

ACC

AC/TN/B/64

10000/148/2620

EA
AU

10000/148/2620

ENAC POLICY
AUG. 1944 - FEB. 1945

AC/64
AND COMPARTMENTAL
ADDRESSES OF THE PROVINCIAL OFFICES OF "E.N.A.C."

Telefono

DIREZIONE COMPARTIMENTALE DI ROMA
- Via Regina Giovanna di Bulgaria, 7

40796

DIREZIONE PROVINCIALE DI ROMA
- Piazza Sallustio, 16

484444

DIREZIONE COMPARTIMENTALE E DIREZIONE PROVINCIALE DI NAPOLI
- Palazzo della Borsa - Via S. Aspremo

53360

DIREZIONE PROVINCIALE DI AVELLINO
- Piazza Duomo - Palazzo Camera di Commercio

1045 / 1070

DIREZIONE PROVINCIALE DI BENEVENTO
- presso Ufficio ComunaleDIREZIONE PROVINCIALE DI CAMPOBASSO
- presso Palazzo R. Prefettura

220

DIREZIONE PROVINCIALE DI POTENZA
- presso Camera di Commercio

1324

DIREZIONE PROVINCIALE DI SALERNO
- traversa Carlo Pisacane, 5DIREZIONE COMPARTIMENTALE DI BARI
- Palazzo Questura - Via Oriani

12260

DIREZIONE PROVINCIALE DI BARI
- Via Gimma, 7DIREZIONE PROVINCIALE DI LECCE
- Viale Stazione, Palazzo Franco

1118

DIREZIONE PROVINCIALE DI MATERA
- Via Cappelluti, Palazzo Centro Provinciale Gioventù Italiana

170

DIREZIONE PROVINCIALE DI BRINDISI
- Corso Umberto, 18-20DIREZIONE PROVINCIALE DI FOGGIA
- presso Prefettura

DIREZIONE PROVINCIALE DI TARANTO

- Via Cavour, 23

2446

DIREZIONE PROVINCIALE DI CATANZARO

- Palazzo I.N.A.

DIREZIONE PROVINCIALE DI COSENZA

- presso Camera di Commercio

DIREZIONE PROVINCIALE DI REGGIO CALABRIA

- Via S. Francesco, 56

DIREZIONE PROVINCIALE DI FROSINONE

- Piazza Osteria De Matteis

DIREZIONE PROVINCIALE DI TERAMO

- Corso Mario Capuani

DIREZIONE PROVINCIALE DI CHIETI

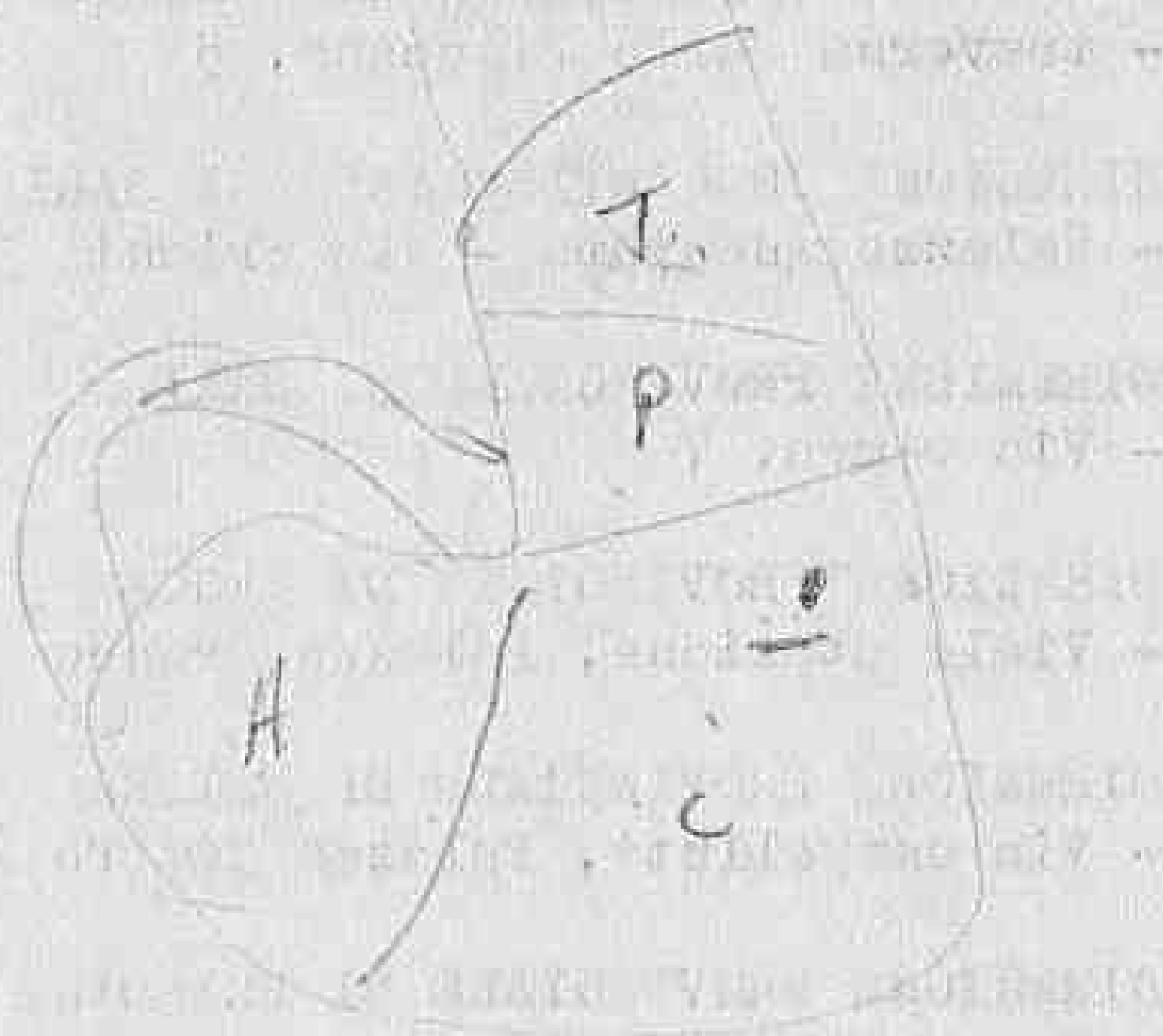
- Corso Marruccini, 138

DIREZIONE PROVINCIALE DI RIETI

- Via Garibaldi 255/257

452

Roma, 14 marzo 1945



HEADQUARTERS ALLIED COMMISSION

AEO 344

COMMERCE SUB-COMMISSION

AAB/hp

Ref. AC/5146/11/Commerce/FOL 5

Tel. Rome 473829
19 February 1945

SUBJECT: Petroleum Supplies - ENAC

TO : Ministry of Industry, Commerce and Labour
(Liquid Fuels Office)

1. We refer to ENAC letter 2F.25/1252 of 12 February 1945, addressed to your Ministry with copies to this sub-Commission.

2. It appears to us that paragraphs 1, 2 and 3, inclusive, are merely a restatement of views put forward by ENAC in their 12977/T of 24 January 1945 and expressed verbally at a meeting with Petro-Union, Lazio Umbria Region, on 23 January 1945. It is, however, wished to draw attention to the fact that, although one of the principal objections to the existing type of coupons put forward by ENAC is that they can be used at any petrol pump, the coupons suggested by ENAC are apparently to be used in exactly the same way (see 4 (6) and will, therefore, be open to exactly the same objections.

3. This sub-Commission is of the opinion that no change should be made in the existing system of allocation of petroleum products whereby bulk allocations are made to provinces by the Inter-Ministerial Petroleum Committee and the local authorities subdivide these allocations amongst the various categories of user.

4. In the case of petroleum for automotive purposes, the local authority is UPIC and it is felt, therefore, that the local ENAC Offices should get their allocations from UPIC acting under instructions from the central petroleum committee. Should ENAC Offices not correspond with local UPIC Offices, in all cases, arrangements could be made for a convenient UPIC Office to allocate to a regional ENAC Office controlling a given area. Attached is a translation giving details as to how the matter is being handled in Taranto.

5. It seems to be ENAC's contention that they should decide how much local Fire Brigades, public utilities, and goods vehicles working for individual concerns and not in the general truck pools are to get. Since however these vehicles, although registered by

- 2 -

EMAC will not be operating under their direct control, it is not understood what advantages could be gained by EMAC controlling their petrol supplies.

6. In fact, as is shown by letter H&G7, E/1 of 30 January 1945 from Naples Fire Brigade to EMAC (copy attached), the petrol supplies for this essential service have been reduced by EMAC to 12,000 litres per month compared to their requirements of 17,000 litres, as approved by AC Regional Public Safety Office. As a result they have been obliged to cut into the reserves which the Allied Authorities of Naples had previously authorized.

7. EMAC, as also Fire Brigades and Public Utilities under whose direct control various categories of vehicles are operated, may well wish to control the issue of petrol to individual vehicles, by means of some system of coupons, work tickets, or otherwise which would be accepted only at special fuelling points by arrangements with CIP.

1322

8. With such ADDITIONAL controls we have nothing but sympathy, but supplies made available through these fuelling points should, in our opinion, be allocated in the first place by the existing local authority (UPIC), acting on instructions of the Petroleum Committee. Coupons (or a certificate in lieu) issued by UPIC could be exchanged with CIP for equivalent supplies of petrol leaving EMAC or the other operators to exercise what additional day to day control they wish.

Major A. S. EMBERTON

for W.P. EVANS
Colonel
Director
Commerce Sub-Commission

2 Encls. (as per para 6)

Copy to : CIP, 131 Via del Tritone, Rome
Pet. Sec. AFHQ, EMAC
Transportation S/C

(with enclosure)

Dall' AC - Southern Region - Taranto .

All' AC - S/C di Commercio
Al Ufficiale Regionale per i Trasporti
AC/HQ - Southern Region - Napoli

Prot. T/AC/17

Data: 9 Febbraio 1945

Oggetto: Fornitura prodotti petroliferi e permessi di circolazione.

1. Ci riferiamo alla VS/ lettera AC/5087/Commercio/POL 12 del 10 Gennaio 1945.

2. Nella Provincia di Taranto i permessi di circolazione vengono rilasciati a privati dall'U.P.I.C. previa approvazione dell'U.P.I.C. e dell'AC Transportation Officer. 1321

3. Una riunione mensile ha luogo in questo Quartier Generale, presenziata da:

il Tenente G.W. TUNES RA. (Zone Transport Officer)
il Dott. LA BARBARA - Rappresentante dell'UPIC ,
il Cav. BUONO - Rappresentante del CIP,
il Capitano GHICCO - Rappresentante dell'ENAC,

quando tutte le richieste di prodotti petroliferi sono approvate.

4. Nel mese di febbraio l'ENAC ha ricevuto un'assegnazione di Litri 20,440 di benzina, quale ri-assegnazione per il Sud-Est e per i veicoli controllati dall'Ente stesso.

5. E' stato richiesto all'ENAC di presentare a noi ed all'UPCI un rapporto mensile sulle assegnazioni fattegli. Inoltre, un sopralluogo settimanale viene compiuto, dall'UPCI , sui prodotti petroliferi dell'ENAC.

/Pto Lt. G. W. TUNES RA.
Zone Transport & Supply Officer

(C o p i a)

54° CORPO VIGILI DEL FUOCO
NAPOLI

30 Gennaio 1945 .

Prot. N. 871 E/I

Spett.le E. N. A. C.

N A P O L I

OGGETTO:

Assegnazione carburanti .

e p.c. ALLIED COMMISSION SOUTHERN
REGION PUBLIC SAFETY

N A P O L I

e p.c. S.E.

IL PREFETTO

N A P O L I

Questo Comando, non per un superfluo servizio di responsabilità, ma nell'interesse di un pubblico servizio dove far presente che fin da ieri mattina non ha potuto fare il rifornimento di benzina alle macchine del Corpo per assoluta mancanza di carburante.

1320

Ieri ed oggi le macchine quindi consumano la riserva dei serbatoi, finita la quale dovranno fermarsi.

Deve far presente che questo mese non ha ottenuti che soli 12000 litri di benzina di fronte ai 17000 concessi dal Comando Alleato con nota PS/23 del 29.12.44 già esibita in visione a codesto Ente e contro i 16000 circa consumati nel decorso Dicembre.

Cra, poiché nonostante tutte le insistenze fatte per ottenere i 500 litri di benzina ancora spettantegli, non è riuscito allo scopo, questo Comando segnala doverosamente la gravissima e pericolosa situazione in atto, per i provvedimenti che le Autorità interessate, riteranno adottare.

B/G

IL COMANDANTE

(Ing. Agostino Telsani-

This HQ. has recommended to Economics & Supply Div. HQ. Southern Region, Allied Commission, that the petrol allocation to 54° Vigili del Fuoco, be at least 17,000 litres per month. The application contained in this letter is supported by the undersigned.

OGGETTO:

Assegnazione carburanti.

e p.c. ALLIED COMMISSION SOUTHERN
REGION PUBLIC SAFETY

N A P O L I

e p.c. G.E.

IL PREFETTO

N A P O L I

Questo Comando, non per un superfluo servizio di responsabilità, ma nell'interesse di un pubblico servizio deve far presente che fin da ieri mattina non ha potuto fare il rifornimento di benzina alle macchine del Corpo per assoluta mancanza di carburante.

1330

Ieri ed oggi le macchine quindi consumano la riserva dei serbatoi, finite la quale dovranno fermarsi.

Deve far presente che questo mese non ha ottenuti che soli 12000 litri di benzina di fronte ai 17000 concessi dal Comando Alleato con nota PS/23 del 29.12.44 già esibita in visione a codesto Ente e contro i 16000 circa consumati nel decorso Dicembre.

Cra, poiché nonostante tutte le insistenze fatte per ottenere i 500 litri di benzina ancora spettantegli, non è riuscito allo scopo, questo Comando segnala doverosamente la gravissima e pericolosa situazione in atto, per i provvedimenti che le Autorità interessate, riterranno adottare.

B/G

IL COMANDANTE

(Ing. Agostino Telsani-

This HQ. has recommended to Economics & Supply Div.
HQ. Southern Region, Allied Commission, that the petrol allocation to 54th Vigili del Fuoco, be at least 17,000 litres per month. The application contained in this letter is supported by the undersigned.

L. W. TOES
Captain
Acting Regional
Public Safety Office

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WMT/eh

Phone 489081

540/17/Tn 1

10 February 1945

Dear Sir:

I have to acknowledge receipt of your letter of 29 January 1945 addressed to Rear Admiral Stone.

As you will no doubt be aware from public decrees, ENAC has now been formally constituted by the Italian Government as the controlling organization for civilian road transport. It is suggested, therefore, that you should communicate with ENAC, Piazza della Croce Rossa, Rome, regarding any work you could undertake in this connection.

The organization for the allied imported vehicles is at present under active consideration, and your letter will be held in the Transportation Sub-Commission until a more definite answer can be given to your offer regarding these vehicles.

1319

Very truly yours,

M. B. THOMAS, Colonel
Deputy Director

Lt. Colonel Alberto Borghi
General Director
Italian Overseas Company, Ltd.
Rome

cc: Beach Div.

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION

ASB/ha.

Ref. AO/5146/2/Commerce/POL. 30

Tel. Rome 478829

7 February 1945

SUBJECT: E.N.A.C.

TO : ~~Ret. Sec. AFHQ, Rome~~ ~~AFHQ~~ Allied Command.

- I. Attached is a translation of Ministerial Decree of 15 January 1945 making ENAC responsible for the registration of goods haulage vehicles wef. 1 Feb. 1945.

For the Chief Commissioner :

1318

Maj. A. S. BRERETON

for W. P. EVANS
Colonel
Director
Commerce Sub-Commission

Copy to: Transportation Sub-Commission } with enclosure
~~Economic Section~~

1 Encl. (as pers No 1)

Seen by Mr. Evans
LL

Translation

MINISTERIAL DECREE 15 Gennaio 1945 .

Ban on circulation of vehicles not registered with E.N.A.C.

THE MINISTRY FOR TRANSPORTATION

In view of Article 4 of the Legislative Decree 17 August 1944 N° 188 by which E.N.A.C. was constituted

Decrees

Sole Article

1317

In the Provinces of Reggio Calabria, Catanzaro, Cosenza, Bari, Brindisi, Foggia, Lecce, Taranto, Matera, Napoli, Benevento, Avellino, Salerno, Campobasso, Potenza, Roma, Frosinone and Littoria, as from February 1st 1945 it is strictly forbidden to execute or to have executed any transport not authorised by ENAC by means of motor vehicles, including even those owned personally by the transporter.

Exception is made for the specific cases set forth in the second part of Article 4 of the Legislative Decree 17 Aug. 1944 N° 188.

The present decree will be published in the Official Gazette.

Rome, 15 January 1945

The Minister: CERABONA

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION

ASB/ha.

Ref. AC/5146/2/Commerce/POI. IE

Tel. Rome 478829

31 January 1945

SUBJECT: Petroleum Supplies - ENAC

TO : Ministry of Industry, Commerce and Labour
(Liquid Fuels Office)

1. We refer to our letter AC/5146/2/Commerce of 10 January 1945.

1316

2. We have received a copy of ENAC Headquarters letter 2.T.25/667 of 27 January 1945 subject: "Distribution of Petroleum Products February 1945" and wish to call your attention to paragraphs reading as follows.

3. "It is furthermore necessary for this Direz. Gen. to know the PERCENTAGES of Petrol and Gasoil under the heading "Auto" set aside for ENAC needs during the current month. In this connection it is thought necessary to confirm that the Provincial Management of ENAC will discipline the Circulation of all load hauling vehicles registered in its province, INCLUDING THOSE ENGAGED IN PUBLIC SERVICE (FIRE SERVICES, SANITATION, ELECTRICITY, TELEPHONES etc.), but excluding Bus services and special vehicles (vehicles under test, driving schools etc.) for which the Ispettoria to Compartimentale della Motorizzazione will provide from a special allocation set aside for this purpose".

4. We do not know why it should be necessary for ENAC to know the percentage of the total allocations made for automotive purposes by your Ministry and think it would be preferable if they were told only the allocations which will be available for their own use.

5. We are also not in agreement with their suggestion that they should control the circulation of all load hauling vehicles registered in the Province including those of the Fire, Sanitation and Electricity Services, which will be operating under the direct control of responsible Authorities who are in a much better position to control both their circulation and petrol rations than ENAC.

- 2 -

6. It would also appear that until ENAC have established effective control over the day to day circulation of these trucks which are NOT operating out of ENAC central garages, their Petrol rations should be directly controlled as heretofore by the UPIC.

7. It should be made clear that ENAC will obtain allocations of Petroleum from the UPIC (acting on instructions from the Liquid Fuels Office) only for those vehicles which it can effectively control and that UPIC is responsible for allocating available supplies for automotive purposes generally and not ENAC.

Maj A. S. BRETON

for W. P. EVANS
Colonel
Director
Commerce Sub-Commission

Copy to: ~~Pet. Sec. AFHQ, ENAC~~)
Transportation S/C) (with translation of
Public Safety S/C) ENAC's letter,
(Attn: Maj. Ballance) (2/T. 25/667
Lazio-Umbria Region)

1315

FROM ENAC ROME

27 January 1945

SUBJECT : Distribution
of Petroleum Products
February 1945.

Ref. 2.T.25/667

TO:
DIREZIONE PROVINCIALE ENAC
copy to:
DIREZIONE COMPARTIMENTALE ENAC
AC:Commerce Sub-Commission
Maj. Brereton
AC:Public Safety S/C. Maj. Ballance.
AC:Transportation S/C
PETROLEUM SECTION
MINISTRY OF INDUSTRY, C. & LABOUR
CIP
MINISTRY OF TRANSPORTATION
Motorizzazione Civile.
PROVINCIAL OFFICES OF INDUSTRY AND
COMMERCE in:
ROME = FROSINONE = LITTORELLA = BARI = BRINDISI
FOGIA = LECCE = TARANTO = MATERA =
NAPLES = AVELLINO = POTENZA = SALERNO
CAMPOBASSO = BENEVENTO = REGGIO CALABRIA
COSENZA = CATANZARO.

Referring to petrol allocations, as it is not possible so far to have exact information on vehicular traffic in the various provinces, it is thought opportune to confirm by agreement with the Ministry of Industry, Commerce & Labour, that the dispositions already communicated as to petroleum supplies for load hauling vehicles still remain in force for the month of February i.e. the Direzione Provinciale ENAC will come to an agreement with the local UPIC.

The reserve is made that you should inform us immediately your provincial allocation under the heading "Autos" i.e. covering all road vehicles.

In order that this Direzione Generale may have all the information needed to enable it to make concrete proposals to the Ministry of Industry, Commerce and Labour regarding the total provincial needs for petroleum products, each Direzione Prov. ENAC is invited to communicate by telegram or telephone before February 25th 1945 its requirements of Petrol & Gasoil and lubricants based on vehicular circulation during the first 20 days of next month (Febr.). The same information should be furnished to the local UPIC to enable them to present their official requests to the Ministry of Industry, Commerce and Labour.

It is furthermore necessary for this Direzione Gen. to know the percentages of Petrol and Gasoil under the heading "Autos" set aside for ENAC needs during the current month. In this connection it is thought necessary to confirm that the Provincial Management of ENAC will discipline the circulation of all load hauling vehicles registered in its province, including those engaged in Public

SUBJECT : Distribution
of Petroleum Products
February 1945.

Ref. 2.T.25/667

AS: Transportation S/O
PETROLEUM SECTION
MINISTRY OF INDUSTRY, C. & LABOUR
CIP
MINISTRY OF TRANSPORTATION
Motorizzazione Civile.
PROVINCIAL OFFICES OF INDUSTRY AND
COMMERCE in:
ROME = FROSINONE = LITFORDIA = BARI = BRINDISI
FOGIA = LECCE = TARANTO = MATERA =
NAPLES = AVELLINO = POTENZA = SALERNO
CAMPOBASSO = BENEVENTO = REGGIO CALABRIA
COSENZA = CATANZARO.

Referring to petrol allocations, as it is not possible so far to have exact information on vehicular traffic in the various provinces, it is thought opportune to confirm by agreement with the Ministry of Industry, Commerce & Labour, that the dispositions already communicated as to petroleum supplies for load hauling vehicles still remain in force for the month of February i.e. the Direzione Provinciale ENAC will come to an agreement with the local UPIC.

The reserve is made that you should inform us immediately your provincial allocation under the heading "Autos" i.e. covering all road vehicles.

In order that this Direzione Generale may have all the information needed to enable it to make concrete proposals to the Ministry of Industry, Commerce and Labour regarding the total provincial needs for petroleum products, each Direzione Provinciale ENAC is invited to communicate by telegram or telephone before February 25th 1945 its requirements of Petrol, Gasoil and Lubricants based on vehicular circulation during the first 20 days of next month (Febr.). The same information should be furnished to the local UPIC to enable them to present their official requests to the Ministry of Industry, Commerce and Labour.

It is furthermore necessary for this Direzione Generale to know the percentages of Petrol and Gasoil under the heading "Autos" set aside for ENAC needs during the current month. In this connection it is thought necessary to confirm that the Provincial Management of ENAC will discipline the circulation of all load hauling vehicles registered in its province, including those engaged in Public Service (Fire services, Sanitation, Electricity, Telephones etc..) but excluding Bus services and special vehicles (vehicles under test, driving schools etc..) for which the Ispettorato Compartimentale della Motorizzazione will provide from a special allocation set aside for this purpose.

./.

- 2 -

As regards the use of Petrol Coupons described in Circular prot. 3M/1391 of 14/12/44 the general rule is confirmed that these are valid in the whole territory of Liberated Italy. Up to date this system has not given rise to any inconvenience in as much as requirements for transit vehicles have been very limited.

From the time when ENAC begins to operate, when a journey affects two or more provinces, it is necessary to split up the relative requirements of carburant between such provinces. Whilst the necessary data is being collected and with a view to avoiding transfers of carburant from one province to another, a difficult operation under present conditions, all ENAC stations will allocate the total supplies of carburants needed for the round trip however long it may be.

The whole supply will be drawn from a Petrol Point located in the province where the journey starts and in this connection attention is drawn to the dispositions of Min. Ind. Commerce and Labour in circular prot/ 1656 of 19/12/44 - page 1^a - previously sent out attached to Memo from this Dir. Gen. EM/1653 of 27/12/44 by which ENAC stations will permit the issue of carburants in containers provided authority for this is shown on the Trip Ticket. To cover this situation the Direz. Prov. ENAC will have a rubber stamp made in the following text:

"

DIREZIONE PROVINCIALE ENAC

Provincia di

Si autorizza a trasportare, in bidoni o fusti, i prodotti petroliferi necessari per l'effettuazione del trasporto indicato nel foglio di viaggio.

IL CAPO STAZIONE

1313

"

PROVINCIAL OFFICE OF ENAC

Province of

It is hereby authorised to carry in tins or drums the petroleum products necessary for the transport mentioned in the work ticket.

" THE CHIEF OF THE STATION "

The instructions contained in this circular must be integrally observed in order to avoid dangerous confusion so far as regards vehicular movement.

/s/ IL DIRETTORE GENERALE

HEADQUARTERS ALLIED COMMISSION

APO 394

COMMERCE SUB-COMMISSION

ASB/hp

Tel. Rome 473029
10 January 1945

Ref. AC/5146/2/Commerce/POL 2

SUBJECT: Motor Vehicle Circulation
and Petroleum RationingTO : Ministry of Industry, Commerce and Labour
(Liquid Fuels Office)

1. In the course of some recent discussions this Sub-Commission has received from E.N.A.C. a copy of Serv. V 4771 dated 2 December 1944, from Ministry of Communications to Motorizzazione and views which concern the proposal to issue automatically to each load-hauling vehicle registered with E.N.A.C. a Circulation Permit.

2. It has been the policy of this Headquarters and we believe also of this Ministry of Industry, Commerce and Labour as expressed in frequent circulars and letters to limit the number of Circulation Permits issued to the bare minimum and only to issue them to individual vehicles AFTER the use to which the vehicle was to be put had been examined in the light of necessity.

3. It is our opinion that the issue of Circulation Permits on any other basis would inevitably lead to an increase of unauthorized Circulation - notwithstanding Trip Tickets - and an increased traffic in Black Market Petroleum which represents a diversion of the Allied War Effort.

4. This is the more so as present conditions make any effective police control difficult once a vehicle is in possession of a Circulation Permit. To quote but one example: the Camionette which are licensed for load hauling and supposed to be controlled by the Transportation Organisation but which have been carrying passengers all over Rome and in some cases are being operated by, or in conjunction with, places of public entertainment such as race-tracks, theatres etc. using fuel obtained either in excess of requirements from the transport organisations or in the Black Market.

