

ACC

AC/70/715

10000/140/2626

IN V8

JAN.-11

5

10003/148/2626

INVESTIGATION OF ROAD
JAN.-MAR. 1944 TRANSPORT SYSTEM

MSO/31b

ECONOMICS & SUPPLY DIVISION
AMG 5TH ARMY
WARLES BASE
ROOM 13 POST OFFICE BLDG

4 March 1944

SUBJECT: Transport Guards.

TO : S.C.A.O. A.M.G. Fifth Army.

1. On 6 February 1944, at meeting of Transportation Sub-Commission suggestion was made that Finance Guards be used to aid Provincial Commissioners in control of road vehicles allotted to each Province for Civilian uses.

2. Following plan has been submitted by Lt. R. Di Domenico, after consultation with Colonel in charge of Finance Guards:

a. An "Autonomous unit" to be formed under command of an Italian Major or Captain located in same city as A.C.C. HQ.

b. Effectives:	C. O.	1
	1st. Lts.	3
	2nd Lts.	5
	T/4	8
	Non/Com.	30
	EM	300
		347

2004

c. Finance Guard groups under command of an officer or Non-Com., should be attached to the Allied Transport Officer of each Province, in proportion to the number of vehicles allotted.

Example: Grosinone Province.

HQ: Grosinone City, No. Vehicles, 12
Service: To Municipalities & Communes of Province
Effectives: 1 - T/4, 2 - Non/Com., 24 EM
NOTE: 1 EM to accompany each truck/voyage.

3. We are assured that the necessary Officers, Non-Coms,

SUBJECT: Transport Guards.

TO : S.C.A.O. A.M.G. Fifth Army.

1. On 8 February 1944, at meeting of Transportation Sub-Commission suggestion was made that Finance Guards be used to aid Provincial Commissioners in control of road vehicles allotted to each Province for civilian uses.

2. Following plan has been submitted by Lt. R. Di Domenico, after consultation with Colonel in charge of Finance Guards:

a. An "Autonomous unit" to be formed under command of an Italian Major or Captain located in same city as ACC. HQ.

b. Effectives:

C. O.	1
1st. Lts.	3
2nd Lts.	5
T/4	8
Non/Com.	30
EM	300
	<u>347</u>

2004

c. Finance Guard groups under command of an officer or Non-Com., should be attached to the Allied Transport Officer of each Province, in proportion to the number of vehicles allotted.

Example: Grosinone Province.

HQ: Grosinone City, No. Vehicles, 12

Service: To Municipalities & Communes of Province

Effectives/ 1 - T/4, 2 - Non/Com., 24 EM

NOTE: 1 EM to accompany each truck/voyage.

3. We are assured that the necessary Officers, Non-Coms, and EM are available from Xth Legion, RGT., Naples whenever AMG/ACC approves the plan and calls for them.

4. In case above is of interest, should be glad to put appropriate officers in touch with RGT Colonel, through Lt. Di Domenico.

Karl S. GATE

KARL S. GATE
Major AUS
Econ & Supply, AMG 5th Army

DISTRIBUTION:

2 - Col D. S. Adams
2 - Col Petch, Transp Sub-Comm AFHQ
1 - DSCAO, AMG 5th Army, (Field) Caserta
1 - Dir. E & S AMG Reg 4
3 - E & S AMG 5th Army Pil.

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
TRANSPORTATION SECTION

13th March, 1944.

TO : Legal, Region 3.

SUBJECT : Italian Civilian Agency - Formation of.

REFERENCE : ACC. 3/TN/41/3.

1. A Civilian Road Haulage Organization is being formed, for which a short term contract is required.
2. It is the intention to sell the trucks to the Italian Government who, in King's Italy will make suitable terms with the Civilian Road Haulage Organizations direct. As these conditions will ultimately apply to our Region I am submitting an outline of the terms on which I would ask you to draw the contract.
3. The contract should be based on the title ownership of the trucks being vested in us on behalf of the Italian Government and include the following :-
 - (a) The cost of each truck will be in the region of £ 500 (200,000 lire) and this figure will be the basis on which the amortization and depreciation of the vehicle is calculated.
 - (b) The period over which each truck will be amortized is three years and the vehicles will be fully depreciated over the same period.
 - (c) A monthly sum in respect of amortization will be collected from the Haulage Organizations and deposited in a bank, named by us and held on behalf of the Italian Government.
 - (d) Spare parts obtained from British and American sources will also be sold to the Italian Government, who ultimately will debit the organization receiving same. Meanwhile such spare parts required by civil organizations in our Region will be charged to the organizations concerned and the proceeds deposited in a bank, named by us and held on behalf of the Italian Government.
 - (e) Gasoline, oil, maintenance manpower overheads and all other requirements will be supplied and paid for by the civilian road haulage organization.
 - (f) Suitable provisions to ensure that the civilian organiza-

2003

tion is properly administered, to operate in accordance with our and adhered to the approved traffic priorities and freight rates. 3A.

