is however, a high power executive, who is fully qualified to manage the Pool without supervision.

(ACTION - M.O.T.)

26. **Port clearance**

All port clearance commitments were being met without difficulty by the Truck Pool and the Port Liaison Officer was fully satisfied with the service provided.

MATTERS COMMON TO ALL REGIONS

1115

27. **Tyres**

A considerable number of trucks ex the four Italian Transport Coys were delivered to Truck Pools without tyres. 212 S.T.Cols. put in indents to A.D.O.S. 2 Dist. on instructions from A.F.H.Q. for the total tyres required. No release had been made up to 28 August and it was stated to be unlikely that tyres would be available owing to the overall theatre shortage .

The numbers of tyres required at each Truck Pool are set out below together with the I.T.Coy which delivered the trucks .

LOCATION	Nº of TYRES	I.T.COY

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Section requires to be done . No spare parts had yet been received, but the officer assigned by the Truck Maintenance Group was then in Rome to collect the first supply. No trucks are without tyres and an adequate supply of spares is held .

e) Ing. Barbieri; the M.O.T. Inspector, is stated by the Reg. T.O. to be incapable of the overall supervision and control of a Truck Pool of this size. He has no experience of such work, lacks organising ability and is not a "big enough" man for the job. In addition he is unable to devote enough time to the Pool .

The Director is however, a high power executive, who is fully qualified to manage the Pool without supervision.

(ACTION - M.C.T.)

26. Port clearance

All port clearance commitments were being met without difficulty by the Truck Pool and the Port Liaison Officer was fully satisfied with the service provided.

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The numbers of tyres required at each Truck Pool are set out below together with the I.T.Coy which delivered the trucks .

LOCATION	N° of TYRES	I.T.COY
VERONA	151	227
PADOVA	181	228
BOLOGNA	112	229
TURIN	40	230
Total	484 tyres, size 1090 x 16	

(ACTION - Truck Maintenance Group)

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28. Captured Enemy Trucks

A large number of captured enemy trucks are in operation under Uffici Autotrasporti in all Regions. These vehicles were recovered by Civilians, registered with A.M.G. as Allied property and are now hired out to the operator under contract by A.M.G.

Regional T.C.'s asked for information as to the disposal of such trucks on the withdrawal of A.M.G. since the operators are anxious to know if they will be permitted to purchase them.

(ACTION - War Material Disposal S/C)

FOR THE CHIEF

C. PENNYCUICK
Lt.Colonel R.A.

Copy to :

Minister of Transport.
General Inspectorate of
Civil Motorization.
Truck Maintenance Group.
Movement Division(Roads).

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

STATEMENT SHOWING NUMBER OF TRUCKS HANDED OVER TO ITALIAN GOVERNMENT TRUCK POOLS IN NORTH ITALY.

REGION	Trunk Pool Location	2½ Ton J.M.C.	2½ Ton Ford	Dodge	Bedford	Ford	Chevrolet	Austin	Cos
PIEDMONTE	Turin	35	89	55	31	36	1	1	1
LIGURIA	Genoa	91	199						
VENEZIA	Bolzano		30						
	Verona	52		30	101	1			
	Mestre		67						
	Treviso	41							
	Udine		40						
	Rovigo		43						
	Padua	Shipping Tickets not yet received - Approx. Fig.							
LOMBARDIA	Milan	72	105						
EMILIA	Bologna	48	127	55	61	8	4	2	
	Ravenna		30						
	Rimini		30						
	Ferrara		50						
	Modena	47							
TOTALS HANDED OVER		386	815	138	193	45	5	3	

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APPENDIX " A "

SHOWING NUMBER OF TRUCKS HANDED OVER TO GOVERNMENT TRUCK POOLS IN NORTH ITALY.

2½ Ton G.S.C.	1½ Ton Ford	Dodge	Bedford	Ford	Chevrolet	Austin	Commer.	Trec. & T Co.	TOTALS
35	89	55	31	36	1	1	1		249
91	199								190
	30								30
52		30	101	1				1	185
	67								67
41									41
	40								40
	43								43
								132	132
									543
									177
72	105								305
48	127	55	61	8	4	2			30
	30								30
	30								50
	50								47
47									462
386	819	130	193	45	5	3	1	1	132	1721

Shipping Tickets not yet received - Approx. Fig.

HEADQUARTERS.
-ALLIED COMMISSION.
TRANSPORTATION SUB COMMISSION

7 d 459

ROADS DIVISION TOUR OF INSPECTION of the NORTH. 27th August to 10th Sept 45

6d

DATE	TIMES	PLACE	TRIP	TOTAL	REMARKS
27th	0001	Rome			
0306	0300	Spoleto	125.5	---	
	0600	"			
	0930	Loreto	145.2	270.7	
	0945	"			
	1015	Ancona	27	297.7	See Capt Bent.
	1400	"			
	1800	Bologna	208	505.7	See Snr Tnptn Officer
28th	0900	Bologna			
	1200	Verona	140.9	140.9	See Mjr Fry & Mjr Pronsloo
	1400	"	83	223.9	See Mjr Corby
	1530	Padua	85	223.9	See Mjr Corby
	1700	"			
	1745	Venice	37.9	261.8	See Prov Tnptn Officer at Mestre
30th		Venice			
		Feltre	130	130	Lunch
		Bolzano	132	262	Truck Pool.
1st		Bolzano			
		Pso d'Stelvio	103	103	
		Sondrio	86	189.3	
3rd		Sondrio			
	1200	Milan	133.5	133.5	See Snr Tnptn Officer
4th		Milan			
		Romagnano	139.3	139.3	
		Brouil	135.3	274.6	
7th		Brouil			
	1200	Turin	127.6	127.6	See Snr Tnptn Officer
	1800	Genoa	200.7	328.2	See Snr Tnptn Officer
8th		Genoa			
		Pisa	190	190	
	1400	Florence	94	284	See Snr Tnptn Officer
10th		Florence			
		Siena	70.4	70.4	See Truck Pool
		Rome	256.6	329.	

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Trip ROME to BOLOGNA. 27th August 1945

PLACE	ROUTE No.	TRIP	TOTAL
Rome	3	--	--
Civita Castellana	3	54	54
Narni	3	34.1	88.1
Terni	3	11.4	99.5
Spoleto	3	26	125.5
Foligno	3/77	27.2	152.7
Tolentino	77	72.5	225.2
Macerata	77	15	240.2
Recanati	77	23	263.2
Loreto	77/16	8.5	270.7
Ancona	16	27	297.7
Rocca Priora	16	11.5	309.2
Fano	16	37	346.2
Pesaro	16	12	358.2
Rimini	16	35	393.2
Cesena	16	30	423.2
Forli	16	19	442.2
Faenza	16	14.5	456.7
Imola	16	15.5	472.2
Bologna	16	33.5	505.7

Approximate Mileage 316

Trip BOLOGNA to VENICE. 28th August 1945

Bologna	16	--	--
Modena	16/12	39	39
Mirandola	12	34.4	73.4
Ostiglia	12	22.5	95.9
Nogara	12	14	108.9
Verona	12/11	31	140.9
Vicenza	11	50.5	191.4
Padua	11/A	39.6	233.5
Venice		8.3	241.8

Approximate Mileage 163

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Trip VENICE to BOLZANO. 30th August 1945.

PLACE	ROUTE No.	TRIP	TOTAL
Venice			
Treviso	13	31.5	31.5
Conegliano	13	26.5	48.
Bivio	13/51	3.5	51.
Bivio	51/50	40.5	98.
Belluno	50	8.	100.
Feltre	50	30.	130.
Fonzano	50	9.5	139.5
S. Martino	50	38.	177.5
Pso. di Rolla	50	9.5	187.
Predazzo	50/48	20.5	207.5
Cavalese	48	13.5	221.
Ora	48/12	23.	244.
Bolzano	12	18.5	262.5

Approximate Mileage 164.

Trip BOLZANO to SONDRIO. 1st September 1945.

Bolzano	12/38		
Merano	38	18	28
Silandro	38	34.5	62.5
Spondigno	38	13	75.5
Pso di Stelvio	38	27.5	103.
Bormio	38	22.3	125.3
Tirano	38	39.	164.3
Sondrio	38	25	189.3

Approximate Mileage 118

Trip SONDRIO to MILAN 3rd September 1945.

Sondrio	36		
Bivio	38/55	37.5	37.5
Lecco	36	44.5	82.
Milan	36	51.5	133.5

Approximate Mileage 71

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Trip MILAN to BREUIL 4th September 1945

PLACE	ROUTE No.	TRIP	TOTAL
Autostrada to			
Sesto Calende	33	55	55
Arona	33	9.5	64.5
Stresa	33	16.	80.5
Gravellona	33	12	92.5
Omagno	—	6.2	98.7
Borgomanero	—	29.3	127.9
Romagnano	—	11.4	139.3
Biella	—	32.	171.3
Ivrea	—	29.6	201.9
Verres	—	———	———
Pont S. Martin	26	17	218.9
Chatillon	26	28.7	247.6
Breuil	—	27.	274.6

Approximate Mileage 171

Trip Breuil to GENOA 7th September 1945

Breuil	—	—	———
Chatillon	26	27	27
Verres	26	—	———
Pont S. Martin	26	28.7	55.7
Ivrea	26	17.	72.7
Chivasso	26/11	32.5	104.5
Turin	11/25/20/10	23.	127.5
Porrino	10/29	26.5	154.
Alba	29	53.	157.
Piana Crixia	29	35.5	242.5
Savona	29	38.7	281.2
Genoa	29/1	47.	328.2

Approximate Mileage 265

Trip GENOA to FLORENCE 8th September 1945

Genoa	1	—	———
Chiavari	1	43	43
Sestri	1	8.5	51.5
La Spezia	1	60.5	112.
Sarzana	1	16.	128.
Viareggio	1	41.	169.
Pisa	1	21.	190.
Florence	1/A	94.2	284.2

Approximate Mileage 178

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

2404

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

Trip FLORENCE to ROME 10th September 1945.

PLACE	ROUTE No.	TRIP	TOTAL
Florence	2	----	----
Poggibonsi	2	44.4	44.4
Siena	2	28	72.4
S. Quirico	2	44.2	116.6
Radicofani	2	51.8	174.4
S. Lorenzo	2	42.6	217.
Viterbo	2	42.6	217.
Vetralla	2	13.8	230.8
Rome	2	98.8	329.

Approximate Mileage 205

Mod. ENAC 10

Roma 2 LUG 1945 194

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ALLA COMMISSIONE ALLEATA - APO 394

Sottocommissione Trasporti

ROMA

1 59.

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 186

DIREZIONE GENERALE

Servizio Legale Uff. Controllo traffico
Prot. N° IL-26/16472 Allg
Risposta al N° del

OGGETTO: Rapporto su trasporti irregolari di vino.-

1. Si fa riferimento al foglio A.C./59/52/TN5 del 1° luglio 1945 di codesto A.C.H.Q. a firma del Col.Fernyhough relativo alle ispezioni su strada effettuate dal Major Symons col Dr. Raffeli della Direzione dell'ENAC e col Sottotenente Aldo Natale della R.Guardia di Finanza.

2. Per tutti i casi richiesti segue una dettagliata e specifica relazione su quello che è stato fatto.

3. Si conferma che le sentenze dell'Autorità Giudiziarie relative alle infrazioni all'attuale disciplina degli autotrasporti di cose non possono intervenire con quella sollecitudine che potrebbe dare maggiore efficacia al provvedimento. Ciò dipende sia dalla prescritta proceduta giudiziaria, sia dal fatto che i magistrati sono attualmente oberati di lavoro. Ciònostante è stato interessato il Ministero della Giustizia a voler richiamare l'attenzione dell'Autorità Giudiziarie nella necessità che i giudizi relativi ad infrezioni all'ENAC si svolgano con la massima sollecitudine. Detto Ministero ha emanato al riguardo una circolare agli uffici dipendenti (ved.all.n.1 e 2)

4. a e b) In conseguenza di quanto è stato detto al punto 3 non risulta che siano ancora intervenute le sentenze in nessuno dei casi segnalati. Vive sollecitazioni sono state mosse alle magistrature investite dei procedimenti di cui trattasi.

c) Più sotto è specificato per ciascun caso se sia stato ritirato il permesso di circolazione. Al riguardo si chiarisce che competente a decidere in merito al ritiro definitivo o temporaneo dei permessi di circolazione non è l'ENAC, ma l'Ispettorato Generale della Motorizzazione Civile e dei trasporti in concessione (R.D.5 maggio 1944 n.133, art.425). Nessun automezzo è stato confiscato perchè, in base all'articolo 6 della legge istitutiva dell'ENAC (Decreto Legislativo Luogotenenziale 17/8/1944 n.188) la confisca può essere ordinata soltanto con sentenza dell'Autorità Giudiziaria, dopo esaurito il procedimento

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

Ente Nazionale Autotrasporto Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 166

DIREZIONE GENERALE

Sottocommissione Trasporti

ROMA

Servizio Legale — Uff. Controllo traffico
Prot. N° 1L-26/16472 — Allig.
Risposta al N° — del

1/59.

OGGETTO: Rapporto su trasporti irregolari di vino.-

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2. Per tutti i casi richiesti segue una dettagliata e specifica relazione su quello che è stato fatto.

3. Si conferma che le sentenze dell'Autorità Giudiziarie relative alle infrazioni all'attuale disciplina degli autotrasporti di cose non possono intervenire con quella sollecitudine che potrebbe dare maggiore efficacia al provvedimento. Ciò dipende sia dalla prescritta proceduta giudiziaria, sia dal fatto che i magistrati sono attualmente oberati di lavoro. Ciònostante è stato interessato il Ministero della Giustizia a voler richiamare l'attenzione dell'Autorità Giudiziarie nella necessità che i giudizi relativi ad infrazioni all'ENAC si svolgano con la massima sollecitudine. Detto Ministero ha emanato al riguardo una circolare agli uffici dipendenti (ved.all.n.1 e 2)

4. a e b) In conseguenza di quanto è stato detto al punto 3 non risulta che siano ancora intervenute le sentenze in nessuno dei casi segnalati. Vive sollecitazioni sono state mosse alle magistrature investite dei procedimenti di cui trattasi.

c) Più sotto è specificato per ciascun caso se sia stato ritirato il permesso di circolazione. Al riguardo si chiarisce che competente a decidere in merito al ritiro definitivo o temporaneo dei permessi di circolazione non è l'ENAC, ma l'Ispettorato Generale della Motorizzazione Civile e dei trasporti in concessione (R.D.5 maggio 1944 n.133, artt.425). Nessun automezzo è stato confiscato perchè, in base all'articolo 6 della legge istitutiva dell'ENAC (Decreto Legislativo Luogotenenziale 17/8/1944 n.188) la confisca può essere ordinata soltanto con sentenza dell'Autorità Giudiziaria, dopo esaurito il procedimento penale.

5. Questo Ente si è sin da principio preoccupato di rendere più efficace la disciplina dell'ENAC sia aumentando notevolmente la pena in atto prevista, sia prevedendo l'immediato sequestro dell'autoveicolo, misura che sarebbe di particolare efficacie. Al riguardo sono state

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

avanzate precise proposte in sede competente ed una modifica nel senso desiderato si può ritenere prossima.

6. Risposte ai casi singoli segnalati

1^ Ispezione (4-6 aprile)

Caso n.5 - Autocarro FIAT 621 TP 2931 di proprietà di Albanese Guido, domiciliato ad Alcamo (Trapani) Corso VI aprile 84. Documento ENAC mod.4, n.039636, del 30/3/1945 emesso dalla Direzione Prov.le di Reggio Calabria.

Queata autorizzazione è stata rilasciata da Reggio a Nicastro (Catanzaro). L'autista senza autorizzazione procedette fino a Napoli dove si recò all'ENAC i cui funzionari gli vistarono il foglio di viaggio il 4/4/1945 per il rientro in sede, egli invece continuò il suo viaggio impropriamente in direzione di Roma, ma fu fermato al Km.160 della Via Appia; il foglio di viaggio venne confiscato dal Sottotenente Aldo Natale della R.G.F. che accompagnava le parti.

E' stato denunziato il proprietario al Pretore di Littoria.

Non si è proceduto al ritiro del permesso, ma del solo foglio di viaggio.-

Caso n.6 - Autocarro Isotta Fraschini tipo 080 Roma 77348 rimorchio Roma 1610 della Vinicola Marchigiana. Documento ENAC 4 n.084095 del 3/4/45 emesso dalla Direzione Provinciale di Roma.

Questa autorizzazione è stata rilasciata per andare a Lecce e rimorchiare a Roma un autocarro in panna (carico di vino). Il camion e il rimorchio trasportavano botti vuote e l'autista disse al Sottotenente Aldo Natale che egli intendeva trasportare vino al ritorno. Inoltre era evidente che egli andava con le botti vuote per riportarle piene di vino.

Il foglio di viaggio fu emesso regolarmente

Il permesso di circolazione, ritirato dal Sottotenente Natale, è stato restituito al Direttore della Vinicola Marchigiana proprietaria dell'automezzo, dato che in realtà la Ditta era stata precedentemente autorizzata al trasporto di una rilevante partita di vino.

Caso n.7 - Autocarro FIAT 666 Roma 82702 rimorchio Roma 794 di Mastropietro Gino. Documento ENAC mod.4 n.084607 del 31/3/1945 emesso dalla Direzione Provinciale ENAC di Roma.

Era solo autorizzato a trasportare botti vuote a Corato e ritorno con un carico di merci destinato dal Comune di Corato.

Il viaggio di ritorno dovendo effettuarsi a vuoto è stato autorizzato dal Sindaco di Corato per trasporto di vino.

E' stato denunziato al Pretore il proprietario dell'automezzo

Il permesso di circolazione è stato mandato all'Ispettorato Ge-

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

avanzate precise proposte in sede competente ed una modifica nel senso desiderato si può ritenere prossima.

6. Risposte ai casi singoli segnalati

1^ Ispezione (4-6 aprile)

Caso n.5 - Autocarro FIAT 621 TP 2931 di proprietà di Albanese Guido, domiciliato ad Alcamo (Trapani) Corso VI aprile 84. Documento ENAC mod.4, n.039636, del 30/3/1945 emesso dalla Direzione Prov.le di Reggio Calabria.

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E' stato denunziato il proprietario al Pretore di Littoria.

Non si è proceduto al ritiro del permesso, ma del solo foglio di viaggio.-

Caso n.6 - Autocarro Isotta Fraschini tipo 080 Roma 77348 rimorchio Roma 1610 della Vinicola Marchigiana. Documento ENAC 4 n.084095 del 3/4/45 emesso dalla Direzione Provinciale di Roma.

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Il foglio di viaggio fu emesso regolarmente

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Caso n.7 - Autocarro FIAT 666 Roma 82702 rimorchio Roma 794 di Mastropietro Gino. Documento ENAC mod.4 n.084607 del 31/3/1945 emesso dalle Direzione Provinciale ENAC di Roma.

Era solo autorizzato a trasportare botti vuote a Corato e ritorno con un carico di merci destinato dal Comune di Corato.

Il viaggio di ritorno dovendo effettuarsi a vuoto è stato autorizzato dal Sindaco di Corato per trasporto di vino.

E' stato denunziato al Pretore il proprietario dell'automezzo

Il permesso di circolazione è stato mandato all'Ispettorato Generale della Motorizzazione civile e dei trasporti in concessione, che in data 6/VI, ha ordinato la restituzione all'interessato e la diffida al medesimo.

Caso n.12 - Autocarro Bianchi Miles C/30, targa Roma 84456 di proprie

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tà della Pontificia Procura Generale dei Fratelli delle Scuole Cristiane. Documenti ENAC mod.16 n.6365 rilasciato il 15/3/1945 dalla Direzione Prov.le di Roma.

L'ENAC mod.16 è un documento come l'ENAC 4, il quale si rilascia, concesso dal Ministero dei Trasporti, Ispettorato della Motorizzazione Civile e dei Trasporti in Concessione, per Enti e persone che hanno affari e debbano usare l'autocarro per proprio conto. In questo caso l'ENAC 16 è stato rilasciato alla Pontificia Procura Generale dei Fratelli delle Scuole Cristiane solamente per generi alimentari vari. Quando il veicolo viaggia l'autista dovrebbe portare con sè un documento dal quale risultino esattamente i generi alimentari da trasportare. In questo particolare caso l'autista non aveva il documento. E' interessante osservare che dopo il rilascio del mod.16 ENAC tutti i viaggi eseguiti e trascritti erano per vino. In totale il numero dei viaggi specificati dal 23/3/1945 al 4/4/1945, è di 5 viaggi di andata e ritorno. Il totale del vino trasportato è di q.li 148.

Il libretto era rilasciato con dizione generica. E' stata apposta una clausola restrittiva per escludere i trasporti di vino e alcoolici e nella necessità di evitare dizioni generiche è stata richiamata l'attenzione dell'Ispettorato.

Nessun appunto si può muovere al trasportatore.

Caso n.15 - Autocarro FIAT 666 targa NA 34007 di proprietà di D'Errico Maddalena. Documento ENAC Mod.4 n.022411 del 3/4/1945 per il tratto Caserta -S.Ferdinando e ritorno della Stazione di Caserta.

Questo veicolo era autorizzato a trasportare in quel viaggio da Caserta a S.Ferdinando verdura, ma trasportava botti vuote.

E' stato verbalizzato perchè il carico non corrispondeva a quello indicato dal foglio di viaggio.

Il permesso di circolazione è stato restituito dal Sottotenente Natale. Cionostante è stato scritto alla R.Guardia di Finanza che provveda nuovamente al ritiro del permesso.

Caso n.16 - Autocarro Alfa Romeo 500 R targa AV 3756 di proprietà di Bove Alfonso. Documento ENAC mod.4 n.011615 del 2/4/1945 per il tratto di Passo di Mirabella-Montemarano-Barletta della Stazione di Mirabella Eclano (Avellino).

Autorizzato a trasportare zolfo e questa poteva essere la sua ragione di un suo viaggio a Barletta; ma probabilmente non lo era; certamente egli trasportava in tale viaggio botti vuote. Al momento del fermo l'autocarro portava vino. I documenti sono stati ritirati dal Sottotenente Aldo Natale e in seguito decisioni saranno prese dal Compartimento di Napoli.

1116

Denunziato al Pretore di Avellino

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Cristiane. Documenti ENAC mod.16 n.6365 rilasciato il 15/3/1945 dalla Direzione Prov.le di Roma.

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Il libretto era rilasciato con dizione generica. E' stata apposta una clausola restrittiva per escludere i trasporti di vino e alcoolici e nella necessità di evitare dizioni generiche è stata richiamata l'attenzione dell'Ispettorato.

Nessun appunto si può muovere al trasportatore.

Caso n.15 - Autocarro FIAT 666 targa NA 34007 di proprietà di D'Errico Maddalena. Documento ENAC Mod.4 n.022411 del 3/4/1945 per il tratto Caserta -S.Ferdinando e ritorno della Stazione di Caserta.

Questo veicolo era autorizzato a trasportare in quel viaggio da Caserta a S.Ferdinando verdura, ma trasportava botti vuote.

E' stato verbalizzato perchè il carico non corrispondeva a quello indicato dal foglio di viaggio.