1312

./.

- 2 -

5. It is accordingly requested that you will be good enough to signify your agreement that supplies of fuel shall not be allocated to E.M.A.C. or any similar organization except through the established Provincial Petroleum Rationing Authorities at their sole discretion without the prior consent of this Sub-Commission and that no other action will be taken which would have the effect of making any category of automotive vehicle independent of the usual channels for its supplies of Circulation Permits or Fuel.

M.J. EVANS
Colonel
Director
Commerce Sub-Commission

Copy to: Petsee, AFHQ, RAAC
Transportation S/C
Public Safety S/C

1011

Roma, 2 Dicembre 1944

MINISTERO DELLE COMUNICAZIONI
ISPETTOR. GEN. DELLA M.C. E DEI T.C.

Serv. V.
Prot. N. 4771

AGLI ISPETTORATI COMPARTIMENTALI
DELLA M.C.T.C. DI ROMA
NAPOLI + BARI + CAGLIARI +
CATANZARO + PALERMO.
MINISTERO INDUSTRIA E COM-
MERCIO E LAVORO
DIREZIONE GENERALE DEL-
L'E.N.A.C.

p.c.

Oggetto: Permessi di circolazione agli automezzi iscritti al-
l'ENAC.

Nell'imminenza del rilascio dei nuovi permessi di circola-
zione per il primo quadrimestre dell'anno 1945 si dispone che
per quanto si riferisce agli autocarri ed ai motocarri i permessi
vengano rilasciati, senza che occorra alcuna altra formalità, a
tutti quei automezzi che risultino iscritti all'ENAC e che all'atto
dell'iscrizione vennero dichiarati efficienti.
Tale condizione sarà accertata dagli ispettorati della Motorizza-
zione in base alle schede di iscrizione in loro possesso.

Con l'entrata in vigore dell'ENAC il permesso di circolazione
per detti autoveicoli avrà valore soltanto se accompagnato dai
prescritti documenti di viaggio, pertanto, a partire dal 1° Gen-
naio p.v. l'assegnazione dei carburanti agli autocarri ed ai moto-
carri non verrà più effettuata dalle Camere di Commercio ma dalle
Direzioni Provinciali dell'ENAC che rilasceranno di volta in volta
buoni di prelevamento per ogni singolo viaggio autorizzato o buoni
mensili per gli automezzi i cui proprietari abbiano ottenuto l'au-
torizzazione ad eseguire trasporti in conto proprio con mezzi pro-
pri ai sensi dell'art. 4 del D.L. 17 agosto 1934, N. 188.

Gli autocarri e motocarri già dichiarati inefficienti e succes-
sivamente riparati potranno, a riparaazione ultimata, richiedere il
permesso di circolazione che verrà concesso subordinatamente all'e-
sito favorevole di apposito accertamento tecnico da parte degli
Ispettorati della Motorizzazione che ne daranno subito comunicazio-
ne alle competenti Direzioni Provinciali dell'ENAC.

Resta tassativamente vietato il rilascio dei permessi di cir-
colazione ad autocarri, autotreni, motocarri e trattori stradali
con rimorchi che non abbiano ottenuto all'obbligo di iscrizio-
ne all'ENAC.

1310
MINISTERO

ITALIA DELLA M.B. S.C. DI ROMA
NAPOLI + BARI + CAGLIARI +
CATANZARO + PALERMO.
MINISTERO INDUSTRIA E COM-
MERCIO E LAVORO
DIREZIONE GENERALE DEL-
L'E.N.A.C.

p.c.

Oggetto: Permessi di circolazione agli automezzi iscritti al-
l'ENAC.

Nell'imminenza del rilascio dei nuovi permessi di circola-
zione per il primo quadrimestre dell'anno 1945 si dispone che
per quanto si riferisce agli autocarri ed ai motocarri i permessi
vengano rilasciati, senza che occorra alcuna altra formalità, a
tutti quei automezzi che risultino iscritti all'ENAC e che all'atto
dell'iscrizione vennero dichiarati efficienti.

Tale condizione sarà accertata dagli Ispettorati della Motorizza-
zione in base alle schede di iscrizione in loro possesso.

Con l'entrata in vigore dell'ENAC il permesso di circolazione
per detti autoveicoli avrà valore soltanto se accompagnato dai
prescritti documenti di viaggio, pertanto, a partire dal 1° Gen-
naio p.v. l'assegnazione dei carburanti agli autocarri ed ai moto-
carri non verrà più effettuata dalla Camera di Commercio ma dalle
Direzioni Provinciali dell'ENAC che rilasceranno di volta in volta
buoni di prelevamento per ogni singolo viaggio autorizzato e buoni
mensili per gli automezzi i cui proprietari abbiano ottenuto l'au-
torizzazione ed eseguire trasporti in conto proprio con mezzi pro-
pri ai sensi dell'art. 4 del D.L. 17 agosto 1944, No 158.

Gli autocarri e motocarri già dichiarati inefficienti e succe-
sivamente riparati potranno, a riparazione ultimata, richiedere il
permesso di circolazione che verrà concesso subordinatamente all'es-
sito favorevole di apposito accertamento tecnico da parte degli
Ispettorati della Motorizzazione che ne daranno subito comunicazione
alle competenti Direzioni Provinciali dell'ENAC.

Resta tassativamente vietato il rilascio dei permessi di cir-
colazione ed autocarri, autotreni, motocarri e trattori stradali
con rimorchi che non abbiano ottenuto all'obbligo di iscrizio-
ne all'ENAC.

1310
IL MINISTRO
Gerabona

SECRET

TRANSLATION

MINISTRY OF COMMUNICATIONS
INTERV. GEN. DELLA M.C. E DEI T.C.

Serv. V
Prot. n. 4771

TO: Ispettorati
Compartimentali
M.C.T.C. - ROMA - NAPOLI
BARI - CAGLIARI - CATANZARO
PALERMO

MINISTRY OF INDUSTRY
COMMERCE AND LABOR

DIREZIONE GENERALE ENAC

SUBJECT = Circulation permits registered with ENAC.

1. Whilst awaiting the issue of the new circulation permits for the last four months of 1945, decision has been made, that as regards all trucks, circulation permits be issued without any other formality to all motor vehicles registered with ENAC which have been declared efficient at the moment of their inscription. The Ispettorati delle Motorizzazioni will make sure that all motor vehicles registered are efficient, controlling the forms of registration in their possession.

2. With ENAC becoming efficient, the circulation permits of said motor vehicles will only be valid if accompanied by the required travelling documents; meanwhile starting from 1st January 1946 carburant allocation to all trucks will no more be made by Camere di Commercio but by the Direzione Provinciale ENAC which will issue each time the carburant coupons for every single authorized trip, on monthly coupons for those motor vehicles whose proprietors have been authorized to carry out their own transportation by their own means, according to art. 4 of D.L. n. 17 August 1944, No. 120.

3. All trucks which have been declared unserviceable and then have been repaired will have the circulation permits which will be given them after technical investigation by the Ispettorati Motorizzazioni, who will send on said information to the Direzione Provinciale ENAC.

4. No circulation permits will be issued to trucks, motor trucks, tractors with trailers, which have not been previously registered with ENAC.

/s/ THE MINISTER
Carabona

1309

2/12/44

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

FILE: RLE 013.21/RAS

1 February 1945

SUBJECT: Operation of I.N.T. Trucks. Accident Claims.

TO : Headquarters, Allied Commission - APO 394.
(Attn: Transportation Sub-Commission)

1. With reference to the above matter no reply has been received from you at this Headquarters to letters of the R.L.O. dated 3.10.44 and 6.10.44 and letter from the Executive Officer dated 18.11.44. It is also understood that Captain CALVANESE was unable to obtain any instructions from you on this point when in ROME recently.

2. The position is now very acute as there are a great many claims of long standing to be settled and in the numerous cases where civil actions have been commenced against INT the Courts are very reluctant to hold-up the legal procedure any longer.

3. In these circumstances it is the opinion of this Headquarters confirmed by the R.L.O. that there can be no objection to giving INT permission to proceed to settle the claims out of the fund that they have available.

4. This Headquarters therefore proposes to take this step at the expiration of 14 days from today, namely, 15.2.45 unless your definite instructions are received to the contrary in the meantime.

FOR THE REGIONAL COMMISSIONER:

1308

R. A. Snook
RUSSELL A. SNOOK, Lt. Col.,
Regional Executive Officer.

sf

R164

EXCERPT from prot. No. 87, allegati 2, 30 January 1945.

(Translation)

"4. Our Committee, after having examined the new rate proposed, in all its aspects, decided to approve it and to recommend it for the approval of your Commission."

Owing to the urgency in closing this action, a complete translation of the above reference is being submitted for the files later. Paragraph 4 clearly states the approval of the Interministerial Price Committee.

HHB
HENRY H. BAKKEN

1307

HHB/ns
30 Jan 45

Tel: 497

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

HHE/hs

15.54/ES

30 January 1945

SUBJECT: ENAC Tariff Rates for Motor Transport.

TO : Interministerial Price Committee,
Attn: Dr. Foglietti.

1. Reference Prot. No. 87 of 30 January 1945 from Interministerial Price Committee, and Prot. No. EG/630 of 25 January 1945 from the Ministry of Communications.

2. The proposed ENAC tariff rates for motor transport submitted by the Interministerial Price Committee to this Commission on 27 January have been reviewed. The Commission has no objection to the publication of these rates effective on or about 1 February for a period of 60 days. These tariff rates are considered as trial maximum rates and it is hoped that as soon as ENAC can gain control of motor transport subsequent changes in the rates may result in a downward revision.

LDD
L. D. DENSMORE
Colonel, F.A.
Acting Deputy Chief of Staff
Economic Section

1306

APPROVED: *HHB*
HENRY H. BAKKEN, Ec. Sect.

CC: Price Office
Transportation S/C (Mr. M. Taylor) */*

TRANSLATION

/m1

Ref. No. 2 T 25/667

TO : Enac Provincial Direction

Rome 27th January 1945

SUBJECT : Distribution of petroleum products during February 1945.

For what concerns the assignment of petroleum products as it is not possible to ascertain the vehicle traffic current in the various provinces, we maintained opportune in agreement with the Ministry of Industry, Commerce and Labour that also for the month of February should be valid the precedent dispositions, according to which the Provincial Direction of E,ac should contact with the Provincial Office of Commerce and Industry for what concerns the requirement of fuel and lubricant for trucks and motor-cycle cars of the province.

We will communicate in due time the amounts of petroleum products which will be assigned to this province under the voice "auto" (motor car) and this for the exigencies of all vehicles.

In order to give to this General Direction all the necessary elements to do effective applications to the Ministry of Industry, Commerce for the provincial and total requirements of petroleum products, we invite that Provincial Direction to communicate by telegram or by phone not beyond February the 25th the requirements of petrol, diesel oil, oil, grease, which appear from the data concerning the vehicle movement during the first 20 days of next month.

1305

The same communication ought to be done in due time to the provincial offices of Commerce and Industry in order to do regular applications to the Ministry of Industry and Commerce.

This General Direction requires to know the percentages of petrol and diesel oil, under the voice "auto" (motor-car) for the requirements of Enac. Then we think opportune to confirm that the Provincial Direction of Enac will still supervise the movement of all trucks and motor-cycle cars which are enlisted in the province, including also those operating public service (fire service, electric service, phone service) and excluding those operating public services of lines and various uses (testing license plate-school for drivers, vehicles with special license plates) for which the Compartmental Inspectorate of Civil Motorization assigns a special supply of petroleum products.

For what concerns the use of the coupons for petroleum products, reference to the models, mentioned in the circular No. 3M/1391 of 14/12/1944, we confirm that they can be used in all the territory of Liberated Italy.

possible to ascertain the vehicle traffic current in the various provinces, we maintained opportune in agreement with the Ministry of Industry, Commerce and Labour that also for the month of February should be valid the precedent dispositions, according to which the Provincial Direction of E,ac should contact with the Provincial Office of Commerce and Industry for what concerns the requirement of fuel and lubricant for trucks and motor-cycle cars of the province.

We will communicate in due time the amounts of petroleum products which will be assigned to this province under the voice "auto" (motor car) and this for the exigences of all vehicles.

In order to give to this General Direction all the necessary elements to do effective applications to the Ministry of Industry, Commerce for the provincial and total requirements of petroleum products, we invite that Provincial Direction to communicate by telegram or by phone not beyond February the 25th the requirements of petrol, diesel oil, oil, grease, which appear from the data concerning the vehicle movement during the first 20 days of next month.

1305

The same communication ought to be done in due time to the provincial offices of Commerce and Industry in order to do regular applications to the Ministry of Industry and Commerce.

This General Direction requires to know the percentages of petrol and diesel oil, under the voice "auto" (motor-car) for the requirements of Enac. Then we think opportune to confirm that the Provincial Direction of Enac will still supervise the movement of all trucks and motor-cycle cars which are enlisted in the province, including also those operating public service (fire service, electric service, phone service) and excluding those operating public services of lines and various uses (testing license plate-school for drivers, vehicles with special license plates) for which the Compartmental Inspectorate of Civil Motorization assigns a special supply of petroleum products.

For what concerns the use of the coupons for petroleum products, reference to the models, mentioned in the circular No. 3M/1391 of 14/12/1944, we confirm that they can be used in all the territory of Liberated Italy.

This system has not shown up to now any inconvenience because the requirement of liquid fuel for the vehicles in transit has always been small.

With the operation of Enac it is necessary for voyages which concern two or more province to predispose supplies of fuel along the mileage.

GB/gS

But while we wait to know the currents of traffic, to avoid turning off of fuel from one province to another (which is very difficult at present) the ENAC stations will assign fuel for the outward and return voyage whatever is the length of the mileage.

The complete refurnishment of the fuel must be done by whatever distributor of the province of departure and on this subject we call the attention on the instructions issued by the Ministry of Industry Commerce with circular ref:1656 dated Dec.19th,1944 (page II) and already transmitted as enclosure to the note of this General Direction No.EM/1653 dated 27.12.1944, according to which the ENAC stations will allow supplies of fuel in drums or only with a special authorisation which will be applied on the travel order.

Therefore the Provincial Direction will prepare a special stamp as follows:

Provincial Office of ENAC

Province of

"It is hereby authorised to carry in tins or drums the petroleum products necessary for the transport mentioned in the work ticket (travel order)."

The Chief of the Station

Direzione Provinciale ENAC

Provincia di

" Si autorizza a trasportare, in bidoni o fusti, i prodotti petroliferi necessari per l'effettuazione del trasporto indicato nel foglio di viaggio.

Il Capo Stazione

We take the opportunity in order to avoid inconvenience in the movement of trucks, to precise that the dispositions sent with the following circular are effective. We would appreciate very much if you will wire the answer.

The General Director

DISTRIBUTION

Compartmental Directions of ENAC, Rome

Allied Commission,
Commerce Sub-Commission, (Maj.Brereton)

Allied Commission
Public Secretary Sub-Commission, (Maj.Ballance) Rome

Allied Commission, Tn.Sub.Commission, Rome

Petroleum Section, Rome.

Ministry of Industry and Commerce

Liquid Fuel Division, Rome.

Italian Petroleum Committee (3)

Via dei Maroniti, 40, Rome.

1304

Therefore the Provincial Direction will prepare a special stamp as follows:

Provincial Office of ENAC

Province of

"It is hereby authorised to carry in tins or drums the petroleum products necessary for the transport mentioned in the work ticket (travel order)."

The Chief of the Station

Direzione Provinciale ENAC

Provincia di

" Si autorizza a trasportare, in bidoni o fusti, i prodotti petroliferi necessari per l'effettuazione del trasporto indicato nel foglio di viaggio.

Il Capo Stazione

We take the opportunity in order to avoid inconvenience in the movement of trucks, to precise that the dispositions sent with the following circular are effective. We would appreciate very much if you will wire the answer.

The General Director

1304

DISTRIBUTION

Compartmental Directions of ENAC, Rome

Allied Commission,
Commerce Sub-Commission, (Maj. Brereton)

Allied Commission
Public Secretary Sub-Commission, (Maj. Ballance) Rome

Allied Commission, Tn. Sub-Commission, Rome

Petroleum Section, Rome.

Ministry of Industry and Commerce

Liquid Fuel Division, Rome.

Italian Petroleum Committee (3)

Via dei Maroniti, 40, Rome.

Ministry of Transports

General Inspectorate of Civil Motorisation and Transports
in Concession, Rome.

Provincial Offices of Commerce and Industry of:
Rome, Frosinone, Littoria, Bari, Brindisi, Foggia, Lecce,
Taranto, Matera, Napoli, Avellino, Potenza, Salerno, Campo-
basso, Benevento, Reggio Calabria, Cosenza, Catanzaro.

27. 25/667

Roma 27 GEN 1945

Alle DIREZIONI PROVINCIALI DELL'ENAC

e p.c.

Alle DIREZIONI COMPARTIMENTALI ENAC
SERVIZIS E D EAlle COMMISSIONE ALLEATA SOTTOCOMMISSIONE
COMMERCIO - Maggiore PreretonR O M AAlle COMMISSIONE ALLEATA-SOTTOCOMMISSIONE
PUBBLICA SICUREZZA-Maggiore BallanceR O M AAlle COMMISSIONE ALLEATA-SOTTOCOMMISSIONE
TRASPORTIR O M A

Alla PETROLEUM SECTIO

R O M AAl MINISTERO INDUSTRIA COMMERCIO -
DIVISIONE COMBUSTIBILI LIQUIDIR O M A

Al COMITATO ITALIANO PETROLI

(in tre copie)

Via dei Maroniti 40

R O M AAl MINISTERO DEI TRASPORTI -Ispettorato
Gen. Motorizzazione Civile e E.C.R O M AAgli UFFICI PROVINCIALI DEL COMERCIO E
DELL'INDUSTRIA di:ROMA=INOSTRUCIE-LIBERIA=PARTE
TRINDISI=FOGGIA=LECCE=BRANNO=PISTOIA=
NAPOLI AVELLICO=PORTOFRANCESCO=SALENTO=
CAMPORASSO=VENTE-O=MEGIC CAMPANIA=
COSTANZA=CATANZARO=

Per quanto riguarda le assegnazioni di prodotti petroliferi,
non essendo possibile, per il momento, conoscere le correnti di
traffico degli autoveicoli nelle varie provincie, si è ritenuto

S E D E

Alle COMMISSIONE ALLEATA SOTTOCOMMISSIONE
COMMERCIO = Maggiore Frereton

R O M A

Alle COMMISSIONE ALLEATA-SOTTOCOMMISSIONE
PUBBLICA SICUREZZA-Maggiore Bailence

R O M A

Alle COMMISSIONE ALLEATA-SOTTOCOMMISSIONE
TRASPORTI

R O M A

Alle PETROLEUM SECTION

R O M A

Al MINISTERO INDUSTRIA COMMERCIO =
DIVISIONE COMMERCEILI LIQUIDI

R O M A

Al COMANDO ITALIANO PETROLI

(in tre copie)

Via dei Maroniti 40

R O M A

Al MINISTERO DEI TRASPORTI =Ispettorato
Gen. Motorizzazione Civile e R.O.

R O M A

Agli UFFICI PROVINCIALI DEL COMMERCIO E
DELL'INDUSTRIA di:

ROMA=INVESTICAZIONE=INT. ORTA=PARI=
TRIESTE=FOGGIA=LECCE=CATANZARO=MATERA=
NAPOLI AVELLINO=PORTOFINO=SALENTO=
CAMPORASSO=PORTO=NO=NEGGIO CALABRIA=
COSTANZA=CATANZARO=

Per quanto riguarda le assegnazioni di prodotti petroliferi, non essendo possibile, per il momento, conoscere le correnti di traffico degli autoveicoli delle varie provincie, si è ritenuto opportuno, anche per il mese di febbraio p.v., d'intesa col Ministero dell'Industria del Commercio e del Lavoro, confermare le disposizioni precedentemente impartite nel senso che le Direzioni Provinciali dell'ENAC prenderanno accordi con gli Uffici Provinciali del Commercio e dell'Industria circa il fabbisogno di carburanti e lubrificanti per gli autocarri e motocarri della provincia.

- 2 -

Si fa riserva di comunicare tempestivamente i quantitativi di prodotti petroliferi assegnati a ciascuna provincia e alla voce "auto" e cioè per le esigenze di tutti gli autoveicoli.

Allo scopo di fornire a questa Direzione Generale tutti gli elementi necessari per poter avanzare proposte concrete al Ministero dell'Industria e del Commercio circa il fabbisogno provinciale o complessivo di prodotti petroliferi, si invita codesta Direzione Provinciale a voler comunicare a mezzo telegrafo o telefono in modo che le notizie pervengano non oltre il 25 febbraio p.v. il fabbisogno di benzina, gasolio, olio per differenziale, grasso, desunto dai dati relativi al movimento degli automezzi dei primi 20 giorni del prossimo mese.

Uguale comunicazione deve essere fatta tempestivamente agli Uffici Provinciali del Commercio e dell'Industria affinché possano essere in grado di fare le relative richieste al Ministero dell'Industria e del Commercio.

Necessita inoltre a questa Direzione Generale conoscere le percentuali di benzina e di gasolio sulla voce "auto" mensile e di spesa, per il corrente mese, per le necessità dell'ENAC. In proposito si ritiene utile confermare che le Direzioni Provinciali di ENAC disciplinano il movimento di tutti gli autocarri e motacarri iscritti nella provincia, ivi compresi quelli adibiti a pubblici servizi (pompiere-nettenza urbana-Società elettriche-Società telefoniche, ecc.) esclusi quelli adibiti a pubblici servizi di linea ed vari (targhe di prova, scuole guida autoveicoli con licenza per usi speciali, collaudi) per i quali l'ENAC provvede l'Ispezzione Compartmentale delle Motorizzazioni Civile con una assegnazione a parte di prodotti petroliferi.

Per quanto riguarda l'uso dei fuoni di prelevamento di prodotti petroliferi nelle circolare

Allo scopo di fornire a questa Direzione Generale tutti gli elementi necessari per poter avanzare proposte concrete al Ministero dell'Industria e del Commercio circa il fabbisogno provinciale e complessivo di prodotti petroliferi, si invita questa Direzione Provinciale a voler comunicare a mezzo telegrafo o telefono in modo che le notizie pervengano non oltre il 25 febbraio p.v. il fabbisogno di benzina, gasolio, olio per differenziale, grasso, desunto dai dati relativi al movimento degli automezzi dei primi 20 giorni del prossimo mese.

Usuale comunicazione deve essere fatta tempestivamente agli Uffici Provinciali del Commercio e dell'Industria affinché possano essere in grado di fare le relative richieste al Ministero dell'Industria e del Commercio.

Necessita inoltre a questa Direzione Generale conoscere le percentuali di benzina e di gasolio sulla voce "auto" mensile e di spesa, per il corrente mese, per le necessità dell'ENAC. In proposito si ritiene utile confermare che la Direzione Provinciale dell'ENAC disciplinano il movimento di tutti gli autocarri e motacarri iscritti nella provincia, ivi compresi quelli adibiti a pubblici servizi (pompiere-nettezza urbana-Società elettriche-Società telefoniche, ecc.) esclusi quelli adibiti a pubblici servizi di linea ed usi vari (targhe di prova, scuole guida autoveicoli con licenza per usi speciali, collaudi) per i quali l'ENAC provvede l'Ispezzione Compartmentale della Motorizzazione Civile con una assegnazione a parte di prodotti petroliferi.

Per quanto riguarda l'uso dei buoni di prelievo di prodotti petroliferi, secondo i modelli indicati nelle circolari prot. 3M/1391 del 14/12/1944, si conferma la norma di carattere generale che gli stessi sono spendibili in tutto il territorio dell'Italia liberata.

Tale sistema non ha dato fino ad oggi inconvenienti in quanto i rifornimenti di carburante alle autovetture in transito

BEST COPY POSSIBLE

- 3 -

to ni sono verificati per quantitativi di scorta entità.

Con l'entrata in funzione dell'ENAO si rende necessario, per i viaggi che interessano due o più provincie, predisporre i rifornimenti frazionati del carburante lungo il percorso. Per in attesa di conoscere le correnti di traffico e per evitare scontri di carburante da una provincia di rifornimento in transito ad un'altra, difficilmente attuabili per il momento, le stazioni ENAO assegneranno il carburante per il viaggio di andata e di ritorno qualunque sia la lunghezza del percorso.

Il rifornimento completo di carburante deve essere effettuato presso un qualsiasi distributore della provincia di partenza ed in proposito si richiama le disposizioni impartite dal Ministero dell'Industria e del Commercio con circolare prot. 1456 in data 19 dicembre 1944 (pagina 11), precedentemente trasmessa come allegato alla nota di questa Direzione Generale n. EM/1653 in data 27/12/1944, nel senso che le stazioni ENAO concederanno il prelievo del carburante a mezzo fusti o bidoni mediante autorizzazione da apporsi sul foglio di viaggio.

A tale scopo le Direzioni Provinciali appronteranno un apposito timbro con la seguente dizione:

1302

DIREZIONE PROVINCIALE ENAO

Provincia di

Si autorizza a trasportare, in bidoni o fusti, i prodotti petroliferi necessari per l'effettuazione del trasporto indicato nel foglio di viaggio.

IL CAPO STAZIONE

PROVINCIAL OFFICE OF ENAO

Province of

It is hereby authorised to carry in tins or drums the petroleum products necessary for the transport mentioned in the

in attesa di conoscere le correnti di rifornimento in transito di carburante da una provincia di rifornimento in transito ad un'altra, difficilmente attuabili per il momento, le stazioni EMAC assegneranno il carburante per il viaggio di andata e di ritorno qualunque sia la lunghezza del percorso.

Il rifornimento completo di carburante deve essere effettuato presso un qualsiasi distributore nella provincia di partenza ed in proposito si richiama le disposizioni impartite dal Ministero dell'Industria e del Commercio con circolare prot. 1456 in data 19 dicembre 1944 (pagine 11), precedentemente trasmessa come allegato alla nota di questa Direzione Generale n. EM/1653 in data 27/12/1944, nel senso che le stazioni EMAC concederanno il prelievo del carburante a mezzo fusti o bidoni mediante autorizzazione da apporsi sul foglio di viaggio.

A tale scopo le Direzioni Provinciali appronteranno un apposito timbro con la seguente dizione:

1302

DIREZIONE PROVINCIALE EMAC

Provincia di

" " Si autorizza a trasportare, in bidoni o fusti, i prodotti petroliferi necessari per l'effettuazione del trasporto indicato nel foglio di viaggio.

" " IL CAPO STAZIONE

PROVINCIAL OFFICE OF EMAC

Province of

" " It is hereby authorized to carry in tins or drums the petroleum products necessary for the transport mentioned in the work ticket.