(g) a. Goods carried on behalf of ACC/AMG and on behalf of civilian consignors will be carried at freight rates duly approved by HQ.ACC (Internal Transportation Sub-Commission)

b. Freight charges for goods carried strictly for ACC/AMG domestic purposes will be paid by the consignor (ACC/AMG).

(h) Provision for creating of subagencies in the province of Avellino Benevento Salerno and others.

4. There is some urgency in getting these civilian Road Haulage Organisations working.

N. N. Huttenbach

N.H. HUTTENBACH
LT. Colonel
Transportation Section

Copy to: Regional Commissioner
Provincial Commissioner Avellino
Benevento
Naples
Salerno

Finance Region 3 (For nominating Bank and other comment)

2002



142 U-18 MAR Recd
HEADQUARTERS, REGION 4
ALLIED MILITARY GOVERNMENT
A.P.O. 394.

EJE/dm

TO : Internal Transportation Sub-Commission A.C.C. 70/47
FROM : Regional Engineer A.M.G. Region 4.
SUBJECT : Organisation and operation of road haulage transport.
REF. : E/267.
DATE : 17 March 1944.

1. In reply to I42-4-CA of 11 Feb. 1944 on organisation and operation of road haulage transport the following consideration apply.

2. This Region has no transport available and has no territory to administer vide my communication of 20 February but requirements will be kept constantly under review and changes will be notified. At present 5th Army AMG. cover all requirements for freight transport within Region 4 Area.

3. However at Appendix A is an estimate of the transport required. This has been coordinated with Fifth Army AMG requirements of supplies to be moved.

4. A number has been assumed as to the likely number of trucks to be found in each province. This is based on the findings of other Regions but is a pure guess and the number of trucks required may be increased by this amount.

5. It proves impractical to construct Specimen freight rates in the absence of accurate local knowledge of differentials operating before Allied occupation. Further no rate can be fixed for Region IV territory without close coordination with that offered in adjacent areas.

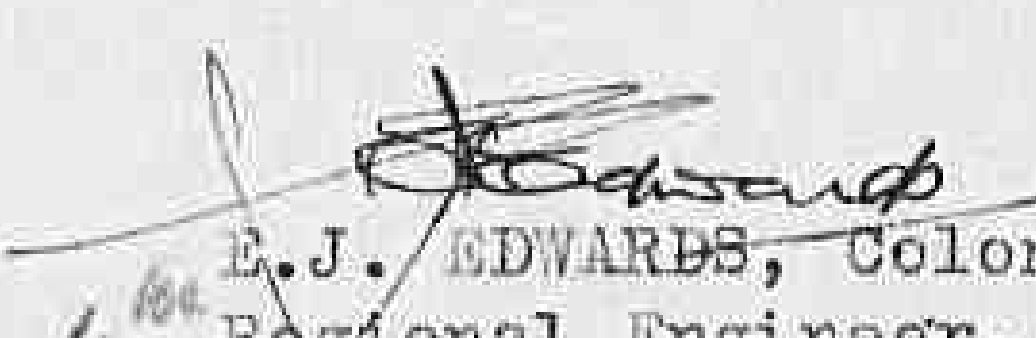

E.J. EDWARDS, Colonel,
Regional Engineer.

TABLE I

DAILY CONSUMPTION OF FOODLazio RegionPopulation from Basic Handbook

FROSINONE Province

231000	at	400 Kg.	=	92.400.000
116000	at	200 Kg.	=	23.200.000
116000	at	100 Kg.	=	11.600.000
				127.200.000 Kg. (350 tons per day)

LITTORIA Province

131.000	at	400 Kg.	=	52.400.000
66.000	at	200 "	=	13.200.000
66.000	at	100 "	=	6.600.000
				72.200.000 Kg. (200 tons daily)

RIETI Province

88.000	at	400 Kg.	=	35.200.000
45.000	at	200 "	=	9.000.000
44.000	at	100 "	=	4.400.000
				48.600.000 Kg. (130 tons daily)