Il permesso di circolazione è stato restituito dal Sottotenente Natale. Ciononstante è stato scritto alla R.Guardia di Finanza che provveda nuovamente al ritiro del permesso.

Caso n.16 - Autocarro Alfa Romeo 500 R targa AV 3756 di proprietà di Bove Alfonso. Documento ENAC mod.4 n.011615 del 2/4/1945 per il tratto di Passo di Mirabella-Montemarano-Barletta della Stazione di Mirabella Eclano (Avellino).

Autorizzato a trasportare zolfo e questa poteva essere la sua ragione di un suo viaggio a Barletta; ma probabilmente non lo era; certamente egli trasportava in tale viaggio botti vuote. Al momento del fermo l'autocarro portava vino. I documenti sono stati ritirati dal Sottotenente Aldo Natale e in seguito decisioni saranno prese dal Compartimento di Napoli.

1116

Denunziato al Pretore di Avellino

Ritirato il permesso di circolazione e inviato all'Ispettorato Generale della Motorizzazione Civile e dei trasporti in concessione, il quale ha provveduto anche al ritiro del libretto di circolazione.

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Caso n.17 - Autocarro FIAT 666 NA 33499 di proprietà della Ditta Romano Gennaro. Documento ENAC mod.4 n.027835 del 3/4/1945 emesso dalla Stazione di Via Firenze di Napoli; itinerario Napoli-Bari e ritorno.

Andava da Bari a Napoli senza alcuna autorizzazione per il trasporto di qualunque genere di merce; in realtà trasportava q.li 65 di vino da tavola.

Denunziato al Pretore di Avellino

Ritirato permesso di circolazione e trasmesso all'Ispettorato Generale della MCTC, il quale ha provveduto anche al ritiro del libretto di circolazione.

Caso n.18 - Autocarro 507 targa LT 2734 di proprietà di Altobelli Riziero. Documento ENAC mod.4 076919 del 3/4/1945 emesso dalla Direzione Provinciale di Littoria per Priverno-Caserta e ritorno. Il viaggio era autorizzato per il trasporto di "estratto di frutta concentrata e legumi". Sul documento risulta aggiunta la parola "vino".

Denunziato per falso al Procuratore del Regno di Littoria.

Caso n.21 - Autocarro OM 5 BLD targa VR 9723 di proprietà di Roesler Francesco Antonio Giulio. Viaggiava con un permesso rilasciato dall'Impresa Gionfrini Giorgio per conto del Ministero dei LL.PP. di Porto S.Giorgio. Il permesso era stato emesso per il trasporto di materiali da costruzione e per prodotti alimentari non razionati e per vino.

L'autocarro VR 9723 è stato trasferito, da quanto dichiarato da lui stesso, al Sig.Roesler Francesco Antonio Giulio - Via M.Luisa di Savoia 8, Roma - e i documenti sarebbero ora presso l'Ufficio Prov.le del RACI. Fra i documenti dell'autocarro c'è anche il permesso di circolazione. Il Sig.Roesler era in possesso dell'autocarro, come pure del permesso AMG più sopra indicato. Il permesso, per quanto ufficiale, dato che l'autocarro era stato venduto al Sig.Roesler, doveva essere restituito all'Ufficio emittente, in applicazione alle disposizioni riportate sul retro del permesso stesso. Pertanto la detenzione del permesso in parola da parte del sig.Roesler è irregolare. Inoltre il Sig.Roesler non ha per nulla il diritto di essere in possesso dell'autocarro e, pertamente senza un permesso di circolazione, non ha il diritto di avere l'autocarro circolante. L'autocarro trasportava botti vuote ed era nelle intenzioni del Sig.Roesler di andare a S.Pietro Vernotico (Lecce) per ritornare con vino; il trasporto di tale vino doveva essere fatto per conto della ditta Trivelloni e Pellegrini di Via Albalonga 20, Roma.

Il sig.Roesler ha dichiarato al Ten.Natale che aveva già fatto diversi viaggi per vino e alla domanda fattagli del come aveva ottenuto il carburante ha risposto "qua e là".

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

dalla Stazione di Via Firenze di Napoli; itinerario Napoli-Bari e ritorno.

Andava da Bari a Napoli senza alcuna autorizzazione per il trasporto di qualunque genere di merce; in realtà trasportava q.li 65 di vino da tavola.

Denunziato al Pretore di Avellino

Ritirato permesso di circolazione e trasmesso all'Ispettorato Generale della M.CTC, il quale ha provveduto anche al ritiro del libretto di circolazione.

Caso n.18 - Autocarro 507 targa LT 2734 di proprietà di Altobelli Riziero. Documento ENAC mod.4 076919 del 3/4/1945 emesso dalla Direzione Provinciale di Littoria per Priverno-Caserta e ritorno. Il viaggio era autorizzato per il trasporto di "estratto di frutta concentrata e legumi". Sul documento risulta aggiunta la parola "vino".

Denunziato per falso al Procuratore del Regno di Littoria.

Caso n.21 - Autocarro OM 5 BLD targa VR 9723 di proprietà di Roesler Francesco Antonio Giulio. Viaggiava con un permesso rilasciato dall'Impresa Gionfrini Giorgio per conto del Ministero dei LL.PP. di Porto S.Giorgio. Il permesso era stato emesso per il trasporto di materiali da costruzione e per prodotti alimentari non razionati e per vino.

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Il sig.Roesler ha dichiarato al Ten.Natale che aveva già fatto diversi viaggi per vino e alla domanda fattagli del come aveva ottenuto il carburante ha risposto "qua e là".

Denunziato al Pretore di Roma

Scritto alla C.A. denunziando il caso e inviando il permesso (nota n.2M/3/7562 del 19/4)

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Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N.186

DIREZIONE GENERALE

Servizio ____ Sez. ____
Prot. N° ____ Allog. ____
Risposta al N° ____ del ____

OGGETTO: ____

2^ Ispezione (14-21 aprile)

Caso n.1 - Autotreno Lancia 3Ro ME 6290, rimorchio BA 435 di proprietà di Calò Andrea da Molfetta. Documento ENAC mod.4 n.189614 della Direzione Provinciale di Bari emesso il 14/4/1945 con itinerario Molfetta-Ancona e ritorno.

Il foglio di viaggio risulta regolare. Nessun addebito può essere fatto al trasportatore in quanto come risulta dalle dichiarazioni concordi del Dr.Raffeli e del Sottotenente Natale, l'autocarro trasportava effettivamente sciroppo di ciliegie, merce per la quale non v'é alcuna restrizione. Il Maggiore Symons sarà stato indotto nel denunziare l'autocarro per trasporto di vino dal fatto che lo sciroppo di ciliegie veniva trasportato in fusti (botti) normalmente adottati per trasporti di vini.

Caso n.3 - Autocarro 626 targa NA 33038 di proprietà di Manzo Pietro Documento ENAC mod.16 valido fino al 3/6/1945 per l'itinerario Napoli-Barletta e ritorno; autorizzato a trasportare tutti i generi dimentari. Attualmente trasportava pesce, ma molte altre registrazioni sul suo libretto ENAC dimostravano trasporti di vino o barili vuoti, e il proprietario può continuare a trasportare vino ogni qualvolta lo desidera.

Si è scritto all'Ispettorato della MCTC per limitare le zone di percorrenza e la categoria merci da trasportare sui libretti.

Caso n.4 - Autocarro FIAT 612 n.4591. Documento ENAC mod.4 del 18/4/1945 itinerario Ortona-Tocco-Casausia e ritorno (Km.124) Autorizzato a trasportare vino.

Trasporto consentito dalle disposizioni in vigore al 18/4 perchè nell'ambito dei cento chilometri. Nessun addebito può essere mosso al trasportatore.

1165

1300 TR tipo FIAT 626. Documento mod.A/2251

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Ente Nazionale Autotrasporti Esso

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 186

DIREZIONE GENERALE

Servizio ... Sez. ...
Prot. N° ... Allog. ...
Risposta al N° ... del ...

OGGETTO: ...

2^ Ispezione (14-21 aprile)

Caso n.1 - Autotreno Lancia 3Ro ME 6290, rimorchio BA 435 di proprietà di Calò Andrea da Molfetta. Documento ENAC mod.4 n.189614 della Direzione Provinciale di Bari emesso il 14/4/1945 con itinerario Molfetta-Ancona e ritorno.

Il foglio di viaggio risulta regolare. Nessun addebito può essere fatto al trasportatore in quanto come risulta dalle dichiarazioni concordi del Dr.Raffeli e del Sottotenente Natale, l'autocarro trasportava effettivamente sciroppo di ciliegie, merce per la quale non v'é alcuna restrizione. Il Maggiore Symons sarà stato indotto nel denunziare l'autocarro per trasporto di vino dal fatto che lo sciroppo di ciliegie veniva trasportato in fusti (botti) normalmente adottati per trasporti di vini.

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Si è scritto all'Ispettorato della MCTC per limitare le zone di percorrenza e la categoria merci da trasportare sui libretti.

Caso n.4 - Autocarro FIAT 612 n.4591. Documento ENAC mod.4 del 18/4/1945 itinerario Ortona-Tocco-Casausia e ritorno (Km.124) Autorizzato a trasportare vino.

Trasporto consentito dalle disposizioni in vigore al 18/4 perchè nell'ambito dei cento chilometri. Nessun addebito può essere mosso al trasportatore.

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Caso n.6 - Autocarro n.4389 TR tipo FIAT 626. Documento mod.A/2251 del 17/4/1945, itinerario Terni-San Severo.

Automezzo di Terni, foglio di via di Terni, fuori della nostra giurisdizione. Si è scritto comunque all'AMG di Terni (nota n.2M/CI/16/10221 del 21/5/1945).

IL DIRETTORE GENERALE

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1167

translation

E.N.A.C.
Direzione Generale

Rome,

Serv.Legale
Sez. Contr.Traff.
Prot. 1I-26/

To the
ALLIED COMMISSIONE Tnsp. S/C.-
R O M E

SUBJECT: report on irregular transports of wine

1. - Reference is made to letter AC/59/52/Tn5 of 1st July '45, of your AC. HQ. signed by Col. Fernyhough, in respect of the inspections on the road effected by Major Symons together with Dr. Raffaeli of ENAC's HQ. and with Lt. Aldo Natale of the Regia Guardia di Finanza.

2. - Detailled reports on the actions taken in every single case follow hereunder.

3. - It is confirmed that the sentences of the Judicial Authority referring to the infractions to the present discipline of the transports of goods cannot be pronounced with that quickness which would make the action really efficacious. That is due both to the prescribed judiciary procedure and to the fact that the magistrates are at the moment badly overworked. Notwithstanding, the Ministry for Justice has been requested to recall the attention of the Judicial Authority upon the necessity that the courts of justice for the infractions to ENAC be held at the earliest opportunity. On this respect the said Ministry has issued a circular to all depending Offices (see enclosure n.1 and n.2).

4. - a) and b) - In consequences of the reasons mentioned in the above para 3, it appears that no sentences have yet been issued in any of the cases represented. The magistrates in charge have been asked for a quicker action.

c) - It has been specified hereunder, for every single case, if the circulation permit has been withdrawn. At this regard it is made clear that the only authority competent to decide on the opportunity of withdrawing temporarily or definitely the circulation permits is not ENAC but the "Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione" (R.D. 5th. May 1944 n. 133, comma 425). No vehicles have been confiscated as, on the basis of comma 6 of the institutive law of ENAC (Law Decree of the Luogotenente 17.8.1944 n. 186), the confiscation may only be ordered for [illegible] sentence of the Judicial Authority, after the penal proceed-

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SUBJECT: report on irregular [illegible]

1. - Reference is made to letter AC/52/52/Tn5 of 1st July '45, of your AC. HQ. signed by Col. Fernyhough, in respect of the inspections on the road effected by Major Symons together with Dr. Raffaeli of EWAC's HQ. and with Lt. Aldo Natale of the Regia Guardia di Finanza.

2. - Detailled reports on the actions taken in every single case follow hereunder.

3. - It is confirmed that the sentences of the Judicial Authority referring to the infractions to the present discipline of the transports of goods cannot be pronounced with that quickness which would make the action really efficacious. That is due both to the prescribed judiciary procedure and to the fact that the magistrates are at the moment badly overworked. Notwithstanding, the Ministry for Justice has been requested to recall the attention of the Judicial Authority upon the necessity that the courts of justice for the infractions to EWAC be held at the earliest opportunity. On this respect the said Ministry has issued a circular to all depending Offices (see enclosure n.1 and n.2).

4. - a) and b) - In consequences of the reasons mentioned in the above para 3, it appears that no sentences have yet been issued in any of the cases represented. The magistrates in charge have been asked for a quicker action.

c) - It has been specified hereunder, for every single case, if the circulation permit has been withdrawn. At this regard it is made clear that the only authority competent to decide of the opportunity of withdrawing temporarily or definitely the circulation permits is not EWAC but the "Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione" (R.D. 5th. May 1944 n. 133, comma 425). No vehicles have been confiscated as, on the basis of comma 6 of the institutive law of EWAC (Law Decree of the Luogotenente 17.8.1944 n. 1684), the confiscation may only be ordered for with a sentence of the Judicial Authority, after the penal proceeding.

1163

5. - It has been the care of this H.Q., since the begining of its activity to do all its possible in view to have EWAC's policy more effective, both increasing remarkably the punishment, and

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contemplating the immediate confiscation of the vehicle, punishment which, undoubtely would be particularly efficacious. Detailed proposals have already been made on this respects and an alteration of the law in this sense may be considered to be near.

ANSWER TO THE SINGLE CASES MENTIONED

1 Inspection 4-6 april.

Case N.5 - Truck Fiat 621 TP 2831, the property of Albanese Guido, living at Alcamo, Trapani, Corso VI aprile 84. ENAC document Mod. 4 n° 039636 of the 30.3.1945, issued by the Provincial Office of Reggio Calabria.

This authorisation has been issued for proceeding from Reggio to Nicastro (Catanzaro). The driver, without authorisation on went as far as Naples, where he reported to ENAC. The ENAC Officials stamped the ticket for its return trip, but the continued his journey towards Rome, and was stopped at the 160 Km. on the Appia Route; the trip ticket was confiscated by It Aldo Natale of the RGF. who was accompanying both parties in the inspection.

The owner has been denounced to the Pretore of Littoria.

Only the trip ticket has been withdrawn, and not the circulation permit.

Case N.6 - Truck Isotta Fraschini Type D8C ROMA 77348, with trailer ROMA 1610 of the Vinicola Marchigiana. ENAC document 4 n° C84095 of the 3.4.45 issued by the Provircial Office of Rome.

The said authorisation had been issued for a journey to Lecce in order to tow up to Rome an unserviceable truck loaded with wine. Both truck and trailer were carrying empty barrels and the driver told Lt. Aldo Natale that it was his intention to transport some wine on his return trip. Besides that it was clear that he was proceeding with the empty barrels to bring them back filled with wine.

The trip ticket had been regularly issued.

The circulation permit confiscated by It Natale, has been returned to the Director of the Vinicola Marchigiana Coy; owner of the vehicles, as really the Firm had been previously authorised to transport an important quantity of wine.

1102

Case N.7 - Truck FIAT 666 ROMA 82702 trailer ROMA 794 of Mastropietro Gino. ENAC document mod.4 N° C84607 of the 31.3.45 issued by the Provincial Office of Rome.

It was only authorised to transport empty barrels to Co_

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Case N.5 - Truck Fiat 621 TP 2931, the property of Albanese Guido, living at Alcamo, Trapani, Corso VI aprile 84. ENAC document Mod. 4 n° 039636 of the 30.3.1945, issued by the Provincial Office of Reggio Calabria.

This authorisation has been issued for proceeding from Reggio to Nicastro (Catanzaro). The driver, without authorisation on went as far as Naples, where he reported to ENAC. The ENAC Of_ ficials stamped the ticket for its return trip, but the continued his journey towards Rome, and was stopped at the 16° Km. on the Appia Route; the trip ticket was confiscated by It Aldo Natale of the RGF. who was accompanying both parties in the inspection.

The owner has been denounced to the Pretore of Littoria.

Only the trip ticket has been withdrawn, and not the cir_ culation permit.

Case N.6 - Truck Isotta Fraschini Type D8C ROMA 77348, with trailer ROMA 1610 of the Vinicola Marchigiana. ENAC document 4 n° 084095 of the 3.4.45 issued by the Provincial Office of Rome.

The said authorisation had been issued for a journey to Lecce in order to tow up to Rome an unserviceable truck loaded with wi wine. Both truck and trailer were carrying empty barrels and the driver told It. Aldo Natale that it was his intention to transport some wine on his return trip. Besides that it was clear that he was proceeding with the empty barrels to bring them back filled with wine.

The trip ticket had been regularly issued.

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1102

Case N.7 - Truck FIAT 666 ROMA 82702 trailer ROMA 794 of Mastropie tro Gino. ENAC document mod.4 n° 064607 of the 31.3.45 issued by the Provincial Office of Rome.

It was only authorised to transport empty barrels to Co_ rato and to return carrying a load of goods to be fixed by the Com mune of Corato, namely a load of wine authorised by the Mayor of Corato, in order to avoid an empty return trip.

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The owner of the vehicle has been denounced to the Pretore.

The circulation permit has been forwarded to the "Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione", which, in date 6/VI has ordered its restitution to the owner and a warning to the same.

Case N.12 - Truck BIANCHI Miles C/3C Licence Plate ROMA 84456, belonging to the Pontificia Procura Generale dei Fratelli delle Scuole Cristiane. EVAC document mod. 16 N° 6365 issued on the 15.3.45 by the Rome Provincial Office.

The EVAC document 16 is like the EVAC document 4, and is issued to Bodies and persons who have to use the truck for their own business. In this case the EVAC document 16 had been issued to the "Pontificia Procura Generale dei Fratelli delle Scuole Cristiane" only to transport vericus qualities of food. When the vehicle is on the road the driver should bring with him a document showing exactly the food to be transported. In this particular case the driver had not the document with him. It is interesting to observe that after the issue of the EVAC document 16 all journeys effected and noted were journeys for transport of wine. In total the number of the journeys mentioned from the 23.3.45 to the 4.4.45 is of 5 outward and return trips. The total of wine transported is of 148 Qls.

The circulation book had been issued with a generical authorisation. A restrictive clause has been excluding the transports of wine and alcoholic drinks, and the attention of the "Ispettorato" has been called on the necessity of avoiding generical statements.

No remark can be made against the trucker.

Case N.15 - Truck FIAT 666 registered NA. 34007 belonging to D'Errico Maddalena. EVAC document Mod. 4 N° 0022411 of the 3.4.45 fro the route Caserta-S.Ferdinando and return, issued by the EVAC Caserta Office.

The vehicle had been authorised to transport vegetables from Caserta to S. Ferdinando, but it carried only empty barrels.

A report has been made in writing, because the load was not the one mentioned on the trip ticket. 1101

The circulation permit has been returned by the Lt Natale. But the RGF. has been requested to take care of withdrawing

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Concessione", which, in date 6/VI has ordered its restitution to the owner and a warning to the same.

Case N.12 - Truck BIANCHI Miles C/30 Licence Plate ROMA 84456, belonging to the Pontificia Procura Generale dei Fratelli delle Scuole Cristiane. EVAC document mod. 16 N° 6365 issued on the 15.3.45 by the Rome Provincial Office.

The EVAC document 16 is like the EVAC document 4, and is issued to Bodies and persons who have to use the truck for their own business. In this case the EVAC document 16 had been issued to the "Pontificia Procura Generale dei Fratelli delle Scuole Cristiane" only to transport varicus qualities of food. When the vehicle is on the road the driver should bring with him a document showing exactly the food to be transported. In this particular case the driver had not the document with him. It is interesting to observe that after the issue of the EVAC document 16 all journeys effected and noted were journeys for transport of wine. In total the number of the journeys mentioned from the 23.3.45 to the 4.4.45 is of 5 outward and return trips. The total of wine transported is of 148 Qls.

The circulation book had been issued with a generical authorisation. A restrictive clause has been excluding the transports of wine and alcoholic drinks, and the attention of the "Ispettorato" has been called on the necessity of avoiding generical statements.

No remark can be made against the trucker.

Case N.15 - Truck FIAT 666 registered NA. 34007 belonging to D'Errico Maddalena. EVAC document Mod. 4 n° CC22411 of the 3.4.45 fro the route Caserta-S.Ferdinando and return, issued by the EVAC Caserta Office.

The vehicle had been authorised to transport vegetables from Caserta to S. Ferdinando, but it carried only empty barrels.

A report has been made in writing, because the load was not the one mentioned on the trip ticket. 1101

The circulation permit has been returned by the Lt Natale. But the RGT. has been requested to take care of withdrawing the permit.

Case N.16 - Truck ALFA ROMEO 500 R. registered AV. 3756 belonging to Bove Alfonso. EVAC document Mod. 4 n° C11615 of

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the 3.4.45 for the route Passo di Mirabella-Montemarano-Barletta issued by the EVAC office of Mirabella Eclano (Avellino).

It had been authorised to transport sulphur and this could be the reasons for its trip to Barletta, but probably it was not; certainly in such trip he transported empty barrels. When it was stopped the truck was carrying some wine. The documente have been withdrawn by Lt Aldo Natale and further decisions on the matter will be taken by the Naples Department.

He has been denounced to the Pretore of Avellino.

The circulation permit has been withdrawn and forwarded to the "Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione", which has also withdrawn the circulation book.

Case N.17 - Truck Fiat 666 NA. 33499 belonging to Romano Gennato. EVAC document mod.4 n° 027835 of the 3.4.45, issued by the Via Firenze, Naples Office; route Naples-Bari and return.

It was proceeding from Bari to Naples without any authorisation for the transport of any kind of commodities; in reality it was carrying 65 Qls. of wine.

Denounced to the Pretore of Avellino.

Circulation permit withdrawn and forwarded to the "Ispettorato Generale della M.C. T.C." which has also withdrawn the circulation book.

Case N.18 - Truck 507 registered IT. 2734 belonging to Altobelli Riziero. EVAC document mod. 4 n° 076919 of the 3.4.45 issued by the Littoria Provincial Office for the route Priverno-Caserta and return. The trip was authorised for the transport of "extract of concentrated fruit and vegetables". On the document the word "wine" appears to have been added afterward.

Denounced to the Procuratore del Regno of Littoria for false statement in writing.

Case N.21 - Truck O.M. 5 BLD registered VR. 9723 belonging to Roesler Francesco Antonio Giulio. It was travelling with a permit issued by the Gionfrini Giorgio enterprise, on behalf of the Public Works Ministry of Porto S. Giorgio. The permit had been issued for the transport of construction materials and for not rationed food and wine.

1160

The VR. 9723 truck has been transferred, according to his own statement, to Mr. Roesler Francesco Antonio Giulio, Via M. Luisa di Savoia, Rome, and the documents would be now at the Provincial Office of the Royal Automobile Club of Italy. Among the

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When it was stopped the truck was carrying some wine. The documents have been withdrawn by Lt Aldo Natale and further decisions on the matter will be taken by the Naples Department.

He has been denounced to the Pretore of Avellino.

The circulation permit has been withdrawn and forwarded to the "Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione", which has also withdrawn the circulation book.