" " THE CHIEF OF THE STATION

Si ritiene utile precisare che le disposizioni impartite con la presente devono intendersi tassative allo scopo di evitare

re dennessi inconvenienti per quanto riguarda il movimento degli autocarri.

Si prega di voler fornire un cortese cenno telegrafico di assicurazione.

IL DIRETTORE GENERALE

L. J. J. J.

15.54/ES

LDD/er

28 January 1945

R/64
Tn
SLC

MEMORANDUM FOR MR. BAKKEN:

Subject: ENAC Rates

1. Attached is letter SG/630, 25 January 45 from Minister of Transport. You will note that the Minister states that a certain rate schedule for ENAC which was transmitted to the Commission by letter from the Minister of Transport dated 17 January, has been approved by the Inter-Ministerial Price Committee. The letter of the 17th with rate schedules was turned over to Transportation Sub-Commission.

2. I understand that the matter will be up before your Price Committee Monday January 29. May I caution you not to accept the statement of the Minister of Transport that such schedule of rates has been approved by the Inter-Ministerial Committee. You should receive direct information from the Inter-Ministerial Committee with a request for AC concurrence and the Inter-Ministerial Committee should supply you with the tariffs which they have approved.

1301

LDD
L. D. DENSMORE
Colonel, F A
APCOS, E/S

cc: Transportation S/C ✓

Incl - m/a

Seen by Mr. Baker

TRANSLATION

g/s

HEAD QUARTERS ALLIED COMMISSION
A.P.O 394
Transportation Sub-Commission

22nd. 23rd. 24th. January 1945

DAILY DIGEST OF ROME PRESS

SUMMARY

- 1) From the "Risorgimento Liberale" : Another increase of
 tranway fares -
- 2) From the "Unità" : First train cheered on
 Rome-Naples
- 3) From The Italia Nuova" : Climatic moment for ENAC-

I From the "Risorgimento Liberale

"Another increase of tranway fares,
From to morrow, January the 22nd, the present fares of
tramway, trolley bus and bus lines will be modified as follows:
Suburban lines and sections, circular lines and double
lines:

- reduced fare : 1 lire-
- ordinary fare : 3 lires-
- Central lines and sections:
- reduced fare : 2 lires.
- ordinary fare : 3 lires.
- Peripheric lines (at present not operating) : 1 lire.

1300

2 From the Italia Nuova

"Climatic Moment for E.N.A.C"

All the enterprses, associated in the A.N.I.T.A. (Natio-
nal association of motor transport comp-nies) have taken net atti-
tude in regard of E.N.A.C., of which they have pointed out their
opinion in a detailed memorandum.
Let us first observe that in a democratic system it is permitted
to tell to a Minister during a meeting, even in a respectful way,
that he is wrong, it is a satisfactory indication of the new age
to which little by little all the working classes are going to be

SUMMARY

- 1) From the "Risorgimento Liberale" : Another increase of
 tranway fares -
 2) From the "Unità" : First train cheered on
 Rome-Naples
 3) From The Italia Nuova" : Climatic moment for ENAC-

1 From the "Risorgimento Liberale

"Another increase of tranway fares,

From to morrow, January the 22nd, the present fares of
 tranway, trolley bus and bus lines will be modified as follows:

Suburban lines and sections, circular lines and double
 lines:

- reduced fare : 1 lire-
 - ordinary fare : 3 liras-
 Central lines and sections:

- reduced fare : 2 liras.
 -ordinary fare : 3 liras.

peripheric lines (at present not operating) : 1 lire.

2 From the "Italian Nuova"Climatic Moment for E.N.A.C"

All the enterprises, associated in the A.N.I.T.A. (National association of motor transport companies) have taken net attitude in regard of E.N.A.C., of which they have pointed out their opinion in a detailed memorandum.

Let us first observe that in a democratic system it is permitted to tell to a Minister during a meeting, even in a respectful way, that he is wrong, it is a satisfactory indication of the new age to which little by little all the working classes are going to be accustomed. But we would also like to observe that there is no sense of telling the truth if the Ministers, his collaborators and officials do not pay any attention to the justified and documented critique. Up to now the press has been very severe in regard of that problem but at present also the motor-transporters are criticising it with serious arguments, with proposal and with dangerous "reserves". The people are waiting the end of this dispute which will end when all motor-transporters will be supervised by E.N.A.C and will initiate the transport of food, food and food.

The motor transports have therefore requested to Minister

Cerabona according to all the critiques which were done on the operation of that organization the revision of all the measures already adopted and which will be published and which will concern the constitution and the operation of E.N.A.C. the suspension of the publication of the decree initiating the activities of E.N.A.C., the convocation of a special commission of experts in order to prepare as soon as possible all the proposals which are necessary to consider in a more realistic sense the problems of the organization of motor-transport of goods.

Therefore the executive Board of the A.N.I.T.A. has declared that it is ready to propose to Minister Cerabona an organic plan of operation, based on the above mentioned fundamental ideas.

We must say that the detailed critique of the Board's Association of motor-transports is a serious, honest critique: it does not fight to destroy it fights especially and above all to reconstruct. It is a critique which wants to correct all the mistakes and avoid other ones.

The motor-transports are expressing clearly their own thoughts and are honestly denouncing their opinion. The memorandum ends saying that the Board is pointing out all its responsibilities and those of the associated enterprises, about the difficulties and the inconvenience which will happen in all motor-transports with the operation of that new organization with its procedures and instructions. But an important fact is that the Board has given faculty to the president to hold a national meeting of all the industrial enterprises, operating in the territory of liberated Italy.

Really a lot, since a long time has been written on E.N.A.C. and it would be better now to have a conclusion: which surely cannot be that considered it the Statute (which is in antagonism with the law) and in the law (which is going to be changed as some articles cannot be applied).

Gentlemen: the problem is very serious and urgent. It is the most urgent and serious among those which concern the life of the work-men, who at present cannot pretend too much but they should at least have a house and some bread.

Such an important question cannot be experimented. The experiment has already been done: it failed on the paper before being applied on the road. The experts have already said that during their meeting. Therefore it would be better to admit that if the intention was good, the application was wrong and it would be advisable if that project will be changed!

The last time we ended our note with the question what will the Minister do? With this question we end also this article it is the question with which many thousands of Italians

the organization of motor-transport or gogous!

Therefore the executive Board of the A.N.I.T.A. has declared that it is ready to propose to Minister Cerabona an organic plan of operation, based on the above mentioned fundamental ideas.

We must say that the detailed critique of the Board's Association of motor-transports is a serious, honest critique: it does not fight to destroy it fights especially and above all to reconstruct. It is a critique which wants to correct all the mistakes and avoid other ones.

The motor-transports are expressing clearly their own thoughts and are honestly denouncing their opinion. The memorandum ends saying that the Board is pointing out all its responsibilities and those of the associated entrepreneurs, about the difficulties and the inconvenience which will happen in all motor-transports with the operation of that new organization with its procedures and instructions. But an important fact is that the Board has given faculty to the president to hold a national meeting of all the industrial enterprises, operating in the territory of liberated Italy.

Really a lot, since a long time has been written on E.N.A.C. and it would be better now to have a conclusion: which surely cannot be that considered it the Statute (which is in antagonism with the law) and in the law (which is going to be changed as some articles cannot be applied).

Gentlemen: the problem is very serious and urgent. It is the most urgent and serious among those which concern the life of the work-men, who at present cannot pretend too much but they should at least have a house and some bread.

Such an important question cannot be experimented. The experiment has already been done: it failed on the paper before being applied on the road. The experts have already said that during their meeting. Therefore it would be better to admit that if the intention was good, the application was wrong and it would be advisable if that project will be changed!

The last time we ended our note with the question what will the Minister do? With this question we end also this article it is the question with which many thousands of Italians of Liberated Italy would like to close this argument which consists in duel on how transports must be operated while the most serious difficulties concern what and how much can be transported!.....

From the "Unità"

"First train cheered on Rome to Naples."

Yesterday morning at 7,30 hrs a. m. the first civilian passenger train left the station of Rome termini for Naples. About 640 passengers made the trip. All tickets were sold up since

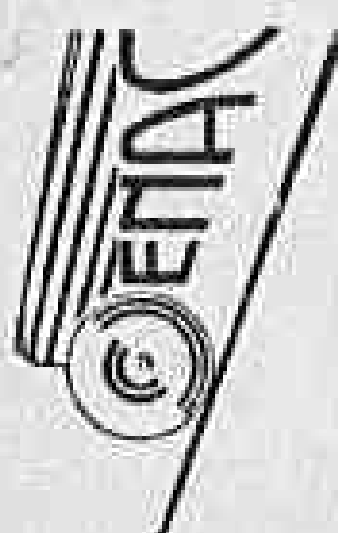
14.00 p.m. of last Sunday. The Minister of Transportation F. Cerabona who was a passenger on the inaugural trip, made some declarations, before the departure, to a redactor of the Ansa and pointed out the importance of the reoperation of the traffic system between Rome and South Italy.

Tickets for the trip Rome-Naples cost about 440 lire.

1298

Mod. ENAC 10

22.01.345 194



Ente Nazionale Autotrasporti Case

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

DIREZIONE GENERALE

Amministrativo S.S. Ex Stat.
Prot. N° 01/548
Registrazione

To The ALLIED COMMISSION
Economic Section
Transportation Sub-Commission

R O M E

inquadramento nell'ENAC
Oggetto: dei TRUCK POOLS
Object: entering of the TRUCK POOLS
into the E.N.A.C. organization

1. - Come noto alcuni autocarri alleati sono stati messi a disposizione da codesta Commissione per gli usi della popolazione civile e detti autocarri fanno capo ad appositi uffici provinciali (TRUCK POOLS).
2. - Poichè l'E.N.A.C. dovrà provvedere al coordinamento di tutti gli autotrasporti merci per usi civili ed alla conseguente assegnazione di carburanti, si prega di far conoscere se detti TRUCK POOLS devono essere inquadrati nell'E.N.A.C.
2. - Since the E.N.A.C. will have to provide for the coordination of all the motor transportation of goods for civil use and will have to provide for the assignment of fuel, we beg to inform us if the above TRUCK POOLS will enter into the E.N.A.C. organization.

1297

3. - In caso affermativo è necessario:
 - a) che questo Ente conosca il numero, le caratteristiche di trasporto e la dislocazione degli autocarri gestiti dai TRUCK POOLS. A tal fine occorrerebbe che codesta Commissione trasmettesse a questo Ente apposito elenco dei TRUCK POOLS e dei relativi autocarri, con le
 - a) E.N.A.C. must know the number, the transport characteristics and the location of the motor cars managed by the TRUCK POOLS. For this purpose the Allied Commission will be so kind to forwards to the E.N.A.C. a list of the TRUCK POOLS and of the motorcars with all indications able to identify them. The said list would substitute the

Ente Nazionale Autotrasporti Eno

ISTITUTO DI DIRITTO PUBBLICO
DALL'17 AGOSTO 1944 N.125

DIREZIONE GENERALE

Invia S.S. *Sta. Stat.*
Dist. A.° 01/ 548 *Alleg.*
Proposta del

inquadramento nell'ENAC
OGGETTO: dei TRUCK POOLS

To The ALLIED COMMISSION
Economic Section
Transportation Sub-Commission

R O M E

Object: entering of the TRUCK POOLS
into the E.N.A.C. organization

1. - Come noto alcuni autocarri 1. - As it is known, certain allied alleati sono stati messi a di motortrucks have been put, by the sposizione da codesta Commissio Allied Commission, at disposal for ne per gli usi della popolazione the needs of the civil population ne civile e detti autocarri fan and these motocars are stationed no capo ad appositi uffici pro at appropriate Provincial TRUCK vinciali (TRUCK POOLS).
2. - Poichè l' E.N.A.C. dovrà 2. - Since the E.N.A.C. will have provvedere al coordinamento di to provide for the coordination tutti gli autotrasporti merci of all the motor transportation per usi civili ed alla conse of goods for civil use and will guente assegnazione di carburan have to provide for the assigne ti, si prega di far conoscere ment of fuel, we beg to inform se detti TRUCK POOLS devono es us if the above TRUCK POOLS will sere inquadrate nell' E.N.A.C. enter into the E.N.A.C. organization.

1297

3. - In caso affermativo è neces 3. - If such be the case:
sario :
 - a) che questo Ente conosca il numero, le caratteristiche di trasporto e la disloca zione degli autocarri gesti ti dai TRUCK POOLS. A tal fine occorrerebbe che code sta Commissione trasmettes se a questo Ente apposito e lenco dei TRUCK POOLS e dei relativi autocarri, con le indicazioni atte alla loro identificazione. Detto e lenco sostituirebbe l'iscri zione all' E.N.A.C.
 - a) E.N.A.C. must know the number, the transport characteristics and the location of the motor cars managed by the TRUCK POOLS. For this purpose the Allied Commission will be so kind to forwards to the E.N.A.C. a list of the TRUCK POOLS and of the motocars with all indications able to identify them. The said list would substitute the inscription at the E.N.A.C.

./.

b) - che da parte di codesta Commissione venissero date disposizioni ai dipendenti TRUCK POOLS affinché rientrano nell'organizzazione dell'E.N.A.C. secondo le norme dello Statuto. I Capipi dei TRUCK POOLS si terranno in contatto con le nostre Direzioni Provinciali, alle quali segnaleranno le loro necessità di trasporto. Le nostre Direzioni coordineranno quindi il loro lavoro, così da utilizzare nel miglior modo gli autocarri gestiti dai TRUCK POOLS, così come quelli gestiti direttamente dall'E.N.A.C.

In ogni caso le tasse da applicarsi (incluso il contributo Ql.-Km. spettante all'E.N.A.C.) saranno quelle della vostra ultima tariffa/

Codesta Commissione vorrà informarci se ritieni necessario speciali istruzioni in merito.

IL PRESIDENTE

Quabm

- the Allied Commission should give to the TRUCK POOLS dispositions to enter into the organization of the E.N.A.C. according to the rule of the Statute. The TRUCK POOLS commanders should keep themselves in touch with our Provincial Offices, to which they will notify their needs of transports.

Our Offices will then coordinate their work in order to utilize in the best way the trucks managed by the TRUCK POOLS, as well as those managed directly by E.N.A.C.

In any case the fares (including the fixed rate for Ql.-Km. due to E.N.A.C.) to be applied, will be those of our last Tariff.

If special instructions are required, the Allied Commission will kindly advise us on the matter.

THE PRESIDENT

Maj. Sewell.

File R/64

18 January 45

15.54/100

My dear Mr. Prime Minister:

As a result of many months of discussion and planning by your Government, in collaboration with the Allied Commission, I understand that the Ente Nazionale Autotrasporti di Roma plan for the control of load-carrying road transport is to be placed in effect on 1 February 1945.

The Allied Commission considers it of the utmost importance that all civil road transport be utilized to the fullest extent throughout Italy at the earliest possible moment. I hope that everything possible will be done to make this utilization control effective as of the date mentioned.

The Commission stands ready to help in any way it can to make the ENAC plan successful. I understand that the required assistance has been the subject of a number of recent discussions between members of your Government and the Economic Section and the Transportation Sub-Commission of Allied Commission. It should be emphasized that it will be extremely difficult to secure from the military services even the minimum requirements of gasoline until it is demonstrated that the control of road transport is actually in effect, rather than being still a plan for the future. 1296

Sincerely yours,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

M. E. Ivanoe Bonomi
Prime Minister
Italian Government
ROMA

Distribution:

OS Files (2)
Econ Sec Files (2)
Transportation S/C Files (1) ✓
Executive Director, Econ Sec (1)

W. Stone

Translation

Transportation office
Rome

Direction of technical services

Ref: n. 11906 T

Rome 9th January 1945
Pza Sallustio, 16
tele: 48444

TO : General Direction
of E.N.A.C.
Rome.

SUBJECT : organization of the movement procedures of the
provincial directions.

We received some days ago a copy of your circular, dated November 15th 1944, n. 1/M/879 containing all the procedures which ought to be observed for the movement operations by the provincial directions, at the moment of E.N.A.C.'s operation.

Therefore we think opportune to point out some inconvenient which will surely happen in the operation and which must be avoided:

1) For what concerns the division of the applications for transports (Provincial commission for short distance (brevissimo raggio) transports; compartmental inspectorate of motorization for medium distance transports; general inspectorate of motorization for long distance transports) we observe that the supply of Rome is based only in few cases on short distance provincial transports and generally on long distance transports (zone of Naples, zone of Ascoli Piceno, Perugia, etc.)

Practically the applications which will be sent to the provincial commission will be very limited in number and all applications will be forwarded to the inspectorate of Motorization. Therefore we think that the procedures will be complicated and there will be a great waste of time for the requesting persons. But we don't know if for the town of Rome, you could modify the above mentioned instructions.

2) For what concerns the travel orders, the car letters (lettera di vettura), the fuel-coupons, the registration of the availabilities of the despatches, of the vehicle movements, of the departures and arrivals of the days, of the daily situation of the vehicles, which are considered in E.N.A.C. forms n. 10 - 11 - 12 - 13 - 14 - 15

/nf

*Duplicate
General Manager
R/64
File
CUB*

2742

27431

TO : General Direction
of E.N.A.C.
Rome.

SUBJECT : organization of the movement procedures of the
provincial directions.

We received some days ago a copy of your circular, dated November 15th 1944, n. 1/M/879 containing all the procedures which ought to be observed for the movement operations by the provincial directions, at the moment of E.N.A.C.'s operation.

Therefore we think opportune to point out some inconvenient which will surely happen in the operation and which must be avoided:

1255

1) For what concerns the division of the applications for transports (Provincial commission for short distance (brevissimo raggio) transports; compartmental inspectorate of motorization, medium distance transports; general inspectorate of motorization for long distance transports) we observe that the supply of Rome is based only in few cases on short distance provincial transports and generally on long distance transports (zone of Naples, zone of Ascoli Piceno, Perugia, etc.)

Practically the applications which will be sent to the provincial commission will be very limited in number and all applications will be forwarded to the inspectorate of Motorization. Therefore we think that the procedures will be complicated and there will be a great waste of time for the requesting persons. But we don't know if for the town of Rome, you could modify the above mentioned instructions.

2) For what concerns the travel orders, the car letters (lettera di vettura), the fuel-coupons, the registration of the availabilities of the despatches, of the vehicle movements, of the departures and arrivals of the days, of the daily situation of the vehicles, which are considered in E.N.A.C. forms n. 10 -11 -12 -13 -14 -15 16 - 17 we cannot give you any suggestions because we have not yet received those forms. We point out the necessity to send them before the day in which ENAC will operate, so that if there will be some inconvenients, we will suggest you to modify them and we will be able to instruct our personnel.

3) For what concerns the personnel of each station, whose strength has been fixed by you of 7 persons, composed of one 1st class station master, of four 2nd or 3rd class station masters, of two employees, we point out that the above mentioned strength is not all sufficient. And this is surely a very serious point.

We know by experience that our present employees require from six to 10 minutes to ent a travel order. The documents which you request, are more complicated than the present travel order we are using. In fact the employees ought to ent for each truck two travel orders (one for the outward trip and the other for the return) in double copies; two car-authorizations (one for the outward trip and the other for the return voyage) in four copies; then they ought to distribute the fuel coupons and collect the sum of £ 0,35 for each litre, release a receipt and do the necessary remarks and at last write the prescribed registrations in six different books. Even being optimist and not considering eventual discussions with the drivers, the time necessary to ent each travel order will be of 10/15 minutes.

Each station has at its disposal nearly 300 trucks: if we admit that the 30% will not be present, we will have to take care each day of 200 trucks; then nearly all the vehicles arrive in the morning at the same hour and in the station there will only be according to your plan, three employees (2 station master and one employee); it is easy to imagine how long the transporters will have to wait and what will be the consequences.

Therefore it would be advisable to avoid all those registrations and not to have so few employees.

4) For what concerns the documents which must be kept ¹²⁸⁴ the movement office, besides those which will be kept by the stations, and exactly the ENAC Forms n. 8 and 9, we do the same observations we did for the above mentioned forms, as we have not yet received them.

5) We noticed that in your organization it is not considered an information office (ufficio richieste). We could identify if with the office of the provincial commission, but its duties must be more important.

We cannot think that all persons, requesting transports are informed of the present conditions and of all the procedures of operation. Therefore it is really a serious work that of receiving all the persons of discussing with them, and letting them fill the applications and explaining them every thing to avoid misunderstandings.

Then in some cases the information offices could be

order we are using. In the truck two travel orders (one for the outward trip and the other for the return) in double copies; two car-authorizations (one for the outward trip and the other for the return voyage) in four copies; then they ought to distribute the fuel coupons and collect the sum of £ 0,35 for each litre, release a receipt and do the necessary remarks and at last write the prescribed registrations in six different books. Even being optimist and not considering eventual discussions with the drivers, the time necessary to ent each travel order will be of 10/15 minutes.

Each station has at its disposal nearly 300 trucks: if we admit that the 30% will not be present, we will have to take care each day of 200 trucks; then nearly all the vehicles arrive in the morning at the same hour and in the station there will only be according to your plan, three employees (2 station master and one employee); it is easy to imagine how long the transporters will have to wait and what will be the consequences.

Therefore it would be advisable to avoid all those registrations and not to have so few employees.

4) For what concerns the documents which must be kept ¹²⁰⁴ the movement office, besides those which will be kept by the stations, and exactly the ENAC Forms n. 8 and 9, we do the same observations we did for the above mentioned forms, as we have not yet received them.

5) We noticed that in your organization it is not considered an information office (ufficio richieste). We could identify if with the office of the provincial commission, but its duties must be more important.

We cannot think that all persons, requesting transports are informed of the present conditions and of all the procedures of operation. Therefore it is really a serious work that of receiving all the persons of discussing with them, and letting them fill the applications and explaining them every thing to avoid misunderstandings.

Then in some cases the information offices could be considered as a commercial office, which is really indispensable for a transportation Agency.

You know very well and it has also been approved by the Ministry of Transports that in some cases it is possible to apply conditions at forfait, and there are real and effective commercial contracts. In some other cases it is necessary to look for work, especially to utilise the return voyage and therefore the operation of this office cannot be excluded.

- 3 -

We called your attention on some fundamental observations concerning the above mentioned circular. We will tell you again our opinion as soon as we will have those documents which you want to use

The Director
(sgd. Dott. Luigi Tanfani)

Copy to:

Eng. Villa
Allied Commission
Economic Section
Rome

Compartmental Direction of ENAC Rome
General Inspectorate of Civil Motorization and
transports in concession
Rome

1293

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 394
MOVEMENT CONTROL DIVISION

8 JANUARY 1945

Dott. Luigi TANFANI, Director
Ufficio Trasporti di Roma
16, Piazza Sallustio, Rome

The attached outline of the new plan for issuing trip tickets by U.T.R. has been read and considered.

The primary reaction to the plan is one of disapproval in view of the fact that it proposes a compromise in a situation where compromise should be unnecessary and should not be resorted to.

The initial and important function of truck transportation in Rome is to supply the necessities of life to the population of Rome. This function should be carried on in such a manner that the population would benefit by receiving all available foodstuffs at the most reasonable prices. The accomplishment of this purpose should be the natural and logical aim of the truck owners and operators. Failure to follow this course voluntarily makes police methods necessary to force compliance. But not a compromise.

In my opinion the truck owners and operators have shown an utter disregard for the welfare of their own people and have endeavored by any means possible to enrich themselves usually at the expense of their fellow man. In the past there has been but little inclination to follow a plan or to comply with regulations. There is no reason to suppose that the present plan will increase that inclination. Therefore, any plan which proposes compliance through compromise appears doomed to failure before it starts.

A decree has been issued through proper channels of government stating the course which truck owners are to follow.

(2)

This compromise plan would, in effect, offer a reward to the truck owner for complying with the decree. Thus the decree loses all force and the government loses respect.

Therefore, this conclusion is drawn: Forget the compromise plan and enforce existing regulations with respect to truck operation by whatever means are necessary to ensure full compliance.

For the Regional Commissioner

Bernard A. Culloton
Bernard A. Culloton, Major
Director Movement Control

Copy to:
Prefect of Rome
Ministry of Communication
E.N.A.C.
Transportation Sub-Commission

1291

HEADQUARTERS
ALLIED COMMISSION
LAZIO UMBRIA REGION
APO 394
MOVEMENT CONTROL DIVISION

8 GENNAIO 1945

Egr. Dott. Luigi TARFANI
Ufficio Trasporti-
Piazza Sallustiana 16- ROMA

L'accluso schema per il nuovo sistema di rilascio di fogli di via da parte dell'Ufficio Trasporti di Roma, è stato letto e considerato da me.

La mia reazione a questo nuovo piano, è di disapprovazione per il fatto che è suggerito un compromesso in una situazione dove compromessi non dovrebbero essere né necessari né tanto meno accettati.

La prima ed importante funzione dei trasportatori in Roma, è quella di provvedere a tutte le necessità della vita della popolazione. Questa funzione dovrebbe essere svolta in maniera che la popolazione ne tragga beneficio, ricevendo in città, tutti i generi alimentari disponibili e al prezzo più ragionevole possibile. Il compimento di questo dovere dovrebbe essere il naturale e logico fine dei proprietari dei camion e degli autisti. Il non voler seguire questa linea di condotta, volontariamente, fa sì che i metodi della polizia formino un accordo: ma non un compromesso.

1280

E' mia opinione che i trasportatori hanno dimostrato un completo disinteressamento nell'aiutare la loro stessa gente e che abbiano tentato in tutti i modi di arricchirsi usualmente alle spalle dei loro concittadini. Nel passato c'è stata una piccola inclinazione a seguire e sottostare a piani e regolamenti. Non c'è nessuna ragione per supporre che il presente nuovo sistema dovrà aumentare quella inclinazione. Per questo motivo nessun piano che complichino le cose, attraverso compromessi appare predestinato ad una buona riuscita ancor prima di cominciare.

(2)

E' stato emesso dal Governo un decreto ,indicante le norme che i proprietari dei camion devono seguire. Questo piano di compromesso offrirà, in effetti, una ricompensa ai proprietari di automezzi purchè si conformino al decreto. Così il decreto in se perde forza ed il Governo perde rispetto.

Per questo motivo bisogna concludere fra queste due alternative:

1. O dimenticare il piano di compromesso e rinforzare i regolamenti già esistenti ,facendoli rispettare dai trasportatori in qualsiasi maniera sia necessaria per assicurarne il completo successo,
- 2.o, se il piano di compromesso è posto in vigore, usare la Forza Pubblica ed il personale necessario per farlo rispettare o per rinforzarlo.

L'una e l'altra alternativa richiedono l'intervento della Polizia, allora perchè non rinforzare i regolamenti già esistenti?