VITERBO Province

120.000	at	400 Kg.	=	48.000.000
60.000	at	200 "	=	12.000.000
59.000	at	100 "	=	5.900.000
				65.900.000 Kg. (180 tons daily)

ROME Province

1.500.000	at	400 Kg.	=	600.000.000
200.000	at	200 "	=	40.000.000
160.000	at	100 "	=	16.000.000
				656.000.000 Kg. per year
				1.800.000 Kg. per day
				(900 tons daily)
				1800

UMBRIA Region

2000

PERUGIA Province

275.000	at	400 Kg.	=	110.000.000
138.000	at	200 "	=	27.000.000
138.000	at	100 "	=	13.800.000
				151.400.000 Kg. (415 tons daily)

TERNI Province

102,000	at	400 Kg.	40,800,000 Kg.
51,000	at	200 "	10,200,000
52,000	at	100 "	5,200,000
			56,200,000 Kg. (150 tons. daily)

Assume half of this figure or 200 Kg. per day and use one half of the tonnage indicated.

This assumption is based on the necessary curtailment of food supplies. The using of hidden sources, Black market operations and movement by other means.

The figures will be:

Lazio Region

Frosinone Province	175	tons	per	day
Littoria	100	"	"	"
Rieti	65	"	"	"
Viterbo	90	"	"	"
Rome	900	"	"	"

Umbria Region

Perugia	210	"	"	"
Terni	75	"	"	"

Using two 2 1/2 ton Army model trucks and estimating an average distance of haul for each province an estimate can be obtained.

(TABLE TWO WILL BE FOUND ON PAGE FOUR)

1999

- 4 -

TABLE II

Province	Commodities to be moved in Metric ton.	Average distance to be moved Km.	Ton kilo of Transport	Number 2 1/2 ton trucks required at 150 ton-km.	Number trucks which may be had locally.	Number trucks required
<u>Lazio</u> <u>Region</u> <u>Frosinone</u>	Food stuff 175 Fuel etc. Pub. Service	50	8750	5 8 22 5 85	35	50
<u>Littoria</u>	Food stuff 100 Fuel etc. Pub. Service	40	4000	27 8 5 40	20	20
<u>Rieti</u>	Food stuff 65 Fuel etc. Pub. Service	80	5200	35 10 5 50	30	20
<u>Viterbo</u>	Food stuff 90 Fuel etc. Pub. Service	50	4500	30 10 5 45	25	20
<u>Rome Prov.</u> <u>and City.</u>	Food stuff 900 Fuel etc. Pub. Service	30	27000	180 60 50 290	150	140
<u>Umbria</u> <u>Region</u> <u>Perugia</u> <u>Terme</u>	Food stuff 210 Fuel etc. Pub. Service	70	14700	100 30 10 140	80	60
	Food stuff 75 Fuel etc. Pub. Service	60	4500	30 10 20 60	40	20
					Total	320

This total represents trucks in normal running state of repair and must be increased if trucks are in bad conditions.

TRANSLATION

SUBJECT: Road Haulage of Goods.

I - General organization

The undertaking and the coordination of transportation of goods by road, using also all the trucks available in this area will be entrusted to the Consorzio concerned under ACC control.

In this way the following Regional Consorzios could be constituted:-

1)-"Consorzio for Puglia" comprising the provinces of Foggia, Bari, Taranto, Lecce, Brindisi and Matera.

2)-"Consorzio for Campania" comprising the provinces of Napoli, Benevento, Campobasso, Salerno, Avellino and Potenza.

3)-"Consorzio for Calabria" comprising the provinces of Cosenza, Catanzaro and Reggio Calabria.

4)-"Consorzio for Sicily" comprising all the provinces of the island.

5)-"Consorzio for Sardinia" comprising all the provinces of the island.

Additional consorzios can be formed later on as the Allied Forces advance northwards.

II - Constitution of the Consorzios

It will be obligatory for the following to join this consorzio:

- a) - All trucks to be allocated to the Italian Government by A.C.C.
- b) - All privately owned trucks, at present in this territory which are used for the transport of goods, excepting those earmarked for essential public services as certified by the Prefect of each province, subject to ACC approval.