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Denounced to the Pretore of Avellino.

Circulation permit withdrawn and forwarded to the "Ispettorato Generale della M.C. T.C." which has also withdrawn the circulation book.

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Denounced to the Procuratore del Regno of Littoria for false statement in writing.

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The VR. 9723 truck has been transferred, according to his own statement, to Mr. Roesler Francesco Antonio Giulio, Via M. Luisa di Savoia, Rome, and the documents would be now at the Provincial Office of the Royal Automobile Club of Italy. Among the documents of the truck also the circulation permit is to be found. Mr. Roeler was in possession of the truck as well as of the above

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mentioned MNC permit. The permit, although being an official one, as the truck had been sold to Mr. Roesler, had to be returned to the issuing office, in compliance with the instructions on the back of permit itself. The holding of the said permit by Mr. Roesler is therefore quite irregular. Besides Mr. Roesler has not the right of being in possession of the truck and without a circulation permit he has not the right to have the truck on the road. The truck was carrying empty bottles and it was the intention of Mr. Roesler to go to S. Pietro Vernotico (Lecce) and then so come back loaded with wine; the transport of such wine had to be effected on behalf of the Trivelloni and Pellegrini Firm, Via Albalonga 20, Rome.

Mr. Roesler told Lt. Natale that he had already effected various transports of wine and to the question where he had found the fuel he replied "here and there".

Denounced to the Pretore of Rome.

Letter to A.C. denouncing the case and forwarding the permit (letter N. 2M/3/7562 of the 19.4).

2nd Inspection (14-21 april)

Case N. 1 - Truck Lancia 3Ro MB. 6290, trailer BA 435, belonging to Calò Andrea from Molfetta. EVAC document mod. 4 n° 189614 of the Provincial Office of Bari, issued on the 14.4.45 for the route Molfetta-Ancona and return.

The trip ticket appears to be regular. No charge can be made to the trucker, as according to the statements of Dr. Raffaeli and Lt. Natale, the truck was really carrying cherry syrup, which is a non restricted commodity.

Major Symons has probably denounced the truck for transport of wine, because the cherry syrup was being carried in barrels of the same type of the ones used for transports of wine.

Case N. 3 - Truck 626 registered MA. 33038 belonging to Manzo Pietro. EVAC document mod. 16 valid until the 3.6.45 for the route Naples-Barletta and return; authorised to transport all kind of food. It was carrying fish, but many other remarks on his EVAC book showed transports of wine and empty barrels and the owner can continue to transport wine any time he likes. 1089

The "Ispettorato della M.C. T.C." has been requested to delimit on the books the zones and the categories of the goods to be transported.

Case N. 4 - Truck Fiat 618 NP 4591 - EVAC document mod. 4 of the

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of being in possession of the truck and without a circulation permit he has not the right to have the truck on the road. The truck was carrying empty bottles and it was the intention of Mr. Roesler to go to S. Pietro Vernotico (Lecce) and then so come back loaded with wine; the transport of such wine had to be effected on behalf of the Trivelloni and Pellegrini Firm, Via Albalonga 20, Rome.

Mr. Roesler told Lt. Natale that he had already effected various transports of wine and to the question where he had found the fuel he replied "here and there".

Denounced to the Pretore of Rome.

Letter to A.C. denouncing the case and forwarding the permit (letter N. 2M/3/7582 of the 19.4).

2nd Inspection (14-21 april)

Case N. 1 - Truck Lancia 3Ro ME. 6250, trailer BA 435, belonging to Calò Andrea from Molfetta. EMAC document mod. 4 n° 189614 of the Provincial Office of Bari, issued on the 14.4.45 for the route Molfetta-Ancona and return.

The trip ticket appears to be regular. No charge can be made to the trucker, as according to the statements of Dr. Raffaeli and Lt. Natale, the truck was really carrying cherry syrup, which is a non restricted commodity.

Major Symons has probably denounced the truck for transport of wine, because the cherry syrup was being carried in barrels of the same type of the ones used for transports of wine.

Case N. 3 - Truck 626 registered MA. 33030 belonging to Manzo Pietro. EMAC document mod. 16 valid until the 3.6.45 for the route Naples-Barlette and return; authorised to transport all kind of food. It was carrying fish, but many other remarks on his EMAC book showed transports of wine and empty barrels and the owner can continue to transport wine any time he likes.

1099

The "Ispettorato della M.C. T.C." has been requested to delimit on the books the zones and the categories of the goods to be transported.

Case N. 4 - Truck Fiat 612 N° 4591. EMAC document mod. 4 of the 18.4.45. Route Crtona-Tocco-Casausia and return.

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(Km. 124) Authorised to transport wine.

Transport authorised by the instructions effective at the 18.4 because within the 100 Kms. No charge can be made against the trucker.

Case N. 6 - Truck N. 4389 TR Type Fiat 626. Document Mod. A/2251 of the 17.4.45 route Terni-San Severo.

Vehicles from Terni, trip ticket from Terni, outside our jurisdiction. A.M.G. of Terni has, anyhow, been informed (letter n° 2?/GT/16/10221 of the 21.5.45)

THE GENERAL MANAGER
signed Ing.M.Costa

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

Roma, I2 marzo I945

MINISTERO DEI TRASPORTI

S.E. IL MINISTRO DELLA GIUSTIZIA

1 L/26/3148

Denuncie per inosservanza alla disciplina dell'E.N.C.

Come è noto, con D.L.L. 17 Agosto 1944 n.188 (Gazz.Uff.N.53 dell'8 9/s.a.) è stato istituito l'Ente Nazionale Autotrasporti di Cose(ENAC) con il fine di coordinare gli autotrasporti di cose e di raggiungere la migliore utilizzazione degli automezzi destinati a tale uso: ciò soprattutto nell'intento di assicurare, pur nelle attuali precarie condizioni dei trasporti, almeno l'approvvigionamento delle merci di prima necessità.

L'Ente ha ormai iniziato il suo funzionamento (D.M. 15 gennaio1945 pubblicato nella Gazzetta Ufficiale n. 12 del 27 stesso mese e D.M. 21 febbraio 1945, pubblicato nella Gazzetta Ufficiale n. 25 del 27 stesso mese) in tutte le Provincie peninsulari passate sotto l'Amministrazione del Governo Italiano.

Da tale data i posti di controllo, situati alla periferia delle città e nei punti di passaggio obbligato, presenziati da CC.RR. , Guardie di Finanza e Guardie di P.S. nonchè le squadre volanti degli agenti medesimi formate, hanno elevato e trasmesso all'Autorità giudiziaria numerosi verbali per infrazioni alla disciplina dell'ENAC e per l'applicazione delle conseguenti pene(ammenda da £.1.000 a £. 15.000; confisca dell'automezzo nei casi di recidiva o di particolare gravità, ed arresto da uno a sei mesi; vedasi art. 6 del citato D.L.L. 1è agosto 1944n. 188 ed art. 2 del D.L.L. 13 ottobre 1944 n. 324, pubblicato nella Gazzetta Ufficiale n. 86 del 25/11/1944.

Dati i rilevanti interessi finanziari che nelle attuali contingenze possono spingere i proprietari di autoveicoli a sottrarsi alla disciplina dell'ENAC. è evidente che le possibilià di raggiungimento degli scopi dell'Ente, di interesse vitale per il Paese, dipendono per buona parte da una rapida e rigorosa applicazione della legge.

Pertanto, pur rendendosi conto dei numerosi ed importanti compiti che gravano attualmente sull'Autorità Giudiziaria, si prega vivamente di voler richiamare l'attenzione della medesima sulla necessità che i giudizi di cui trattasi si svolgano con la massima possibile sollecitudine.

Si rimane in attesa di un cortese cenno di riscontro. 1097

IL MINISTRO

F.to Corbino

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

Denuncia per inosservanza alla disciplina dell'E.N.C.

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L'Ente ha ormai iniziato il suo funzionamento (D.M. 15 gennaio1945 pubblicato nella Gazzetta Ufficiale n. 12 del 27 stesso mese e D.M. 21 febbraio 1945, pubblicato nella Gazzetta Ufficiale n. 25 del 27 stesso mese) in tutte le Provincie peninsulari passate sotto l'Amministrazione del Governo Italiano.

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Si rimane in attesa di un cortese cenno di riscontro. 1097

IL MINISTRO

p.c.

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

MINISTERO DI GRAZIA E GIUSTIZIA

Direzione Generale Affari Penali

Uff. I A.P.
Prot. n.I3I. I04/578
Circolare n. 3051

Roma, I4 aprile I945

ALLE II. DE.

I PRIMI PRESIDENTI delle Corti d'Appello
e
I PROCURATORI GENERALI presso le Corti di Appello del

REGNO

OGGETTO: Violazioni delle norme sulla disciplina dell'E. N. A. C.

Com'è noto con D.L.L. I7 agosto I944 n. I88 (Gazz.Uff.n.53 dell'8 9//Sea) è stato istituito l'Ente Nazionale Autotrasporti di Cose (E.N.A.C con il fine di coordinare gli autotrasporti di cose e di raggiungere la migliore utilizzazione degli automezzi destinati a tale uso, ciò soprattutto nell'intento di assicurare, pur nelle attuali precarie condizioni dei trasporti, almeno l'approvvigionamento delle merci di prima necessità

L'Ente ha ormai iniziato il suo funzionamento (D.M. I5 gennaio I94 pubblicato nella Gazzetta Ufficiale n.I2 del 27 stesso mese e D.M.2I febbraio I945, pubblicato nella Gazzetta Ufficiale n.25 del 27 stesso mese) in tutte le Provincie passate sotto l'amministrazione del Governo Italian

Da tale data i posti di controllo, situati alla periferia delle città e nei punti di passaggio obbligato, presenziati da CC.RR. Guardie di Finanze e Guardie di P.S., nonché le squadre volanti degli agenti medesimi formate hanno elevato e trasmesso all'Autorità Giudiziaria numerosi verbali per infrazioni alla disciplina dell'E.N.A.C. e per l'applicazione delle conseguenti pene (ammenda da L/ I000 a L. I5.000 confisca dell'automezzo nei sei casi di recidiva e di paricolare gravità ed arresto da uno a sei mesi, (vedasi art.6 del citato D.L.L. I7 agosto I944 n.I88 ed art. 3 del D.L.L. I3 ottobre I944 n.324 pubblicato nella Gazzetta Ufficiale n.86 del 25.XI I944)

Dati i rilevanti interessi finanziari che nelle attuali contingenze possono spingere i proprietari di autoveicoli a sottrarsi alle discipline dell'E.N.A.C., è evidente che l'impossibilità di raggiungimento degli scopi dell'Ente di interesse vitale per il paese, dipendono per buona parte da una rapida e rigorosa applicazione della legge.

Questo Ministero, pertanto, pur rendendosi conto del gravoso e delicato lavoro che pesa attualmente all'Autorità giudiziaria, prega vivamente le EE.VV. di voler richiamare l'attenzione delle magistrature dipendente sulla necessità che i giudizi di cui trattasi vengano svolti con la massima sollecitudine possibile.

Si resta in attesa di cortese cenno di assicurazione._

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

Circolare n. 3091

ALLE II. DE.

I PRIMI PRESIDENTI delle Corti d'Appello
e
I PROCURATORI GENERALI presso le Corti di Appello del

REGNO

OGGETTO: Violazioni delle norme sulla disciplina dell'E. N. A. C.

Com'è noto con D.L.L. 17 agosto 1944 n. 188 (Gazz. Uff. n. 53 dell'8 9//Soa) è stato istituito l'Ente Nazionale Autotrasporti di Cose (E.N.A.C con il fine di coordinare gli autotrasporti di cose e di raggiungere la migliore utilizzazione degli automezzi destinati a tale uso, ciò soprattutto nell'intento di assicurare, pur nelle attuali precarie condizioni dei trasporti, almeno l'approvvigionamento delle merci di prima necessità

L'Ente ha ormai iniziato il suo funzionamento (D.M. 15 gennaio 1944 pubblicato nella Gazzetta Ufficiale n. 12 del 27 stesso mese e D.M. 21 febbraio 1945, pubblicato nella Gazzetta Ufficiale n. 25 del 27 stesso mese) in tutte le Provincie passate sotto l'amministrazione del Governo Italian

Da tale data i posti di controllo, situati alla periferia delle città e nei punti di passaggio obbligato, presenziati da CC. RR. Guardie di Finanze e Guardie di P.S., nonché le squadre volanti degli agenti medesimi formate hanno elevato e trasmesso all'Autorità Giudiziaria numerosi verbali per infrazioni alla disciplina dell'E. N. A. C. e per l'applicazione delle conseguenti pene (ammenda da L. 1000 a L. 15.000 confisca dell'automezzo nei sei casi di recidiva e di paricolare gravità ed arresto da uno a sei mesi, (vedasi art. 6 del citato D.L.L. 17 agosto 1944 n. 188 ed art. 3 del D.L.L. 13 ottobre 1944 n. 324 pubblicato nella Gazzetta Ufficiale n. 86 del 25. XI 1944)

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Questo Ministero, pertanto, pur rendendosi conto del gravoso e delicato lavoro che pesa attualmente all'Autorità giudiziaria, prega vivamente le EE. VV. di voler richiamare l'attenzione delle magistrature dipendente sulla necessità che i giudizi di cui trattasi vengano svolti con la massima sollecitudine possibile.

Si resta in attesa di cortese cenno di assicurazione._

1086

IL MINISTRO

Tupini

Per c. c.
Il Direttore dell'Ufficio

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

TRANSPORTATION SUB-COMMISSION
Roads Division

GF/ep

Ref: AC/59/55/Tn5

24 July 1945.

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SUBJECT: Tour.

TO : Deputy Director, Transportation Sub-Commission.

1. Reference your AC/185/75/Tn1 dated 21 July 1945.

2. It is requested that you will take up the following matters during your tour of the Northern Regions:

a. AMG Truck Pools (New) -- Reference this Sub-Commission signal 1996 dated 17 July, we still urgently require from Genoa, Piedmonte and Lombardia Regions the locations of Truck Pools which will receive trucks from disbanded Allied Commission Military Transport Units in the North. We also wish to know which officers will be deputed to sign for the vehicles on arrival.

b. Polizio Controllo -- You may wish to explain to Regional Commissioners the impending transfer of Polizio Controllo to Public Safety.

c. P.O.L. for I.S.R. Trucks -- Of the 1860 trucks being transferred to I.S.R., a certain number not yet advised by I.S.R., will be operated in Northern Italy. Regional Transportation Officers will be informed of the numbers to be operated in each Province. It will be necessary for Regional Transportation Officers to arrange for Provincial Supply Officers to submit to Pet. Sec., A.F.H.Q., in Rome, demands for petrol for trucks in their Province. The demands should be based on 4 barrels per truck per month.

1095

d. Movement of Refugees. -- It would be of assistance if we could know the present positions in Regions regarding the numbers of refugees arriving at collection centers such as Verona, Milan, Padova, etc. At the Bolzano conference, Displaced Persons Sub-Commission gave a figure of 420 trucks which are to be placed at certain locations in the North to deal with refugee movement. On the disbandment of A.C. Military Units we

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propose to allot sufficient trucks in AMG Truck Pools at these points to deal with the refugee commitment. If the figures of trucks required at each place have changed in the meanwhile, we need to know revised needs in preparing the distribution plan.

For the Chief:

for G. FERNYHOUGH
Lt. Colonel, R.A.

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AC/54 Foods Division Mr. Perou

54

INTER - OFFICE MEMO MSK/rf

Tel. 478700

Ref. W/9/1317/Tn6

21 July 1945

SUBJECT : Report on Inspection of Warehouses by Major Herbert R. Klein

TO : Chief, Port and Warehouse Division

1. LEGHORN

a. Leghorn warehouse operations have been reduced greatly in scope. Federazione Italiana dei Consorzi Agrari has been doing a satisfactory job of management and the number of Military personnel has been further reduced.

b. An excess of warehouse availability now exists. Consideration is being given to the abandonment of certain less desirable warehouses. It is requested that Movements Division and Food Sub-Commission advise of future demands on Leghorn so that warehouses not needed for civil supplies may be turned over to the Army, who are still seeking Leghorn warehouses.

2. GENOA

a. Warehouse operations in Genoa are excellent, perhaps better than any other port in Italy. This is in no small part due to the excellent Italian organizations functioning there.

b. The greatest part of the merchandise received from the beach head is loaded directly from port trucks into rail cars at the warehouse for onward dispatch. Rail sidings at warehouse are large enough to accommodate any anticipated demand. Rail wagon supply has been plentiful.

1093

c. Beach head clearance has been accomplished by port vehicles, assisted by ALCOM vehicles of the NTC. The ALCOM Company at Genoa has performed admirably. Much credit can be given its commander, Capt. Bickel.

d. Genoa Port has not as yet opened for Liberty Ships, although coasters and schooners are being unloaded in one section of the Port. Liberty Ships are being unloaded by barges and lighters over the beach head.

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3. SAVONA

a. Warehouse personnel assigned to Genoa is satisfactorily handling the receipt and dispatch of civil supplies in Savona, in addition to this work in Genoa. The Italian organizations in Genoa, working in conjunction with the Italian organizations at Savona, are highly satisfactory.

b. There is a warehouse within the port of Savona which, although damaged, can easily serve as transient shed for in excess of 5,000 tons. As yet it has not been used because rail clearance from Savona quays has been completely satisfactory. An abundant supply of rail wagons has been available and no problem is anticipated.

c. There have been complaints from warehouse personnel in Savona-Genoa that Savona Port has not been used to its seeming capacity. In addition to the excellent deliver berth, there is another Liberty berth which can easily accommodate a general cargo Liberty drawing 30½ ft. (or possibly more). There is no problem of port clearance by rail from this berth and there is easy access to motor trucks as well. In addition, several coaster and schooner berths exist, which are not being used to capacity.

d. Even with the expected opening of Genoa Port, after completion of mine sweeping, Savona is such an efficient operation that its continued use would seem desirable.

4. VENICE

a. Venice warehouse operations have been causing some difficulty due to the failure of the Army to evacuate that portion of the AMGOT warehouses loaned by AMGOT to the Army for an agreed period of time. Although this time has elapsed, the Army still holds these warehouses as transient sheds because the Army's contemplated plan to use Santa Margherita has either been abandoned or delayed.

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b. However, the AMGOT warehouse picture could be markedly improved by better cooperation between the AMGOT personnel and the port Military personnel. With the contemplated change in AMGOT personnel Venice, it is hoped that this can be accomplished. Specifically it is urgently recommended that the long quay used now for all ship dischargers be divided, and that one section of it and the warehouses or transient sheds adjacent to that section be assigned for the exclusive use of civil supplies. It is firmly believed that this would not impair the Army program and it would greatly facilitate the efficient handling of civil supplies.

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5. CESENA

a. Cesena warehouse on 17 July 1945 contained only a few hundred tons of supplies which have since been cleared from the warehouse so that it is now empty.

b. Orders were issued to Lt. Lester, Officer in Charge, to proceed with dorequisitioning and complete closing of the warehouse, which will be accomplished in the next few days.

6. ANCONA

Ancona warehouse operations have been greatly reduced in scope in the last short time. Consolidation of supplies in a few warehouses is in progress. There is in Ancona, as in Leghorn, an excessive amount of unused warehouse space. It is requested that the Ship Movement Division and Food Sub-Commission advise expected Ancona program so that excess inefficient warehouses may be abandoned.

b. Federazione Italiana dei Consorzi Agrari are doing a satisfactory job at Ancona and consequently military personnel has been decreased, with further decrease in prospect.

ROBERT H. KLEIN
Major Med. Adm. C.
Ports & Trans. Div.

Copy to:
Director Transportation S/C
Attention: Mr. M. B. Taylor
Chief Movements Division
Attention: Lt. Col. Baker
Accounts Branch
Attention: Capt. Hyatt
Roads Division
Attention: Mr. Gross
Food Sub-Commission

GF/gb

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

52

1 JULY 1945

EXT :- 566

REF :- AC/59/52/Tn5

SUBJECT :- Reports on irregular Wine Haulage

TO :- E . N . A . C .

1. Reference is made to this Sub-Commission's letter AC/59/25/Tn5 dated 28 April 45 and to the two reports made by Major Symons, resulting from road checks carried out in the ROME-BARI road and in S.Italy in April , copies of which were sent to you for action.

2. In the first report dated 9 April 45 cases N°. 5,6,7, 12,15, 16,17,18, and 21 were contraventions of the E.N.A.C. regulations by truckers . In the second report dated 25 April cases N° 1,3,4,6, revealed similar irregularities .

3. As a result of the first report a meeting was held at this H.Q. on 18 April at which Mr. Costa, your Legal Officer and Lieutenant Natali were present . It was stated by your Legal Officer that all cases of illegal haulage by truckers had been reported to the judicial authorities, but that delay in prosecutions was to be expected .

4. It is requested that you will now notify this Sub-Commission (a) in how many cases given in para 2 above have convinctions been obtained . (b) what punishment were awarded in each case and (c) whether circulation permits were withdrawn or trucks confiscated in any cases pending the Court hearing .

5. Until written evidence is produced of action taken in the 13 cases mentioned in para 2,Petrol Section A.F.H.Q. are not prepared to release any any additional petrol either for the trucks being turned over to I.S.R. or those being transferred from A.C. Military Units to Bench fools in the ANCONA-MACERATA and FLORENCE area .

1990

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

REF :- AC/59/52/Tn5

SUBJECT :- Reports on irregular Wine Haulage

TO :- E . N . A . C .

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For the DIRECTOR

G.FERNYHOUGH
Lt. Col. R.A.

Copy to :- Commerce Sub-Comm/
(Att: Capt. Cawlin)

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Tel.478303 Transportation Sub-Commission

OPC/tp

Our Ref. : AC/63/19/TX1 27 June 1945

TO : Chief, Movements Division.

Reconnaissance of Port of PIOMBINO
-25 June-

I. Introduction.

Party consisting of:-
Mr. BARZANELLA - Ports & Warehouse Division.
Major G.B. GODFREY - Shipping Branch.
Capt. A. TOSI - " "
Major C.F. CONSTABLE - Roads Branch
Capt. J. CLINGING - Rail Branch

arrived PIOMBINO 1130 hrs. 25 June. The party was met at the Port Liaison Officer's Office by Mr. France Port Liaison Officer and Mr. Macfarlane representative of MMT/WSA.

The whole party then inspected the port and conferred with the object of ascertaining the possibility of increasing the tonnage discharge with a quicker turn round of vessels.

The following information is submitted as a result of the port inspection and the subsequent conference.

1089

2. Port Capacity.

Based on one Liberty ship and two coasters the present maximum discharge capacity is approximately 1500 tons daily, this is almost entirely cleared by rail owing to the limited facilities for clearance. direct from ship to road transport. In addition to the above figure, schooners discharge from shallow water berths direct to road vehicles for stockpile and rail wagons about 4000 tons per month; mostly wine and citrus fruit are dispersed by this means.

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

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3. Warehouse Accommodation.

At the moment the only satisfactory accommodation consists of a large building (not entirely weatherproof but secure from pilferage) having a direct rail siding from PONTILE IL... This holds approximately 1000 tons. Endeavours are being made to increase the accommodation by installing six Romney huts adjacent to

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BANCHINA DI TERRA. These have been requested from F.S.S. and would increase warehouse capacity by 3000 tons.