Bernard A. Gulloton

Bernard A. Gulloton, Major
Director Movement Control

Copie a:

Ecc. Il Prefetto-Roma - Ecc. Persico
Ministro delle Comunicazioni-On. Cerabona
Ente Naz. Auto Trasporti cose- On. Ramella
Transportation Sub-Commission-Roma

1289

TRANSLATION

/aa

R/let

Transportation Sub-Commission

From the "Italia Libera"
of the 20th Dec 44

A decree of the Prefect on the duty to
enrol in E.N.A.C. 1288

A decree of the Prefect, dated of yesterday,
compels all the owners of every type of vehicles to
enrol in E.N.A.C. and observe its statute.

Therefore they will have to do within the 30th
December an application for inscription or - if not -
they will have to transfer to E.N.A.C. the operation of
their own vehicle. From a date, which will be fixed by
a lieutenant decree, no one will be permitted to operate
the operation of any transports not allowed by E.N.A.C.,
unless they have special permits.

Violations of these rules are punishable with
fines and in some cases with the confiscation of the
vehicle.

TRANSPORTATION - 10000 -

ITALIA-LIBERA

**Un decreto prefettizio sull'obbligo
dell'iscrizione all'ENAC**

Un decreto prefettizio, comunicato ieri, obbliga tutti i proprietari di automezzi di qualsiasi tipo a far parte dell'ENAC e ad osservarne lo statuto. A tal fine essi dovranno presentare entro il 30 corr. domanda di iscrizione, o — in caso contrario — ad affidare all'Ente stesso la gestione del proprio automezzo. A partire da una data che sarà ulteriormente determinata da un decreto luogotenenziale, nessuno potrà eseguire trasporti non autorizzati dall'ENAC, salvo il caso di particolari licenze.

Per i contravventori sono comminate pene pecuniarie che, in caso di recidiva, potranno giungere alla confisca dell'automezzo.

1287

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio Military Region
APO 701

R/bat File
ENAC.
WDP
O/SUS

19 December 1944

R/5913

SUBJECT : M.E.A.C.

TO : Motor Transportation Division.

1. As from whatever exact date is most convenient to all concerned, including particularly Finance Division, all active direction and operations of any activities whatsoever of Provincial Motor Pools must cease. The date will not be later than 31 December 1944.
2. As from the same date M.E.A.C. will take over control. Allied Officers will function in an advisory capacity only.
3. This does not yet apply to Terni and Perugia but all preparations should be made to take the same step in these Provinces at an early date.

For the Regional Commissioner:

A. D. Bonham Carter
A.D. BONHAM-CARTER
Lt. Colonel
Executive Officer.

Copy : Provincial Commissioner, Frosinone, Viterbo, Terni, Rome,
Littoria, Terni, Perugia.

Finance Division.

→ RE Allied Commission - Transportation Sub-Commission. (AC/TS/R/64 of 16 Dec.)
RE Allied Commission - Economic Section (AC TS/RE of 10 Dec.)

1286

HEADQUARTERS ALLIED COMMISSION
APO 194
TRANSPORTATION SUB-COMMISSION

ALV/eh
Phone 489081

AC TM/MT

19 December 1944

SUBJECT: Provincial Director for ENAC in Campobasso Province

TO : The Ministry of Communications

1285

1. We have been advised by the Regional Transportation Officer, AC Southern Region, that the Prefect of Campobasso has made a strong request that the appointment of Sig. Giannandrea as Provincial Director for ENAC in Campobasso be reviewed. It has been suggested by the Prefect that Sig. Giannandrea is not the right man for the job. This opinion was concurred in by the Zone Commissioner, the Zone Supply Officer and the Truck Pool Officer of AC, Campobasso.

2. The Regional Transportation Officer has, furthermore, requested that appointments be made at the earliest of Provincial Directors in those provinces where this has not as yet been done.

For the Chief Commissioner:

MERRITT H. TAYLOR
Director
Transportation Sub-Commission

12/64

Tr.RB/rb

TRANSLATION

SUBJECT: Termination of Operation.

TO : Ufficio Trasporti of Rome, and for information to
HQ, Allied Commission, Economic Section,
Major Harris, Transportation Division, Via Lucullo,
On. Secondo Ramella, Compartmental Direction of Rome.

FROM : General Direction of ENAC.

11 December 1944

URGENT

1284

Refer to our letter n. 1147, dated 30/Nov./1944, we inform you that the new financial operation started on Dec.1, for the account and in the interest of the Ufficio Trasporti will terminate on December 31, 1944.

Effective January 1, 1945 a new operation will start for the account of ENAC, and based on the instructions already issued by ENAC and on the others which will be sent under separate cover together with the forms required.

The new branch already established by the Ufficio Trasporti in compliance with our letter n. 1147/30/11/44 will attend also to the settlement and closing of the accounts connected with the operation terminating on December 31, and which will be kept distinct from the operation terminated on November 30.

As far as the personnel is concerned, the Ufficio Trasporti will settle in full the account of each employee as of December 31, 1944.

The employees wishing to keep their position under ENAC, will fill out an application addressed to ENAC, not later than December 20, 1944.

The applications will be sent to the General Direction of ENAC by the Ufficio Trasporti. Each application will be accompanied by:

- 2 -

1. a certificate of the duties performed by the applicant in the Ufficio Trasporti, containing information about the date on which the employee entered the Ufficio, his rank, his gross salary, and a description of the job actually performed.
2. a brief judgement on his ability, his morality and particular qualifications.
3. the personal documents held by the Ufficio Trasporti, showing the penal and political position, as well as the present family situation of each applicant. As far as the political position is concerned, each applicant will complete a form conforming to the attached sample.

The applications will be submitted to the judgement of the Council of Administration of ENAC, which will decide about the appointment and incorporation of the employees in compliance with the regulations on the personnel which will be soon approved and copy of which will be sent to you.

The applications with the above mentioned enclosures must be received by ENAC by December 23, 1944.

We are awaiting confirmation of the above.

1283

THE PRESIDENT
(Cerabona)

Translation

/nf

E.N.A.C.

National Organization
of Motor transport of freights
General Direction

11th December 1944

Ref: AGP3/1335

TO: Compartmental Directors of
Rome - Naples - Bari - Catanzaro

SUBJECT: transportation offices and "Consorti" -
closing of administration - Personnel liquidation. 1282

On the 31st December 1944 all the administrations of the various offices and Consorti, instituted by the Allied Authorities will close.

Starting from the 1st January 1945 it will be initiated the new accounting administration of E.N.A.C., with the application of all the instructions already issued by this organization and of all those which will be issued in a second time with necessary forms.

On the same date - 1st January 1945 - by each transportation "Consortio" or office it will be formed a special section which will take care of the settlement and closing of all accounts concerning the administration which will end on the 31st December 1944.

All the employees who want to remain in service and wish to be employed by the E.N.A.C., will present an application addressed to this organization.

These requests will be sent to the General Direction or ENAC by the competent compartmental Directions.

The transportation offices or the transportation "Consorti" will enclose in each request:

- a) a certificate specifying the period of employment, the date of assumption, the classification, the salary and the functions of the employee.
- b) personal documents from which result the penal and political antecedents and the present family's conditions of each petitioner.

TO: Compartmental Directors of
Rome - Naples - Bari - Catanzaro

SUBJECT: transportation offices and "Consorti" -
closing of administration - Personnel liquidation. 1282

On the 31st December 1944 all the administrations of the various offices and Consorti, instituted by the Allied Authorities will close.

Starting from the 1st January 1945 it will be initiated the new accounting administration of E.N.A.C., with the application of all the instructions already issued by this organization and of all those which will be issued in a second time with necessary forms.

On the same date - 1st January 1945 - by each transportation "Consortio" or office it will be formed a special section which will take care of the settlement and closing of all accounts concerning the administration which will end on the 31st December 1944.

All the employees who want to remain in service and wish to be employed by the E.N.A.C., will present an application addressed to this organization.

These requests will be sent to the General Direction of ENAC by the competent compartmental Directions.

The transportation offices or the transportation "Consorti" will enclose in each request:

- a) a certificate specifying the period of employment, the date of assumption, the classification, the salary and the functions of the employee.
- b) personal documents from which result the penal and political antecedents and the present family's conditions of each petitioner.

For what concerns the political antecedents each concerned person will fulfill a form similar to the enclosed model.

The requests will be judged by the Administrative Council of ENAC, which will decide of the assumption of the personnel following the instructions of the personnel constitution, which is going to be approved and of which we will send you a copy as soon as it will be approved.

- 2 -

All requests and the enclosed documents must arrive to this organization not after the 31st December 1944.

We beg you to take care that all the above mentioned dispositions be applied by the transportation offices and Consorzi, depending from this Compartmental Direction.

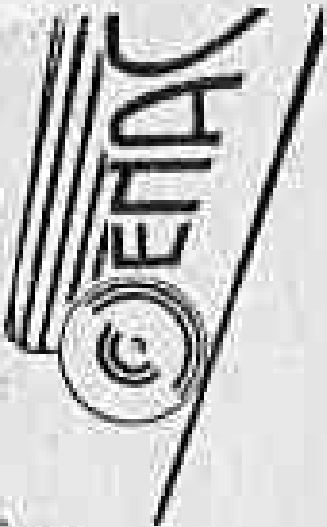
We would appreciate very much a reply.

The president.
(sgd. Illegible)

1281

Mod. ENAC 10

21 DIC. 1944



Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
DL 17 AGOSTO 1944 N° 185

DIREZIONE GENERALE

Amministratore Delegato
Aut. N. 1335
Reg. N. 1335

AI DIRETTORI COMPARTIMENTALI di

ROMA - NAPOLI - BARI - CATANZARO

e p.c.

ALLA COMMISSIONE ALLIATA
SOTTOCOMMISSIONE ECONOMICA
R O M A

OGGETTO: Uffici e Consorzi Trasporti - Chiusura di gestione. Liquidazione personale.

1230

Con la data del 31 dicembre 1944 dovranno essere chiuse le gestioni dei vari Uffici e Consorzi istituiti dalle Autorità Alleate nelle singole Province.

A partire del 1° gennaio 1945 dovrà essere invece iniziata la nuova gestione amministrativa contabile ENAC, con l'applicazione delle istruzioni già impartite da questo Ente e delle altre ulteriori, che verranno a parte inviate insieme con i moduli occorrenti.

Con la stessa data 1° gennaio 1945, presso ogni Ufficio e Consorzio Trasporti dovrà essere istituito un reparto stralcio che si occuperà della sistemazione e chiusura dei conti relativi alla gestione chiusasi al 31 Dicembre 1944.

Per quanto si riferisce al personale attualmente in servizio, ogni Ufficio o Consorzio Trasporti dovrà provvedere alla liquidazione di esso sotto la data del 31 Dicembre 1944.

Gli impiegati che intendano rimanere in servizio ed essere assunti alle dipendenze dell'ENAC dovranno presentare apposita domanda indirizzata a questo Ente.

Tali domande dovranno essere raccolte ed inoltrate alla Direzione Generale dell'ENAC a cura delle competenti Direzioni Compartimentali.

tali.

ISTITUTO DI DIRITTO PUBBLICO

DIREZIONE GENERALE

e p.c.

Avv. P. P. 3. 1335
Reg. 1. 1335
Reg. 1. 1335

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE ECONOMICA
ROMA

Oggetto: Uffici e Consorzi Trasporti - Chiusura di gestione. Liquidazione personale.

1230

Con la data del 31 dicembre 1944 dovranno essere chiuse le gestioni dei vari Uffici e Consorzi istituiti dalle Autorità Alleate nelle singole Provincie.

A partire del 1° gennaio 1945 dovrà essere invece iniziata la nuova gestione amministrativa contabile ENAC, con l'applicazione delle istruzioni già impartite da questo Ente e delle altre ulteriori, che verranno a parte inviate insieme con i moduli occorrenti.

Con la stessa data 1° gennaio 1945, presso ogni Ufficio e Consorzio Trasporti dovrà essere istituito un reparto stralcio che si occuperà della sistemazione e chiusura dei conti relativi alla gestione chiusasi al 31 Dicembre 1944.

Per quanto si riferisce al personale attualmente in servizio, ogni Ufficio o Consorzio Trasporti dovrà provvedere alla liquidazione di esso sotto la data del 31 Dicembre 1944.

Gli impiegati che intendano rimanere in servizio ed essere assunti alle dipendenze dell'ENAC dovranno presentare apposita domanda indirizzata a questo Ente.

Tali domande dovranno essere raccolte ed inoltrate alla Direzione Generale dell'ENAC a cura delle competenti Direzioni Compartimentali.

Ogni domanda dovrà essere corredata da parte dell'Ufficio o Consorzio Trasporti :

..

14 den
17

1°) - da un certificato dei servizi prestati con l'indicazione oltre che della data di assunzione, della qualifica, della retribuzione lorda, e delle mansioni effettivamente disimpegnate.

2°) - da un giudizio succinto sulla capacità, sulla moralità e sulle attitudini particolari.

3°) - dai documenti personali in possesso dell'Ufficio da cui risultino i precedenti penali e politici e l'attuale stato di famiglia di ogni singolo richiedente.

Per quanto riguarda i precedenti politici dovrà essere riempita da ciascun interessato una scheda conforme all'unito modello.

Le domande saranno sottoposte al giudizio del Consiglio di Amministrazione dell'ENAC il quale delibererà in merito alla eventuale assunzione ed inquadramento degli impiegati in applicazione delle norme del regolamento del personale in corso di approvazione e di cui si fa riserva di inviare una copia non appena approvato.

Le domande con gli allegati sopra indicati dovranno pervenire a questo Ente non oltre il 31 dicembre 1944.

Si prega la S.V. di provvedere affinché le disposizioni di cui sopra siano tempestivamente ed integralmente applicate da parte degli Uffici o Consorzi Trasporti dipendenti da codesta Direzione Compartimentale.

Si gradirà un sollecito cenno di ricevuta e di assicurazione.

IL PRESIDENTE



HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 394
MOTOR TRANSPORTATION DIVISION

D. 4687 R/64.

MT/2618/8e

11 December 1944

TO : Transportation Sub-Commission
SUBJECT : Function of E.N.A.C. in Provinces

1279

1. Attached is letter received from the Compartmental Director of E.N.A.C., which is forwarded for your consideration.

2. Our instructions at present state that E.N.A.C. is to have charge of Ufficio Trasporti di Roma only. This organization was turned over to them as of Dec. 1st.

3. Organizational work is now being carried out in Frosinone and Littoria Provinces under the direction of our Lt. Harper. If it is your intention that this work be turned over to E.N.A.C., will you please advise at an early date.

M. Harris.
M. HARRIS
Major C.E.
Chief of Division

Copies to: Mr. Romella
Lt. Harper

MH/aa

TRANSLATION

E.N.A.C.

TO Lt. HARPER
Transportation Division
R O M ESubject: Provincial Managements of the E.N.A.C. in Frosinone and
Littoria

As I explained to you, it is my wish to go to the above localities to organize the respective Provincial Managements.

My request is justified by the fact that I have had news from these localities that deserve to be cleared up on the spot, so as to eliminate or correct anything abnormal. 1278

It is known that, up to date, at Frosinone there are 58 trucks and trailers of which 56 are efficient, two repairable, one trailer and three trucks repairable; while at Littoria there are 94 trucks of which 76 efficient, 16 repairable and two unserviceable, two trailers of which one repairable, one unserviceable and two trucks.

I am also informed that at Frosinone, for the known difficulties caused by the war, a real and proper office does not exist, and above that, there seems to be bad feeling between those transporters because the best part of them do not seem to have been satisfied by the compensation which they should have for the transports carried out.

It seems that at Littoria two transport offices are functioning, one temporarily run by the Manager of the Camera di Commercio, the other run by an accountant that draws 3% on the total of the transports issued, on whose order it is not known.

There is also about 50 trucks with A.M.G. Plate which have not been registered with the E.N.A.C.

As you see, there are sufficient reason to need our intervention so as to discipline the functioning of those two Provincial Managements.

But, as at the moment I have no means of transport at my disposal, I beg you to let me know if you have any occasion to go to the above localities, and if so, if I can come with you.

I should like a reply as to this matter.

Yours faithfully.

THE COMPARTIMENTAL MANAGER OF ROME

/fd

TRANSLATION

E.N.A.C.
GENERAL DIRECTION
Technical Service

Consumptions of vehicles operating transports of freights

Notice

The consumptions considered in the following prospects concern only motor-engines fully loaded for a mileage of 100 Km., on roads of fairly good conditions, with medium slopes and at a normal commercial speed.

For trucks which may eventually have a trailer of an equal total weight, the consumption of liquid fuel and lubricants are equal to those fixed for the truck alone, plus an increase of the 30%.

The consumption of liquid fuel are indicated in litres and kilograms, considering the following specific weights:

petrol = 0,730 Kg/litre

Diesel-oil = 0.850 Kg/litre

Whenever liquid-fuels of a specific weight, different from those mentioned, are used, the consumptions fixed in these prospects will be increased or diminished proportionally to the different specific weight.

If eventually trucks of a different type, from those which we considered, are operating, we can calculate the consumptions interrelating them between those types of truck, which are more similar for their power and loading capacity.

/nf

VEHICLES AND MOTOR-CARS TRANSFORMED IN TRUCKS =====

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 Km.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
ALFA ROMEO 50	-	-	38	32,30	1,45
" 85	-	-	42	35,70	1,61
" 85 A	-	-	42	35,70	1,61
" 85 C	-	-	42	35,70	1,61
" 110 A	-	-	44	37,40	1,68
" 110 AC 3 axis	-	-	45	38,25	1,72
" 350	-	-	26	22,10	0,99
" 350 P 3 axis	-	-	30	25,50	1,15
" 430 unified	-	-	21	17,85	0,80
" 430 B unified	31	22,63	31	-	0,68
" 500 BG 6 B	33	24,09	-	-	0,72
" 500 BR	35	25,55	-	-	0,77
" 500 F	-	-	27	22,95	1,03
" 500 R	-	-	28	23,80	1,07
" 800 unified	-	-	28	23,80	1,07
" 1750 transformed	18	13,14	-	-	0,39
" 2300 transformed	23	16,79	-	-	0,50
" 2300 B transformed	24	17,52	-	-	0,53
" RLN transformed	30	21,90	-	-	0,66
ANSALDO 4 F 15	23	16,79	-	-	0,50
" 4 P	20	14,60	-	-	0,44
" 6 BN	26	18,98	-	-	0,57
" 22	30	21,90	-	-	0,66

1276

	Litres	Kg.	Litres	Kg.	Kg.
ALFA ROMEO 50	-	-	38	32,30	1,45
" 85	-	-	42	35,70	1,61
" 85 A	-	-	42	35,70	1,61
" 85 C	-	-	42	35,70	1,61
" 110 A	-	-	44	37,40	1,68
" 110 AC 3 axis	-	-	45	38,25	1,72
" 350	-	-	26	22,10	0,99
" 350 P 3 axis	-	-	30	25,50	1,15
" 430 unified	-	-	21	17,85	0,80
" 430 B unified	31	22,63	31	-	0,68
" 500 BG 6 B	33	24,09	-	-	0,72
" 500 BR	35	25,55	-	-	0,77
" 500 F	-	-	27	22,95	1,03
" 500 R	-	-	28	23,80	1,07
" 800 unified	-	-	28	23,80	1,07
" 1750 transformed	18	13,14	-	-	0,39
" 2300 transformed	23	16,79	-	-	0,50
" 2300 B transformed	24	17,52	-	-	0,53
" RLN transformed	30	21,90	-	-	0,66
ANSALDO 4 F 15	23	16,79	-	-	0,50
" 4 P	20	14,60	-	-	0,44
" 6 BN	26	18,98	-	-	0,57
" 22	30	21,90	-	-	0,66
" 35	35	25,55	-	-	0,77
" 300	31	22,63	-	-	0,68

1276

- 2 -

MAKE AND TYPE	LIQUID FUEL FOR 100 KM.				LUBRICANT for 100 Km. Kg.
	PETROL		DIESEL-OIL		
	litres	Kg.	litres	Kg.	
BORGWARD	-	-	38	32,30	1,45
"	27	19,71	-	-	0,59
BIANCHI S 5/1300	16	11,68	-	-	0,35
" S 5/1500	16	11,68	-	-	0,35
" S 6/2200	21	15,33	-	-	0,46
" S 8/3000	28	20,44	-	-	0,61
" S 9/1400	16	11,68	-	-	0,35
" Ambrosiano (I, II, III e IV Serie)	20	14,60	-	-	0,44
" Aurelia	16	11,68	-	-	0,35
" G	29	21,17	-	-	0,63
" Mediolanum 1935	-	-	23	19,55	0,88
" Mediolanum 68 NO	-	-	27	22,95	1,03
" Mediolanum 68 3A/ derived	-	-	32	27,20	1,22
" Mediolanum Miles uniried	-	-	27	22,95	1,03
" Mediolanum Miles B uniried	33	24,09	-	-	0,72
" Mediolanum 1936	-	-	26	22,10	0,99
BUSSING	-	-	45	38,25	1,72
CEIRANO 22 C	26	18,98	-	-	0,57
" 47 CM	38	27,74	-	-	0,83

1275

BORGWARD

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 Km. Kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
CEIRANO 50 CM	54	39,42	-	-	1,18
" N 150	17	12,41	-	-	0,37
" S 150	17	12,41	-	-	0,37
CHEVROLET	20	14,60	-	-	0,44
CITROEN C 4	20	14,60	-	-	0,44
" C 4 D	22	16,06	-	-	0,48
" C 6	25	18,25	-	-	0,55 1274
" 6 C U	30	21,90	-	-	0,66
" C 10	19	13,87	-	-	0,42
" M/PVU	35	25,55	-	-	0,77
DE SOTO	30	21,90	-	-	0,66
DIATTO 20 A (1924)	21	15,33	-	-	0,46
" 20 A (1926)	26	18,98	-	-	0,57
" 25	29	21,17	-	-	0,63
" 30	21	15,33	-	-	0,46
" 35 (1925)	29	21,17	-	-	0,63
" 35 (1926)	26	18,98	-	-	0,57
FALCON KNIGHT	25	18,25	-	-	0,55
FIAT 2 F	20	14,60	-	-	0,44

CEIRANO	50 CM	54	39,42	-	-	1,18
"	N 150	17	12,41	-	-	0,37
"	S 150	17	12,41	-	-	0,37
CHEVROLET		20	14,60	-	-	0,44
CITROEN	C 4	20	14,60	-	-	0,44
"	C 4 D	22	16,06	-	-	0,48
"	C 6	25	18,25	-	-	0,55
"	6 C U	30	21,90	-	-	0,66
"	C 10	19	13,87	-	-	0,42
"	M/PVU	35	25,55	-	-	0,77
DE SOTO		30	21,90	-	-	0,66
DIATTO	20 A (1924)	21	15,33	-	-	0,46
"	20 A (1926)	26	18,98	-	-	0,57
"	25	29	21,17	-	-	0,63
"	30	21	15,33	-	-	0,46
"	35 (1925)	29	21,17	-	-	0,63
"	35 (1926)	26	18,98	-	-	0,57
FALCON KNIGHT		25	18,25	-	-	0,55
FIAT	2 F	20	14,60	-	-	0,44
"	15 Ter (1914)	28	20,44	-	-	0,61
"	15 Ter (1915)	31	22,63	-	-	0,68
"	18 P	35	25,55	-	-	0,77
"	18 BL	48	35,04	-	-	1,05

1274

- 4 -

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 Km. Kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
FIAT 18 BL 3 axis	60	43,80	-	-	1,31
" 18 BLR	55	40,15	-	-	1,20
" 39 light	19	13,87	-	-	0,42
" 39 G light	19	13,87	-	-	0,42
" 500	8	5,84	-	-	0,17
" 501	15	10,95	-	-	0,33
" 502 F	20	14,60	-	-	0,44
" 503 F	20	14,60	-	-	0,44
" 505 F	22	16,06	-	-	0,48
" 507 F	24	17,52	-	-	0,53
" 507 FA	25	18,25	-	-	0,55
" 508	11	8,03	-	-	0,24
" 508 CM	13	9,19	-	-	0,28
" 508 L	12	8,76	-	-	0,26
" 508 LP	13	9,49	-	-	0,28
" 508 M	12	8,76	-	-	0,26
" 509 F	13	9,49	-	-	0,28
" 510	25	18,25	-	-	0,55
" 512	25	18,25	-	-	0,55
" 512 3 axis	30	21,90	-	-	0,66
" 514	15	10,95	-	-	0,33
" 515	16	11,68	-	-	0,35
" 518 C	18	13,14	-	-	0,39
" 518 C (motor 118 A)	19	13,87	-	-	0,42
" 518 L	20	14,60	-	-	0,44
" 519	30	21,90	-	-	0,66

1273

2773

1273

FIAT 18 BL 3 axis	60	43,80	-	-	1,31
" 18 BLR	55	40,15	-	-	1,20
" 39 light	19	13,87	-	-	0,42
" 39 C light	19	13,87	-	-	0,42
" 500	8	5,84	-	-	0,17
" 501	15	10,95	-	-	0,33
" 502 F	20	14,60	-	-	0,44
" 503 F	20	14,60	-	-	0,44
" 505 F	22	16,06	-	-	0,48
" 507 F	24	17,52	-	-	0,53
" 507 FA	25	18,25	-	-	0,55
" 508	11	8,03	-	-	0,24
" 508 CM	13	9,19	-	-	0,28
" 508 L	12	8,76	-	-	0,26
" 508 LP	13	9,49	-	-	0,28
" 508 M	12	8,76	-	-	0,26
" 509 F	13	9,49	-	-	0,28
" 510	25	18,25	-	-	0,55
" 512	25	18,25	-	-	0,55
" 512 3 axis	30	21,90	-	-	0,66
" 514	15	10,95	-	-	0,33
" 515	16	11,68	-	-	0,35
" 518 C	18	13,14	-	-	0,39
" 518 C (motor 118 A)	19	13,87	-	-	0,42
" 518 L	20	14,60	-	-	0,44
" 519	30	21,90	-	-	0,66
" 520	22	16,06	-	-	0,48
" 521	24	17,52	-	-	0,53
" 522	24	17,52	-	-	0,53

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM				LUBRICANT for 100 Km. Kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
FIAT 522 C	24	17,52	-	-	0,53
" 522 L	24	17,52	-	-	0,53
" 524 C	24	17,52	-	-	0,53
" 524 L	24	17,52	-	-	0,53
" 525	25	18,25	-	-	0,55
" 525 N	25	18,25	-	-	0,55
" 603	27	19,71	-	-	0,59
" 603 S	30	21,90	-	-	0,66
" 605	35	25,55	-	-	0,77
" 605 L	45	32,85	-	-	0,98
" 614	20	14,60	-	-	0,44
" 618	23	16,79	-	-	0,50
" 618 A	24	17,52	-	-	0,53
" 618 CM	24	17,52	-	-	0,53
" 621	28	20,44	-	-	0,61
" 621 L	29	21,17	-	-	0,63
" 621 N	-	-	26	22,10	0,99
" 621 R	29	21,17	-	-	0,63
" 621 RN	-	-	26	22,10	0,99
" 621 P	33	24,09	-	-	0,72
" 621 P 3 axis	36	26,28	-	-	0,79
" 621 PN 3 axis	-	-	28	23,80	1,07
" 626 B unified	37	27,01	-	-	0,81
" 626 N unified	-	-	25	21,25	0,96
" 632 B	48	35,04	-	-	1,05
" 632 N (motor 350 c			37	31,45	1,41