4. Rail facilities.

These consist of four rail sidings on PONTILE ILVA and one siding on BANCHINA DI TERRA. 64 wagons can be placed at one time on the former and 16 on the latter, in addition there is the direct siding running from Berth to the Warehouse. A shunting engine is available.

5. Road facilities.

Apart from the schooner berths, road facilities are negligible, the odd vehicle can load from ships side on BANCHINA DI TERRA provided there are no rail wagons in the way, but it is quite impossible to load road transport on PONTILE ILVA owing to the presence of railway lines and the uneven terrain.

6. Possibilities of increasing capacity.

It is estimated that discharge from ship can be increased by approximately 700 tons daily by erecting four ramps over the wreck alongside PONTILE ILVA; this would enable a vessel to moor alongside the wreck and discharge over the ramps on the quayside. To meet the increased commitment of quay clearance which would normally follow it would be necessary to have direct road access to ships side. This could only be done by levelling the present terrain on this Berth to railway line level to allow the passage of road vehicles; four vehicles could then load from ship side at one time. The area requiring thus to be levelled is roughly 10000 square feet, in addition the approach to the Berth would have to be cleared of debris by bulldozer or similar means.

It should be noted that there is no hard standing in this port, it being an earth surface which deteriorates rapidly in wet weather.

1088

Given the necessary materials equipment and labour, it is estimated that the work involved in the construction of the ramps and levelling of terrain would take about three weeks.

It is estimated that at least 60 load carrying vehicles would be required for the additional quay clearance commitment of 700 tons daily and it should be noted that such vehicles could not be employed on long hauls but only to warehouse, local delivery or to rail wagon; if road

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

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It is estimated that at least 60 load carrying vehicles would be required for the additional quay clearance commitment of 700 tons daily and it should be noted that such vehicles could not be employed on long hauls but only to warehouse, local delivery or to rail wagon; if road vehicles were used for the usual destinations such as Florence, Pisa, Leghorn etc., then a second echelon of vehicles would be necessary, and given 60 vehicles would lift only about 150 tons for a turn round of about 30 hours.

7. Conclusion.

It is not considered it would be an economical proposition to supplement clearance by road. The whole

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lay-out of the Port is essentially for rail clearance. 1500 tons daily discharge of General Supplies would necessitate 100 wagons. If coal for [redacted] forms part of daily discharge, clearance by rail should be be 1200 tons (80 wagons) and 300 tons by barge to VADA for Solvay Plant.

4. Attached at Appendix "A" is a complete sketch plan of the Port and at Appendix "B" a sketch plan showing Berth "PONTILE ILVA".

C.V. CONSTABLE,
Major.

Copies to:-
(except Appendices "A" and "B").
Ports & Warehouse Division.
Rail Division.
Roads Division. ✓
Rail Branch.
Roads Branch.
Shipping Branch.

1087

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

2443

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

50

Ext. 566

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GF/eh

Phone 490061

39/40/Tn 5

22 June 1945

My dear Mr. Minister:

I thank you for your letter 39/12321 dated 15 June on the subject of my report to you regarding ENAC operations in the Rome area.

Referring to paragraph 3 of your letter, it is not within the province of Allied Commission to arrange for the increase of Italian police for road control duties. This is a matter which I feel should be settled between you and the Police Authorities concerned. The Allied Military Command is not prepared to permit Allied Military Police to exercise road control over civilian trucks.

The question of supplying additional POL, tires and spare parts to ENAC was discussed at the meeting held at this Headquarters on 19 June, at which ENAC was represented. Consideration is now being given to the possibility of meeting ENAC's demands. We propose to request the Ministry of Commerce to increase the allotment of POL to ENAC. Commerce Sub-Commission is examining ENAC's requirements of tires and spare parts and will notify ENAC of their ability or otherwise to meet their needs.

Yours very truly,

MERRITT B. TAYLOR
Director

His Excellency, The Minister of Transport,
Ugo La Malfa,
Rome.

1086

Folio

24424

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

Ext. 566 QUARTIER GENERALE COMMISSIONE ALLEATA CW/sb
APO 394
SOTTO-COMMISSIONE TRASPORTI

Telefono:
Centralino: 409081
Interno: 542

Prot: 39/40/Tn 5 22 Giugno 45

Caro Signor Ministro:

Le ringrazio per la sua lettera SO/12321 del 15 Giugno u.s. in merito al mio rapporto a Lei diretto riguardante il funzionamento dell' ENAC nella zona di Roma.

Per quanto si riferisce al paragrafo 5 della Sua lettera non è pertinenza della Commissione Alleata di provvedere all'aumento del numero dei componenti la Polizia Italiana addetti al controllo stradale. Questa questione dovrebbe essere discussa tra il Suo Ministero e le Autorità di Polizia interessate. Il Comando Militare Alleato non è preposto a che la Polizia Militare Alleata eserciti il controllo stradale sugli automezzi civili.

L'assegnazione supplettiva di POL, di copertoni e pezzi di ricambio all'ENAC è stata discussa nella riunione tenuta a questo Quartier Generale il 19 Giugno u.s. e alla quale l'ENAC partecipava. E' ora allo studio la possibilità di venire incontro alle richieste dell'ENAC. Noi suggeriamo che sia sottoposta al Ministero del Commercio una richiesta di aumento dell'assegnazione di POL all'ENAC.

La Sotto-Commissione del Commercio ha in esame le richieste dell'ENAC per copertoni e pezzi di ricambio e non mancherà di riferire all'ENAC stesso in merito a ciò.

Sinceramente,

MERRITT A. TAYLOR
Direttore

1085

S.E. Il Ministro dei Trasporti
Ugo La Malfa
Piazza della Croce Rossa
Roma

Mod. ENAC 10

Roma, 5 GIU. 1945 194

Alla

COMMISSIONE ALLEATA

Sottocommissione Trasporti

R O M A

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio CA/Segreteria Div.
Prot. N° 33/11321 Allog.
Risposta al N° AC/59/33/Tn.5 del 25/5/45

OGGETTO: Relazione visita Uffici E.N.A.C. di Roma

Caro Signor Taylor,

Ho letto la relazione 1° maggio relativa alla visita ese_guita da Funzionari di codesta Commissione Alleata agli Uffici dell'E.N.A.C. di Roma ed al riguardo pregiomi comunicarLe:

1°) - L'E.N.A.C., come è a Lei noto, ha incontrato moltissimi osta_coli da superare e principalmente l'avversione dei trasportatori, che sono passati, dalla più ampia libertà, al regime di controllo e disciplina.

I trasportatori, naturalmente, tentano di sabotare con tutti i mezzi leciti ed illeciti l'opera dell'ENAC, anche a mezzo di alcuni giornali, e lamentano - facendosene una arma - la mancata assegnazione di pneumatici e pezzi di ricambio, nonchè la deficien_te assegnazione di carburante.

Ciò malgrado l'ENAC è riuscito in pieno allo scopo di assi_curare i trasporti dei generi di prima necessità, come si può desu mere dal seguente stralcio della lettera 16/5 c.a. della Sezione Economica di codesta Commissione Alleata diretta al Comitato di Ri_costruzione:

. . . . . " Le notizie di cui disponiamo mostrano che l'E.N.A.C. si è essenzialmente preoccupato dei trasporto dei cereali ed ha otte_nuto risultati assai soddisfacenti. In taluni casi la deficienza di mano d'opera ha fatto sì che gli automezzi rimanessero inutiliz_zabili. L'incapacità dei Consorzi Agrari ad ottenere mano d'opera per lavorare nelle domeniche e nei giorni festivi, ha costituito un fattore negativo. La mancanza di sacchi e di spago ha ridotto l'uso degli automezzi dell'E.N.A.C. Si suggerisce che l'Alto Commissaria_to per l'Alimentazione continui a basarsi sull'E.N.A.C. per i tra_

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

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

COMMISSIONE ALLEATA

Sottocommissione Trasporti

ROMA

Ufficio CA/Segreteria Lo.
Prot. N° 88/11321 Mag
Risposta al N. AC/59/33/Tn. 5 del 25/5/45

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./.

1084

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2°) - Certo in una organizzazione che ha pochi mesi di vita e nata in momenti particolarmente difficili i difetti non possono mancare. Sono però in corso tutti i provvedimenti che l'esperienza ha sug_ gerito per eliminarli.

3°) - Un maggior controllo su strada porterebbe certamente a una maggiore disciplina dei trasporti.

L'EMAC non ha mancato al riguardo di interessare i Corpi armati di Polizia ai quali è affidato il controllo su strada (Cara_ binieri, Guardie di Finanza, Pubblica Sicurezza), ma ben poco ha po_ tuto ottenere, giacchè in alcune riunioni tenutesi coi rispettivi Comandi è stato affermato che detti Corpi non hanno forze disponibili per migliorare i servizi.

Questo argomento, ancora prima che l'E.N.A.C. iniziasse il suo funzionamento, venne ben precisato al Col. Densmore, al quale richiesi l'interessamento della Polizia Alleata.

4°) - Una maggiore assegnazione di carburante e la possibilità di distribuire pneumatici e pezzi di ricambio potrebbe molto miglio_ rare l'attuale situazione.

La prego gradire i migliori ringraziamenti per il Suo in_ teressamento e i Suoi consigli, che sono certo non mi mancheranno.

Sinceramente,

suo

Cerulli

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

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

89/12321

T R A N S L A T I O N

Rome, 15th. June 1945

SUBJECT: report on the visit to the E.N.A.C. Rome Offices

Dear Mister Taylor,

I have read the report of May 1st. inst. concerning the visit made by Officials of the Allied Commission to the Offices of E.N.A.C.-Rome, and with regard to that I inform you of the following:

1. - E.N.A.C., as you know, has had to meet a great number of difficulties and, mainly, the opposition of the truckers who have passed from the largest freedom into a system of strict control and discipline.

The truckers, obviously, are trying to frustrate by all fair and unfair means (also through some newspapers) the work of E.N.A.C. They are complaining about the not received allocation of tires and spare-parts and the unsufficient a-llocation of gasoline and use all that as a weapon in their hands.

In spite of all that E.N.A.C. has been able to fulfil completely the task of ensuring the transportations of first necessity commodities as may be desumed from what is said in the following text of the letter of May 16th. inst., addressed by the Economic Section - A.C. - to the Committee for the National Reconstruction :

" ..... The informations available show that E.N.A.C. has especially aimed to ensure the transport of the cereals and has obtained the most satisfactory results. In some cases the vehicles had to be left inutilised owing to the shortage of workmen. The incapacity of the Agricultural Consortium to ensure the necessary personnel for working in Sundays and in the other feasts, has been a negative factor. The lack of sacks and strings has reduced the use of E.N.A.C.'s vehicles. It is suggested that the High Commissariate for Food continue to rely on E.N.A.C. for the transports."

2. - It is obviously that some faults may be formed in a Body only a few months old, instituted in such hard times. But all alterations advised by experience are in course of being brought into effect.

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

3. - A larger control on the road would surely ensure a greater discipline on the transports. E.N.A.C. has at this regard taken an action with the Police Armed Corps in charge of the control on the road (Carabinieri, Guerdie di Finanza, Pubblica Sicurezza) but has not obtained satisfactory results, as in some meetings held together with the respective Commands, it has been stated that the said Corps have not enough personnel for ensuring the service.

Such question was clearly represented to Col. Densmore, to whom I requested the intervention of the Allied Police, even before E.N.A.C. had started its work.

4. - A larger assignment of fuel and the possibility of supplying tires and spare-parts would greatly help to relieve the position.

I thank you since now for any advises you will give me, and for the action which I am sure you will take in respect of the above,

Sincerely yours,

signed (Cerabona)

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

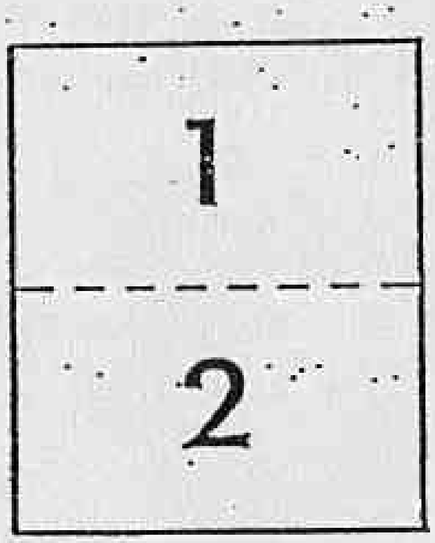
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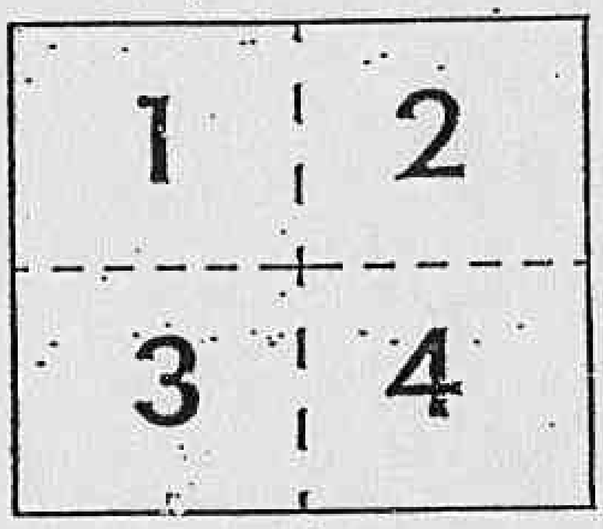
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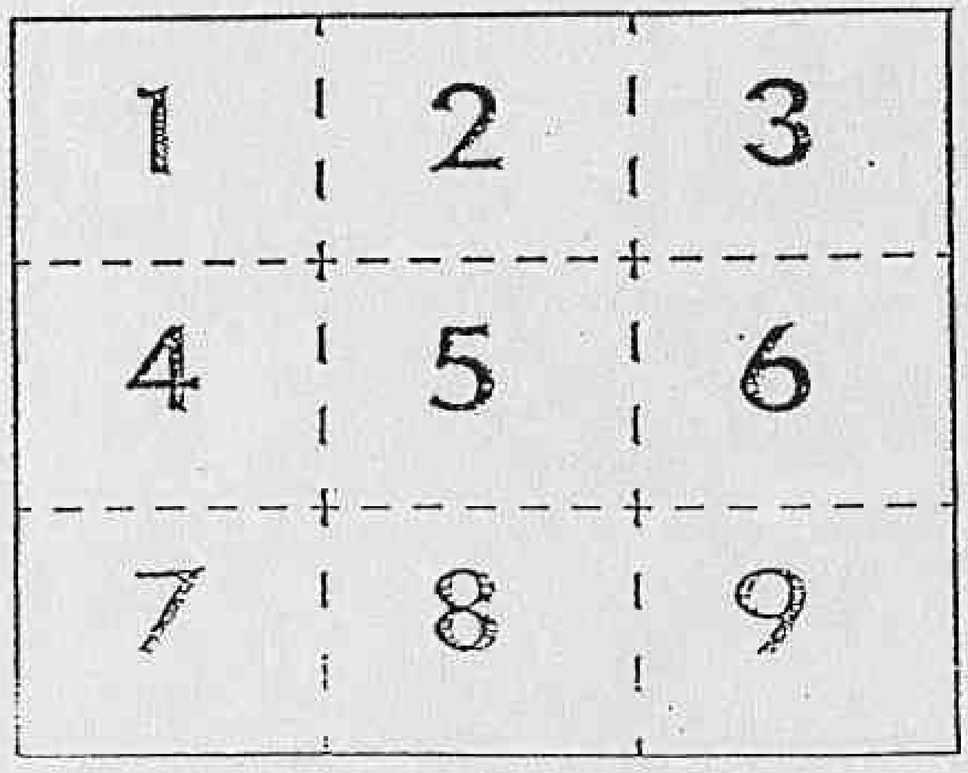
Declassified E.O. 12356 Section 3.3/NND No. 785021

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.







2457

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

MOVIMENTO CARBURANTI MESE A

COMPARTIMENTO	DISPONIBILITA'				CONSUMI		
	Assegnazioni ricevute Q.li	Rimanenze marzo utilizzate Q.li	Disponibilità Totale Q.li	Litri	Fogli viaggio	Truck Pool	Mod. 1 17 o
BENZINA							
BARI	2.521.580	35.820	2.557.400	350.339	120.119	147.930	48.
CATANZARO	730. -	-	730.000	99.520	68.110	-	29.
NAPOLI	5.020.032	0.182	5.020.214	683.450	244.654	205.943	116.
ROMA	9.357.300	165.310	9.522.610	1.301.680	941.483	34.500	235.
	17.628.912	201.312	17.830.224	2.435.001	1.374.366	388.373	430.
GASOLIO							
BARI	1.947.270	58.030	2.005.300	235.911	172.731	5.800	15.
CATANZARO	464.000	48.000	512.000	60.127	42.297	-	12.
NAPOLI	2.082.895	364.830	2.447.725	293.934	164.170	10.000	16.
ROMA	5.529.350	224.669	5.754.019	683.864	492.007	41.255	88.
	10.023.515	695.529	10.719.044	1.273.836	871.205	57.055	132.
TOTALI							
BARI	4.468.850	93.850	4.562.700	586.250	292.850	153.730	63.
CATANZARO	1.194. -	48. -	1.242. -	159.647	110.407	-	41.
NAPOLI	7.102.927	365.012	7.467.939	977.384	408.824	215.943	133.
ROMA	14.886.650	389.979	15.276.629	1.985.544	1.433.490	75.755	324.

2453

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

NTO CARBURANTI MESE APRILE 1945

A		CONSUMI LITRI					RIMANENZA LITRI			
nibilità tale	Litri	Fogli viaggio	Truck Pool	Mod. 16 - 17 e 18	Servizi interni e vari	Totale	Complessiva	Utilizzata in maggio	Perduta	N O T
00	350.33	120.119	147.930	48.515	8.026	324.590	25.749	2.080	23.669	
00	99.520	68.110	-	29.671	955	98.736	790	-	790	
14	683.458	244.654	205.943	116.832	10.107	577.536	105.922	60.581	45.341	
10	1.301.680	941.483	34.500	235.425	10.470	1.221.878	79.802	35.266	44.536	
24	2.435.001	1.374.366	388.373	430.443	29.558	2.222.740	222.263	97.927	114.336	
00	235.911	172.731	5.800	15.280	3.631	197.442	38.469	-	38.469	
00	60.123	42.297	-	12.123	1.711	56.131	3.990	3.640	350	
25	293.934	164.170	10.000	16.620	6.940	197.730	96.204	54.870	41.334	
19	683.864	492.007	41.255	88.800	6.050	628.112	55.752	25.616	30.136	
44	1.273.830	871.205	57.055	132.823	18.332	1.079.415	194.415	84.126	110.289	
00	586.250	292.850	153.730	63.795	11.657	522.032	64.218	2.080	62.138	
-	159.647	110.407	-	41.794	2.666	154.867	4.780	3.640	1.140	
39	977.398	408.824	215.943	133.452	17.047	775.266	202.126	115.451	86.675	
29	1.985.548	1.433.490	75.755	324.229	16.520	1.849.994	135.554	60.882	74.672	

NOTE: Le rimanenze a fine mese non utilizzate derivano dalla improvvisa disposizione Ministeriale di sospendere dal giorni di aprile, per la quale le rimanenze al successivo. Inoltre in

2454

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RANTI MESE APRILE 1945

CONSUMI LITRI					RIMANENZA LITRI			
gli aggio	Truck Pool	Mod. 16 - 17 e 18	Servizi interni e vari	Totale	Complessiva	Utilizzata in maggio	Perduta	NOTE
20.119	147.930	48.515	8.026	324.590	25.749	2.080	23.669	
68.110	-	29.671	955	98.736	790	-	790	
44.654	205.943	116.832	10.107	577.536	105.922	60.581	45.341	
41.483	34.500	235.425	10.470	1.221.878	79.802	35.266	44.536	
74.366	388.373	430.443	29.558	2.222.740	212.263	97.927	114.336	
72.731	5.800	15.280	3.631	197.442	38.469	-	38.469	
42.297	-	12.123	1.711	56.131	3.990	3.640	350	
64.170	10.000	16.620	6.940	197.736	96.204	54.870	41.334	
92.007	41.255	88.800	6.050	628.112	55.752	25.616	30.136	
71.205	57.055	132.823	18.333	1.079.419	194.415	84.126	110.289	
92.850	153.730	63.795	11.657	522.039	64.218	2.080	62.138	
10.407	-	41.794	2.666	154.867	4.780	3.640	1.140	
08.824	215.943	133.452	17.047	775.265	202.126	115.451	86.675	
33.490	75.755	324.225	16.520	1.849.990	135.554	60.882	74.672	

talizzato derivano dalla improvvisa disposizione Ministeriale
. Giorni di aprile, per la quale le rimanenze a fine mese non
ilizzato nella prima decade del mese successivo. Inoltre in
rributori CIP negli ultimi giorni del mese erano sovvisti di
ssi praticamente inutilizzati i buoni di prelevamento.

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BARI	1.947.270	58.030	2.005.300	235.91	172.731	5.800	15
CATANZARO	464.000	48.000	512.000	60.12	42.297	-	12
NAPOLI	2.082.895	364.830	2.447.725	293.93	164.170	10.000	16
ROMA	5.529.350	224.669	5.754.019	683.86	492.007	41.255	86
	10.023.515	695.529	10.719.044	1.273.83	871.205	57.055	132
TOTALI							
BARI	4.468.850	93.850	4.562.700	586.250	292.850	153.730	6
CATANZARO	1.194. -	48. -	1.242. -	159.647	110.407	-	4
NAPOLI	7.102.927	365.012	7.467.939	977.39	408.824	215.943	13
ROMA	14.886.650	389.979	15.276.629	1.985.54	1.433.490	75.755	32
	27.652.427	896.841	28.549.268	3.708.83	2.245.571	445.428	56
				100 %	60,5 %	12 %	1

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2.005.300	235.91	172.731	5.800	15.280	3.631	197.44	38.469	-	38.46
512.000	60.12	42.297	-	12.123	1.711	56.13	3.990	3.640	350
2.447.725	293.93	164.170	10.000	16.620	6.940	197.73	96.204	54.870	41.33
5.754.019	683.86	492.007	41.255	88.800	6.050	628.11	55.752	25.616	30.13
10.719.044	1.273.83	871.205	57.055	132.823	18.333	1.079.41	194.415	84.126	110.28
4.562.700	586.25	292.850	153.730	63.795	11.657	522.03	64.218	2.080	62.13
1.242. -	159.64	110.407	-	41.794	2.666	154.86	4.780	3.640	1.14
7.467.939	977.39	408.824	215.943	133.452	17.047	775.26	202.126	115.451	86.67
15.276.629	1.985.54	1.433.490	75.755	324.225	16.520	1.849.990	135.554	60.882	74.67
28.549.268	3.708.83	2.245.571	445.483	563.266	47.890	3.302.156	406.678	182.053	224.62
	100 %	60,5 %	12 %	15,3 %	1,2 %	89 %	11 %	5 %	6 % (1)

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72.731	5.800	15.280	3.631	197.441	38.469	-	38.469
42.297	-	12.123	1.711	56.131	3.990	3.640	350
64.170	10.000	16.620	6.940	197.731	96.204	54.870	41.334
92.007	41.255	88.800	6.050	628.112	55.752	25.616	30.136
371.205	57.055	132.823	18.333	1.079.415	194.415	84.126	110.289
292.850	153.730	63.795	11.657	522.038	64.218	2.080	62.138
110.407	-	41.794	2.666	154.867	4.780	3.640	1.140
408.824	215.943	133.452	17.047	775.265	202.126	115.451	86.675
433.490	75.755	324.225	16.520	1.849.995	135.554	60.882	74.672
245.571	445.428	563.266	47.890	3.302.150	406.678	182.053	224.625
60,5 %	12 %	15,3 %	1,2 %	89 %	11 %	5 %	6 % (1)

(1) Le rimanenze non utilizzate derivano dalla improvvisa
pervenuta negli ultimi giorni di aprile, per la quale
potevano più essere utilizzate nella prima decade del
alcune località i distributori CIP negli ultimi giorni
carburanti cosicchè praticamente inutilizzati i

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2

Tele : 479303 TRANSPORTATION SUB-COMMISSION C&O/f4

INTER OFFICE MEMO 759 49

Our ref.: AC/63/36/Tn 3 19 June 1945

SUBJECT : Visit to ANCONA.

TO : Chief Movements Division.

1. I arrived in ANCONA at 2030 hrs. 18 June and visited Lt.Col.Williams at the Q(M) Mess. Spoke of the object of my visit and arranged to call at his office the following morning. Later went to ANZ Mess and met Capt. Bent.

2. 16 June: with Capt Bent I called on Capt. Potter, of Truck Operating Gp. and Lieuts. Griffin and Delmerico of Ports and Warehouses. Visited ANCONA station and saw R.T.O.; spoke to checkers (Italian) and truck drivers. Visited warehouse at OSIMO, watched loading and spoke to checkers and drivers. Visited other warehouses in ANCONA. Visited Q(Movements) and discussed situation with Maj. Shannon, Capt. Bridges and Capt. Jones. During the afternoon paid another call to warehouse at OSIMO, watched flow of traffic between warehouse at OSIMO and ANCONA station and again saw loadings at ANCONA Station.

3. (i) Loadings ex warehouses at ANCONA and OSIMO.

11 June	185 tons		no more rail cars available after 1530 hrs.
12 "	301 "		no more rail cars available after 1500 hrs.
13 "	611 "		
14 "	882 "		
15 "	1048 "		30 rail cars placed by 0800 hrs, no delay in loading. Another 30 placed by 1400 hrs. 20 x 3 ton trucks loaned by S & T.

(ii) In the period 1-15 June the following tonnages were despatched from ANCONA.

a) For FORLI & CESENA

341 rail cars, 5602 tons Ex ANCONA whses. incl. OSIMO

To ships 2878 "

1079

Subject : Visit to ANCONA.

TO : Chief Movements Division.

1. I arrived in ANCONA at 2030 hrs. 15 June and visited Lt.Col. Williams at the O(M) Mess. Spoke of the object of my visit and arranged to call at his office the following morning. Later went to ANC Mess and met Capt. Bent.

2. 16 June: with Capt Bent I called on Capt. Potter, of Truck Operating Gp. and Lieuts. Griffin and Delmerico of Ports and Warehouses. Visited ANCONA station and saw R.T.O.; spoke to checkers (Italian) and truck drivers. Visited warehouse at OSIMO, watched loading and spoke to checkers and drivers. Visited other warehouses in ANCONA. Visited O(Movements) and discussed situation with Maj. Shannon, Capt. Bridges and Capt. Jones. During the afternoon paid another call to warehouse at OSIMO, watched flow of traffic between warehouse at OSIMO and ANCONA station and again saw loadings at ANCONA Station.

3. (i) Loadings ex Warehouses at ANCONA and OSIMO.

11 June	185 tons		no more rail cars available after 1530 hrs.
12 "	301 "		no more rail cars available after 1500 hrs.
13 "	611 "		
14 "	682 "		
15 "	1046 "		30 rail cars placed by 0800 hrs, no delay in loading. Another 30 placed by 1400 hrs. 20 x 2 ton trucks loaned by S & T.

(ii) In the period 1-15 June the following tonnages were despatched from ANCONA.

a) For FORLI & CESENA
341 rail cars, 5602 tons } Ex ANCONA
To ships 2876 " } wheses. incl. OSIMO

b) Reconsignments
13 rail cars, 227 tons

To rail ex docks
118 rail cars, 1713 tons.

1079

In connection with loading to ships in (ii)'a) above, MC ALCOM transports has been used but S & T transport has had a priority at Warehouses. All shipping bids HAVE been met, at the expense of rail tonnages.

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4. Placing of wagons. This is dependant on the times at which they are cleared. Notwithstanding the best intentions of the R.T.O. at ANCONA Station, he is unable to place wagons until S & T vehicles have cleared them. He endeavours to place them by 0800 hrs. but is sometimes unable to place more than 6-10 by this time: as others become available they are placed. This prevents loading to proceed at the same rate as loaded trucks arrive, with consequent waste of truck time. On 15 June there were 30 rail cars placed by 0800 hrs. and 1046 tons were loaded during the day. On the 16 June there were only 8 rail cars placed by 0800 hrs. and another four were placed by 1100 hrs. By 1400 hrs. a further 7 cars JERE placed. By 1.00 hrs. 15 rail cars had been loaded. Between 0800 and 1100 hrs. there were over 25 loaded trucks in the station awaiting discharge. Notwithstanding the morning's delay, the total number of cars loaded on 16 June was 30. (630tons) S & T provided 10x10 tons vehicles.

On the 17 June the situation was as follows.

1100 hrs. 16 wagons placed.
11 " loaded, 5 loading.
5 ALCON trucks unloading to wagons.
4 " " waiting in yard under load.
4 S & T 10 ton trucks waiting in yard under load.

R.T.O. expected to be able to provide between 30 & 40 wagons during the day. (Information received this morning is to the effect that a total of 36 were placed and approx 648 tons were loaded).

5. Factors governing placing of wagons.

(i) Many rail wagons now under load awaiting calling forward to ships. Cannot be touched yet.

(ii) Rate of unloading of wagons with military stores governs availability of wagons for AC stores.

(iii) ANCONA station working to maximum capacity now.

(iv) Approx 150 wagons under load at OSIMO with another 50 South of OSIMO awaiting clearance by S & T. (Stop new GW). This is causing shortage of wagons for southern AC programme. C(Movements) state unlikely more than 50% of programme will be met in period 18-24 June. Representations have been made to Movements N.W.Italy and 1st Rly.Operating Co.

(v) Wagons required for personnel movements (particularly in period 18-24 June) will seriously affect wagon availability for Maj. Moriarty's programme.

1070

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there were 30 rail cars placed by 0800 hrs. and 1046 tons were loaded during the day. On the 16 June there were only 8 rail cars placed by 0800 hrs. and another four were placed by 1100 hrs. By 1400 hrs. a further 7 cars JERIE placed. By 1600 hrs. 15 rail cars had been loaded. Between 0800 and 1100 hrs. there were over 80 loaded trucks in the station awaiting discharge. Notwithstanding the morning's delay, the total number of cars loaded on 16 June was 38. (630tons) S & T provided 10x10 tons vehicles.

On the 17 June the situation was as follows.

1100 hrs. 16 wagons placed.
11 " loaded, 5 loading.
5 ALCON trucks unloading to wagons.
4 " " waiting in yard under load.
4 S & T 10 ton trucks waiting in yard under load.

R.T.O. expected to be able to provide between 30 & 40 wagons during the day. (Information received this morning is to the effect that a total of 36 were placed and approx 648 tons were loaded).

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(v) Wagons required for personnel movements (particularly in period 18-24 June) will seriously affect wagon availability for Maj. Moriarty's programme.

1078

6. Truck operating.

(i) It would be wrong to suggest that there is a shortage of trucks in ANCONA to meet rail commitments.

(ii) The type of truck now being operated by ALCON is most uneconomical. It requires 10 truck loads to load one rail wagon. ONLY ONE truck can be unloaded at a time which results in other trucks being kept waiting under load in the station unless sufficient wagons have already been placed.

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(iii) At most warehouses it is possible to load only ONE truck at a time, some have an outloading capacity of two trucks. This again causes loss of truck time because trucks have to line up waiting to load.

(iv) On one visit to OSINO warehouse (1445 hrs.) there were 3 trucks loading and 4 waiting to load. Average number of trips made since 0800 hrs. was 4 per vehicle. There were 19 vehicles on this detail and the total hauled up till then was 160 tons. Drivers stated they were continually flagged down by police if they tried to exceed 30 mph. Said they could have done at least one more trip each but for this limitation. (Consider Police action correct and justified). I saw no cases of trucks deviating from their route. Drivers lost no time in positioning their vehicles for loading and unloading as opportunity occurred. Vehicles are checked on arrival and departure at both OSINO and ANGOKA station. After leaving OSINO I went to ANGOKA Station, arriving at 1615 and found the following situation, - 7 trucks unloading, and 8 waiting to unload. At 1630 four ten ton trucks arrived, making a total of approx 86 tons under load waiting. This was due to insufficiency of empty rail cars in position.

7. Conclusion. A programme of 800 tons per day to rail is too high bearing in mind the many factors which have to be taken into account. I consider that a programme of an average of 600 tons could be maintained. C(Movements) state that on days when additional rail cars could be made available they would be placed and due to the excellent liaison which exists between Lt.Griffin and S & T, it is felt that additional vehicles could be obtained at short notice to meet such commitments. In other words a programme of 600 tons per day would be without prejudice to this being exceeded whenever the combined circumstances made an increase possible.

1077

8. Locations and employment of Truck Coys.

Coy.	Location	Employment
9	POLAMBWA	Grain.
10	OSINO	50 at warehouse - 1 on grain

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0800 hrs. and 4 per vehicle. There were 13 vehicles on this detail and the total hauled up till then was 160 tons. Drivers stated they were continually flagged down by police if they tried to exceed 30 mph. Said they could have done at least one more trip each but for this limitation. (Consider Police action correct and justified). I saw no cases of trucks deviating from their route. Drivers lost no time in positioning their vehicles for loading and unloading as opportunity occurred. Vehicles are checked on arrival and departure at both OSIMO and ANCONA station. After leaving OSIMO I went to ANCONA Station, arriving at 1615 and found the following situation. - 7 trucks unloading, and 8 waiting to unload. At 1630 four ten ton trucks arrived, making a total of approx 56 tons under load waiting. This was due to insufficiency of empty rail cars in position.

7. Conclusion. A programme of 800 tons per day to rail is too high bearing in mind the many factors which have to be taken into account. I consider that a programme of an average of 600 tons could be maintained. C(Movements) state that on days when additional rail cars could be made available they would be placed and due to the excellent liaison which exists between Lt.Griffin and S & T, it is felt that additional vehicles could be obtained at short notice to meet such commitments. In other words a programme of 600 tons per day would be without prejudice to this being exceeded whenever the combined circumstances made an increase possible.

1077

8. Locations and employment of Truck Coys.

Coy.	Location	Employment
9	POLLENZA	Grain.
10	OSIMO	30 at warehouse - 1 on grain
11	OSIMO	Warehouses at ANCONA.
12	CHIARAVALLE	31 on grain, 4 on sulphur.
13	P.RECANATI	Refugee movement.
14	TOLENTINO	Grain.
15	ASCOLI	Grain. Will move to ANCONA area in a few days.
16	POLLENZA	Grain to FABRIANO.

In period 18-24 June additional vehicles will be required to meet the increased sulphur programme. It is intended to use 12 trucks (instead of 4 of No.13 Coy).

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9. Refugees. I had a long interview with Lt.Col.Andrews and the following are the main points of our conversation.

(i) Capt.Potter is under the impression that he may not render any assistance to Lt.Col.Andrews unless he is authorised to do so by this Headquarters. It is not always possible for Lt.Col. Andrews to give sufficient notice of Refugee movements for permission from Rome to be obtained before trucks are produced. Trucks may suddenly be required in the evening owing to the unadvised arrival of a train for example. It would be appreciated by Lt. Col.Andrews if arrangements could be made for him to have LOCAL call on up to 15 vehicles without reference having to be made to Roads Division. In view of some of the difficulties he mentioned to me I feel that his needs are such as to warrant this delegation of authority to Capt. Potter.

(ii) It is likely that in the near future there will be movement of refugees by sea to ANCONA. It is not possible to say at this stage in what numbers they will arrive. When this movement does begin it will be necessary for the refugees to be moved from the port to the transit camp at PALOMBINA and, 48 hrs. later, from PALOMBINA to the South by rail. (entraining at FALCONARA or LORETTO).

(iii) When the above movement begins movement southwards will be of two categories,-

a) Italians and certain other nationals, including NON ROYALIST Yugoslavs who would be proceeding as far as BARI and TARANTO.

1076

b) ROYALIST YUGOSLAVS who cannot be sent back to Yugoslavia. These will be sent to a camp at PERMO, where they may remain for a long and indefinite period. At PERMO there will very shortly be accomodation for 3000 and if Major Moriarty does not require the further use of the warehouse after it has been cleared, this can be converted to accomodate a further 3000. If necessary it is proposed to prepare another camp at SERVIGLIANO (L.5887) with a capacity of 3000 to begin with. Movement to this camp will require MT.

(iv) PALOMBINA Camp has a capacity at present of 1500. By the 20 June this should have been increased to

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Col.Andrews if arrangements could be made for him to have LOCAL call on up to 15 vehicles without reference having to be made to Roads Division. In view of some of the difficulties he mentioned to me I feel that his needs are such as to warrant this delegation of authority to Capt. Potter.

(ii) It is likely that in the near future there will be movement of refugees by sea to ANCONA. It is not possible to say at this stage in what numbers they will arrive. When this movement does begin it will be necessary for the refugees to be moved from the port to the transmit camp at PALOMBINA and, 48 hrs. later, from PALOMBINA to the South by rail. (entraining at FALCONARA or LORETTO).

(iii) When the above movement begins movement southwards will be of two categories,-

a) Italians and certain other nationals, including NON ROYALIST Yugoslavs who would be proceeding as far as BARI and TARANTO.

1076

b) ROYALIST YUGOSLAVS who cannot be sent back to Yugoslavia. These will be sent to a camp at FERMO, where they may remain for a long and indefinite period. At FERMO there will very shortly be accomodation for 3000 and if Major Moriarty does not require the further use of the warehouse after it has been cleared, this can be converted to accomodate a further 3000. If necessary it is proposed to prepare another camp at SERVIGLIANO (2.5887) with a capacity of 3000 to begin with. Movement to this camp will require MT.

(iv) PALOMBINA Camp has a capacity at present of 1500. By the 20 June this should have been increased to 2500. Gradually it will be increased to a total of 4000,- rate of increase is dependant on availability of equipment.

(v) Capt. Moreton (late Camp Commandent at PALOMBINA) has been replaced by Capt. Girling.

(vi) Refugees' Baggage. I asked Lt.Col.Andrews what he could do in connection with reducing the amount which is being carried by refugees. He replied that if

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necessary steps would be taken to limit this to whatever is required. I pointed out the difficulties at present being experienced owing to the fact that refugees are requiring transport for large quantities of all types of baggage including perambulators and bicycles. We did not realise the situation. A ruling on this subject is required.

Asst-Cadre

C.A. STAFF-CARRIER
Major.

Copy to: Director. Tn S/C.
Mov(Rail).
Mov(Roads).
Roads Division. ✓
Ports & Warehouse Division.
Food Sub-Commission.

1075

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AC/59 48

INTER OFFICE MEMO

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

HMD/ep

Ref: AC/59/45/Tn5

11 June 1945.

SUBJECT: Report of Inspection Trip of Northern Italy (1 June to 9 June 1945) by Undersigned Officers.

TO : Chief, Roads Division.

1. FLORENCE AREA.

ROAD TRANSPORT:

Officer interviewed -- Lt. Col. J.A.N. Giles, Regional Transportation Officer.

The Regional Transportation Officer states that there is enough civil transport in Toscana Region to carry out the essential work. At present there are 2 G.T. Coys (221st and 222nd) and 1 civil supply Truck Pool consisting of 40 trucks. By the end of June Toscana Region will be able to operate with 1 Truck Coy.

There are over 2,000 vehicles of 20 quintales, or above, in the Florence area but a serious shortage of tires and tubes exists; further, the petrol allocation is not sufficient to operate these vehicles.

All civil trucks are operating under Ufficio Trasporti which is well organized. At the present time they are operating under the ENAC rate of January 31st.

1074

To date only 600 tires and some tubes have been received which are part of a large requisition which was placed last November. If tires and tubes are not made available more vehicles will be going off the road -- causing a serious civil supply shortage.

To date not a single representative of ENAC has been into the Provinces of Siena, Grosseto or Arezzo since these Provinces have been turned back to the Italian Government. All persons concerned with transport in Toscana Region are definitely against ENAC coming in.

MAINTENANCE:

There are several firms which could do all types of higher echelon maintenance under the plan being put into effect by Truck Maintenance Group

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if the Army will release garages which are now being held by them. Colonel Giles is making a survey of garages for higher echelon work.

2. PADOVA (VENEZIA AREA):

Officer interviewed -- Brigadier Dunlop, Regional Commissioner.
(Colonel Woodger - Regional Transportation Officer - is at present in the hospital and could not be interviewed)

ROAD TRANSPORT:

Colonel Dunlop states that there is a serious shortage of transport in the Venezia Region due to the requisitioning and withdrawal of said transport by the German Army. Additional transport is necessary in order to meet civil commitments.

ENAC is definitely not desired due to possible increasing rates resulting in inflation. This statement was made by Brigadier Dunlop. He requests that a possible 40 to 50% raise over [redacted] tariff rate as established under General Order No. 42 would obtain desired results.

Brigadier Dunlop states that a serious shortage of transportation officers exists within his region.

MAINTENANCE:

There are sufficient shops which can perform 3rd and 4th echelon repairs in Padova to take care of higher echelon maintenance for the Venezia Region.

3. MILANO. (LOMBARDIA REGION):

Officer interviewed -- Lt. Colonel F.M. Fitzgerald, Regional Transportation Officer, Lombardia Region.

ROAD TRANSPORT:

1073

There are 1300 vehicles in Milan Province above 1½ ton which have been organized under the Ufficio Trasporti. The Ufficio Trasporti is well organized in Milano Province and other provinces are being organized at the present time although a shortage of Transportation Officers exists in Lombardia Region.

At the present time the required food lift for the city of Milano itself is 1,000 tons per day, of which 300 tons are lifted by the Army from Forli to Cremona and thence by rail to Milano City -- the remainder being lifted by civil supply trucks operated by Ufficio Trasporti.

A letter has been sent to 5th Army requesting an additional 1400 trucks, from 5 to 10 ton capacity, and if possible to have trailers attached to each of these vehicles. The vehicles requested are captured German equipment.

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The local transport is well organized but a shortage of gasoline exists. According to Lt. Colonel Fitzgerald, there are not enough trucks to meet ordinary requirements, that is, to return the country to normal economy. If captured German trucks were made available there would be enough to establish some sort of balanced economy. Of course, it would not be anything like normal times but at present they do not have the quantity of raw material which would ordinarily be moved in normal times.

The Ufficio Trasporti of Milano City was organized by Lt. Col. Fitzgerald and Captain Piper -- Captain Munn is now in charge of this organization.

The tariff rates at present are not ENAC rates but rather rates which were already established when AMG moved into Milano City. The truck operators do not want any part of ENAC unless the truckers from Milano City can head it.

At the present moment gasoline is a serious problem.

There are some 50 to 75 vehicles in the little town of RHO, a short distance from Milano City. These vehicles are captured enemy equipment and are being guarded by the Army. Each night the vehicles are stripped, little by little, of tires and wheels and the concensus of opinion is that the soldiers are selling them. An Officer from Regional Headquarters was sent to Army Headquarters to see if it would be possible to have the vehicles turned over to Regional control.

The total lift from Milano Province of vehicles belonging to Ufficio Trasporti, according to figures supplied by Lt. Colonel Fitzgerald, are as follows:

Total carrying capacity of trailers	--	38,000 tons
" " " " trucks	--	80,000 tons
TOTAL		118,000 tons

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Colonel Fitzgerald also states that any transport of under 4 tons cannot be operated economically unless it is used solely for local haulage.

MAINTENANCE:

There are sufficient automotive concerns in the City of Milano to carry out the highest echelon and maintenance desired, some of which are Autoprestini, O.M., Alfa Romeo, Bianchi and a branch of the Fiat Company. Another organization is the Caproni Aircraft Corporation which is performing higher echelon maintenance for Lombardia Region at the present time. All vehicles are being reconditioned by the Ufficio Trasporti and the reconditioning is being done at Caproni Aircraft Corporation. Ufficio Trasporti is responsible for the payment of all debts incurred.

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The undersigned officers inspected the Fiat branch and the Caproni Aircraft Corporation plants and found them to be well organized, fully equipped and ready to do any type of maintenance desired by Allied Commission or AMG.

In the opinion of the officers submitting this report there is ample transport in Lombardia Region to meet all civil requirements providing it is properly organized and sufficient P.O.L. made available to allow proper allocation to be made.

TIRES:

Michlin and Pirelli Tire plants located in Milano are ready to operate as soon as sufficient quantities of raw materials are made available.

CONCLUSION:

The above mentioned regions were the only regions visited by the undersigned officers due to the fact that Lt. Colonel Franklin had to return to this Headquarters to obtain transportation to England where he was to be released from military duty, and air transport from Milano to Rome could not be secured in time to reach this Headquarters by the 10th of the month when it was urgent that said officer report here.

Harry M. Downer
HARRY M. DOWNER
Major, Ord. Dept.

Gordon S. Franklin
GORDON S. FRANKLIN
Lt. Col., R.C.A.S.C.

Mod. ENAC 10

ROMA, 15 GIU. 1945 194

459 41

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Alla COMMISSIONE ALLEATA
Sottocommissione Trasporti
= ROMA =

Registrata a Milano

Servizio
Prot. n. SG04/03/12344 Sez. 1
Risposta al n. AC/59/24/Tn del 28/4/45

OGGETTO: Ispezione Uffici ENAC di Frosinone.-

Con riferimento alla nota sopraindicata, eseguiti gli accertamenti del caso, si comunica quanto appresso:

1) - Le domande di iscrizione all'ENAC vengono presentate agli Uffici Provinciali del RACI, che ai sensi dell'art.3 del D.L.L. 17/8/44 n.188, le trasmettono agli Ispettorati Compartimentali della M.C.T.C. i quali a loro volta ne consegnano una copia alla Direzione Compartimentale ed una alla Direzione Generale dell'ENAC.

Poichè passa un certo tempo prima che dai predetti Ispettorati della Motorizzazione vengano trasmesse alle Direzioni dell'ENAC, non è stata trovata traccia presso la Direzione di Frosinone di quelle recentemente presentate. Allo scopo però di evitare tali inconvenienti sono state emanate apposite istruzioni.