FIAT 522 C	24	17,52	-	-	0,53
" 522 L	24	17,52	-	-	0,53
" 524 C	24	17,52	-	-	0,53
" 524 L	24	17,52	-	-	0,53
" 525	25	18,25	-	-	0,55
" 525 N	25	18,25	-	-	0,55
" 603	27	19,71	-	-	0,59
" 603 S	30	21,90	-	-	0,66
" 605	35	25,55	-	-	0,77
" 605 L	45	32,85	-	-	0,98
" 614	20	14,60	-	-	0,44
" 618	23	16,79	-	-	0,50
" 618 A	24	17,52	-	-	0,53
" 618 CM	24	17,52	-	-	0,53
" 621	28	20,44	-	-	0,61
" 621 L	29	21,17	-	-	0,63
" 621 N	-	-	26	22,10	0,99
" 621 R	29	21,17	-	-	0,63
" 621 RN	-	-	26	22,10	0,99
" 621 P	33	24,09	-	-	0,72
" 621 P 3 axis	36	26,28	-	-	0,79
" 621 PN 3 axis	-	-	28	23,80	1,07
" 626 B unified	37	27,01	-	-	0,81
" 626 N unified	-	-	25	21,25	0,96
" 632 B	48	35,04	-	-	1,05
" 632 N (motor 350 c 350 R)	-	-	37	31,45	1,41
" 632 N (motor 350 c)	-	-	38	32,30	1,45
" 632 RN	-	-	38	32,30	1,45

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 Km. Kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
FIAT 633 N	*	-	38	32,30	1,45
" 633 NM	-	-	38	32,30	1,45
" 634 B	55	40,15	-	-	1,20
" 634 N (motor 355)	-	-	45	38,25	1,72
" 634 N (motor 355 C)	-	-	46	39,10	1,76
" 635 R	42	30,60	-	-	0,92
" 635 RC	40	29,20	-	-	0,88
" 635 RL	42	30,60	-	-	0,92
" 635 RN	-	-	33	28,05	1,26
" 635 RNC	-	-	32	27,20	1,22
" 635 RNL	-	-	35	29,75	1,34
" 635 RNLP	-	-	40	34,00	1,53
" 656 RN	-	-	45	38,25	1,72
" 656 RNL	-	-	49	41,65	1,87
" 666 unified	-	-	35	29,75	1,34
" 1100	12	8,76	-	-	0,26
" 1500	16	11,68	-	-	0,35
FORD A	20	14,60	-	-	0,44
" A 3 gear shirts	27	19,71	-	-	0,59
" AA 3 axis	35	25,55	-	-	0,77
" AA 151 4 gear shifus	30	21,90	-	-	0,66
" AA 151 reinforced	31	22,63	-	-	0,68
" AA 157	31	22,63	-	-	0,68
" V 8	40	29,20	-	-	0,88

1272

FIAT 633 N	38	-	32,30	1,45
" 633 NM	38	-	32,30	1,45
" 634 B	55	40,15	-	1,20
" 634 N (motor 355)	-	-	38,25	1,72
" 634 N (motor 355 C)	-	-	39,10	1,76
" 635 R	42	30,60	-	0,92
" 635 RC	40	29,20	-	0,88
" 635 RL	42	30,60	-	0,92
" 635 RN	-	-	28,05	1,26
" 635 RNC	32	-	27,20	1,22
" 635 RNL	35	-	29,75	1,34
" 635 RNLP	40	-	34,00	1,53
" 656 RN	45	-	38,25	1,72
" 656 RNL	49	-	41,65	1,87
" 666 unified	35	-	29,75	1,34
" 1100	12	8,76	-	0,26
" 1500	16	11,68	-	0,35
FORD A	20	14,60	-	0,44
" A 3 gear shirts	27	19,71	-	0,59
" AA 3 axis	35	25,55	-	0,77
" AA 151 4 gear shifus	30	21,90	-	0,66
" AA 151 reinforced	31	22,63	-	0,68
" AA 157	31	22,63	-	0,68
" V 8	40	29,20	-	0,88
ISOTTA FRASCHINI 16 A	56	40,88	-	1,23
" " D 70 C	-	-	25,50	1,15
" " D 70 M	-	-	25,50	1,15

1272

- 7 -

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 Km. Kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
ISOTTA FRASCHINI D 80 C	-	-	36	30,60	1,38
" " D 80 CO unified	-	-	36	30,60	1,38
" " D 80 CO II unified	-	-	32	27,20	1,22
" " D 80 NM	-	-	33	28,05	1,26
" " D 110	-	-	35	29,75	1,34
127					
ITALIA 50	31	22,63	-	-	0,68
" 51	31	22,63	-	-	0,68
" 56	20	14,60	-	-	0,44
" 61	25	18,25	-	-	0,55
" 65	25	18,25	-	-	0,55
" 70	28	20,44	-	-	0,61
LANCIA Aprilia	14	10,22	-	-	0,31
" Artena	18	13,14	-	-	0,39
" Astura	22	16,06	-	-	0,48
" Augusta	13	9,49	-	-	0,28
" Pentajota	35	25,55	-	-	0,77
" Esaiota	40	29,20	-	-	0,88
" Eptaiota	40	29,20	-	-	0,88
" Kappa	28	20,44	-	-	0,61
" Trikappa	28	20,44	-	-	0,61
" Lambda	22	16,06	-	-	0,48
" Dilambda	35	25,55	-	-	0,77
					1,05

2779

1271

ISOTTA FRASCHINI D 80 C	-	-	36	30,60	1,38
" " D 80 CO unified	-	-	36	30,60	1,38
" " D 80 CO II unified	-	-	32	27,20	1,22
" " D 80 NM	-	-	33	28,05	1,26
" " D 110	-	-	35	29,75	1,34
ITALIA 50	31	22,63	-	-	0,68
" 51	31	22,63	-	-	0,68
" 56	20	14,60	-	-	0,44
" 61	25	18,25	-	-	0,55
" 65	25	18,25	-	-	0,55
" 70	28	20,44	-	-	0,61
LANCIA Aprilia	14	10,22	-	-	0,31
" Artena	18	13,14	-	-	0,39
" Astura	22	16,06	-	-	0,48
" Augusta	13	9,49	-	-	0,28
" Pentaajota	35	25,55	-	-	0,77
" Esaiota	40	29,20	-	-	0,88
" Eptaiota	40	29,20	-	-	0,88
" Kappa	28	20,44	-	-	0,61
" Trikappa	28	20,44	-	-	0,61
" Lambda	22	16,06	-	-	0,48
" Dilamoda	35	25,55	-	-	0,77
" Omicron short	48	35,04	-	-	1,05
" Omicron long	58	42,34	-	-	1,27
" Omicron 2 C	-	-	29	24,65	1,11
" Omicron 3 C	-	-	34	28,90	1,30

- 8 -

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 Km. Kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
LANCIA Omicron 3 CL	-	-	34	28,90	1,30
" Omicron 5 C	-	-	28	23,80	1,07
" Ro short	-	-	28	23,80	1,07
" Ro long	-	-	29	24,65	1,11
" Ro B	30	21,90	-	-	0,66
" Ro BM	33	24,09	-	-	0,72 ¹²⁷⁰
" Ro NM	-	-	31	26,35	1,19
" 3 Ro unified	-	-	28	23,80	1,07
" 6 Ro unified	31	22,63	-	-	0,68
" Ro - Ro	-	-	35	29,75	1,34
" Z	30	21,90	-	-	0,66
" 1 Z	30	21,90	-	-	0,66
O.M. 1 CRD	-	-	28	23,80	1,07
" 2 COM	-	-	28	23,80	1,07
" 3 B L D P L	-	-	43	36,55	1,64
" 3 B O D	-	-	34	28,90	1,30
" 3 B O D P L	-	-	32	27,20	1,22
" 4 C P O	-	-	39	33,15	1,49
" 4 O M F	27	19,71	-	-	0,59
" 5 B L D	-	-	44	37,40	1,68
" 5 BLDPL	-	-	44	37,40	1,68
" 6 B L D	-	-	44	37,40	1,68
" 6 O M F	30	21,90	-	-	0,66
" 469	17	12,41	-	-	0,37
" 469 F	27	19,71	-	-	0,59

[illegible]

- 9 -

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 Km. Kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
O.M. 665 N	21	15,33	-	-	0,46
" " 665 S	21	15,33	-	-	0,46
" " B U D	-	-	39	33,15	1,49
" " B U D Titano	-	-	40	34,00	1,53
" " B U D Titano derived	-	-	42	35,70	1,61
" " C 30	-	-	28	23,80	1,07
" " Taurus unified	-	-	28	23,80	1,07
" " Taurus B unified	31	22,63	-	-	0,68
" " Ursus unified	-	-	36	30,60	1,38
OPEL - BLITZ	30	21,90	-	-	0,66
RENAULT	35	25,55	-	-	0,77
S P A 25 C 10	30	21,90	-	-	0,66
" " 25 C 12	32	23,36	-	-	0,70
" " 30 C	35	25,55	-	-	0,77
" " 31 C	40	29,20	-	-	0,88
" " 34 C	38	27,74	-	-	0,83
" " 36	39	28,47	-	-	0,85
" " 38 R	40	29,20	-	-	0,88
" " 3000	30	21,90	-	-	0,66
" " 6000	28	20,44	-	-	0,61
" " 8000	34	24,82	-	-	0,74
" " 9000	51	37,23	-	-	1,12
					0,55

O.M.	665 N	21	15,33	-	-	0,46
"	665 S	21	15,33	-	-	0,46
"	B U D	-	-	39	33,15	1,49
"	B U D Titano	-	-	40	34,00	1,53
"	B U D Titano derived	-	-	42	35,70	1,61
"	C 30	-	-	28	23,80	1,07
"	Taurus unified	-	-	28	23,80	1,07
"	Taurus B unified	31	22,63	-	-	0,68
"	Ursus unified	-	-	36	30,60	1,38
OPEL	- BLITZ	30	21,90	-	-	0,66
RENAULT		35	25,55	-	-	0,77
S P A	25 C 10	30	21,90	-	-	0,66
"	25 C 12	32	23,36	-	-	0,70
"	30 C	35	25,55	-	-	0,77
"	31 C	40	29,20	-	-	0,88
"	34 C	38	27,74	-	-	0,83
"	36	39	28,47	-	-	0,85
"	38 R	40	29,20	-	-	0,88
"	3000	30	21,90	-	-	0,66
"	6000	28	20,44	-	-	0,61
"	8000	34	24,82	-	-	0,74
"	9000	51	37,23	-	-	1,12
"	23.000	25	18,25	-	-	0,55

- 10 -

MOTO - CARS

MAKE AND TYPE	LIQUID-FUEL FOR 100 KM.				LUBRICANT for 100 Km. Kg.
	PETROL		DIESEL-OIL		
	Litres	Kg.	Litres	Kg.	
BENELLI 4 T 500 unified	11	8,03	-	-	0,24
BIANCHI 500 MCU unified	10	7,30	-	-	0,22
BORDONI	10	7,30	-	-	0,22
F.B.(Brothers Boselli)MA 15	6	4,38	-	-	0,13
" " MA 17	6	4,38	-	-	0,13
" " MA 20	6	4,38	-	-	1269,13
" " MA 24	6	4,38	-	-	0,13
GILERA Mercurio 500 unified	10	7,30	-	-	0,22
GUZZI ER 500 unified	10	7,30	-	-	0,22
SERTUM MC 500 unified	10	7,30	-	-	0,22

(C o p y)

mda/30

HEADQUARTERS
AMC LAZIO UMBRIA REGION
MOTOR TRANSPORTATION DIVISION
PETROLIZUM SECTION
APO 394

RJC/

8 December 1944

SUBJECT : Circulating permits to vehicles registered
with E.N.A.C.

TO : Regional Commissioner Lazio Umbria Region
(Att'n of Lt.Col. A.D. Bonham-Carter , Executive
Officer)

1. Please find attached translation of a circular addressed by the Ministry of Communications to the Ispettorati della Motorizzazione on the above subject.

2. As from January 1st all trucks registered with E.N.A.C. should get motor fuels supplies and ration cards through E.N.A.C. only.

1268

3. In accordance with your instructions (our letter of September 20th) the following Divisions are working on bulk allocations:

- 1) Public Safety
- 2) Postal Services .
- 3) T.C.U. Public Works (now Engineering Div.)
- 4) Communications
- 5) Motor Transportation (for Trasporti di Roma, ASA, etc.)
- 6) Industry and Commerce

and a few days later the Public Health Division was added to the above list for hospitals, nursing homes and emergency requirements while Doctors and Chemists were included in the petrol cards scheme.

4. Most of the above Divisions will find it difficult to carry on their work under the E.N.A.C. and to have their trucks supplied through petrol cards issued by E.N.A.C. The Engineering Division, for instance, has to supply contractors and public utilities in accordance with service or work ordered.

5. Will you, please, consider the matter and issue

SUBJECT: Circulating petrol cards
with E.N.A.C.

TO : Regional Commissioner Lazio Umbria Region
(Attn of Lt.Col. A.D. Bonham-Carter, Executive
Officer)

1. Please find attached translation of a circular addressed by the Ministry of Communications to the Ispettorati della Motorizzazioni on the above subject.

2. As from January 1st all trucks registered with E.N.A.C. should get motor fuels supplies and ration cards through E.N.A.C. only.

1268

3. In accordance with your instructions (our letter of September 20th) the following Divisions are working on bulk allocations:

- 1) Public Safety
- 2) Postal Services.
- 3) T.O.V. Public Works (now Engineering Div.)
- 4) Communications
- 5) Motor Transportation (for Trasporti di Roma, ASA, etc.)
- 6) Industry and Commerce

and a few days later the Public Health Division was added to the above list for hospitals, nursing homes and emergency requirements while Doctors and Chemists were included in the petrol cards scheme.

4. Most of the above Divisions will find it difficult to carry on their work under the E.N.A.C. and to have their trucks supplied through petrol cards issued by E.N.A.C. The Engineering Division, for instance, has to supply contractors and public utilities in accordance with service or work ordered.

5. Will you, please, consider the matter and issue instructions? They should cover the following points:

- a) whether petrol cards should be issued by E.N.A.C. to trucks working under Allied Offices' supervision bearing in mind that doing so would mean to discontinue the bulk allocations shown under para 3. Furthermore, in such case, what

./.

arrangements would have to be made for supplies to trucks taken care of as follows: ADST (RAAC) request, through this office, the release of petrol cards to their contractors by the Chamber of Commerce while the Regional Engineering Division issue themselves "A" petrol cards on blank forms supplied by the Chamber of Commerce at our request?

b) what arrangements should be made with regard to the release of permanent trip tickets by E.N.A.C. to trucks working either on military account or for Allied Offices and under the supervision of same? There is a great amount of confusion on this item and the use of trucks might be stopped on January 1st if the proper arrangements do not take place at an early date.

1267

R. Caron
Captain

Motor Transportation Div.

Copy to: Major W. Harris, Chief of
Motor Transportation Division

Public Safety - Sub-Commission
Attn. Major BALLANCE

TRANSLATION:

MINISTERO DELLE COMUNICAZIONI
Ispettorato Generale della Motorizzazione
e dei Trasporti .

Serv. V
Prot. No 477I

SUBJECT / Circulating permits to vehicles registered with
E.N.A.C.

In view of the release of the new circulation permits and petrol coupons January-April 1945, which will take place shortly, as far as trucks and light trucks are concerned, the circulation permits to be released without any other procedure, to all vehicles that are registered with E.N.A.C.: and at the time of registration were declared efficient.

1266

As soon as the E.N.A.C. starts working, permits for trucks will be valid only if accompanied by a compulsory trip ticket; therefore, as from 1st January the allocation of motor fuel will no longer be taken care of by the Chamber of Commerce but by the Provincial Offices of the E.N.A.C. who will release from time to time either coupons for each trip authorized, or monthly ration cards for the trucks whose owners have obtained the authorization to carry on transportations for their own account and with their own trucks in accordance with article 4 of D.L.L. 17th August 1944. N. 188.

Trucks and light trucks previously declared in-efficient and afterwards repaired, can make when the repairs are completed an application for a new circulation permit, that will be granted provided the efficiency of the vehicle is recognized in a technical survey to be made by the Ispettorato della Motorizzazione, who will immediately notify the result of the same to the Provincial Offices of the E.N.A.C.

It is strictly forbidden to release circulation permits to autotrans, road tractors with trailers and trucks of whatever kind which have not complied with the obligation of registration with E.N.A.C.

Signed IL MINISTRO
CERABARA

Tr.RB/rb

R/64

TRANSLATION

E.N.A.O.

National Agency for Motortransportation of Goods

30 November 1944

SUBJECT: Termination of the Operation of the Ufficio Trasporti of Rome.

TO : The Commune of Rome and, for information, to
The Economic Section, AG, and to
The Compartmental Direction of E.N.A.O.

We inform you that we have sent to-day to the Ufficio Trasporti of Rome the following letter:

"pursuant to verbal agreements, we inform you that
"the financial operation of the Ufficio Trasporti will terminate
"to-day.

"Effective 1 December inst. a new operation will
"start for the account and in the interest of the Ufficio Tra-
"sporti. This new operation will last up until E.N.A.O. starts
"functioning.

1265

"Effective 1 December, the Ufficio Trasporti will
"establish a new branch which will attend to the settlement and
"closing of accounts connected with the operations terminated on
"November 30.

"The Commune of Rome has been informed of the above.

"We are awaiting confirmation of the above.

THE PRESIDENT

File in R/64

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 394

COPY

R/2660

24 November 1944

SUBJECT : ENAC Supervision of UTR

TO : Motor Transportation Division
Att. Major Harris and Major Culloton

1. I am attaching letter of 18 November 1944 from Executive Director, Economic Section, AC, Hq, concerning ENAC supervision of Ufficio Trasporti di Roma.

2. By 1 December 1944 all active direction and operations of any activities whatsoever of the UTR must cease. Italian Civilians from then on will direct the UTR. Our function from 1 December 1944 onward will be advisory only.

1264

CHARLES POLETTI
Colonel
Regional Commissioner

1 Incl.

As stated above.

COPY

TRANSLATION OF THE MINISTRY OF COMMUNICATIONS LESTER

OF NOVEMBER 15, 1944

TO : Priorities & Movements Division, AC.

1. As it is known the Legislative Lieutenantcy Decree of 17 August 1944 establishes the National Agency for Motor Transportation of Goods (ENAC) which will start functioning very soon.

2. According to the regulations prescribed by the above law, all the Consorzi and Uffici Trasporti existing in the territory under the jurisdiction of the Italian Government will be incorporated in this Agency.

3. Before incorporating the Ufficio Trasporti of Rome in the Agency, this Ministry has decided to put it under its control to study its method of operation and organize it according to the Statute of ENAC. This Ministry has accordingly sent to the Ufficio Trasporti of Rome the enclosed letter.

4. We beg the Economic Section to ask the Regional Commissioner of Lazio-Umbria Region if he has any eventual modifications to suggest in the method of operation of the above Ufficio Trasporti, in order that this Ministry may take these into consideration before incorporating the Ufficio Trasporti in the ENAC.

1163

THE MINISTER

COPY

HEADQUARTERS ALLIED COMMISSION

ALV/eh

APG 304

ECONOMIC SECTION

Phone 489081

ES/15.54

18 November 1944

SUBJECT : ENAC Supervision of the Ufficio Trasporti di Roma

TO : Regional Commissioner, Region IV

1. As requested by the Ministry of Communications I am forwarding the attached letter and translation for your advice.

2. It would appear reasonable that if ENAC is to take over and be responsible for the Ufficio Trasporti they should in the first instance study its method of operation and ensure that this meets with the regulations prescribed by the Government law.

3. The cooperation of your officers will be indispensable, however, to their doing the job properly. In view of the fact that your officers are thoroughly acquainted with the development of ENAC it should not be difficult for them to assist and advise the government personnel.

By Order of Commodore Stone:

1262

HARLAN CLEVELAND
Executive Director
Economic Section

2 Incls.

1 - ltr 12 Nov. and incl.
2 - Translations

TRANSLATION

COPY

Ministry of CommunicationsManager of the Transport
Office - Piazza Sallustia.

As is known the D.L.L. 17th August 1944 N° 188, has ordered the establishment of the E.N.A.C. which will shortly start functioning. This U.I.R. will also take part in this Concern.

Meanwhile, in order to prepare all the actions necessary to uniform the organization of the Direzione Provinciale of the Concern, according to the rules of the statute, I establish that dating from the 20th November this Office be taken under the supervision of the E.N.A.C.

Effective from that date you are held to comply to all the requests made by the superiour authorities of the E.N.A.C.

You are also informed that M.P. RAMELLA Secondo has been appointed Compartmental Director of Rome.

THE MINISTER

1261

15XIND

1st
ack

1925

File R/64

Foglio di viaggio N°

E.N.A.C.

ENTE NAZIONALE AUTOTRASPORTI COSE
DIREZ. PROVINC. DI

Valevole dal

al

sul percorso

Caratteristiche del(1)

Matrice Targa

Rimorchio Targa

Fabbrica

Tipo

Tara

Portata

Proprietario dell'automezzo

Conducente

Tessera di riconoscimento

Luogo di carico

Luogo di scarico

Cose trasportate

N° dei colli	Qualità degli imballaggi	Descrizione delle cose	Peso lordo Kg	Marche o contrassegni	Destinazione dei carichi	Firma e bollo dell'ENAC per le cose comitate lungo l'itinerario
-----------------	--------------------------------	------------------------	---------------------	-----------------------------	--------------------------------	---

Conducente

Fabbrica

Tipo

Table

Portata

Luoqo di carico

Luogo di scarico

Cose trasportate

[illegible]

1260

Firma del Capo uff. dell'ENAC

bolle
a
secco

Cambiamenti sull'itinerario

motivo

13

motivational

E11A

(10) Motocarro - Autocarro - Autotreno - Trattore con rimorchio

Partenza dalla rimessa Attivo al luogo di destinazione Partenza dal luogo di destinazione Ritorno alla rimessa	giorno	ora	firma del conducente
---	--------	-----	----------------------

Inizio operazioni carico Termine » carico	giorno	ora	firma del mittente
--	--------	-----	--------------------

Inizio operazioni scarico Termine » scarico	giorno	ora	firma del destinatario o suo incaricato
--	--------	-----	---

Certificato di Ispezione di blocco

Passaggio dal posto di blocco	uscita da	giorno	ora	firma dell'ispettore
	entrata da			
	uscita da			
	entrata da			

Certificato di Ispezione volante

1) Sulla via	al Km	alle ore	del
osservazioni sul carico ed altre circostanze			
L'AGENTE VERIFICATORE			

so pra

INIZIO OPERAZIONI SCARICO Termine » scarico		giorno	ora	firma del destinatario o suo incaricato
Certificato di Ispezione di blocco				
Passaggio del posto di blocco	uscita da	giorno	ora	firma dell'ispettore
	entrata da			
uscita da				
entrata da				
Certificato di Ispezione volante				
1) Sulla via _____ alle ore _____ del _____ Osservazioni sul carico ed altre circostanze		L'AGENTE VERIFICATORE		
3)		come sopra		
4)		come sopra		

ENIAC.

ENTE NAZIONALE AUTOTRASPORTI COSE

LETTERA DI VETTORA

Conspicuous nest.

Trasporto da (luogo di origine) -

di Nuova di distribuzione

Mittelpunkte

individo

Destinatario

02211901

Il sottoscritto richiede il trasporto delle Cose sottindicato alle condizioni di tariffa dell'ENAC - Si riserva il diritto di far scattare il trasporto da persona di propria fiducia. Qualora non sia possibile controllare il peso della merce tanto alla partenza quanto all'arrivo, dichiara di sollecitare l'ENAC da ogni relativo responsabile. -

[illegible]

L'Eras non risponde dei fatti perduti, e vuole
che la matre non ci parli di assassinio, e
contro tali rischi o di retto o di
mittente o dell'ENAC per suo conto.

(Data), --- 11 Mifiente

Il Capo Ufficio dell'ENAC

100

10

Il Capo stazione

Liquidazione del trasporto	
Q _{li} x Km x il Q _{le} /km =	
Automez. - della portata di	Deposito ricevuto L.
	Importo fatturato al mittente L.
	Diff. a credito del mittente debito
	Saldo a credito del mittente con prelevamento alla B. ANICA
	Saldo a debito del mittente con versamento alla B. ANICA
	(dato), l'impiegato liquidatore
1) Ultragrafici 2) Alimentari 3) Merceria a vario impiego 4) Collette 5) Fragile 6) Fragilissimo 7) Esplosivi 8) Preziosi	
Totale liquidato per Assicuraz.	
Penali per ritardo alla consegna ore ad.	
Penali per ritardo alla consegna ore ad.	

Q _{li} x Km	x	il Q _{li} /Km =	Deposito ricevuto L.
---	---	---	Importo fatturato al mittente L.
---	---	---	Diff. a credito del mittente debito
---	---	---	Saldo { a credito del mittente con prelievo
---	---	---	alla BANCA
---	---	---	diff. a debito del mittente con versamento
---	---	---	alla BANCA
Totale liquidi per il trasporto Tasso 100 L. ... per 1000 km			(data),
1) Ortofrutticoli 2) Alimentari 3) Merce varia a carico speciale 4) Collette 5) Fragole 6) Fragole 7) Esposti 8) Prezzi			L'impiegato liquidatore
Totale liquidato per sicurezza.			
Penali per consegna ore ... ritardo alla scarico ore ...			
Importo fatturato al mittente			
Importo liquidato al vettore			

ALTERATIONS OF THE ITINERARY

From

to

via

reasons:

From

to

via

reasons:

The driver

	Day	Time	Driver's signature	Consig
Loading operations initiated				
Loading operations completed				

	Day	Time	Driver's signature	Cons
Unloading operations initiated				
Unloading operations completed				

CERTIFICATE OF INSPECTION AT CONTROL-POST

	Day	Time	Remarks of the inspector	Ins
OUT; Control-post of:				
IN . . . of:				
OUT . . . of:				
IN . . . of:				

CERTIFICATE OF INTERMEDIATE INSPECTION

ALTERATIONS OF THE ITINERARY

to

via

to

via

The driver

	Day	Time	Driver's signature	Consignor's signature
ations initiated				
ations completed				

	Day	Time	Driver's signature	Consignee's signature
ations initiated				
ations completed				

CERTIFICATE OF INSPECTION AT CONTROL-POST

	Day	Time	Remarks of the inspector	Inspector's signature

CERTIFICATE OF INTERMEDIATE INSPECTION

1)	On	road, at	Km	at	hrs	of
Remarks upon cargo and other circumstances						
Agent of verification:						
full name		arm and corp of service		location		SI

2)	same as above					
----	---------------	--	--	--	--	--

3)	same as above					
----	---------------	--	--	--	--	--

4)	same as above					
----	---------------	--	--	--	--	--

road, at Km at km of
locality

cargo and other circumstances

full name

arm and corp of service

location

signature

same as above

same as above

1258

same as above

E. N. A. C. ALLIED COMMISSION
ENTE NAZIONALE ALLIED MILITARY GOVERNMENT
AUTOTRASPORTI COSE
PROVINCIAL DIRECTION OF.....
STATION OF.....
VALID FROM TO
AND FOR THE ITINERARY FROM TO VIA

Characteristics of the motorvehicle	Driving truck	Trailer
(1) License plate Make Type Tare Loading capacity Circulating permit Way-BILL N°..... OF.....		