1070

2) - Per quanto concerne i Mod. ENAC 16 e 17 si fa presente che, ai sensi dell'art.4 del D.L.L. 17/8/44 n.188 - istitutivo dell'Ente - l'organo competente a rilasciare tali autorizzazioni è il Ministero dei Trasporti - Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione. Si è provveduto pertanto, con la lettera di cui viene allegata copia, a dare conoscenza del rilievo fatto da codesta A.C. al predetto Ispettorato, sollecitando nel contempo un provvedimento che ordini la revisione delle autorizzazio-

ISTITUTO POLIGRAFICO DELLO STATO

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ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 186

DIREZIONE GENERALE

= ROMA =

Servizio Prot. 1ª SG04/03/12344 Pos. Allog. 1
Risposta al N. AC/59/24/Tn del 28/4/45

Pagati 5 lire
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3) - Circa le assegnazioni di carburante sono ben noti a co-

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desta Commissione i motivi che non consentono di aumentare le assegnazioni stesse. Comunque questa Direzione Generale, cerca nei limiti delle disponibilità, e con storni da una provincia all'altra, di soddisfare le esigenze che mano mano si vanno presentando.

Quanto ai carburanti assegnati agli automezzi che godono dei modelli 16 le assegnazioni sono state contenute il più possibile, mentre si può assicurare che le assegnazioni stesse non hanno superato i litri 50. Quindi al punto 8) della nota cui si risponde, deve esserci un errore materiale di copia in quanto mai si è assegnato, sia pure ad un 18 BL, litri 500 di carburante, bensì solo 50.

Il controllo dei consumi inoltre si effettua mensilmente all'atto della riscossione dei contributi, e quindi senz'altro rigorosamente eseguito.

Circa i Mod.17, concessi agli automezzi in servizio di pubblica utilità presso i Comuni, le assegnazioni non possono essere stabilite in precedenza perchè connesse alle singole necessità, peraltro non prevedibili, sono stati disposti però dei severi controlli allo scopo di evitare sperperi e sottrazioni.

4) - Sono state date disposizioni perchè la Direzione Provinciale di Frosinone inviti la locale Commissione ad una maggiore scrupolosità nell'espletamento dei compiti ad essa demandati; perchè sia eseguita a retro delle richieste di trasporto la liquidazione preventiva, mentre si è cercato un temperamento per ridurre il disagio che presenta la distanza del Banco di Santo Spirito dagli Uffici dell'ENAC.

5) - Sono noti a codesta A.C. i motivi che inducono i trasportatori a non volersi assoggettare alla più completa osservanza delle disposizioni dell'ENAC, in quanto e già più volte nelle relazioni precedenti essi sono stati esposti.

6) - E' stata anche richiamata l'attenzione della Direzione Pro-

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zioni stesse. Comunque questa Direzione Generale, cerca nei limiti delle disponibilità, e con storni da una provincia all'altra, di soddisfare le esigenze che mano mano si vanno presentando.

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6) - E' stata anche richiamata l'attenzione della Direzione Provinciale perchè inviti i trasportatori, nel loro stesso interesse, a restituire, nel più breve tempo possibile ed a viaggio effettuato, i documenti loro rilasciati. Solo in tal modo si potrà raggiungere la neces-

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ENAC

Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Servizio ... Sez.
Prot. N.° ... Allog.
Risposta al N.° ... del

OGGETTO: ...

saria rapidità per assicurare il pagamento dei trasporti, in quanto ogni ritardo nella restituzione dei fogli di viaggio porta di conseguenza un accumularsi del lavoro.

7) - Allo scopo di tenere in evidenza il numero degli automezzi efficienti, disponibili, in partenza ecc. questa Direzione Generale ha studiato e presto distribuirà, il "Quadro parlante", che consiste in una tabella esposta al pubblico e dalla quale risulterà in modo evidente la situazione giornaliera degli automezzi, distinti nelle categorie sopra indicate.

8) - Quanto ai posti di controllo questo Ente è ben conscio che solo attraverso una perfetta e completa vigilanza della rete stradale, si potrà raggiungere il rispetto della disciplina dell'ENAC e delle disposizioni di volta in volta emanate.

Ad esempio il divieto di trasporto del vino sarebbe certamente rispettato se i Posti di Controllo funzionassero regolarmente e nei luoghi più adatti.

1069

D'altro canto, e già altra volta si è riferito, le Autorità di Polizia, più volte in proposito interessate, assicurano di non poterne aumentare il numero e la efficienza per la nota mancanza di personale. Si verifica quindi che il controllo si va sempre più rilasciando

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Ente Nazionale Autotrasporti Merci

ISTITUTO DI DIRITTO PUBBLICO
D.L.L. 17 AGOSTO 1944 N. 168

DIREZIONE GENERALE

Servizio Sez.
Pratica N.° Allog.
Risposta del N.° del

OGGETTO:

saria rapidità per assicurare il pagamento dei trasporti, in quanto ogni ritardo nella restituzione dei fogli di viaggio porta di conseguenza un accumularsi del lavoro.

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Al riguardo si prega codesta A.C. di voler direttamente interessare il Comando Generale dei Carabinieri Reali, delle Guardie di Finanza

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e della Pubblica Sicurezza perchè intensifichino la vigilanza migliorando il servizio dei Posti di Controllo e perchè aderiscano alle richieste di questo Ente.

9) - Mentre si assicura di aver disposto perchè gli inconvenienti segnalati siano eliminati, si è nel contempo invitata la Direzione Compartimentale di Roma ad intensificare la sorveglianza per una maggiore osservanza delle disposizioni ed un migliore funzionamento in genere.

IL DIRETTORE GENERALE
(Ing. Michele Costa)

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

ROMA, 24 MAGGIO 1945

ALL'ISPETTORATO GEN.DELLA MOTORIZZAZIONE
CIVILE E DEI TRASPORTI IN CONCESSIONE
= ROMA =

Prot. n. IM/14/10586

e per conoscenza:
A S.E. IL MINISTRO DEI TRASPORTI
Gabinetto = SEDE =

OGGETTO: Art. 4 del D.L.L. 17/8/44 n.188

Come avrà potuto notare il Rappresentante di codesto On.Ispettorato nella riunione tenutasi presso l'A.C. il 18 c.m. gli Alleati ritengono che il numero delle autorizzazioni rilasciate dagli Ispettorati Compartimentali della Motorizzazione ai sensi dell'art.4 del R.D.L.L. 17/8/44 n.188 è eccessivo.

Al riguardo pregiomi rassegnare quanto appresso:

1) - Sono attualmente iscritti all'ENAC i seguenti autocarri:

CATEGORIA	Quantitativo	Portata globale Q.li
Motocarri	1.795	17.002
autocarri fino a 20 Q;li	13.351	111.139
autocarri da 21 a 40 "	2.747	99.527
autocarri oltre 40 "	1.222	77.314
T O T A L I	19.115	294.982

1668

Come si può facilmente notare dei 19.115 autocarri efficienti iscritti all'ENAC 15.146 sono di piccola portata e solo 3.969 sono di media e di grande portata.

2) - Nel corrente mese di maggio sono stati assegnati all'ENAC i seguenti quantitativi di carburante:

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A S.E. IL MINISTRO DEI TRASPORTI
Gabinetto = SEDE =

OGGETTO: Art. 4 del D.L.L. 17/8/44 n.188

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2) - Nel corrente mese di maggio sono stati assegnati all'ENAC i seguenti quantitativi di carburante:

- Gasolio Q.li 9.600
- Benzina " 15.500

Da quanto precede si desume che mentre il Gasolio è sufficiente a mantenere in esercizio con una percorrenza giornaliera di 100 Km. 1.100 dei 1.200 autocarri con motore Diesel iscritti all'ENAC, l'assegnazione di benzina è appena sufficiente a mantenere in esercizio con la

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stessa percorrenza 2.100 dei 2.760 autocarri a scoppio di media e grande portata ai quali si devono aggiungere i 600 autocarri dei Truck Pools oltre ai 15.146 autocarri di piccola portata che resterebbero completamente inattivi.

Per tale scarsa assegnazione di carburante si rende indispensabile limitare il numero dei permessi di circolazione.

E' evidente che tale riduzione dovrà gravare sugli autoveicoli di piccola portata e particolarmente su quelli provenienti da trasformazioni i quali bruciano un'eccessiva quantità di carburante rispetto al lavoro prodotto espresso in q.le-Km.

3) - Avviene spesso, a quanto risulta, che Enti anche Statali richiedono l'autorizzazione di cui al predetto art.4 pur non avendo necessità di trasporti a carattere continuativo e lasciano libertà ai trasportatori di eseguire altri trasporti per loro conto e di terzi sottraendo così lavoro ai trasportatori che lavorano per conto dell'ENAC e benzina all'E.N.A.C. che rivendono alla borsa nera.

Analogamente i trasportatori autorizzati a trasporto di merci per conto proprio mettono i loro autocarri a disposizione di terzi ed eseguono quei trasporti che, come quelli del vino, sono rifiutati dalle Commissioni Provinciali e dagli Ispettorati Compartimentali ai committenti che presentano regolarmente le richieste alle Direzioni Provinciali dell'ENAC.

Ad evitare simili inconvenienti ripetutamente segnalati dagli Alleati, occorrerebbe:

a) - che gli Ispettorati Compartimentali lasciassero le suddette autorizzazioni soltanto dopo una severa istruttoria delle istanze, limitandole ai casi più indispensabili e di comprovata necessità;

b) - che specificassero con esattezza la merce da trasportare in relazione al servizio pubblico da espletare se trattasi di trasporti di pubblica utilità e alla particolare attività dell'Azienda se trattasi

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

bile limitare il numero dei permessi di circolazione.

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c) - che limitassero la validità territoriale delle autorizzazioni alle strette esigenze dei servizi pubblici o all'attività delle Aziende richiedenti.

In determinati casi potrebbe essere consigliabile precisare anche i percorsi.

Questa Direzione resta a completa disposizione di codesto On.le

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Ispettorato per l'esame dettagliato dei provvedimenti.

E intanto per i necessari confronti col numero dei modelli ENAC 16 e 17 rilasciati dalle Direzioni Provinciali, si prega di volere comunicare con cortese sollecitudine il numero delle autorizzazioni rilasciate per ciascuna provincia dagli Ispettorati Compartimentali.

IL DIRETTORE GENERALE
f.to Ing.M.Costa

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

translation

Rome, June,15, 1945

E.N.A.C.

SG04/03/12344
Reply AC/59/24/Tn 28.4.45

To the
ALLIED COMMISSION
Transportation Sub Commission
R O M E

SUBJECT: inspection to Frosinone
E.N.A.C. Offices

With reference to the a/m letter, after the necessary ascertaiments have been made, it is informed :

1. - The requests for inscription to E.N.A.C. have to be made to the RACI Provincial Offices which, in compliance with comma 3) of the Law Decree n. 188 of the 17th. August 1944 forward them on to the Compartimental Inspectorate of the M.C.T.C. which, on their turn, deliver a copy of the said requests to the E.N.A.C. Compartimental Directorate and another one to E.N.A.C. H.Q.

As a certain delay must be experienced before the requests are sent by the Inspectorate for the Motorisation to the E.N.A.C. Directorate, no trace has been found at the Frosinone Directorate of the latest requests. Appropriate directives have been issued in order to avoid such inconvenients.

2. - It is pointed out that, as far as the E.N.A.C. Forms n. 16 and n. 17 are concerned, the only authority competent to issue such authorisation is, in compliance with comma 4) of the Law Decree of the 17th. August 1944 n. 188, with which the Body in question was instituted, the Minister for Transports - Inspettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione - with the letter copy of which is enclosed.

The said Inspectorate has been informed of the compliant made by your Sub Commission and in the same time a check of the authorisations has been asked for, in order to have their number reduced and the area of their validity limitated.

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3. - As far as the assignments of fuel are concerned, the reasons why it is impossible to increase the quantity of fuel assigned are perfectly known to your Sub Commission. Anyhow, this H.Q. is trying within the limits of its possibilities, to meet all the necessities

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also by removing the fuel from a Province to another.

The quantity of fuel assigned to the Trucks supplied with the forms n. 16 has been reduced as much as possible and we can assure that the assignments have not surpassed the quantity of 50 ltrs. It is therefore thought that a mistake must have been made by the typist at para. 8) of your letter, as 500 ltrs. of fuel have never been allotted, even to a 18 BL., but only 50 ltrs.

The control on the fuel consumed is rigorously effected each month at the moment of cashing the contributes. The assignments of fuel granted to the trucks working for Public utilities Service at the various Communs cannot be fixed in advance, as they are connected with the various necessities, which cannot be foreseen. But some Control Posts have been instituted in order to avoid wastage and subtractions of fuel.

4. - Directives have been issued in order that the Provincial Directorate of Frosinone request to the local Commission a greater scrupolosity in the fulfillment of its tasks; and in order that the liquidation be effected in advance on the back of the requests for transports, while an agreement is being looked for to reduce the uneasiness caused by the distance from the Bank of Santo Spirito to the E.N.A.C. Offices.

5. - Your Sub Commission knows perfectly well the reasons why the truckers refuse to comply with E.N.A.C. directives, as they have been shown more than once in the previous reports.

6. - The Provincial Directorate has been asked to invite the truckers to return the documents issued to them on their own interest, and in the shortest time after the transport has been effected. Only in this way the necessary celerity in the payment of the transports will be ensured, because every delay in the returning of the trip tickets brings as a consequence an accumulation of work.

1065

7. - In order to show clearly the number of the vehicles efficient, available, on the point of leaving, etc., a special table has been studied and will shortly be published, from which the daily position of the vehicles devided into the a/m. categories, will clearly appear.

8. - As far as the Control Posts are concerned, it is felt that the compliance with E.N.A.C.'s Policy and with the other various directi

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also by removing the fuel from a Province to another.

The quantity of fuel assigned to the Trucks supplied with the forms n. 16 has been reduced as much as possible and we can assure that the assignments have not surpassed the quantity of 50 ltrs. It is therefore thought that a mistake must have been made by the typist at para. 8) of your letter, as 500 ltrs. of fuel have never been allotted, even to a 18 BL., but only 50 ltrs.

The control on the fuel consumed is rigorously effected each month at the moment of cashing the contributes. The assignments of fuel granted to the trucks working for Public utilities Service at the various Communs cannot be fixed in advance, as they are connected with the various necessities, which cannot be foreseen. But some Control Posts have been instituted in order to avoid wastage and subtractions of fuel.

4. - Directives have been issued in order that the Provincial Directorate of Frosinone request to the local Commission a greater scrupolosity in the fulfillment of its tasks; and in order that the liquidation be effected in advance on the back of the requests for transports, while an agreement is being looked for to reduce the uneasiness caused by the distance from the Bank of Santo Spirito to the E.N.A.C. Offices.

5. - Your Sub Commission knows perfectly well the reasons why the truckers refuse to comply with E.N.A.C. directives, as they have been shown more than once in the previous reports.

6. - The Provincial Directorate has been asked to invite the truckers to return the documents issued to them on their own interest, and in the shortest time after the transport has been effected. Only in this way the necessary celerity in the payment of the transports will be ensured, because every delay in the returning of the trip tickets brings as a consequence an accumulation of work.

1065

7. - In order to show clearly the number of the vehicles efficient, available, on the point of leaving, etc., a special table has been studied and will shortly be published, from which the daily position of the wehicles devided into the a/m. categories, will clearly appear.

8. - As far as the Control Posts are concerned, it is felt that the compliance with E.N.A.C.'s Policy and with the other various directives, will only be obtained through a perfect and complete system of

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control of the roads = for instance, the prohibition of transports of wine would surely be complied with if the Control Posts would function regularly, in the most fit places.

From the other hand, as it is known, the Police which has often been interested on this purpose, state that the number and the efficiency of the control Posts cannot be increased owing to the known shortage of personnel. The control, therefore, becomes always less strict and in the expected inconvenients are being experienced.

At this regard, it will be appreciated if an action might be taken by your Sub Commission with the Commands of the Carabinieri, of the Guardie di Finanza and with the Police, in order that the vigilance be intensified, the service of the Control Posts improved and the requests of this H.Q. agreed to.

9. - While assurance is given that instructions have been issued to eliminate the inconvenients in question, the Compartimental Director of Rome has been requested to intensify the control, in order to obtain a stricter compliance with the instructions received and a better functioning of the Body.

signed THE GENERAL MANAGER
(Ing. M. Costa)

1064

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translation

Rome, May, 24, 1945

To the
Ispettorato Generale delle Motorizzazione Civile e dei Trasporti in Concessione

R O M A

and for information:

Prot. n. 1M/14/10586

To H.E. MINISTRO dei TRASPORTI
Gabinetto

R O M A

SUBJECT: comma 4) of the Law Decree 17th August 1944 n. 188

As the representative of your Inspectorate has probably realised during the meeting held on the 18th. May at the A.C. - it is thought by the Allied Authorities that the number of the authorisations issued by the Compartimental Inspectorates for Motorisation, in compliance with comma 4) of the Royal Law Decree 17th. August 1944 n. 188 is far too high.

At this regard the following information is given:

1. - At present the undermentioned trucks are registered with ENAC:

Type	n°	Total loading capacity Qls.
Motorcycle trucks	1.795	17.002
Trucks up to 20 Qls.	134351	111.139
" from 21 to 40 Qls.	2.747	39.527
" above 40 Qls.	1.222	77.314
Totals	19.115	Totals ... 294.982

As it can be easily noted out of the 19.115 efficient trucks regitered by E.N.A.C. n. 15.146 are of a little loading capacity and only n. 3.969 are of a medium and large loading capacity.

2. - During this month the following quantities of fuel have been assigned to E.N.A.C. : 1063

gasoil	9.600 Qls.
gasoline	15.500 "

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

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From the above it appears that while the quantity of gasoil is sufficient to maintain into efficiency n. 1.100 out of the 1.200

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Diesel Engined Trucks registered with E.N.A.C., on the basis of a daily covered distance of 100 Kms., the quantity of gasoline assigned is only sufficient to keep running n. 2.100 out of the 2.760 trucks of medium loading capacity, on the basis of the same daily distance covered.

To them the 600 trucks of the Truck Pools must be added, plus the 15.146 trucks of little capacity which would be in this way completely inutilised.

Owing to such a scarce assignment of fuel it is indispensable to reduce the number of the circulation permits.

It is clear that such a reduction will be effected on the vehicles of little loading capacity and, especially on those which formerly were motorcars and have afterwards been transformed and which need an excessive quantity of fuel, in comparison with their efficiency in Ql./Km.

3. - It is understood that very often some Bodies, even some Statal Organisations request the authorisation referred to in the above para 4), even without needing continuous transports and let the truckers free of carrying out other transports for their own and on behalf of third parties, subtracting in that way the work to E.N.A.C. truckers and fuel to E.N.A.C. which afterwards they sell on the black market.

Analogously, some truckers authorised to transport goods on their behalf put their trucks at the disposal of third parties and effect those transports which as the transports of wine, are not granted by the Provincial Commissions, and by the Compartimental Inspectorates to those Customers who regularly address their requests to E.N.A.C. Provincial Directorates.

In order to avoid such inconvenients which have been repeatedly remarked by the Allied Authorities it would be necessary :

a) that such authorities be granted by the Compartimental Inspectorates only after a close examination of the requests and only in the most indispensable cases of proved necessity.

b) that the quantity of the goods to be transported in connection with the public utilities service to be carried out or with the particular activity of the Firms of the transports are effected on behalf of Industrial, Agricultural or Commercial Firms be exatly specified by them.

1162

c) that the territorial validity of the authorisations be limited to

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In certain cases it would be advisable to fix the routes.

This H.Q. is at the disposal of your Inspectorates for a more detailed examination of the provisions. And in the meantime for the necessary check with the number of the E.N.A.C. forms n. 16 and 17, it is kindly requested that the number of the authorisations issued for each province by the Compartimental Inspectorates be communicated to this H.Q.

THE GENERAL MANAGER OF E.N.A.C.
(signed Ing. M. Costa)

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

RS/gs

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T R A N S L A T I O N

MINISTRY OF TRANSPORT

E N A C

REF :-N° S/G/ 9523

TO :- AC/ TRANSPORTATION S/C- R O M E

SUBJECT:- Report of delegates to Naples and Bari

Referring to contents of your letter Ref.N° AC/59/8/Tn5 dated 5 inst . we beg to inform as follows:

1) As regards the inquiry held at Naples and concerning the functioning of the local Compartimental Directorate and its dependent Offices, we beg to enclose herewith a copy of the report issued by the Court of Inquiry .

Measures are being taken, in conformity with the conclusions of the said report,in order to remove all causes of complaint .

As to Compartimental Director Sig.Paolo Pavani,former Director of Consorzio Autotrasporti Napoletano,it may be added that he was employed by ENAC on designation of Allied Commission .

2) ENAC ha repeated quite a few times that Truck Pools have refused to conform to its discipline,and, consequently,also to adopt the standard rates for goods haulage. At any rate,after Allied Commission with their letter dated 23/2 last issued instructions to Truck Pools to the effect that they are to come into the ENAC orbit, relations between the two offices may be considered as normal .

1060

3) Both the Inquiry ordered by H.E. the Minister for Transports and the investigations conducted by AC. have been carried out only about 40 days since the Ente began functioning ; ENAC , besides those difficulties which normally arise at the beginning of all new entreprises has been obliged to overcome other very serious ones,of a peculiar nature,which may be summed up as follows:

a) the Ente has met with the most absolute incomprehension of its necessities and of its aims on the part of a portion of the press, of some Authorities and of certain circles,even political ones. Its first steps were not at all made easier thereby .

b) The Ente started functioning when control posts,of vital importance for its correct working were not yet in a position to operate regularly, owing to lack of police agents,of barracks, and accomodation. In this respect we take the opportunity of remarking that, even now, the functioning of these control posts leaves much to be desired, especially as in the present special circumstance the few police agents detailed for

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c) We have not yet been able to obtain transport means as required to inspect subordinate offices and control posts,and

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to guide their activity.

a) we have continually met and still meet with difficulties in fulfilling requirements of a material nature, and, seemingly of a minor importance, but, nevertheless, prejudicial to a smooth operation of the Ente (such as typewriters, premises, printed forms etc.)

e) the Ente was compelled to incorporate transport control Agencies, previously set up by Allied Authorities and to take over, without any possible previous selection, all the personnel thereof. Such Agencies had adopted, as is well known, principles at variance with those set down by the Enac Statute Decree : hence, it is only natural that the personnel, apart from its qualifications, should have met, at the beginning, with many difficulties in changing the direction and the nature of their work, from one day to another; this has been well brought to light in the report enclosed with the letter which is being answered.

f) between existing organizations of truckers and hirers, customary practices had been set up sharply contrasting with Enac discipline, such as direct contact between trucker and hirer, failure to comply with official rates, carrying out of trips employing black market fuel, without any risk of getting into trouble inasmuch truckers carried monthly fuel cards, authorization to effect a certain number of free trips after having carried out the ordinary work for the agencies functioning at the time, and so an.

Both for reasons of expediency, and because a different attitude would have been quite useless, it has been necessary to alter such systems by gradual compromises. To-day, however, much irregularities are swiftly diminishing, and some of them may be considered as totally abolished.

1059

4) Fuel allocations have a decisive importance on the good operation of both ENAC and transports. In this respect, two different aspects of the case are to be pointed out:

a) as already mentioned, under ENAC discipline, registered truckers are bound to carry out only such haulages as are ordered by the Ente, by utilizing the fuel supplied in conformity with the distance of each trip. This explains the oppositions which have been raised against the new transport system by truckers and hirers who could instead, on the old principles, practically carry out all the haulages they wished, even though they were of no use to the community.

The availability of illegal gasoline on the black market at prices even lower in some places, e. g. Naples, than the official ones, encourages both parties to escape from the present discipline.

It is obvious that if it were not so, truckers would

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It is obvious that if it were not so, truckers would look to the Ente, as to the only agency in a position to give them work, instead of limiting their activity.

b) on the other hand it is necessary to observe that the quantity of fuel allocated to the Ente (excluding Sicily and Sardinia), namely 17500 qls gasoline and 9500 qls gasoil, is barely enought to keep on the road only 2400 motor vehicles with gasoline motors and 920 motor vehicles with Diesel motors, ~~nos~~ viz. 3,320 trucks in all,

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running an average daily distance of 100 kms on return trips out of 19;115 registered and efficient trucks (excluding Sicily and Sardinia) We may conclude that the said allocation is absolutely insufficient not only in order to afford a minimum of work to all registered trucks, but even to meet essential needs of the population.

As regards the irregularities and shortcomings observed in the issue of fuel we point out that the supply of ENAC gasoline to small trucks assigned in Naples to passenger transport was stopped by the General Directorate as soon as they heard of it, and that the mistaken subdivision of fuel among the various days of the month of March was due mainly to the following causes :

1) at the date when the inspection was made (as already mentioned, about forty days after the Ente had started working) the subordinate Directorates could not exactly visualise beforehand what the number of trucks destined for the haulage of hirers ' goods, or for self owned goods, or for public services and utility bodies would be, inasmuch the permits referring to the two latter classes (self-owned goods, and public services and utilities) were still being issued by the competent authorities, namely the Inspectorates of Civil Motorization and authorised Transports, and not by ENAC.

1058

2) again during the first weeks of ENAC working, the Authorities entrusted with the acceptance of transport requests, as per art. 21 of the Statute attached to D.L.L. 17 Aug. 1944 n. 188, were not yet functioning. Naturally enough, this has caused to ENAC offices some uncertainties and inequalities in the decisions concerning haulages to be effected, and has been the cause that during the first few days some haulages of a non - urgent character were effected.

At present, the acceptance of transport requests is done by the a/m Authorities and ENAC only follows their instructions.

5- The issue of trip tickets without an adequate fuel allocation was, as mentioned above, a practice in use by the preceding organizations which was at first followed by Enac, but which has been promptly stopped by instructions, a copy of which we attach hereto.

6. Owing to the shortage of hard pointed nibs on the market and of the suitable zinc sheets, it is not possible to have trip tickets written in ink; at any rate, it has been ordered that they should, at least, be written in copying pencil.

7. The inter-Ministerial Decree 30 Jan. 1945 concerning the "[illegible] tariffs for the carriage by lorry of goods by motor vehicles"

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7. The inter-Ministerial Decree 30 Jan. 1945 concerning the "Uniform tariff for the road haulage of goods by motor vehicles" states (para II of 'application rules) that Provincial and Compartimental Directorates may promote special flat-rate agreements for the lowering of rates in case of mass haulages and especially for those concerning food supplies. However, as such flat rates include not only the haulage rates, but also labour charges for loading and unloading, idle time and soon, they may seem higher than official rates, but only apparently, if the total sum collected from the hirer is considered.

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That rates have the following purposes :-

a) to obtain that in certain regions, where certain commodities (such as bread and pasta) are to be sold at uniform prices, transport charges of these commodities be uniform throught the Region, irrespective of distance from supplying points.

b) to keep the trucker interested in intensifying the utilization of his vehicle.

8 According to the Statute Decree of the Ente, the contravention reports issued against those who have infringed ENAC discipline are directly dispatched by the police authorities to the judicial Authorities, and punishment may not be applied to offenders until the judges have delivered their judgement after the case has had regular hearing in a law court.

9. The establishment of many stations in the same area answers the purpose of destining to each one such a number of trucks as can be despatched more easily and swiftly and may be more easily controlled in their activities. With this end in view it has been ordered that no station is to be assigned more than 300 trucks.

All stations of course, must operate with ENAC personnel, to whom only is entrusted the issue of Trip tickets. Detailed instructions have been issued to that effect.

10. The haulage of wine is among those from which truckers derived the greatest profit, because, as this commodity yelded an ample margin of profit to wine merchants, it was easier to obtain for it, higher transport charges than the standard rates; which, of course, was and still is an incitement to infringements.

At any rate, as regards such haulage, also in harmony with AC's views, very strict measures have been taken, which have elicited complaints both from truckers and from hirers. On the other hand the above measures, as well as ENAC's solicitations have undoubtedly helped towards obtaining that the competent Authorities concerned themselves with this matter and solvedit by having wine hauled by rail or by schooners.

It is pointed out that as regards wine haulage, normality has been reached in connection with rules now in force -However, it is believed, that the matter is worth re - examining, taking into account the experience which has been gained in the meantime.

With the above statement it has been our intention to give the AC. the explanations which were due them, and to set down, in the common interest of an ever improving discipline of transport, the causes of certain imperfections which may occur again.

Anyhow, we express our thanks for the remarks sent to us which are particularly useful, especially in this first period of activity, in order to improve the working of the ENTE.

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THE PRESIDENT
sgd.
(CERABONA)

1057

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

I.G.M. 239

Roma 12 MAG 1945 19 A

dei Trasporti
Ministero delle Comunicazioni
~~ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE~~
Ente Naz. Autotrasporti di Cose (ENAC)

Alla COMMISSIONE ALLEATA
Sottocommissione Trasporti
R O M A

Divisione Sez.
Prot. N. 39.9523 Allegati

Rispostaal f.° del
Div. Sez. N.°

OGGETTO Rapporto degli inviati a Napoli ed a Bari. 1656

Con riferimento a quanto codesta Commissione fa presente con la lettera n. AC.59.8 T.5 in data 5 corr., comunicasi quanto segue.

1 - Per quanto riguarda l'inchiesta effettuata a Napoli sul funzionamento di quella Direzione Compartimentale e degli uffici da essa dipendenti, si trasmette copia della relazione presentata dalla Commissione inquirente.

In armonia alle conclusioni di tale relazione, sono in corso i provvedimenti per eliminare i lamentati inconvenienti.

Circa il Direttore Compartimentale Sig. Paolo Pavani, già Direttore del Consorzio Trasportatori Napoletano, devesi aggiungere che egli è stato assunto all'ENAC dietro indicazioni di codesta Commissione.

2 - Più volte l'ENAC ha riferito che i Truck Pools hanno rifiutato di uniformarsi alla sua disciplina e quindi anche di adottare la tariffa unica per gli autotrasporti di cose. Ad ogni modo, dopo che con la lettera in data 23/2 u.s. codesta Commissione ha impartito ai Truck Pools disposizioni affinchè rientrino nell'orbita dell'ENAC, i rapporti fra i due Enti si devono ritenere ormai normalizzati.

3 - Sia l'inchiesta disposta da S.E. il Ministro dei Trasporti

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

~~ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE~~

Ente Naz. Autotrasporti di Cose (ENAC)

R O M A

Divisione Sez. Risposta al f.° del
Prot. N. 89.9523 Allegati Div. Sez. N.° 1056

OGGETTO Rapporto degli inviati a Napoli ed a Bari.

Con riferimento a quanto codesta Commissione fa presente con la lettera n. AC.59.8 T.5 in data 5 corr., comunicasi quanto segue.

1 - Per quanto riguarda l'inchiesta effettuata a Napoli sul funzionamento di quella Direzione Compartimentale e degli uffici da essa dipendenti, si trasmette copia della relazione presentata dalla Commissione inquirente.

In armonia alle conclusioni di tale relazione, sono in corso i provvedimenti per eliminare i lamentati inconvenienti.

Circa il Direttore Compartimentale Sig. Paolo Pavani, già Direttore del Consorzio Trasportatori Napoletano, devesi aggiungere che egli è stato assunto all'ENAC dietro indicazioni di codesta Commissione.

2 - Più volte l'ENAC ha riferito che i Truck Pools hanno rifiutato di uniformarsi alla sua disciplina e quindi anche di adottare la tariffa unica per gli autotrasporti di cose. Ad ogni modo, dopo che con la lettera in data 23/2 u.s. codesta Commissione ha impartito ai Truck Pools disposizioni affinchè rientrino nell'orbita dell'ENAC, i rapporti fra i due Enti si devono ritenere ormai normalizzati.

3 - Sia l'inchiesta disposta da S.E. il Ministro dei Trasporti, sia gli accertamenti eseguiti da codesta Commissione, sono stati effettuati dopo appena una quarantina di giorni dall'inizio del funzionamento dell'Ente il quale, oltre alle difficoltà che normalmente

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si frappongono all'inizio di ogni nuova attività, ne ha dovuto superare altre gravissime, di carattere particolare, che si possono riassumere come segue:

a) l'Ente ha incontrato la più assoluta incomprensione della sua necessità e dei suoi scopi, da una parte della stampa, di qualche autorità e di determinati ambienti, anche politici. I suoi inizi sono stati pertanto niente affatto agevolati.

b) l'Ente è entrato in funzione quando per mancanza di forza pubblica, di casermette e per deficienza di locali, i posti di controllo, di vitale importanza per il suo buon funzionamento non ancora potevano regolarmente funzionare. Al riguardo giunge opportuno osservare che, anche attualmente, il funzionamento di tali posti di controllo non è quale si desidererebbe, sopratutto perchè, nelle attuali particolari contingenze, le sole forze di polizia, ad essi adibite, in numero ridotto, non possono dare pieno e concreto affidamento di un perfetto assolvimento dei loro compiti; è per tale motivo che la Direzione Generale dell'Ente chiese, sin dal Gennaio scorso, che i posti di controllo fossero presenziati anche da agenti della M.P.

c) non è ancora riuscito possibile ottenere i mezzi di trasporto necessari per sorvegliare i dipendenti uffici ed i posti di controllo, e per istradare la loro attività.

d) si sono incontrate e si incontrano tuttora continue difficoltà nel soddisfare esigenze di carattere materiale ed apparentemente di importanza secondaria, ma tuttavia pregiudiziali al buon andamento dell'Ente (ad es. macchine da scrivere, locali, stampati, etc.)

e) l'Ente si è trovato costretto ad assorbire le organizzazioni per la disciplina dei trasporti, precedentemente create dalle Autorità Alleate, assumendone anche, senza una possibile preventiva cernita, tutto il personale. Tali organizzazioni adottavano, come è noto, criteri diversi da quelli previsti dal Decreto istitutivo dell'ENAC: è naturale quindi che il personale, anche a voler prescindere dalla sua quali

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I.G.M 239

Roma 19 A

dei Trasporti

Ministero ~~delle Comunicazioni~~

~~ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE~~

Al

Divisione Sez.

Prot. N.° Allegati

Risposta al f.to del

Div. Sez. N.°

OGGETTO

1055

mani l'indirizzo e la natura del proprio lavoro, come del resto è bene messo in luce nella relazione allegata alla lettera alla quale si risponde.

f) fra le organizzazioni esistenti, i trasportatori ed i committenti, si erano create situazioni ormai consuetudinarie in netto contrasto con la disciplina dell'ENAC, quali il contatto diretto fra trasportatore e committente; il mancato rispetto della tariffa ufficiale; l'effettuazione di viaggi usando carburante di contrabbando senza pericolo di contestazioni in quanto il trasportatore era munito di carta carburanti mensile; l'autorizzazione ad effettuare un certo numero di viaggi liberi dopo avere espletato il lavoro ordinato dalle organizzazioni dell'epoca, etc.

Sia per motivi di opportunità, sia perchè un diverso atteggiamento sarebbe riuscito vano, è stato necessario modificare tali sistemi con graduali adattamenti. Oggi tuttavia dette irregolarità vanno rapidamente decrescendo e qualcuna anzi può ritenersi del tutto eliminata.

4 - Le assegnazioni di carburante hanno una decisiva importanza sul buon funzionamento dell'ENAC e dei trasporti. Due diffe-

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4 - Le assegnazioni di carburante hanno una decisiva importanza sul buon funzionamento dell'ENAC e dei trasporti. Due differenti aspetti devono al riguardo esser messi in evidenza:

a) come si è accennato, con la disciplina dell'ENAC, gli iscritti sono costretti ad eseguire soltanto i trasporti ordinati dall'Ente,

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utilizzando il carburante fornito in relazione alla distanza di ogni viaggio. Ciò spiega le resistenze opposte al nuovo sistema dai trasportatori e dai committenti i quali con i precedenti criteri poteva no invece praticamente effettuare tutti i trasporti che desideravano, anche se di nessun interesse per la collettività.

A spingere sia gli uni che gli altri all'evasione della attua le disciplina, sta il fatto che ancora trovasi sul mercato nero benzina di contrabbando, in alcuni luoghi, ad es. a Napoli, anche a prezzi inferiori a quelli ufficiali: è ovvio infatti che se ciò non si verificasse, i trasportatori ravviserebbero nell'Ente, anzichè il limitatore della propria attività, l'unica organizzazione in grado di dar loro del lavoro.

b) d'altra parte è necessario rilevare che il quantitativo di carburante assegnato all'ENAC (esclusa Sicilia e Sardegna) e cioè quintali 17.500 di benzina e quintali 9.500 di gasolio, è sufficiente a mantenere in esercizio soltanto n. 2.400 automezzi con motore a scoppio e n. 920 automezzi con motore Diesel, cioè complessivamente n. 3.320 automezzi, con una media giornaliera per ciascuno di soli 100 Km. fra andata e ritorno, di fronte a n. 19.115 automezzi iscritti ed efficienti (esclusa Sicilia e Sardegna). Si può concludere che tale assegnazione è del tutto insufficiente non solo a dare un minimo di lavoro a tutti gli iscritti, ma anche a soddisfare i bisogni essenziali delle popolazioni.

Per quanto concerne le irregolarità e le deficienze rilevate in materia di carburante, si fa presente che il rifornimento con benzina dell'ENAC delle camionette adibite a Napoli al trasporto di persone, venne fatto cessare dalla Direzione Generale dell'Ente non appena ne ebbe notizia e che la erronea ripartizione di carburante fra i vari giorni del mese di marzo fu dovuta principalmente ai due seguen-

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sportatori e dai committenti i quali con i precedenti criteri potevano invece praticamente effettuare tutti i trasporti che desideravano, anche se di nessun interesse per la collettività.

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1°) alla data in cui venne eseguita l'inchiesta (come si è detto, dopo una quarantina di giorni dall'inizio del funzionamento dell'Ente),

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I.G.M 239

Roma, 19 A

dei Trasporti

Ministero ~~delle Comunicazioni~~

~~ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE~~

Al

Divisione Sez.

Prot N.° Allegati

Risposta al f.° del

Div. Sez. N.°

OGGETTO

1054

le Direzioni dipendenti non potevano avere una esatta preventiva visione di quale potesse essere il quantitativo dei mezzi destinati al trasporto di merci per conto terzi, per conto proprio, per servizi pubblici o di pubblica utilità, in quanto le autorizzazioni relative ai trasporti di queste due ultime categorie (in conto proprio e per servizi pubblici o di pubblica utilità) erano ancora in corso da parte degli organi statali competenti e cioè degli Ispettorati della Motorizzazione Civile e dei Trasporti in Concessione, e non dall'ENAC.

2°) sempre nelle prime settimane di attività dell'Ente, non funzionavano ancora le Autorità preposte, in base all'art. 21 dello Statuto allegato al D.L.L. 17 agosto 1944 n. 188, alla approvazione delle richieste di trasporto. Ciò ha naturalmente portato gli uffici dell'ENAC ad incertezze e squilibri nelle decisioni dei trasporti da effettuare ed ha reso possibile, nei primi giorni, che ne venissero effettuati pure alcuni di carattere non urgente.

In atto l'accettazione delle domande di trasporto viene fatta dalle autorità sopra accennate e l'ENAC si limita ad eseguire le loro disposizioni.

5 - L'emissione dei fogli di viaggio senza la corrispondente assegnazione di carburante era, come s'è accennato, un uso delle pre

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ISPETTORATO GENERALE DELLA M.C.T.I. IN CONCESSIONE
E DEI TRASPORTI IN CONCESSIONE

Divisione Sez.
Prot. N.° Allegati

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Div. Sez. N.°

OGGETTO

1054

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6 - Data la deficienza sul mercato di pennini a punta rigida e delle apposite lastre di zinco per la scrittura a decalco, non riesce possibile far compilare i fogli di viaggio con inchiostro; ad ogni modo si è disposto che siano compilati almeno con matita copiativa.

7 - Il Decreto Interministeriale 30 gennaio 1945 relativo alla "tariffa unica per il trasporto di cose su strada con automezzi" prevede (punto II° delle "Norme di applicazione") che per i trasporti di massa e sopratutto per quelli interessanti l'alimentazione, i Direttori Provinciali e Compartimentali possono promuovere speciali accordi forfetari in diminuzione delle tariffe. Però, poichè tali forfaits sono comprensivi non solo della tariffa, ma anche delle prestazioni per carico e scarico, dei perditempi etc., possono sembrare, ma solo apparentemente, se si considera la cifra globale che si riscuote dal committente, anche superiori ai prezzi ufficiali.

I forfaits hanno i seguenti scopi:

a) far gravare il costo del trasporto di alcune merci che devono essere vendute a prezzo uniforme (ad es. Pane e pasta) in misura eguale in determinate zone, indipendentemente dalla distanza dai posti di rifornimento.

b) cointeressare il trasportatore a rendere più intensa l'utilizzazione del mezzo.

8 - Secondo il Decreto istitutivo dell'Ente, i verbali di contravvenzione elevati a carico di coloro che non si uniformarono alla disciplina dell'ENAC vengono inviati direttamente dalle autorità di polizia alla autorità giudiziaria e non è possibile applicare le pene agli inadempienti sino a quando questa, dopo regolare processo, non abbia emesso la sua sentenza.

9 - L'apertura di più stazioni nella medesima località rispon

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9 - L'apertura di più stazioni nella medesima località risponde allo scopo di assegnare a ciascuno un numero di automezzi che consenta di manovrarli più agevolmente e celermente e di seguire meglio

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Roma, 19 A

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Al

Divisione Sez.

Prot. N.° Allegati

Rispostaalf.° del

Div. Sez. N.°

OGGETTO

1052

la loro attività. A tal fine si è disposto che ogni stazione non possa avere una dotazione superiore ai 300 automezzi.

Tutte le stazioni, naturalmente devono funzionare con personale dell'ENAC, al quale unicamente è demandato il rilascio dei fogli di viaggio. In tal senso sono state date precise istruzioni.

10 - I trasporti di vino sono fra quelli dai quali i trasportatori ricavavano i maggiori guadagni perchè, trattandosi di merce che dà ai commercianti ampi margini di guadagno, rendeva più facile l'ottenere dai committenti prezzi di trasporto superiori alla tariffa ufficiale, ciò che naturalmente costituiva, e costituisce ancora, un incentivo alle evasioni.

Ad ogni modo circa tali trasporti, in armonia anche alle vedute di codesta A.C. sono stati emanati severissimi provvedimenti che hanno suscitato le proteste tanto dei trasportatori quanto dei commercianti. Per altro verso, tali provvedimenti, così come le sollecitazioni dell'ENAC; hanno contribuito indubbiamente a spingere le autorità competenti ad interessarsi della questione, e risolverla nel senso di trasportare il vino per ferrovia o con motovelieri.

Si fa presente che circa i trasporti di vino si è raggiunta

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Divisione Sez. Risposta al f.° del
Prot. N.° Allegati Div. Sez. N.°

OGGETTO

1652

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Si fa presente che circa i trasporti di vino si è raggiunta la normalità in relazione alle vigenti disposizioni. Tuttavia si ritiene che la questione meriti di essere riesaminata tenendo conto dell'esperienza nel frattempo fatta.

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Con quanto precede, si è inteso dare a codesta Commissione i dovuti chiarimenti e prospettare, nel comune interesse di una sempre migliore disciplina dei trasporti, le cause di alcuni inconvenienti che potranno ancora sussistere.

Si ringrazia ad ogni modo delle segnalazioni fatte, particolarmente utili sopratutto in questo primo periodo di attività, per perfezionare il funzionamento dell'Ente.

IL PRESIDENTE

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Field HQ

INTER OFFICE MEMO

HEAD QUARTERS ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

HMD/ep

Ref: AC/59/45/Tn5

11 June 1945.

SUBJECT: Report of Inspection Trip of Northern Italy (1 June to 9 June 1945) by Undersigned Officers.

TO : Chief, Roads Division.

1. FLORENCE AREA.

ROAD TRANSPORT:

Officer interviewed -- Lt. Col. J.A.N. Giles, Regional Transportation Officer.

The Regional Transportation Officer states that there is enough civil transport in Toscana Region to carry out the essential work. At present there are 2 G.T. Coys (221st and 222nd) and 1 civil supply Truck Pool consisting of 40 trucks. By the end of June Toscana Region will be able to operate with 1 Truck Coy.

There are over 2,000 vehicles of 30 quintales, or above, in the Florence area but a serious shortage of tires and tubes exists; further, the petrol allocation is not sufficient to operate these vehicles. 1052

All civil trucks are operating under Ufficio Trasporti which is well organized. At the present time they are operating under the RHAC rate of January 31st.

To date only 600 tires and some tubes have been received which are part of a large requisition which was placed last November. If tires and tubes are not made available more vehicles will be going off the road -- causing a serious civil supply shortage.

To date not a single representative of RHAC has been into the Provinces of Siena, Grosseto or Arezzo since these Provinces have been turned back to the Italian Government. All persons concerned with transport in Toscana Region are definitely against RHAC coming in.

MAINTENANCE:

There are several firms which could do all types of higher echelon maintenance under the plan being put into effect by Truck Maintenance Group

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if the Army will release garages which are now being held by them. Colonel Giles is making a survey of garages for higher echelon work.

2. PADOVA (VENEZIA AREA):

Officer interviewed -- Brigadier Dunlop, Regional Commissioner. (Colonel Woodger - Regional Transportation Officer - is at present in the hospital and could not be interviewed)

ROAD TRANSPORT:

Colonel Dunlop stated that there is a serious shortage of transport in the Venezia Region due to the requisitioning and withdrawal of said transport by the German Army. Additional transport is necessary in order to meet civil commitments.

RMAC is definitely not desired due to possible increasing rates resulting in inflation. This statement was made by Brigadier Dunlop. He requests that a possible 40 to 50% raise over RMAC tariff rate as established under General Order No. 48 would obtain desired results.

Brigadier Dunlop states that a serious shortage of transportation officers exists within his region.

MAINTENANCE:

There are sufficient shops which can perform 3rd and 4th echelon repairs in Padova to take care of higher echelon maintenance for the Venezia Region.

1051

3. MILANO. (LOMBARDIA REGION):

Officer interviewed -- Lt. Colonel F.M. Fitzgerald, Regional Transportation Officer, Lombardia Region.