Owner of the motorvehicle
.....
Driver
Identity Card
Persons authorized to ride on the m
.....
.....
.....

PLACE OF LOADING..... PLACE OF UNLOADING.....

Prescriptions for the forwarding-agent
.....
.....
.....
.....

TRANSPORTED COMMODITIES

ALLIED COMMISSION

ALLIED MILITARY GOVERNMENT

WAY-BILL N°

COSE

DIRECTION OF

VALID

FROM

TO

ITINERARY FROM

TO

VIA

Km.

tics of hicle	Driving truck	Trailer
ate		
capacity permit		
N° OF		

Owner of the motorvehicle

Driver

Identity Card

Persons authorized to ride on the motorvehicle:

LOADING

PLACE OF UNLOADING

s for the forwarding-agent

TRANSPORTED COMMODITIES

Number of packages	Type of packing	DESCRIPTION OF THE COMMODITIES	Declared grossweight in KGS	Markings	Destination of the goods	Signature for the

	Pre-arranged dates		Actual dates		Drive
	Day	Time	Day	Time	
Departure from the garage.					
Arrival at the place of destination					
Departure from the place of destination					
Return to the garage (2)					

Fuel assigned: Petrol lt. ; Diesel-oil lt. ; oil lt.

At ... on ... 19 ... The chief

STAMP

- (1) Motorcycle-truck, truck; truck-and-trailer; tractor with trailer
- (2) When the motorvehicle returns to the garage, present way-bill must be returned to

	Pre-arranged dates		Actual dates		Driver's signature
	Day	Time	Day	Time	
from the garage.					
place of destination					
the place of destination					
garage [?]					

d; Petrol lt. ; Diesel-oil lt ; oil lt.

on _____ 19__

The chief of the station

STAMP

truck; truck-and-trailer; tractor with trailer

vehicle returns to the garage, present way-bill must be returned to originating station.

Date

The consignor

ENAC does not answer
yes, if the freight is not in
risks, either directly by the
on consignor's behalf

The chief of

The motorvehicle presented itself to effect loading today at
and it completed loading today at
Eventual remarks of the driver concerning conditions and packing of the freight and the time
complete the loading operations

date

The

The driver

Receipt of the consignee

The undersigned declares he has received above specified commodities, the upload
been initiated today at his, and completed today at

Remarks

The consignee

date

ENAC does not answer for thefts, losses, damages, if the freight is not insured against above risks, either directly by the consignor, or by ENAC on consignor's behalf

The chief of ENAC's office

presented itself to effect loading to-day

at

hrs

and it completed loading to-day

at

hrs

of the driver concerning conditions and packing of the freight and the time requested to

loading operations

The driver

Receipt of the consignee

declares he has received above specified commodities, the unloading of which has

to-day

at

hrs, and completed Today

at

hrs.

The consignee

FNAC

ENTE NAZIONALE AUTOTRASPORTI c.c./f.

CONSIGNMENT NOTE

TRANSPORT FROM (place of departure) - - - - - TO (place of destination) - - - - -

CONSIGNOR 1257

ADDRESS

CONSIGNEE

ADDRESS

The undersigned requests that below indicated commodities be transported at the tariff ENAC. He reserves himself the right to have the transport escorted by a trustworthy person of his choice. Should it not be possible to check the weight of the freight at both departure and arrival, he relieves ENAC of every relative responsibility.

Number of packages	Type of packing	Markings and numbers	Nature and quality of the commodities	Gross weight in		
				declared	ascertained	carriage insol.

MALE AUTOTRASPORTI COJE

CONSIGNMENT NOTE

(place of departure)

TO (place of destination)

ADDRESS

ADDRESS

requests that below indicated commodities be transported at the tariff-conditions of himself the right to have the transport escorted by a trustworthy person of his own not be possible to check the weight of the freight at both departure and arrival, of every relative responsibility.

[illegible]

ENAC does not answer for
 ges, if the freight is not insured
 risks, either directly by the
 on consignor's behalf

Date

The consignor

The chief of EN

The motorvehicle presented itself to effect loading today at
 and it completed loading today at

Eventual remarks of the driver concerning conditions and packing of the freight and the time
 complete the loading operations

Date

The

The driver

Receipt of the consignee

The undersigned declares he has received above specified commodities, the unloading
 been initiated today at has and completed today at

Remarks

Date

The consignee

ENAC does not answer for thefts, losses, damages, if the freight is not insured against above risks, either directly by the consignor, or by ENAC on consignor's behalf

The chief of ENAC's office

presented itself to effect loading today at hrs
and it completed loading today at hrs
of the driver concerning conditions and packing of the freight and the time requested to
loading operations

The driver

Receipt of the consignee
declares he has received above specified commodities, the unloading of which has
day at hrs, and completed today at hrs.

The consignee

To be completed by EMAR

Cargo entrusted to following motorvehicle(s).
License plate Loading capacity Driver
Hours allowed to complete the loading the unloading
Deposit received lit as per credit-note of the Bank
Remarks The chief of the

Liquidation of the transport

* <u>motor vehicles having loading capacity of</u> * <u>quantity</u> * <u>per Q. Rm</u>	Deposit received L.
	Total amount invoiced to the consignee L.
	Difference at consignee's debit credit L.
	Balance of the difference { at consignee's credit, available at Bank at consignee's debit, to be Bank
date	
Embarquer	

To be completed by ENAC

to following motorvehicle(s)
Loading capacity

Driver

to complete the loading ; the unloading
by as per credit-note of the Bank of

The chief of the Station

Liquidation of the transport

analyx	Rue x	per R. Rue	Deposit received	L.	
			Total amount invoiced to the consignee	L.	
			Difference at: consignee's	debit	
				credit	L
			Balance of	{ at consignee's credit, available at the Bank	
			the difference		
				{ at consignee's debit, to be paid to the Bank	
			date		
			Final balance mechanism liquidation		

motor vehicles
loading expsat consignor's debit, to be
Bank

date

Total amount paid for the Transp.

Employee preparing

	rate %	upon L. decl. value
1) vegetables and fruits		
2) foodstuffs		
3) various commodities loaded together		
4) mixed consignments		
5) fragile commod.		
6) very fragile commod.		
7) explosives and inflammables		
8) valuables		

Total amount paid for insurance

fines for { consignment hrs at L. =
 delayed { delivery hrs at £ =

Total amount invoiced to the consignor

* Total amount paid to the forwarding agent

?

$\frac{1}{\sqrt{2}}$

Employee preparing liquidation

percentage of the total

1

nt forest for the Transp.

[illegible]

10 for insurance

argument has at L. =

very long at $\frac{1}{2}$ =

voiced to the consignor

paid to the forwarding agent?

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

R/64

IMC/cp

8 November 1944.

In reply
refer to: RTC 080 INT

Subject: ENAC - INT Organization
Sicilia Region.

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

1156

1. Having come to an impasse with the competent Italian authorities (Ispettorato della Motorizzazione, Palermo) A.C. requests that all the pressure be exerted at high-level (Ministero Delle Comunicazione - Cerabone), in order that the following plan of action be carried forward successfully and sensibly, for the organization of ENAC Sicily.

a. Angelo Salini, Direttore Generale I.N.T., must be named Direttore Compartimentale ENAC while remaining in the present position with I.N.T. administration.

b. Each I.N.T. Direttore di Filiale (9 provinces) under Angelo Salini's direction must be appointed provincial Direttore ENAC, while remaining in the present position with I.N.T. administration or those provincial director replaced by I.N.T. administrators.

c. ENAC to become the ruling body over I.N.T. and private carriers as stated in Royal Decree, however keeping the two separate for administrative operational and maintenance purposes.

d. The delagation of authority for I.N.T. (Angelo Salini and 9 provincial directors) must be in the form of written approved authority by Cerabona, as the present Ispettorato Compartimentale Palermo in the name of Dr. Dolce will not accept it in any other form, legally speaking.

e. Dr. Dolce although a fine gentleman, must once and for all be referred to your office as being a theorist, impractical, slow moving and evasive whenever necessary action was thought urgent by this office on many occasions in the past (see monthly reports); if ENAC is to function in practice, efficiently, without red-tape and nonsense request must be made strongly

to Cerabona that Dr. Dolce be transferred elsewhere, to say the least.

f. Ingegniere Petrucci (Dolce's assistant) a career man, is ideal for the job in that he has all the qualifications of his chief; in addition, this office has received his whole hearted-cooperation grasps situations from the very practical point of view; is not afraid of accepting the responsibility for his actions in the interests of public service. Petrucci in reality is the man who makes decisions for Dr. Dolce all along. One year's time has taught this office which of the two is giving A.C. the fullest benefit of his technical experience. Example: Dr. Dolce, to date, practically would create another island - wide organization (ENAC) with all the expenses, difficulty and confusion; while Ing. Petrucci is agreed that authorizing I.N.T. administration, to separately administer ENAC, would mean the carrying out of the decree in the practical, relatively smoothway and effecting savings of millions of lires in adimination of duplicating facilities, offices and personnel etc. This officer recommends Ing. Petrucci to succeed Dr. Dolce to the office of chief -Ispettorato Compartimentale Palermo, in compensation for his splendid cooperation and master of the situation in Sicilia.

1255

For the Regional Commissioner:



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

Translation

/nf

From AVANTI 2/11/44

STILL ON EMAC

The stubborn decision with which they are carrying out, in spite of the unanimous protests, that queer plan of totalitarian discipline of road haulage transports, had the effect to demoralise and to hush every criticism.

The defenders of the plan made immediately the best of this desertion of their adversaries and they broadcasted, on Oct. 15th that "the interested categories are giving an increasing consent to the plan".

But this is but a free affirmation, whose polemical value is rather uncertain.

We won't contest the reasons of public interest which advise the State's intervention; they are serious and founded reasons which, beyond every individual prejudice, cannot be reckoned without.

But it must be deplored, and not only for sake of ideological principles, that the plan has been worked out in such an antidemocratic way, that is relying but on the opinion of very few people.

On the contrary, on a matter of so great importance, which, pending present circumstances proved even to be the most important problem of our economical life, it would have been much better that a more broadminded plan had been worked-out, i.e. a plan which should have considered, not only the present necessities but also their framing into the more general scheme of our future internal organization.

From the technical viewpoint, and with an adequate knowledge of the problem, it would have been quite natural to start from the teachings of the actual experience in both Italy and foreign countries.

The most expressive examples of above experience are shown by: direct operation of auto-lines having prearranged itineraries, carried-out on a large scale by several foreign countries (as, for inst. Germany) in order to regulate, in its most important sides, the problem of the competition between rail-transports and road haulage transports; indirect operation of above lines through contractors, for the same purpose (as in France); the system of minimum prices

1254

spite of the unanimous protests, that queer plan of total discipline of road haulage transports, had the effect to demoralise and to hush every criticism.

The defenders of the plan made immediately the best of this desertion of their adversaries and they broadcasted, on Oct. 15th that "the interested categories are giving an increasing consent to the plan".

But this is but a free affirmation, whose polemical value is rather uncertain.

We won't contest the reasons of public interest which advise the State's intervention; they are serious and founded reasons which, beyond every individual prejudice, cannot be reckoned without.

1254

But it must be deplored, and not only for sake of ideological principles, that the plan has been worked out in such an antidemocratic way, that is relying but on the opinion of very few people.

On the contrary, on a matter of so great importance, which, pending present circumstances proved even to be the most important problem of our economical life, it would have been much better that a more broadminded plan had been worked-out, i.e. a plan which should have considered, not only the present necessities but also their framing into the more general scheme of our future internal organization.

From the technical viewpoint, and with an adequate knowledge of the problem, it would have been quite natural to start from the teachings of the actual experience in both Italy and foreign countries.

The most expressive examples of above experience are shown by: direct operation of auto-lines having prearranged itineraries, carried-out on a large scale by several foreign countries (as, for inst. Germany) in order to regulate, in its most important sides, the problem of the competition between rail-transports and road haulage transports; indirect operation of above lines through contractors, for the same purpose (as in France); the system of minimum prices tested also in Italy but with very poor results; the recent experiment of indirect operation of road haulage transports carried-out in Italy by I.S.R. in order to complete the rail-service which had become insufficient to cover the exceptional requirements of war-time.

Should it not have appeared evident that the problem of the unitarial organization of the transports, being a problem of public interest, was to be reckoned with, since the very beginning, in view of its future socialization, be latter more or less complete? (we want to point out that the plan for the statization has been approved in these last few days, by the Trade Unions, in the country sacred to liberalism). And with such a perspective before our eyes, should it not have been easy to imagine, unless blinded by an

excessive or male-fide optimism, that to reckon with the same problem to-morrow would have been far more difficult, when present unobtrusive individual interests had grown strong?

Even without considering above reported general considerations, the new plan met with strong criticism also when it was investigated in so far as its particular application is concerned.

The charges put on it, concern:

- a) the impossibility that, with present organization, the system be able to operate with the nimbleness required by this delicate matter and the consequent serious damages for the supply of vital commodities which cannot suffer delay.
- b) The actual possibility, recently confirmed in several cases, that, owing to its cellular structure (consisting of an endless series of compromises between the public and the private citizens) the system be liable to favour both arbitrary acts and briberies.
- c) the danger that a new type of black-market be the consequence of this new bond, thus leading to exactly contrary results than those aimed at.
- d) the bureaucratic complication with its financial burden and the certitude that it will establish a large net of private interests which will strongly withstand every attempt of de-mobilization.

1253

This last inconvenience could occur also in a public-operated administration, should a new kind of administration be decided.

But following serious reasons lead to a different solution, that is to entrust ISR with the discipline of road haulage transports:

- 1) to give to the same administration the competency as how to co-ordinate the ways and the means directed to re-construct and to improve our patrimony of transportation means on both rails and roads, thus obtaining that a rational distribution of the respective competency for both area and operation be assured from the very beginning.
- 2) The fact that ISR are in a position to supply the necessary amount of personnel having a thorough experience on road haulage transports.
- 3) the possibility to profit by an already fully tested organization.

The future development, as it can be easily expected, of road haulage transports will bear a corresponding development of their technical and administrative organization, until Railways Administration and Road-Transports Administration will have attained almost the same level.

Then we will no longer speak of a Railways Administration having a competency also on road-haulage transports, but of an Administration for public transports.

a) the impossibility that, with present organization, we be able to operate with the nimbleness required by this delicate matter and the consequent serious damages for the supply of vital commodities which cannot suffer delay.

b) The actual possibility, recently confirmed in several cases, that, owing to its cellular structure (consisting of an endless series of compromises between the public and the private citizens) the system be liable to favour both arbitrary acts and bribes.

c) the danger that a new type of black-market be the consequence of this new bond, thus leading to exactly contrary results than those aimed at.

d) the bureaucratic complication with its financial burden and the certitude that it will establish a large net of private interests which will strongly withstand every attempt of de-mobilization.

1253

This last inconvenience could occur also in a public-operated administration, should a new kind of administration be decided.

But following serious reasons lead to a different solution, that is to entrust ISR with the discipline of road haulage transports:

- 1) to give to the same administration the competency as how to co-ordinate the ways and the means directed to re-construct and to improve our patrimony of transportation means on both rails and roads, thus obtaining that a rational distribution of the respective competency for both area and operation be assured from the very beginning.
- 2) The fact that ISR are in a position to supply the necessary amount of personnel having a thorough experience on road haulage transports.
- 3) the possibility to profit by an already fully tested organization.

The future development, as it can be easily expected, of road haulage transports will bear a corresponding development of their technical and administrative organization, until Railways Administration and Road-Transports Administration will have attained almost the same level.

Then we will no longer speak of a Railways Administration having a competency also on road-haulage transports, but of an Administration for public transports.

And in the meantime the administrative development will have been gradually carried out.

1252

Ancora dell'ENAC

La tenacia con cui si è conti-

nato a procedere, nonostante il

coro delle proteste, verso l'attu-

azione del bizzarro progetto di di-

sciplina totalitaria dei trasporti

su strada, ha avuto per effetto di

scoraggiare a far tacere i critici.

I suoi sostenitori, rimasti pa-

droni del campo, ne hanno ap-

profitato per far proclamare al

pubblico (trasmissione radio del

15 corr.) «la crescente adesione

dei ceti interessati».

Ciò costituisce un'affermazione

grabula e di dubbio valore po-

litico.

Non si contestano naturalmente

i motivi d'interesse pubblico che

consigliano l'intervento statale,

motivi giusti e gravi che, fuori di

ogni preconcetto individuale, non

possono essere trascurati.

Quello che è invece da deplora-

re è non solo per ragioni ideolo-

giche, e il modo schiettamente

antidemocratico con cui è stato

affrontato il problema, facendo

cioè affidamento sull'esclusivo ap-

porto di pochi ispirati.

Viceversa in un argomento co-

si grave, che l'attuale situazione

ha anzi dimostrato il più grave

della nostra vita economica, sa-

rebbe stato auspicabile un proget-

to di ben più ampio respiro; il

quale tenesse conto, oltre che del

la necessità contingenti, anche del

suo opportuno inquadramento nel

più generale problema della no-

stra futura organizzazione in-

terna.

Dal lato tecnico poi, avendo

una conoscenza adeguata del pro-

blema, sarebbe stato naturale ri-

farsi alla concreta esperienza in

materia nostra e d'oltre confine.

Della quale gli esempi più in-

dicativi da tener presenti sono la

gestione diretta di autolinee ad

itinerario fisso attuata su larga

scala all'estero (ad es. la Germa-

nia) allo scopo di regolare sulle

principali relazioni il problema

della concorrenza tra ferrovie ed

automezzo; la gestione indiretta

a mezzo di imprese appaltatrici

allo stesso scopo (ad es. in Fran-

cia); il sistema dei prezzi minimi

tentato da noi con infelici risul-

tati; e infine il recente esperi-

mento di gestione indiretta ef-

fettuato dalle Ferrovie dello Sta-

to italiano allo scopo di integrare

il servizio ferroviario divenuto in-

sufficiente in rapporto alle esi-

genze eccezionali della guerra.

Non doveva riuscire evidente

che l'organizzazione unitaria dei

trasporti, come problema di par-

ticolare interesse pubblico, anda-

va affrontato fin dall'inizio in vi-

sta della sua futura socializzazio-

ne, e non a mezzo dell'isolato e

arbitrario intervento di un

gruppo di pochi ispirati.

Non si contestano naturalmente

i motivi d'interesse pubblico che

consigliano l'intervento statale,

motivi giusti e gravi che, fuori di

ogni preconcetto individuale, non

possono essere trascurati.

Quello che è invece da deplora-

re è non solo per ragioni ideolo-

giche, e il modo schiettamente

antidemocratico con cui è stato

affrontato il problema, facendo

cioè affidamento sull'esclusivo ap-

porto di pochi ispirati.

Viceversa in un argomento co-

si grave, che l'attuale situazione

ha anzi dimostrato il più grave

della nostra vita economica, sa-

rebbe stato auspicabile un proget-

to di ben più ampio respiro; il

quale tenesse conto, oltre che del

la necessità contingenti, anche del

suo opportuno inquadramento nel

più generale problema della no-

stra futura organizzazione in-

terna.

Dal lato tecnico poi, avendo

una conoscenza adeguata del pro-

blema, sarebbe stato naturale ri-

farsi alla concreta esperienza in

materia nostra e d'oltre confine.

Della quale gli esempi più in-

dicativi da tener presenti sono la

gestione diretta di autolinee ad

itinerario fisso attuata su larga

scala all'estero (ad es. la Germa-

nia) allo scopo di regolare sulle

principali relazioni il problema

della concorrenza tra ferrovie ed

automezzo; la gestione indiretta

a mezzo di imprese appaltatrici

allo stesso scopo (ad es. in Fran-

cia); il sistema dei prezzi minimi

tentato da noi con infelici risul-

tati; e infine il recente esperi-

mento di gestione indiretta ef-

fettuato dalle Ferrovie dello Sta-

to italiano allo scopo di integrare

il servizio ferroviario divenuto in-

sufficiente in rapporto alle esi-

genze eccezionali della guerra.

Non doveva riuscire evidente

che l'organizzazione unitaria dei

trasporti, come problema di par-

ticolare interesse pubblico, anda-

va affrontato fin dall'inizio in vi-

sta della sua futura socializzazio-

ne, e non a mezzo dell'isolato e

arbitrario intervento di un

gruppo di pochi ispirati.

Non si contestano naturalmente

i motivi d'interesse pubblico che

consigliano l'intervento statale,

motivi giusti e gravi che, fuori di

ogni preconcetto individuale, non

possono essere trascurati.

Quello che è invece da deplora-

re è non solo per ragioni ideolo-

giche, e il modo schiettamente

antidemocratico con cui è stato

affrontato il problema, facendo

cioè affidamento sull'esclusivo ap-

porto di pochi ispirati.

Viceversa in un argomento co-

si grave, che l'attuale situazione

ha anzi dimostrato il più grave

della nostra vita economica, sa-

rebbe stato auspicabile un proget-

to di ben più ampio respiro; il

quale tenesse conto, oltre che del

la necessità contingenti, anche del

suo opportuno inquadramento nel

più generale problema della no-

stra futura organizzazione in-

terna.

Dal lato tecnico poi, avendo

una conoscenza adeguata del pro-

blema, sarebbe stato naturale ri-

farsi alla concreta esperienza in

materia nostra e d'oltre confine.

Della quale gli esempi più in-

dicativi da tener presenti sono la

gestione diretta di autolinee ad

itinerario fisso attuata su larga

scala all'estero (ad es. la Germa-

nia) allo scopo di regolare sulle

principali relazioni il problema

della concorrenza tra ferrovie ed

automezzo; la gestione indiretta

a mezzo di imprese appaltatrici

allo stesso scopo (ad es. in Fran-

cia); il sistema dei prezzi minimi

tentato da noi con infelici risul-

tati; e infine il recente esperi-

mento di gestione indiretta ef-

fettuato dalle Ferrovie dello Sta-

to italiano allo scopo di integrare

il servizio ferroviario divenuto in-

sufficiente in rapporto alle esi-

genze eccezionali della guerra.

Non doveva riuscire evidente

che l'organizzazione unitaria dei

trasporti, come problema di par-

ticolare interesse pubblico, anda-

va affrontato fin dall'inizio in vi-

sta della sua futura socializzazio-

ne, e non a mezzo dell'isolato e

arbitrario intervento di un

gruppo di pochi ispirati.

Non si contestano naturalmente

i motivi d'interesse pubblico che

consigliano l'intervento statale,

motivi giusti e gravi che, fuori di

ogni preconcetto individuale, non

possono essere trascurati.

Quello che è invece da deplora-

re è non solo per ragioni ideolo-

giche, e il modo schiettamente

antidemocratico con cui è stato

affrontato il problema, facendo

cioè affidamento sull'esclusivo ap-

porto di pochi ispirati.

Viceversa in un argomento co-

si grave, che l'attuale situazione

ha anzi dimostrato il più grave

della nostra vita economica, sa-

rebbe stato auspicabile un proget-

to di ben più ampio respiro; il

quale tenesse conto, oltre che del

la necessità contingenti, anche del

suo opportuno inquadramento nel

più generale problema della no-

stra futura organizzazione in-

terna.

Dal lato tecnico poi, avendo

una conoscenza adeguata del pro-

blema, sarebbe stato naturale ri-

farsi alla concreta esperienza in

materia nostra e d'oltre confine.

Della quale gli esempi più in-

dicativi da tener presenti sono la

gestione diretta di autolinee ad

itinerario fisso attuata su larga

scala all'estero (ad es. la Germa-

nia) allo scopo di regolare sulle

principali relazioni il problema

della concorrenza tra ferrovie ed

automezzo; la gestione indiretta

a mezzo di imprese appaltatrici

allo stesso scopo (ad es. in Fran-

cia); il sistema dei prezzi minimi

tentato da noi con infelici risul-

tati; e infine il recente esperi-

mento di gestione indiretta ef-

fettuato dalle Ferrovie dello Sta-

to italiano allo scopo di integrare

il servizio ferroviario divenuto in-

sufficiente in rapporto alle esi-

genze eccezionali della guerra.

Non doveva riuscire evidente

che l'organizzazione unitaria dei

trasporti, come problema di par-

ticolare interesse pubblico, anda-

va affrontato fin dall'inizio in vi-

sta della sua futura socializzazio-

ne, e non a mezzo dell'isolato e

arbitrario intervento di un

gruppo di pochi ispirati.

Non si contestano naturalmente

i motivi d'interesse pubblico che

consigliano l'intervento statale,

motivi giusti e gravi che, fuori di

ogni preconcetto individuale, non

possono essere trascurati.

Quello che è invece da deplora-

re è non solo per ragioni ideolo-

giche, e il modo schiettamente

antidemocratico con cui è stato

affrontato il problema, facendo

cioè affidamento sull'esclusivo ap-

porto di pochi ispirati.

Viceversa in un argomento co-

si grave

una organizzazione di lavoro per-
fettamente collaudata.
Lo sviluppo futuro, facilmente
prevedibile, dei trasporti con au-
tonomie, imporrà naturalmente
un corrispondente sviluppo della
organizzazione amministrativa e
tecnica dei medesimi, finché ge-
stione ferroviaria e gestione auto-
mobilitaria verranno a trovarsi su
piani assai prossimi.
Allora non potrà più parlarsi di
amministratore ferroviario con
competenza anche sui trasporti con
autonomie, bensì di Amministra-
zione per i trasporti pubblici su
strade.
Ma intanto anche lo sviluppo
amministrativo si sarà attuato con
gradualità.

Avrebbe stato auspicabile un proget-
to di ben più ampio respiro; il
quale tenesse conto, oltre che del
la necessità contingenti, anche del
suo opportuno inquadramento nel
più generale problema della no-
stra futura organizzazione in-
terna.
Dal lato tecnico poi, avendo
una conoscenza adeguata del pro-
blema, sarebbe stato naturale ri-
farsi alla concreta esperienza in
materia nostra e d'oltre confine.
Della quale gli esempi più in-
dicativi da tener presenti sono la
gestione diretta di autolinee ad
itinerario fisso attuata su larga
scala all'estero (ad es. la Germa-
nia) allo scopo di regolare sulle
principali relazioni il problema
della concorrenza tra ferrovie ed
automezzi; la gestione indiretta
a mezzo di imprese appaltatrici
allo stesso scopo (ad es. in Fran-
cia); il sistema dei prezzi minimi
tentato da noi con infelici risul-
tati; e infine il recente espor-
tamento di gestione indiretta dei
trasporti su strada ordinaria ef-
fettuato dalle Ferrovie dello Sta-
to italiano allo scopo di integrare
il servizio ferroviario divenuto in-
sufficiente in rapporto alle esi-
genze eccezionali della guerra.
Non doveva riuscire evidente
che l'organizzazione unitaria dei
trasporti, come problema di par-
ticolare interesse pubblico, anda-
va affrontato fin dall'inizio in vi-
sta della sua futura socializzazio-
ne più o meno integrale? (E' si-
gnificativo che il progetto di sta-
lizzazione sia stato approvato
proprio in questi giorni dalle Tra-
de Unione nella classica terra del
liberalismo). E di fronte a tale
prospettiva non era facile imma-
ginare, fuori di un ottimismo in-
genuo o in mala fede, che doman-
ni, dopo le consolidazioni dei for-
tissimi interessi individuali oggi
quasi trascurabili, affrontare il
medesimo problema sarebbe stato
enormemente più arduo?
Del resto, a prescindere dagli
accennati criteri generali, il nuo-
vo progetto ha avuto pessima
stampa anche esaminato nella sua
applicazione particolare.
Gli appunti messi a riguar-
dano:
a) anzitutto l'impossibilità che
il sistema escogitato possa funzio-
nare con quella agilità che la de-
licata materia richiede, con gra-
vissimi danni specie per gli ap-
provigionamenti di merci essen-
ziali e che non comportano ri-
tardi.
b) la possibilità, colerica, con-
fermata da recenti esperimenti,
che detto sistema, per la sua strut-
tura cellulare fatta di una serie
indefinita di compromessi tra pub-
blico e privati, si presti a gravi
arbitri ed alle solite forme di cor-
ruzione.
c) il pericolo che il nuovo vin-
colo determini anche qui il feno-
meno della borsa nera, con un ri-
sultato del tutto opposto a quello
voluto.
d) la complicazione burocrati-
ca con i suoi gravi effetti finanzia-
ri e con l'inevitabile risultato di

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394, U.S. Army

TN/SR/13 CONFIDENTIAL

31 October 1944

SUBJECT : E.N.A.C.

TO : Transportation Sub-Commission
(Att. Mr. Villa)

1251

I am pleased to report that in the Naples Province public opinion seems to have accepted E.N.A.C. in a very good spirit and as mentioned in my letter of 10 Oct. little remains to be done to conclude its initiation than to appoint Directors.

I have carefully sounded the pulse of the local contractors, who, after all, are those most affected and I feel my selection will be received well. I would like to nominate Sig. Paolo Pavani as Director of the Compartmental Committee as I feel his experience under me for the last six months would be very helpful in getting the other provinces into line and still leave him in virtual control of this important centre. He is young, but energetic and honest with only the interests of transportation at heart and I have considerable confidence in him.

Should Pavani be appointed to the Compartimento, a vacancy in the Province will result, and I would like to recommend Sig. Augusto Franco as Director for the Province of Naples. He has had a long experience with the Consorzio and is generally popular. I have found him exceedingly conscientious and an able man, quite ready to adopt changing circumstances, which he has experienced during the last six months. While acting as Vice to Sig. Pavani, with whom he seems to work in complete accord.

My nominations for Avellino and Benevento remain unaltered, and I recommend that the early appointment of these gentlemen will see E.N.A.C. functioning as a well organized and competent institution within a very short period of time.

JG/mjs

Copy to: Adjutant's File


J.A.N. GILES
Lt. Colonel,
Regional Tptn. Officer

I am pleased to report that in the Naples Province public opinion seems to have accepted E.N.A.C. in a very good spirit and as mentioned in my letter of 10 Oct. little remains to be done to conclude its initiation than to appoint Directors.

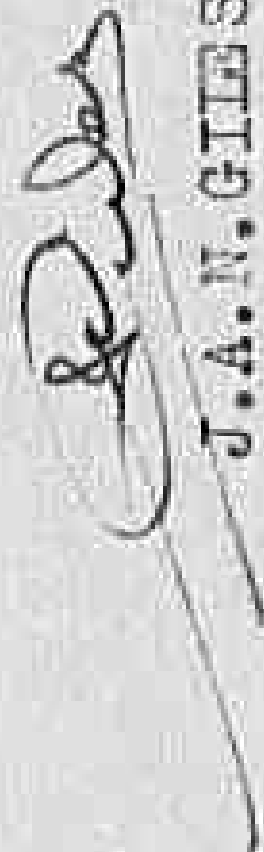
I have carefully sounded the pulse of the local contractors, who, after all, are those most affected and I feel my selection will be received well. I would like to nominate Sig. Paolo Pavani as Director of the Compartimental Committee as I feel his experience under me for the last six months would be very helpful in getting the other provinces into line and still leave him in virtual control of this important centre. He is young, but energetic and honest with only the interests of transportation at heart and I have considerable confidence in him.

Should Pavani be appointed to the Compartimento, a vacancy in the Province will result, and I would like to recommend Sig. Augusto Franco as Director for the Province of Naples. He has had a long experience with the Consorzio and is generally popular. I have found him exceedingly conscientious and an able man, quite ready to adopt changing circumstances, which he has experienced during the last six months. While acting as Vice to Sig. Pavani, with whom he seems to work in complete accord.

My nominations for Avellino and Benevento remain unaltered, and I recommend that the early appointment of these gentlemen will see E.N.A.C. functioning as a well organized and competent institution within a very short period of time.

JG/mjg

Copy to: Adjutant's File


J.A.N. GILES
Lt. Colonel,
Regional Tptn. Officer

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

HEADQUARTERS
SOUTHERN REGION, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

Col. Bondar
MR.
12/10

TN/SR/ CONFIDENTIAL 10 October 1944

SUBJECT: E.N.A.C.

TO : Transportation Sub-Commission, (Att: Mr. Villa). **1250**

The only nominations so far received for the position of Provincial Directors are as follows.

- | | |
|--------------------|-------------------------------------|
| Province of Naples | Sig. Paolo Paveni. |
| " " Avellino | 1st. Cioice Rag. Alfredo Maccanico. |
| " " Benevento | 2nd. Com. Camillo Solimine. |
| " " Benevento | 1st. Ing. Castellucci Zanobi. |
| " " Benevento | 2nd. " Catalano Valerio. |

I had quite a long interview with Ing. Costa of the Ministry of Communications yesterday, on pleasant terms but I fear we did not see eye to eye.

You know that I am prepared to back up to the fullest extent this institution, but I cannot accept what I call childish regimentation. I hold that E.N.A.C. is already well established in Naples Province, only under the name of the Consorzio, therefore by changing its name and fixing the date of accounting responsibility there is no break in continuity. E.N.A.C. could then, or before if necessary supply all the enrollment forms and other data required by the Ministry.

With this the Ministry do not agree, and have so far refused to acknowledge in any way either directly or through the Prefect, the existence of the Consorzio. Such a policy will, I am convinced, fail to obtain the best results. Ing. Costa went so far as to assure me that if I wished it so, the Consorzio could continue its being, and E.N.A.C. would function separately, which I consider is merely fatuous. The objection to an acknowledgement of the Consorzio, as far as I could gather was that one uniform method must be adopted for the whole of Italy, and therefore as there was no Consorzio in Cosenza, the presence of once in Naples could not be recognised.

My comment is that if the institution of E.N.A.C. is to be a success the Ministry must occasionally pop their heads out of the clouds and take a look on the ground, for they will never succeed by issuing decrees in the hope that the police will enforce them.

J. A. N. GILES
J. A. N. GILES

The only nominations so far received are as follows.

Province of Naples	Sig. Paolo Paveni.	From
" " " Avellino	1st. Choice Rag. Aliredo Maccanico.	
" " " Benevento	2nd. " Com. Camillo Solimene.	
" " " Benevento	1st. " Ing. Castellucci Zanobi.	
" " " Benevento	2nd. " " Catalano Valerio.	

I had quite a long interview with Ing. Costa of the Ministry of Communications yesterday, on pleasant terms but I fear we did not see eye to eye.

You know that I am prepared to back up to the fullest extent this institution, but I cannot accept what I call childish regimentation. I hold that E.N.A.C. is already well established in Naples Province, only under the name of the Consorzio, therefore by changing its name and fixing the date of accounting responsibility there is no break in continuity. E.N.A.C. could then, or before if necessary supply all the enrollment forms and other data required by the Ministry.

With this the Ministry do not agree, and have so far refused to acknowledge in any way either directly or through the Prefect, the existence of the Consorzio. Such a policy will, I am convinced, fail to obtain the best results. Ing. Costa went so far as to assure me that if I wished it so, the Consorzio could continue its being, and E.N.A.C. would function separately, which I consider is merely fatuous. The objection to an acknowledgement of the Consorzio, as far as I could gather was that one uniform method must be adopted for the whole of Italy, and therefore as there was no Consorzio in Cosenza, the presence of once in Naples could not be recognised.

My comment is that if the institution of E.N.A.C. is to be a success the Ministry must occasionally pop their heads out of the clouds and take a look on the ground, for they will never succeed by issuing decrees in the hope that the police will enforce them.

JG/am l

Copy to: Adjutant's File

J. A. N. Giles
J. A. N. GILES
Lt. Colonel,
Regional Tptn. Officer.

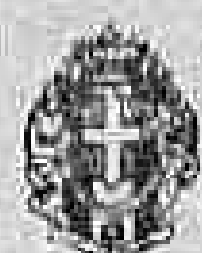
CONFIDENTIAL

MODULARIO
C. 7/Telegr. 63

Il Governo non assume alcuna responsabilità civile in conseguenza del servizio della telegrafia.
Le tasse riscosse in meno per errore ed in seguito a rifiuto o irreperibilità del destinatario
devono essere rimborsate al mittente.
Il destinatario è invitato a firmare la ricevuta presentata dal fattorino e a segnare la data e
l'ora della consegna del telegramma, in mancanza di tali indicazioni il destinatario perde
il diritto a reclamare in caso di ritardo della consegna.

Indicazioni di urgenza

Ricevuto il 19 ore 11/10
Ricevente
Per circuito N.



Le ore si contano sul meridiano corrispondente al luogo di origine
dell'Europa centrale, e per telegrammi interni e con vari paesi esteri
di seguito da una mezzanotte all'altra.
Nel telegrammi impressi in caratteri romani, il primo numero dopo il
nome del luogo d'origine rappresenta quello del telegramma, il secondo
quello delle parole, gli altri la data, l'ora e i minuti della presentazione.

QUALIFICA	DESTINAZIONE	PROVENIENZA	NUM.	PAROLE	DATA DELLA PRESENTAZIONE		VIA E INDICAZIONI EVENTUALI D'UFFICIO
					Giorno e mese	Ore e minuti	

Portici - Stab. Tip. Masl - 1-5-1941 - Ord. 998 - 15.600.000

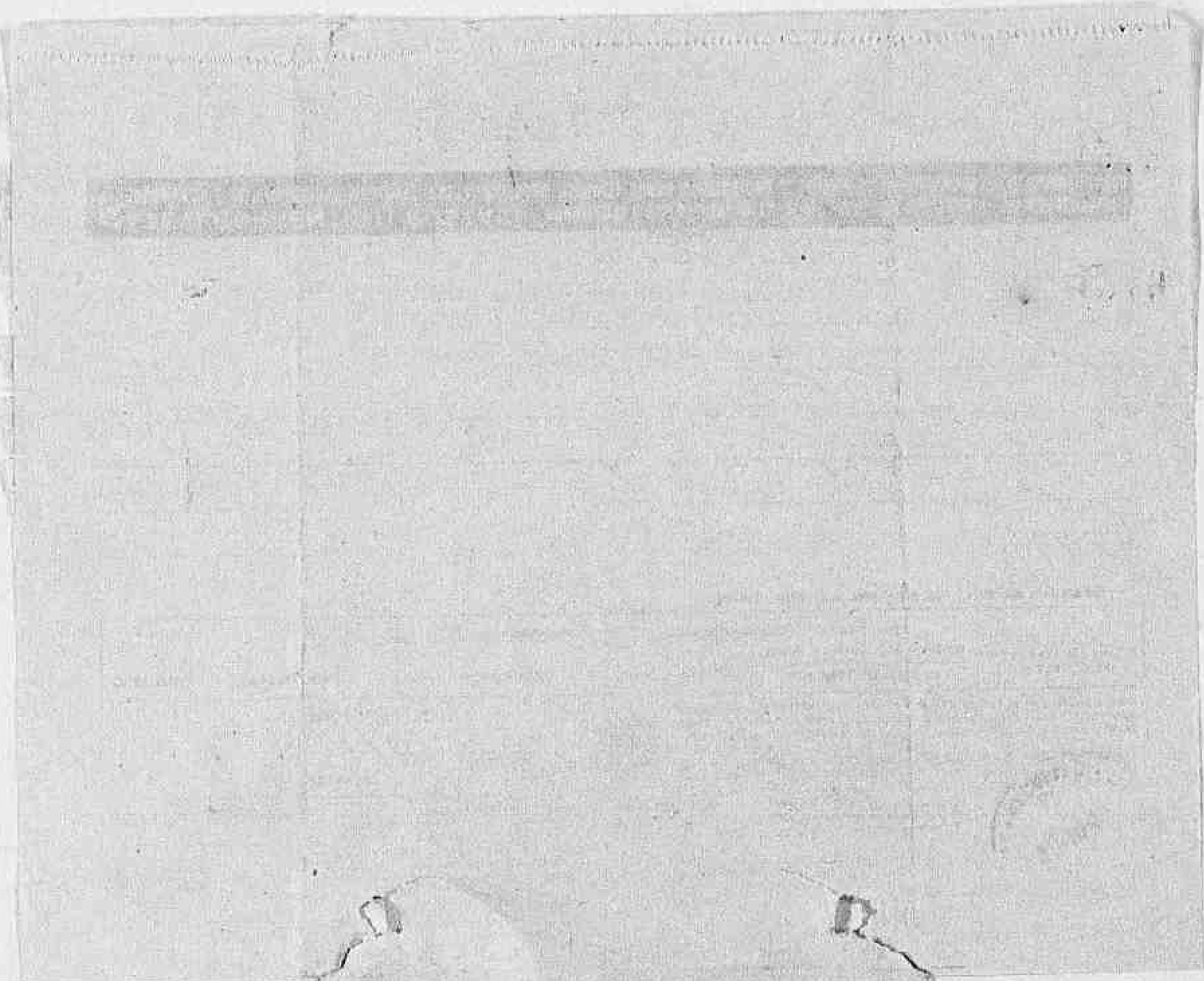
- D PALERMO 8026 46/47 7 1740

= AUTOTRASPORTATORI QUESTA PROVINCIA PROTESTANO CONTRO
DECRETO ISTITUZIONE ENAG FORMA MONOPOLISTICA
ANTIDEMOCRATICA ET AUTOCRATICA ET INVOCANO INTERVENTO
CODESTA COMMISSIONE BUALE ESPRESSIONE DI GOVERNI
TRADIZIONALMENTE DEMOCRATICI ET NEMICI OGNI FORMA
COERCITIVA UNILATERALE RESTRITTIVA
DI OGNI LIBERTA = PRESIDE ASSOCIAZIONE INDUSTRIALI
GREGORIO RESTIVO

1249

2834

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



750
TELEGRAMMA
D COMMISSIONE CENTRALE AL DATA
UNA PICCOLA A STAMPARE QUANDO A INCHIESTA DI UNA RICERCA
CONTROLLO ROMA
[Handwritten signature]

(Ret) TN S/c
7512

HEADQUARTERS
10 OCT 1944
A.C.C.

File
7/64
11/10

Mod. 30 (1941-XIX)

MCDULARIO C. e Telegr. 63		Il Governo non assume alcuna responsabilità civile in conseguenza del servizio della telegrafia. Le tasse riscosse in pieno per errore ed in seguito a rifiuto o irreperibilità del destinatario devono essere complete del mittente. Il destinatario è invitato a firmare la ricevuta presentata dal fattorino e a segnare la data e l'ora della consegna del telegramma. In mancanza di tali indicazioni il destinatario perde il diritto a reclamare in caso di ritardo della consegna.				
Indicazioni di urgenza		Ricevuto il 19 ore		Le ore si contano sul meridiano corrispondente all'ora di Roma. Per i telegrammi interni e con variazioni di seguito da una mezzanotte all'altra.		
		Ricevente		Nel telegrammi impressi in caratteri romani, il primo numero dopo il nome del luogo d'origine rappresenta quello del telegramma, il secondo quello della parola, gli altri la data, l'ora e i minuti della presentazione.		
QUALIFICA	DESTINAZIONE	PROVENIENZA	NUM.	PAROLE	DATA DELLA PRESENTAZIONE	VIA E INDICAZIONI EVENTUALI D'UFFICIO
					Giorno e mese Ore e minuti	

Portici - Stab. Tip. Mass - 1-5-1941 - Ord. 398 - 15.600.000

- D PALERMO 8026 46/47 7 1740

= AUTOTRASPORTATORI QUESTA PROVINCIA PROTESTANO CONTRO
DECRETO ISTITUZIONE ENAG FORMA MONOPOLISTICA
ANTIDEMOCRATICA ET AUTOCRATICA ET INVOCANO INTERVENTO
CODESTA COMMISSIONE QUALE ESPRESSIONE DI GOVERNI
TRADIZIONALMENTE DEMOCRATICI ET NEMICI OGNI FORMA
COERCITIVA UNILATERALE RESTRITTIVA
DI OGNI LIBERTA = PRESIDENTE ASSOCIAZIONE INDUSTRIALI
GREGORIO RESTIVO

1249

LE LOCALITÀ DEL REGNO PER CORRISPONDENTI
SCAMBI E IN ESSENZA DA QUALSIASI PESSA

TRANSLATION

From IL POPOLO - Sept 30.th

Speaking of transports.

ENAC's totalitarian system needs to be immediately reformed.

All papers keep writing polemics about ENAC but we can't see, yet, a definite resolution of the problem of getting off this enormous and complicated organization which should regulate the activity of all transportation means, regardless of their size, both operating on their own behalf and on a third party's.

But since the problem is an actually important one to the purposes of the nation's revival, it will not be inopportune to resume the question not only to make a mere criticism, which would be very easy but above all with the purpose to do an effective help, if we really wish to get rid of the evident trouble aroused by the announcement of ENAC's constitution in all those who closely follow an activity so sensitive and whose developments so deeply ¹²⁴⁸ thoroughly affect all sectors of our economy.

Before all we want to point-out that, if they had followed a different method - that, is, if, before announcing a solution like ENAC's, they had charged a board of real experts with the task, of laying out a new organization for the transports (it is beyond debate that the transports must be organized) - be sure that ENAC would not have come into being with its present shape.

It appears moreover the suitability, much, more, the necessity to enforce the system of technical consultative Commissions - as recently suggested by "Democrazia Cristiana", and whose value has been fully acknowledged and conformed by the declaration yesterday announced by the Government - if we want to avoid what happened with ENAC, that is that decrees be promulgated which arouse a more than justified criticism not only from those who are directly interested, as somebody says, but also from those who, aiming at the true welfare of the Country, can not passively accept the excessively "totalitarian" and bureaucratic conception upon which ENAC has been constructed.

On the other side, if a different solution of the problem of ENAC is not actually possible, we must at least endeavour to make some alterations aiming to simplify the system established by ENAC; the transports must be organized and directed, but without forcing

/elc

ENAC's totalitarian system needs to be immediately reformed.

All papers keep writing polemics about ENAC but we can't see, yet, a definite resolution of the problem of getting off this enormous and complicated organization which should regulate the activity of all transportation means, regardless of their size, both operating on their own behalf and on a third party's.

But since the problem is an actually important one to the purposes of the nation's revival, it will not be inopportune to resume the question not only to make a mere criticism, which would be very easy but above all with the purpose to do an effective help, if we really wish to get rid of the evident trouble aroused by the announcement of ENAC's constitution in all those who closely follow an activity so sensitive and whose developments so deeply and thoroughly affect all sectors of our economy.

Before all we want to point-out that, if they had followed a different method - that, is, if, before announcing a solution like ENAC's, they had charged a board of real experts with the task, of laying out a new organization for the transports (it is beyond debate that the transports must be organized) - be sure that ENAC would not have come into being with its present shape.

It appears moreover the suitability, much, more, the necessity to enforce the system of technical consultative Commissions - as recently suggested by "Democracia Cristiana", and whose value has been fully acknowledged and conformed by the declaration yesterday announced by the Government - if we want to avoid what happened with ENAC, that is that decrees be promulgated which arouse a more than justified criticism not only from those who are directly interested, as somebody says, but also from those who, aiming at the true welfare of the Country, can not passively accept the excessively "totalitarian" and bureaucratic conception upon which ENAC has been constructed.

On the other side, if a different solution of the problem of ENAC is not actually possible, we must at least endeavour to make some alterations aiming to simplify the system established by ENAC; the transports must be organized and directed, but without forcing them into rigid, absolute moulds like those announced by ENAC.

Above alterations are principally the following: All trucks and motorcycle-cars, having loading capacity below 12 quintals, should be relieved from becoming ENAC's members, while still keeping them under nimble, rational discipline, especially regarding carriage-charges: truck-lines in concession having pre-fixed itineraries should be instituted to operate freight-transports, both for full-truck-loads and for mixed consignments; above lines should be completed

by other lines whose itineraries could be altered according to the requirements of the traffic. Above lines could be usefully conceded also to concerns and co-operatives, since above concessions would very much improve the service.

Above proposals will not certainly give a complete solution to the problem; they only will bring some corrections to the system established by ENAC, on the presumption that, owing to the decision of the Government, there is no other way to prevent, as much as possible, the troubles which would certainly be aroused if ENAC should become effective with its present organisation. This means that the problem of the transports must be thoroughly investigated again, in order to may suggest also definitive solutions. "Democrazie Cristiana", together with other economical and financial problems, is studying also this question and its conclusions will be in due time divulged in order to actually show the fitness of a method - that of investigation and consultation - which would have spared much criticism both on the Government and on the Minister and which would have spared to the Country, and this is still more important, that a deplorable experiment, prompted by principles we believed for ever forsaken, be carried out.

1247

In MATERIA DI TRASPORTI

Il sistema totalitario dell'ENAC esige immediate riforme

La questione dell'ENAC, contro la quale si trascina da anni una polemica che si riscalda di giorno in giorno, senza che si riesca finora a vedere una via d'uscita dal colossale e complicato organismo col quale si vorrebbe regolare l'attività di tutti i mezzi di trasporto, grandi o piccoli che siano, per conto proprio come per conto terzi. Ma poiché il problema ha una evidente importanza ai fini della ripresa della vita nazionale, non sembrerà inopportuno ritornare sulla questione non solo a scopo di critica — assai facile, del resto, — ma soprattutto con un apporto costruttivo, se si vuole uscire dalla condizione di evidente disagio nel quale l'annuncio della costituzione dell'ENAC, ha posto tutti coloro che seguono da vicino una attività tanto delicata e dalle ripercussioni così vaste in tutti i settori della nostra economia.

E anzitutto occorre fare una questione preliminare, per dire che se si fosse proceduto con un sistema diverso, — se cioè prima di annunciare soluzioni quali quella dell'ENAC, il problema della organizzazione dei trasporti (perché è fuori discussione che una organizzazione bisogna pur darla a questo servizio) fosse stato posto allo studio di una commissione di veri esperti — non vi è alcun dubbio che l'ENAC non sarebbe nato nella sua forma attuale. Il che dice altresì l'opportunità, anzi la necessità di quel sistema di Commissioni tecniche consultive che è stato proposto dalla Democrazia Cristiana in una sua recente mozione e che la dichiarazione annunciata ieri dal Governo ha ribadito in tutto il suo valore, se si vuole evitare — proprio come è avvenuto per la ENAC — di promulgare decreti contro i quali si appresta la più che giustificata critica non solo, come qualcuno afferma, da parte di interessati, ma anche di quanti, obiettivamente e nel solo vero interesse del Paese, non possono non essere consultati — che, se

verso, il problema impostato dall'Ente, si deve risolutamente cercare almeno di introdurre alcune modifiche che possano valere soprattutto ad alleggerire il complicato sistema che esso ha creato, applicando un'ordine ed una organizzazione dei trasporti, ma senza arrivare a forme così assolute e rigide quali quelle annunciate dall'ENAC.

Queste modifiche si riassumono essenzialmente nelle seguenti: esonerare dall'iscrizione all'ENAC, di tutti gli autocarri e i motocarri di portata inferiore ai 12 quintali pur mantenendo per questi una disciplina snella e razionale, specie in materia tariffaria; istituzione di autolinee in concessione a itinerario fisso per il trasporto merci, sia a carico completo che a collettame, integrate da corse a itinerario variabile a seconda delle necessità del traffico. Tali concessioni, com'è evidente, potrebbero trovare utile applicazione anche nei confronti di consorzi e cooperative, con notevole vantaggio per quanto riguarda l'esercizio pratico del servizio.

Tali proposte non risolvono certo nel modo desiderato il grave problema, per limitarsi invece ad apportare un qualche correttivo al sistema creato dall'ENAC, partendo dal presupposto che ormai, data la decisione del Governo, non resti altra via per evitare nella misura possibile il danno maggiore che l'applicazione dell'Ente, così com'è stato congegnato, certamente arretrerebbe. Ciò però non toglie che la questione dei trasporti non debba essere ulteriormente esaminata, ed a fondo, in modo da arrivare anche a proporre soluzioni definitive. La Democrazia Cristiana, come fa per altri problemi di carattere economico e finanziario, si sta occupando della questione e a suo tempo ne presenterà le conclusioni, per dimostrare coi fatti la bontà di un metodo — quello dello studio e della consultazione — che, se

1246

esige immediate riforme

La questione dell'E.N.A.C. costituisce, per l'Ente, il problema impostato dal nuovo a trascurarsi nelle polemiche della stampa, senza che si riesca a vedere una via d'uscita dal colossale e complicato organismo col quale si vorrebbe regolare l'attività di tutti i mezzi di trasporto, grandi o piccoli che siano, per conto proprio come per conto terzi. Ma poiché il problema ha una evidente importanza ai fini della ripresa della vita nazionale, non sembrerà inopportuno ritornare sulla questione, non solo a scopo di critica — assai facile, del resto, — ma soprattutto con un apporto costruttivo, se si vuole uscire dalla condizione di evidente disagio nel quale l'annuncio della costituzione dell'E.N.A.C. ha posto tutti coloro che seguono da vicino una attività tanto delicata e dalle ripercussioni così vaste in tutti i settori della nostra economia.