ROAD TRANSPORT:

There are 1300 vehicles in Milan Province above 1½ ton which have been organized under the Ufficio Trasporti. The Ufficio Trasporti is well organized in Milano Province and other provinces are being organized at the present time although a shortage of Transportation Officers exists in Lombardia Region.

At the present time the required food lift for the city of Milano itself is 1,000 tons per day, of which 300 tons are lifted by the Army from Forli to Cremona and thence by rail to Milano City -- the remainder being lifted by civil supply trucks operated by Ufficio Trasporti.

A letter has been sent to 8th Army requesting an additional 1400 trucks, from 5 to 10 ton capacity, and if possible to have trailers attached to each of these vehicles. The vehicles requested are captur German equipment.

2517

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The local transport is well organized but a shortage of gasoline exists. According to Lt. Colonel Fitzgerald, there are not enough trucks to meet ordinary requirements, that is, to return the country to normal economy. If captured German trucks were made available there would be enough to establish some sort of balanced economy. Of course, it would not be anything like normal times but at present they do not have the quantity of raw material which would ordinarily be moved in normal times.

The Ufficio Trasporti of Milano City was organized by Lt. Col. Fitzgerald and Captain Piper -- Captain Munn is now in charge of this organization.

The tariff rates at present are not ENAC rates but rather rates which were already established when AMG moved into Milano City. The truck operators do not want any part of ENAC unless the truckers from Milano City can head it.

At the present moment gasoline is a serious problem.

There are some 50 to 75 vehicles in the little town of ENO, a short distance from Milano City. These vehicles are captured enemy equipment and are being guarded by the Army. Each night the vehicles are stripped, little by little, of tires and wheels and the concensus of opinion is that the soldiers are selling them. An Officer from Regional Headquarters was sent to Army Headquarters to see if it would be possible to have the vehicles turned over to Regional control.

1050

The total lift from Milano Province of vehicles belonging to Ufficio Trasporti, according to figures supplied by Lt. Colonel Fitzgerald, are as follows:

Total carrying capacity of trailers	--	38,000 tons
" " " " trucks	--	80,000 tons
TOTAL		118,000 tons

Colonel Fitzgerald also states that any transport of under 4 tons cannot be operated economically unless it is used solely for local haulage.

MAINTENANCE:

There are sufficient automotive concerns in the City of Milano to carry out the highest echelon and maintenance desired, some of which are Autoprestini, O.M., Alfa Romeo, Bianchi and a branch of the Fiat Company. Another organization is the Caproni Aircraft Corporation which is performing higher echelon maintenance for Lombardia Region at the present time. All vehicles are being reconditioned by the Ufficio Trasporti and the reconditioning is being done at Caproni Aircraft Corporation. Ufficio Trasporti is responsible for the payment of all debts incurred.

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The undersigned officers inspected the Fiat branch and the Caproni Aircraft Corporation plants and found them to be well organized, fully equipped and ready to do any type of maintenance desired by Allied Comission or AMG.

In the opinion of the officers submitting this report there is ample transport in Lombardia Region to meet all civil requirements providing it is properly organized and sufficient P.O.L. made available to allow proper allocation to be made.

TIRES:

Michlin and Pirelli Tire plants located in Milano are ready to operate as soon as sufficient quantities of raw materials are made available.

CONCLUSION:

The above mentioned regions were the only regions visited by the undersigned officers due to the fact that Lt. Colonel Franklin had to return to this Headquarters to obtain transportation to England where he was to be released from military duty, and air transport from Milano to Rome could not be secured in time to reach this Headquarters by the 10th of the month when it was urgent that said officer report here.

HARRY M. DORNER
Major, Ord. Dept.

1079

GORDON B. FRANKLIN
Lt. Col., R.C.A.S.C.

2579

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4 4

HEADQUARTERS
ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
Marche Truck Pools

June 10,1945

SUBJECT : Wine Haulage.

TO : Roads Division,Transportation Sub-Commission Hq.AC

Reference your attached letter AC/59/27/Tn5 dated 28 April 1945 and related correspondence.

1. This matter was taken up with the Provincial Commissioner,Ascoli Province,but as all A.M.G. functions closed in the Province on about 5 May 1945 and as the Province was handed over to the Italian Government on May 10,1945 it is regretted that no action could be taken as per ypur Para.3.

1048

D.P.RICHARDSON
Capt. Inf.
Transport Officer

2520

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1373

DFR

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GF/ep
PHONE: 489081

Ref: AC/59/27/Tn5

28 April 1945.

ALLIED MILITARY GOVERNMENT
N° 537 - 1 MAY 1945
DATE
HQ REGION 5

SUBJECT: Report on Wine Haulage in East Italy.

TO : Regional Commissioner -- Umbria-Marche Region.
(Att: Chief Transportation Officer)

1. Attached hereto is report made by Major H. A. Symons of this Sub-Commission, on his tour in East Italy.

2. You will note that six (6) cases were found where wine was being hauled by civilians under authorities issued by AMG and two (2) cases under authorities issued by Ufficio Transporti. It must be clearly understood that long distance haulage of wine from places in the South to your region is forbidden in view of shipping space which is being made available by Allied Commission to civilians through S.E.P.R.N.L. for this purpose. It is also quite irregular for AMG authorities to be renewed by local Ufficio Transporti and the Carabinieri without any reference to AMG Transportation Officers.

1047

3. It is requested that you take immediate steps to insure that all such permits for the haulage of wine are immediately withdrawn and that no further permits of this kind are issued. Please investigate each case stated by Major Symons and report action taken.

4. The question of irregular issue of work tickets for the haulage of wine by ENAC has been taken up by this Sub-Commission direct with the General Directorate in Rome.

By Command of Rear Admiral STONE:

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

Encl.-
Report

cc: Movements Div.

Referred to PSO and
no report recommended.
DFR

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

D-M

REPORT BY MAJOR H.A.SYMONS, INTELLIGENCE CORPS,
attd. Transportation S/C. A.C.

Itinerary

(a) Rome-Ancona
(b) Ancona-Pescara and Iesi-Fabriano
(at special request of Prov.Commissioner Ancona)
(c) Ancona-Chieti
(d) Chieti-Bari
(e) Bari-Naples
(d) Naples-Rome

Period

15 April 1945 to 23/4/45 (both dates inclusive)

1046

I Details of apprehension are submitted under three different headings

(a) Lorries apprehended travelling with authorities issued by ENAC

(b) Lorries apprehended travelling with authorities issued by Amgot.

(c) Lorries apprehended travelling with authorities issued by U.C.A.

2 The ease with which permits can be obtained ~~for~~ FROM each ANY anyone of these authorities makes the evasion of control and regulation a simple matter.

3. In all cases where fraud seemed apparent, papers and documents, carried by Drivers or/and Owners of goods, were confiscated by the Guardia of Finance, who accompanied me throughout this period of investigation.

4. Copies of all Enac forms carried were made (and are held) by the Enac representative who accompanied me; therefore all details, as shown in this report (as far as Enac is concerned); can be verified at the Enac H.Q. Agreement as to details is proven by the signatures of the representatives of Enac and Guardia of Finance at the bottom of the section of apprehension of lorries operating with Enac authorities.

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

Itinerary

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(b) Ancona-Pescara and Iesi-Fabriano
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H.N.Sillmon

Major
Intelligence Corps
Attd. Transportation S/C.
A.C.

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

2 5 2 3

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

DETAILS OF LORRIES FOUND TO BE CARRYING LOADS WITH ENAC AUTHORITIES.

Case N°.1.

Issuing Authority.
NO. and date of ENAC OR other authority - Enac 4 d/. 14.4.1945.
Itinerary - Molfetta-Ancona and return. (934 Km).
Truck number - N.E. 629/BA-435 - make and type - Lancia -3RO
Carrying capacity - 60 quintals (6 tons).
Date of apprehension 19/4/45.
N.B. Was carrying wine.

Case N°.2.

Issuing Authority - Chieti.
N°. and date of ENAC or other Authority - Enac 4 d/.17/4/45.
Itinerary - Chieti-San Severo and return.
Truck number - C.H. 3817 - Make and type Spa. 31/3.
Authorised to carry wine commune and vegetables.(Actually all wine).
Carrying capacity - 52 quintals (5 2/10th tons).
Date of apprehension 19/4/45.

1645

Case N°.3.

Issuing Authority - Naples.
N°. and date of ENAC or other Auth. - Enac 16. valid to 3/6/45.
Itinerary - Naples-Barletta and return.
Truck number - N.A. 33038 - Make and type Fiat 626.
Authorized to carry all type of goods.
Carrying capacity - 30 quintals (3 tons).
Date of apprehension - 21/4/1945.
N.B. Was actually carrying fish , but most other entries in his Enac book showed him as carrying wine or empty barrels, and the owner can continue to carry wine as often as he wishes

Case N°.4.

Issuing Authority - Pescara.
Number and date of ENAC or other Auth. - Enac 4 d/.18/4/45.
Itinerary - Ortona-Tocco-Casauria and return (124 Km.)
Truck number - P.E. 4591 - Make and type, Fiat 612.
Authorised to carry wine.
Carrying capacity - 12 quintals (1 2/10th tons).
Date of apprehension 18.4.45.

Case N°.5.

Issuing Authority - Terni
Number and date of Enac or other Auth. Model A.No.2200 d/17/4/45.
Itinerary - San Severo-Terni.
Truck no. 4152 T.R. - Make and type, Fiat/626.
Authorized to carry wine.

785021

Itinerary - Molfetta-Ancona and return. (934 Km).
Truck number - M.E. 629/BA-435 - make and type - Lancia -3RO
Carrying capacity - 60 quintals (6 tons).
Date of apprehension 19/4/45.
N.B. Was carrying wine.

Case N°.2.
Issuing Authority - Chieti.
N°. and date of ENAC or other Authority - Enac 4 d/.17/4/45.
Itinerary - Chieti-San Severo and return.
Truck number - C.H. 3817 - Make and type Spa. 31/3.
Authorized to carry wine commune and vegetables.(Actually all wine).
Carrying capacity - 52 quintals (5 2/10th tons).
Date of apprehension 19/4/45.

1645

Case N°.3.
Issuing Authority - Naples.
N°. and date of ENAC or other Auth. - Enac 16. valid to 3/6/45.
Itinerary - Naples-Barletta and return.
Truck number - N.A. 33038 - Make and type Fiat 626.
Authorized to carry all type of goods.
Carrying capacity - 30 quintals (3 tons).
Date of apprehension - 21/4/1945.
N.B. Was actually carrying fish , but most other entries in his Enac book showed him as carrying wine or empty barrels, and the owner can continue to carry wine as often as he wishes

Case N°.4.
Issuing Authority - Pescara.
Number and date of ENAC or other Auth. - Enac 4 d/.18/4/45.
Itinerary - Ortona-Tocco-Casauria and return (124 Km.)
Truck number - P.E. 4591 - Make and type, Fiat 612.
Authorized to carry wine.
Carrying capacity - 12 quintals (1 2/10th tons).
Date of apprehension 18.4.45.

Case N°.5.
Issuing Authority - Terni
Number and date of Enac or other Auth. Model A.No.2200 d/17/4/45.
Itinerary - San Severo-Terni.
Truck no. 4152 T.R. - Make and type, Fiet/626.
Authorized to carry wine.
Carrying capacity - 40 Qls. (4 tons).
Date of apprehension - 19/4/45.

Case N°.6.
Issuing Authority - Terni.
Number and date of ENAC or other Auth. - Model A/2251 d/17/4/45.
Itinerary - Terni San Severo.
Truck N°. 4389 T.R. - Make and Type - Fiat -626.
Authorized to carry wine.
Carrying capacity 40 Qls. (4 tons).
Date of apprehension - 19/4/45.

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Case N°.7.
Issuing Authority - Velletri.
Number and date of Enac or other Authority - Foglio di Via Città di Velletri - d/.10.4.45.
Itinerary - Velletri-Cisternino (Brindisi Province)
Truck N°. Rome 72062/2720 - Make and type - Fiat 634 .
Authorized to carry wine and goods for the Commune.
Carrying capacity - 140 quintals (14 tons).
Date of apprehension - 21/4/45.
N.B. The vehicle was on its way to collect wine and was carrying empty barrels.

Case N°.8.
Issuing Authority - Littoria.
Number and date of Enac or other Auth. - Enac 4. d/.15/4/45.
Itinerary - Littoria-Foggia-Cerignola and return.
Truck number - L.T. 2573 - Make and type - Fiat 666.
Authorized to carry Fruit-Condimento and unmentioned goods.
Carrying capacity - 60 quintals (6 tons).
Date of apprehension - 21/4/45.
N.B. ~~preliminarily~~ Carrying empty barrels and intended bring back wine.

Case N°.9.
Issuing Authority - Naples.
Number and date of Enac or other Auth. - Enac 4 d/. 18/4/45.
Itinerary Naples-Canosa and return.
Truck number N.A. 33543 - Make and type - Alfa. 350.
Authorized to carry Artichoks, but was carrying wine.
Carrying capacity - 35 Qls. (3½ tons).
Date of apprehension - 21/4/45.

1044

Case N°.10.
Issuing Authority - Littoria .
Number ~~extract~~ and date of Enac or other authority - Enac 4. d/. 24/4/45.
Itinerary - Montenaschio-Bari and return to Littoria.
Truck number L.T. 2732.
Authorized to carry Tyres(2).
Carrying capacity - 30 Qls. (3 tons).
Date of apprehension - 21/4/45.
N.B. Was carrying two tyres and 5 empty barrels.

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Case N°.8.
Issuing Authority - Littoria.
Number and date of Ensc or other Auth. - Ensc 4. d/.15/4/45.
Itinerary - Littoria-Foggia-Cerignola and return.
Truck number - L.T. 2573 - Make and type - Fiat 666.
Authorized to carry Fruit-Condimento and unbottled goods.
Carrying capacity - 60 quintals (6 tons).
Date of apprehension - 21/4/45.
N.B. ~~Carrying~~ Carrying empty barrels and intended bring back wine.

Case N°.9.

1044

Issuing Authority - Naples.
Number and date of Ensc or other Auth. - Ensc 4 d/. 18/4/45.
Itinerary Naples-Canosa and return.
Truck number N.A. 33543 - Make and type - Alfa. 350.
Authorized to carry Artichoks, but was carrying wine.
Carrying capacity - 35 Qls. (3½ tons).
Date of apprehension - 21/4/45.

Case N°.10.
Issuing Authority - Littoria .
Number ~~of truck~~ and date of Ensc or other authority - Ensc 4. d/. 24/4/45.
Itinerary - Montenaschio-Bari and return to Littoria.
Truck number L.T. 2732.
Authorized to carry Tyres(2).
Carrying capacity - 30 Qls. (3 tons).
Date of apprehension - 21/4/45.
N.B. Was carrying two tyres and 5 empty barrels.

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DETAILS OF LORRIES APPREHENDED CARRYING WINE WITH AMGOT AUTHORITIES /bm

1. Issuing Authority - Amgot Macerata.
Itinerary Recanati - Berletta and return.
Truck number - M.C. 6087.
Carrying capacity - 40 Quintals (4 tons).
Authority was issued to the Società Trasporti of Recanati and was a long term authority as from 13-4-45 to 29-4-45 - so therefore as many journeys as the carrers wish and lorry capable of could be made within that period.
N.B. The dates appeared to be forgeries.

2. Issuing Authority - Amgot Macerata.
Itinerary - Macerata - Berletta and return.
Truck number - M.C. 5152/194.
Carrying capacity - 70 Qls.(7tons).
N.B. Authorized to carry olives but was in fact carrying 40 Qls. of wine and 30 qls. of olives.

1043

3. Issuing Authority - Amgot Macerata.
Itinerary - Macerata-Rome-Naples and return.
Truck number - M.C. 3373 (Owner of vehicle Piesci Nismide).
Number of authority 606 or 300 /6-4-45 and was valid till 20/4/45.
N.B. The hirer of the truck, Morrin Quinto, was carrying hides (15 qu: quintals). He obtained 150 litri of petrol for the trip as specified above but was actually making regular trips, of which this was one; between Macerata and Termoli. These trips are irregular and are not trips for which authority was issued.

4. Issuing Authority - Chieti Province number of permit Amgot 438.
This authority was issued originally by Amgot to one Caporale Salvatore, to carry goods and other primary necessities for the comune - Date of issue 18/1/45.
Renewals of the authority (on the original Amgot permit) is made by the Consiglio Ufficio Prov. dell' Economia at Chieti, as and when the C/C wishes. The last renewal is till 30/4/45.
Number of truck C.H. 2619.
Make and type - Fiat. Type, 18 R.Camion.
N.B. Driver carried no work permit and no circulating permit.

5. Issuing Authority - Ascoli - Permit number Amgot 608628.
Itinerary - Fano-Terni-Chieti.
Truck number - A.P. 2503.

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of could be made within that period.
N.B. The dates appeared to be forgeries.

2. Issuing Authority - Amgot Macerata.
Itinerary - Macerata - Barletta and return.
Truck number - M.C. 5152/194.
Carrying capacity - 70 Qls.(7tons).
N.B. Authorized to carry olives but was in fact carrying 40 Qls. of wine and 30 qls. of olives.

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Number of truck C.M. 2619.
Make and type - Fiat. Type, 18 B.Camion.
N.B. Driver carried no work permit and no circulating permit.

5. Issuing Authority - Ascoli - Permit number Amgot 608628.
Itinerary - Fano-Terni-Chieti.
Truck number - A.P. 2503.
Make and type - Fiat, type 505.
N.B. Permit was issued by Amgot but was irregularly renewed by the Carabinieri at Monte Giorgio till 30/4/45. The permit was issued for permission to travel to the owner Serafini Armando of Montepassi.
Carrying Baskets, 3 quintals.

6. Issuing Authority - Amgot, Astra - Permit number 168950.
Itinerary - Barletta and return.
Truck number - Zara 665.

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(Cont'd) Details of Lorries apprehended carrying wine with Amgot Authorities.

Make and type - Fiat - type, 634.
Carrying capacity - 107 quintals (10 4/10th tons).
N.B. Permit was undated, issued on an Amgot form but stamped 'Astra Comune' ; did not bear an Amgot stamp.
Carrying wine and 10 people, and had previously three trips with the same permit.

1042

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DETAILS OF LORRIES APPREHENDED CARRYING WINE UNDER AUTHORITIES ISSUED BY U.C.A. (Ufficio Controllo Autotrasporti)

1 Issuing Authority - Ancona
Itinerary - Ancona-S.Pietro Vernotico and return
Truck number - AN 8220
Make and type - OM, 100 H.P.
Carrying capacity - 120 quintals (12 tons)
Number of permit - 308 issued by Amgot Prov. OH
Stamped - U.C.A. (il direttore) Civil Affairs Officer

2 Issuing Authority - Pescara
Number of permit 49. Bears stamp of Prefettura, Pescara and an entry that "All travels are authorized and controlled by Amgot, Pescara" ("Travels" written instead of some other more appropriate English words - makes one feel that the entry was made by an Italian).
Itinerary - Pescara-Lecce and return
Truck number - PS 6314
Make and type - Fiat 666
N.B. This journey the lorry was carrying dried fruit but authorized to carry oranges (the DRIED FRUIT journey more profitable). On the same authority, issued 4/4/45. This truck carried on the 7/4/45 110 quintals of wine from Lecce to Pescara. With this same authority any number of trips can be made.

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

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

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Tele : 478303

CSG/fd

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMO

AC/59
43

9 June 1945

Our ref.: AC/63/36/Tn 3

SUBJECT : Report on Tour 4-8 June 45

TO : A.Q..M.G(M) Roads Branch
Movements Division

1. The object of the journey was to attend a conference which I was instructed to attend by Col.Thomas. Conference took place at HQ. 15 Army Gp. at 1430 hrs. on 4 June 45.

2. 4 June. Left ROME at 0530 and travelled by air. Arrived FLORENCE Air port at 0840. Visited HQ. 15 Army Gp. and later met Lt.Col.Philip with whom I attended the meeting. A report on the meeting has been submitted separately. After the meeting I telephoned Lt.Col.Fernyhough and gave him such information regarding the meeting as I deemed was of interest to his Division. At 1830 hrs. I reported to Mr. Taylor at the Excelsior Hotel and gave him a verbal account of the meeting.

3. 5.June. Visited Q(Movements) FLORENCE Command. Nothing special to report. Later I saw Lt.Col. Yeo - D.P.& R. in FLORENCE. Left during the afternoon for LUCCA. Arrived AMG LUCCA just before 1800 hrs. and met Lt.Col. Hamilton (Provincial Commissioner). Arranged to visit him following morning. 1040

4. 6 June. Saw Lt.Col. Hamilton and went to FLORENCE with him. Discussed various aspects of his problems in LUCCA and PISTOIA provinces, for both of which he is responsible. His main trouble is that he does not know how long he is to be responsible, for these provinces. If, as he thinks, these provincies are to be handed over within a week or two, it would be more damaging than beneficial to start reorganisation. If, on the other hand, he is remaining there, he will implement many changes. He needs two G.M.C 2½ton trucks for work in a quarry. Vehicles at his disposal will not stand up to the work and the roads in question.

SUBJECT : Report on Tour 1-8 June 45

TO : A.Q.M.G(M) Roads Branch
Movements Division

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4. 6 June. Saw Lt.Col. Hamilton and went to FLORENCE with him. Discussed various aspects of his problems in LUCCA and PISTOIA provinces, for both of which he is responsible. His main trouble is that he does not know how long he is to be responsible, for these provinces. If, as he thinks, these provincies are to be handed over within a week or two, it would be more damaging than beneficial to start reorganisation. If, on the other hand, he is remaining there, he will implement many changes. He needs two GMC 2½ton trucks for work in a quarry. Vehicles at his disposal will not stand up to the work and the roads in question.

The Refugee Camp was full at the time of our discussion. Trouble is sometimes experienced with Partisans who arrive as refugees. They expect to be treated differently and are enclined to demonstrate if special treatment is not meted out to them. There is an Italian Major in charge who sometimes telephones Lt.Col. Hamilton for assistance. On his arrival, order is always restored.

I impressed on the Col.the necessity of giving advance notice of train despatches of refugees arriving in ROME in order that reception arrangements may be made.

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I made three attempts to contact Lt.Col.Giles in FLORENCE but was unable to. Spoke to Lt.Lancaster who said he was not aware of any problems which needed our assistance.

5. 7 June. Went to PISA and visited AMG. Met Capt. Glynn Hall Supply Officer. He said POL shortage is acute and that as a result they have been obliged to withdraw 300 vehicle circulation permits. He could not say what repurcussions this would produce. Anything we can do to increase their POL allocation will be appreciated. I asked him to submit a report on the situation to TOSCANA Region. He also informed me that he has heard of a PBS Salvage Unit which is operating at PONTEDERA under Command of a Capt. Morrison. At this location captured enemy vehicles are being cut up, quite good tyres are being destroyed. In many cases the tyres are in much better condition that those which are available to AMG PISA.

He intended visiting the Unit on Sunday 10 June for further investigation. He will render a report to TOSCANA Region but will speak to me on the phone after his visit and inform me of his findings.

6. 8 June. Returned to ROME.

C.STAIT-GARDNER
Major

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