E anzitutto occorre fare una questione preliminare, per dire che se si fosse proceduto con un sistema diverso, — se cioè prima di annunciare soluzioni quali quella dell'E.N.A.C., il problema della organizzazione dei trasporti (perché è fuori discussione che una organizzazione bisogna pur darla a questo servizio) fosse stato proposto allo studio di una commissione di veri esperti — non vi è alcun dubbio che l'E.N.A.C. non sarebbe nato nella sua forma attuale. Il che dice altresì l'opportunità, anzi la necessità di quelle consultive che è stato proposto dalla Democrazia Cristiana in una sua recente mozione e che la dichiarazione annunciata ieri dal Governo ha ribadito in tutto il suo valore, se si vuole evitare — proprio come è avvenuto per l'E.N.A.C. — di promulgare decreti contro i quali si appresta la più che giustificata critica non solo, come qualcuno afferma, da parte di interessati, ma anche di quanti, obiettivamente e nel solo vero interesse del Paese, non possono tacere di fronte al concetto eccessivamente «totalitario» e burocratico su cui l'Ente stesso è stato costituito.

Ciò premesso, vogliamo aggiungere che se proprio non è possibile integralmente e cioè in modo di-

verso, il problema impostato dall'Ente, si deve risolutamente cercare almeno di introdurre alcune modifiche che possano valere soprattutto ad alleggerire il complicato sistema che esso ha creato, applicando un ordine ed una organizzazione del trasporto, ma lute e rigide quali quelle annunciate dall'E.N.A.C.

Questa modifiche si riassumono essenzialmente nelle seguenti: esonerare dall'iscrizione all'E.N.A.C. di tutti gli autocarri e i motocarri di portata inferiore ai 12 quintali pur mantenendo per questi una disciplina snella e razionale, specie in materia tariffaria; istituzione di autolinee in concessione a itinerario fisso per il trasporto merci, sia a carico completo che a collettame, integrate da corse a itinerario variabile a seconda delle necessità del traffico. Tali concessioni, com'è evidente, potrebbero trovare utile applicazione anche nei confronti di consorzi e cooperative, con notevole vantaggio per quanto riguarda l'esercizio pratico del servizio.

Tali proposte non risolvono certo nel modo desiderato il grave problema, per limitarsi invece ad apportare un qualche correttivo al sistema creato dall'E.N.A.C., partendo dal presupposto che ormai data la decisione del Governo, non resti altra via per evitare nella misura possibile il danno maggiore che l'applicazione dell'Ente, così com'è stato congegnato, certamente arretrerebbe. Ciò però non toglie che la questione dei trasporti non debba essere ulteriormente esaminata, ed a fondo, in modo da arrivare anche a proporre soluzioni definitive. La Democrazia Cristiana, come fa per altri problemi di carattere economico e finanziario, si sta occupando della questione e a suo tempo ne presenterà le conclusioni, per dimostrare coi fatti la bontà di un metodo — quello dello studio e della consultazione — che, se fosse stato seguito, avrebbe risparmiato tante critiche al Ministro e al Governo e, ciò che conta ancor di più, l'applicazione nel Paese di un deplorabile esperimento ispirato a principi che credevamo, per sempre abbandonati.

TRANSLATIONTRANSPORTS: Italy's Life.E.N.A.C. and 4 CERABONA's points

(From "IL TEMPO")

1245

Minister CERABONA, while speaking of E.N.A.C. to a paper of Naples, uttered some personal ideas which roused a surprise wholly shared by us.

CERABONA, who looked rather agitated by the well-founded critics we started since 25th August and which were successively expressed by all papers of Rome, regarding his plan for E.N.A.C. which has not definitely come into being yet, told us again some of the often repeated phrases, emphasizing that "the time of private and so called free economy is over. Such a free assertion could easily entice to think that Italy's future deliberative body already assembled and that a new regime, according to CERABONA's principles, had been enforced. But we rather believe - Mr. Cerabona may allow us to say so - that only Italy's deliberate body will have the power to decide upon a political and economical innovation reaching so far.

But we are not frightened at some phrases. Fascism also had enforced and emphasised collective economy, the economy controlled by the State or the mass economy and everybody knows how all these boasts actually ended.

We do not think, of course, that the Minister really intended to tell us that we shall go back to above expounded fascist principles. They would have another meaning when uttered by him; but he had neither title, authority nor power to divulge them with such a definite positiveness.

Let us rather analyse the most important advantages of the new institute as listed by the Minister.

1. To avoid incomplete loadings and empty return ^{trips} ~~trips~~. Both facts are so contrary to forwarding agents' interests that the particular attention of the Minister does not seem justified. It would certainly be the drivers and forwarding agent's prominent care to prevent above damages.

2 & 3. To see that transports charges be observed, which should

paper of Naples, uttered some personal ideas which surprised wholly shared by us.

CERABONA, who looked rather agitated by the well-founded criticisms we started since 25th August and which were successively expressed by all papers of Rome, regarding his plan for E.N.A.C. which has not definitely come into being yet. told us again some of the often repeated phrases, emphasizing that "the time of private and so called free economy is over. Such a free assertion could easily entice to think that Italy's future deliberative body already assembled and that a new regime, according to CERABONA's principles, had been enforced. But we rather believe - Mr. Cerabona may allow us to say so - that only Italy's deliberate body will have the power to decide upon a political and economical innovation reaching so far.

But we are not frightened at some phrases. Fascism also had enforced and emphasised collective economy, the economy controlled by the State or the mass economy and everybody knows how all these boasts actually ended.

We do not think, of course, that the Minister really intended to tell us that we shall go back to above expounded fascist principles. They would have another meaning when uttered by him, but he had neither title, authority nor power to divulge them with such a definite positiveness.

Let us rather analyse the most important advantages of the new institute as listed by the Minister.

1. To avoid incomplete loadings and empty return ^{trips} ~~trips~~. Both facts are so contrary to forwarding agents' interests that the particular attention of the Minister does not seem justified. It would certainly be the driver's and forwarding agent's prominent care to prevent above damages.

2 & 3. To see that transports charges be observed, which should lead us to admit the possibility to apply charges presupposing steady prices for fuel, tyres, oil, spare parts as well as steady wages, for the drivers. But we know for certain that the market does not supply fuel, oil, tyres, spare parts, but at exorbitant prices; a Truck costs many hundreds thousands of lire and even modest drivers claim salaries which compared to a Prefect's or a Cassation Counsellor's salary, would make you laugh or weep, according to your point of view. Moreover, we must not neglect the fact that, although transportation enterprises fortunately sprouted out like mushrooms, there has been no competition capable of cutting down, even slightly, the charges, and this can be easily

understood since the prices are the result of several coefficients which are still rather increasing than decreasing. Has Minister GERABONA perhaps, fuel, tyres, oil spare parts which can be thrown upon the market on the State's behalf at lower prices than the current ones? If he does, let him hurry up and put above commodities at the market's disposal! Thus, also Transport charges would drop, even without E.M.A.C.'s intervention.

4. To help collective insureds against civil responsibility damages and theft of hauled goods. This is a rather alarming avowal concerning the general conditions of public safety, since the Minister does not announce measures suitable to prevent thefts, but he only suggests how to indemnify those who have been damaged. Even that could be done, anyhow, but we ought to consider the rates which should be paid by those who want to be insured against such a risk when the State seems so careless regarding public safety's problems and we ought to consider moreover, how much above rates would influence the cost of the transports.

Minister GERABONA pointed out that E.M.A.C. has ¹²⁴⁴ been instituted to operate as a price regulator for all transports. We don't think that officially fixed price lists are very efficient. They have an illegitimate son: The Black Market, which throws to the wind their whole boasted efficiency.

We therefore conclude by reconfirming that either it is possible to purchase at reasonable prices, fuel, tyres, oil, spare parts, trucks, and in this case it would be sufficient to put into the market above raw materials to see all transport charges automatically drop, or if it is not possible, in which case the State will be in a position to operate transports at prices lower than those claimed by private enterprises or citizens, only by enforcing artificial price lists which as usually must somehow grant an indemnity to the forwarding Agents.

Anyhow, we are of the opinion that, before establishing this new mastodontical institution, it would have been much more suitable to requisition one hundred trucks and to make a trial. We would have had thus an actual datum to start from for building up a positive reasoned construction.

In order to soothe Mr. GERABONA, we want to tell him that just in order that the real, actual, positive, true interest of the people be put above all particular interests, including

4. To help collective insureds against civil responsibility damages and theft of hauled goods. This is a rather alarming avowal concerning the general conditions of public safety, since the Minister does not announce measures suitable to prevent thefts, but he only suggests how to indemnify those who have been damaged. Even that could be done, anyhow, but we ought to consider the rates which should be paid by those who want to be insured against such a risk when the State seems so careless regarding public safety's problems and we ought to consider moreover, how much above rates would influence the cost of the transports.

Minister C LABONA pointed out that E.M.A.C. has been instituted to operate as a price regulator for all transports. We don't think that officially fixed price lists are very efficient. They have an illegitimate son: The Black Market, which throws to the wind their whole boasted efficiency.

We therefore conclude by reconfirming that either it is possible to purchase at reasonable prices, fuel, tyres, oil, spare parts, trucks, and in this case it would be sufficient to put into the market above raw materials to see all transport charges automatically drop, or if it is not possible, in which case the State will be in a position to operate transports at prices lower than those claimed by private enterprises or citizens, only by enforcing artificial price lists which as usually must somehow grant an indemnity to the forwarding Agents.

Anyhow, we are of the opinion that, before establishing this new mastodentical institution, it would have been much more suitable to requisition one hundred trucks and to make a trial. We would have had thus an actual datum to start from for building up a positive reasoned construction.

In order to soothe Mr. GERARONA, we want to tell him that just in order that the real, actual, positive, true interest of the people be put above all particular interests, including also the party's - we have taken, we take and we shall always take an interest in E.M.A.C. whose expenses, regardlessly of how things shall proceed, must be supported, in the end, by the State, that is, the people in general.

TRANSPORTATION SC 27 Sept

L'TEMPO

TRASPORTI: VITA D'ITALIA

L'E.N.A.C. o i 4 punti di Carabona

Il Ministro Carabona, occupandosi dell'E.N.A.C., ha recentemente espresso alcune sue idee a un giornale napoletano e ha dichiarato, con le sue dichiarazioni, una sorpresa che noi plebani non condividiamo.

Carabona, che è apparso piuttosto intenerito dalle critiche, ha detto: «Intervento delle critiche, tutto ciò che infundate rivolte da noi fin dal 25 agosto e successivamente da quei tutti i giornali cittadini! In una parola per il ministero l'E.N.A.C. è in via di formazione, ha ripetuto alcuni luoghi comuni nei quali si proclama «fatto per sempre il tempo dell'economia privata o cosiddetta libera». Questa disinvoltata affermazione farebbe addirittura credere che in Italia si sia già vista la Costituzione ed abbia instaurato un nuovo regime economico. I principi enunciati da Carabona, a noi sembra — o ce lo consente il Ministro Carabona — che la sola Costituzione potrà dare una riforma economica e politica di tanto portata.

Ma noi non abbiamo paura di certe frasi. Anche il fascismo aveva l'entusiasmo e proclamava la «economia collettiva», l'economia controllata dallo Stato e l'economia di massa e tutti sanno come siano andate a finire, nella realtà, queste proclamazioni.

Naturalmente non pensiamo neppure per un momento che il fatto che non s'averà né verità, né autorità, né potere per propinare con tanta durezza la «economia collettiva».

Tuttavia, piuttosto i principali vantaggi del nuovo Ente e dei suoi mezzi.

1. — Invitare i ceti che frequentano i vari enti a voto. I due fatti sono così contrari agli interessi del trasportatore che non si vedrebbe giustificata la premessa del Ministro. Ci penserebbero gli azionisti e i fattori a sottrarsi a questo danno.

2. e 3. — Vigilare il rispetto delle tariffe dei trasporti. E qui bisognerebbe ammettere la possibilità di adottare delle tariffe le quali presupporrebbero dei premi certi così del concorrente, come delle commissioni, dell'ente e del proprietario, degli autotrasporti e, inoltre, del salario degli autisti. Ora a noi sembra che caraboniano, ogni guadagno e premi di scambio, non se ne trovano sul mercato che a prezzi da caraboniano. E intanto un autotrasporto costa centinaia di migliaia di lire e gli autisti modesti, modesti, e anche gli autisti, spesso, si sono visti costretti a vendere o a lasciare le loro auto. Non si deve infatti trascurare il fatto di fatto che per esempio, per una buona fortuna, come fuggi le aziende di trasporto, non c'è stata concorrenza e il paese di far valere di una sola mano i prezzi dei trasporti. E si sa che anche questo, perché i prezzi sono il risultato di costi di tutti i fattori che in diminuzione. Il Ministro Carabona ha ben chiaro, come, ogni, premi di ricambio, gomma, oli, premi di ricambio da portare sul mercato per conto dello Stato a premi inferiori a quelli correnti e si affrettati a farlo, per amor di Dio! In tal caso anche i prezzi dei noli andrebbero con o senza l'Ente nazionale.

4. — Favorire le assicurazioni collettive contro le responsabilità civili, i danni e i furti dello stesso trasportatore. Qui c'è una questione sulla situazione generale della sicurezza pubblica che ci riguarda in quanto il Ministro non ammette provvedimenti atti ad diminuire i furti ma si limita a proporre i premi per risarcire i danni civili. Ma, comunque, anche questo si può fare, ma occorre che vada con qualche tassazione.

Non pagare gli assicurati per rischi del nolo, dal momento che lo Stato è così assiduo di fronte ai problemi della sicurezza, e in che misura questi tassi peserebbero sul conto dei trasporti.

Il Ministro Carabona ha infine affermato che l'Ente serve per funzionare da catalizzatore ai trasporti. Noi crediamo poco alla efficacia dei catalizzatori. Essi hanno una figlia naturale: la borsa nera, che manda per aria tutta la loro proclamata efficienza.

E allora noi concludiamo riaffermando che o è possibile ottenere benzina, gomma, olio minerale, pezzi di ricambio e autotrasporti a prezzi ragionevoli o in tal caso bisognerebbe innalzare sui mercati, queste materie prime, per vedere quale i costi dei noli, o questo non è possibile e allora lo Stato potrà trasportare a condizioni più miti dei privati solo mediante l'imposizione di prezzi politici che dovranno avere il solito corrispettivo di indennizzo ai trasportatori in un modo o nell'altro.

Comunque, a noi sembra che prima di dar vita al «colosso» europeo stato molto opportuno requisito auto autotrasporti e fare un esperimento. Avremmo avuto un dato di fatto preciso su cui basare un ragionamento positivo e serio.

E per tranquillizzare l'on. Carabona desideriamo assennargli che appunto perché sia messo sottoposto agli interessi particolari, compresi quelli di partito, l'interesse vero, reale, positivo, certo, del popolo, noi ci siamo occupati di occuparlo e di occupare dell'E.N.A.C. per il quale lo speso, comunque lo cose vadano, deve finire per farla lo Stato; vale a dire il popolo tutto.

1243

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

JHB/jr

2 October 1944

Tele: 378

ACC/Tn/2/64

SUBJECT: EMAC Officials.

TO : R.C's. Regions Piemonte, Liguria, Abruzzi-Marche, Emilia, Lombardia,
Venetia, Toscana.

Attached please find list of personnel of the Inspectorate of Motorizations who may be of some assistance to you in connection with the organization of Road Transport.

1241

D. E. ADAMS,
Colonel, CE.
Director, Tn. Sub-Comm.

COPY

ELenco DEI FUNZIONARI TECNICI
DELL'ISPETTORATO GENERALE DELLA MOTORIZZAZIONE E DEI
TRASPORTI IN CONCESSIONE CHE SI TROVANO NEL NORD D'
ITALIA

Ispettorato Compartimentali di

Sede: Via Antonio Gianelli 7

ANCONA

Direttore: Mene' Ing. Cesare
Funzionario Tecnico: Dania Ing. Cesare
" : Bonadonna Ing. Luigi
" : Vaccaro Ing. Giuseppe

Ispettorato Compartimentali di

Sede: Piazza IX Settembre 1

Bologna

Direttore: Vezzani Ing. Ferruccio
Funzionario Tecnico : Daole Ing. Giovanni Vittorio
" : Gossi Ing. Alberto
" : Molzoni Ing. Vittorio
" : Spadaro Ing. Guglielmo
" : Mezucato Ing. Bruno
" : Gualdi Ing. Antonio
" : Rocco Ing. Luigi
" : Stagni Ing. Ernesto
" : Carlucci Ing. Paolo

1240

Ispettorato Compartimentali di

Sede: Piazza della Vittoria 29

BOLOGNA

Direttore: Caraso Ing. Luigi
Funzionario Tecnico: Uhladi Ing. Guglielmo
" : Bonsiuto Ing. Salvatore
" : Leonardi Ing. Bruno
" : Palazzi Ing. Guido

Ispettorato Compartimentale di

Sede: Via Armando Diaz 9

FIRENZE

Direttore: Megri Ing. Luigi
Funzionario Tecnico: Pizzorno Ing. Alberto
" : Ridolfi Ing. Giuseppe
" : Baserga Ing. Giovanni

Ispettorato Compartimentale di

Sede: Via S. Gallo 113

FIRENZE

Direttore: Baccaro Ing. G. Battista
Funzionario Tecnico: Sormani Ing. Francesco
" : Bezzi Ing. Mario
" : Scorticini Ing. Pietro
" : Barbera Ing. Michelangelo

Bologna

Ispettorato Compartimentali di
Sede: Piazza IX Settembre 1

Direttore: Vezzani ing. Ferruccio
Funzionario Tecnico: : Daole ing. Giovanni Vittorio
" : Gessi ing. Alberto
" : Molzoni ing. Vittorio
" : Spadaro ing. Guglielmo
" : Marucato ing. Bruno
" : Gualdi ing. Antonio
" : Ruocco ing. Luigi
" : Stagni ing. Ernesto
" : Carlucci ing. Paolo

BOLZANO

Ispettorato Compartimentali di
Sede: Piazza della Vittoria 29

Direttore: Caraso ing. Luigi
Funzionario Tecnico: Ubladi ing. Guglielmo
" : Bonsiuto ing. Salvatore
" : Leonardi ing. Bruno
" : Palazzi ing. Guido

BRESCIA

Ispettorato Compartimentale di
Sede: Via Armando Diaz 9

Direttore: Megri ing. Luigi
Funzionario Tecnico: Pizzorno ing. Alberto
" : Ridolfi ing. Giuseppe
" : Saserga ing. Giovanni

FIRENZE

Ispettorato Compartimentale di
Sede: Via S. Gallo 113

Direttore: Paccaio ing. G. Battista
Funzionario Tecnico: Sormani ing. Francesco
" : Bezzi ing. Mario
" : Scuricini ing. Pietro
" : Barbers ing. Michelangelo
" : Giuriato ing. Mario
" : Fanelli ing. Fernando
" : Galanti ing. Ugo

GENOVA

Ispettorato Compartimentali di
Sede: Via Cesare 87 rosso

Direttore: Ricchino ing. G. Battista
Funzionario Tecnico: Janora ing. Domenico
" : Barbieri ing. Alberto
" : Carbonaro ing. Giuseppe

Supatched HQ's
2/10/44
Permanente
Liquid
Albino - Marche
Ambed
Lombard
Venezia
Torino

1240

MILANO

Ispettorato Compartimentali di
Sede: Via Telesio 2

Direttore: Nicolesi ing. Francesco
 Funzionario Tecnico: Di Bello ing. Carlo
 " " : Cappello ing. Luigi Pietro
 " " : Minto Rendazzo ing. Stefano
 " " : Timperi ing. Luigi
 " " : Casaccia ing. Silvio
 " " : Gaianni ing. Angelo
 " " : Macaluso ing. Michele
 " " : Albegiani ing. Giuseppe
 " " : Navarrio ing. Giuseppe
 " " : Marchese ing. Giacomo
 " " : Grillo ing. Francesco

TORINO

Ispettorato Compartimentale di
Sede: Corso Vittorio Emanuele 8

Direttore: Ing. Camosso Francesco
 Funzionario Tecnico: Sofia ing. Luigi
 " " : Fracchia ing. Luigi
 " " : Luparia ing. Vincenzo
 " " : Antoni ing. Ferdinando
 " " : Notabartolo ing. Francesco
 " " : Cascino ing. Calogero
 " " : Palazzo ing. Pietro
 " " : Palanza ing. Vittorio
 " " : Vitolo ing. Enrico

TRIESTE

Ispettorato Compartimentali di
Sede: Via Bellini 3

Direttore: Frenchini ing. Venezia
 Funzionario Tecnico: Barcia ing. Giovanni
 " " : De Antonella ing. Edoardo
 " " : Anadio ing. Augusto

VERONA

Ispettorato Compartimentale di
Sede: Via Quintino Sella 3

Direttore: Capobianco ing. Angelo
 Funzionario Tecnico: Jannaccona ing. Luigi
 " " : Antico ing. Umberto
 " " : Alsino ing. Umberto
 " " : Alberti ing. Luigi
 " " : Jovinelli ing. Mario
 " " : Tognatti ing. Claudio
 " " : Anastasia ing. Leonardo

IL DIRETTORE GENERALE

TRANSLATION OF THE MINISTRY OF COMMUNICATION LETTER TO THE
COMPARTIMENTAL INSPECTORATES OF ROME, NAPLES, BARI, CATANZA-
RO, PALERMO AND CAGLIARI

Rome, August 19, 1944

SUBJECT: Organization of the E.M.A.C.

To obtain a standard interpretation of the lieutenantial decree, on the way to be issued, concerning the set up of the National Agency for Motor Transportation of Goods (E.M.A.C.) and the approval of the Statute of the above Agency, we give the following details:

I. AGENCY OFFICES.

- The Agency will rely upon the following offices: **1238**
- As many Provincial Directions as are the Provinces under the jurisdiction of the Italian Government.
 - As many Compartmental Directions as are the Compartmental Inspectorates under the same jurisdiction.
 - One General Direction.

II. RULING OF RELATIONS BETWEEN CUSTOMERS AND TRANSPORTERS.

As shown in the scheme herewith enclosed, according to the art. 5 of the above mentioned decree, customers have to make their requests:

- upon Provincial Commissions, if the matter entails transportation affecting one Province, or two adjacent Provinces.
- upon the Compartmental Inspectorates, if the matter entails transportation affecting more than two Provinces of the same Compartment, or two adjacent Compartments.
- upon the General Inspectorate if the matter entails transportation affecting more than two Compartments.

These offices, after having examined the requests, will fix, by agreement with the competent Provincial, Regional and Central Transportation Offices of the ACC., the priority of transports,

- 2 -

and will, then, hand over the requests to the competent Directions of the E.N.A.C. which will, in turn, give orders for the movement of the motorvehicles, according to art. 3 (a,b,c,) of the Statute.

In such way the attributions of the offices supervising the priority of transports, are definitely separated from those of the Directions of the E.N.A.C. - which, in this sense, are to be considered executive offices.

III. SUPERVISION. Scheme 4)

The supervision and control of E.N.A.C. is entrusted to the General Inspectorate, which will perform it through the Compartmental Inspectorates.

These offices will particularly supervise:

- a. the motorvehicles to be used rationally according to their characteristics and in such a way as to avoid incomplete loads and empty return trips;
- b. all and only transportations requested by the above mentioned Authorities to be promptly operated, according to the priority fixed by them.

To this purpose the Directions of the E.N.A.C. will issue for each transportation appropriate trip-tickets containing all the elements of the transportation.

Thus, any motorvehicle circulating without the above ticket, or travelling with goods or on roads different from those mentioned on the ticket, will be liable to the sanctions mentioned in art. 3 of the lieutenantial Decree. The Reali Carabinieri will establish, to this purpose, block stations and controls on roads, to be performed also by the authorized officers of the Compartmental Inspectorates.

The above mentioned trip-tickets will be sent before long, meanwhile let us know the approximate number of them needed in each Province for a period of three months.

- c. the tariffs issued by this Ministry to be strictly observed.
- d. the consumption of gasoline to be limited to the least indispensable; and spare parts, tires and gasoline itself to be allocated according to the real needs of the motor-vehicles.

- 3 -

IV. ADMINISTRATION.

As indicated in scheme 3), each Direction of the E.N.A.C. will rely on an administrative office, which, besides administering the capital of the Agency, formed as mentioned in art. 26 of the Statute, will collect from the customers the amounts due for the transportation, according to the tariffs issued, and will pay them to the transporters - thus acting as an intermediary between the customer and the transporter.

The administrative control is entrusted to the College of Auditors, and possibly also to the Compartmental Inspectorates.

The Board of Directors, scheme 5), will perform only administrative duties, and it is not within its competence to give orders concerning technical matters, which should be given only by the General Inspectorate.

V. INSTRUCTIONS FOR THE ESTABLISHMENT OF THE E.N.A.C.

For the organization of the E.N.A.C., it is necessary to specify, according to the importance of the Province, which offices should be established inside each Direction, besides those shown in scheme 3); meanwhile it seems useful to add to those offices, particularly for the most important Directions, a supply office, which will receive the requests ^{for} spare parts, tires, etc. and will supervise the allocations of these materials, as well as of lubricants and gasoline.

The Compartmental Inspectorates will examine this organization in all its details and will report about this matter as soon as possible. They will moreover inform us about the personnel needed to secure the initial operating of these several offices.

The Compartmental Inspectorates will send us, as soon as possible, propositions for the appointment of Provincial and Compartmental Directors to be chosen among men experienced in transportation matters and quite reliable in the moral and political line.

About these propositions, we particularly point out that, to attain its important aim, the General Inspectorate must rely upon officers having the experience and the honesty needed to perform the delicate tasks they will be entrusted with.

1236

- 4 -

This Ministry should rely on wide elements of judgement and on a large choice; it is therefore necessary that more names than needed should be submitted and that the Inspectorates give detailed report on each proposed official.

I expect to receive telegraphic answer.

THE MINISTER

1235

2 8 5 4