The Consorzios will comprise:

- A general directorship
- A provincial office

1957

- In this way the following Regional Consorziis could be formed:
- 1) - "Consortio for Puglia" comprising the provinces of Foggia, Bari, Taranto, Lecce, Brindisi and Matera.
 - 2) - "Consortio for Campania" comprising the provinces of Napoli, Benevento, Campobasso, Salerno, Avellino and Potenza.
 - 3) - "Consortio for Calabria" comprising the provinces of Cosenza, Catanzaro and Reggio Calabria.
 - 4) - "Consortio for Sicily" comprising all the provinces of the island.
 - 5) - "Consortio for Sardinia" comprising all the provinces of the island.

Additional consorzios can be formed later on as the Allied Forces advance northwards.

II - Constitution of the Consorziis

It will be obligatory for the following to join this consorzio:

- a) - All trucks to be allocated to the Italian Government by A.C.C.
- b) - All privately owned trucks, at present in this territory which are used for the transport of goods, excepting those earmarked for essential public services as certified by the Prefect of each province, subject to ACC approval.

The Consorziis will comprise:

1957

- A general directorship
- A provincial office
- The location and functions of which are to be determined by a "Social Statute", which will be compiled by the Minister of Communications together with the representatives of the companies concerned.

The afore-mentioned statute would naturally only be enforced after the review and approval of the Allied Control Commission.

XIII - Duties of the Consorzio

The consorzios would provide for:

- 1)-The organization and functioning of transportation according to a schedule of priority the latter to be determined by the provincial which is discussed on page 4;
- 2)-The distribution of fuel oils, lubricants, tires and spare parts to the members of the consorzio;
- 3)-The organization of road repair stations in accordance with a program to be determined;
- 4)-The administration of the consorzio in accordance with an outline to be in detail;

IV - Control and Supervision in the Functioning of the Consorzio

- 1)-The functioning of the consorzio and the operation of transport facilities would come under the technical and administrative control of the following organizations:

A)-Central Organization located at Naples;

- Allied Control Commission
- Ministry of Communications - Undersecretary of State Railways
- Civilian Motoring and Transportation Concessions.

B)-Other organizations concerned.

a)-For each region a "regional road transport committee" to include:

- One officer of Allied Control Commission
- The Compartmental Director of Civilian Motoring and Transportation Concessions.

-A representative of the Regional Consorzio.

b)-For each province, a "Provincial Road Haulage Commission" comprising:

discussed on page 4;

- 2)-The distribution of fuel oils, lubricants, tires and spare parts to the members of the consorzio;
- 3)-The organization of road repair stations in accordance with a program to be determined;
- 4)-The administration of the consorzio in accordance with an outline to be

in detail;

IV - Control and Supervision in the Functioning of the Consorzios

- 1)-The functioning of the consorzio and the operation of transport facilities would come under the technical and administrative control of the following organizations;

A)-Central Organization located at Naples;

- Allied Control Commission
- Ministry of Communications - Undersecretary of State Railways
- Civilian Motorring and Transportation Concessions.

B)-Other organizations concerned.

a)-For each region a "regional road transport committee" to include:

- One officer of Allied Control Commission
- The Compartmental Director of Civilian Motorring and Transportation Concessions.

1996

- A representative of the Regional Consorzio.

b)-For each province, a "Provincial Road Haulage Commission" comprising:

- An officer of Allied Control Commission
- A representative of the Prefect
- A representative of the Ministry of Communications
- A representative of the Council of Provincial Economy
- A representative of the office of the provincial consorzio

0036

2)-The functions of the central organization

- a) Issue the directives and general instructions for the functioning of the consorzio;
- b) Establish the procedure for the functioning of technical and administrative control;
- c) Determine the eventual allocation of the means of transportation, in shifting them from one region to another according to necessity;
- d) Provide for the overall refurbishing of the fuel oils, lubricants, tires, spare parts and the eventual assignment of same to the regional committees;
- e) Perform all other necessary functions that are not specifically within the responsibility of regional committees;

3)-The functions of the regional committees

- a) Organize interprovincial transportation;
- b) Coordinate rail transport with road haulage in order to avoid wasted facilities, useless duplication and in order to best utilize both means in accordance with their particular characteristics and the requirements as a whole;
- c) Exercise supervision and control over provincial commissions and regional consorzios which are included within the territory of their jurisdiction.

4)-The functions of the provincial commissions

- e) Regulate road transportation in the particular province; in so far as requests, priority, and means available are concerned;
- b) Provide executive direction to the offices of the provincial consorzio;
- c) Exercise control over the facilities used and the consumption of fuel oils and lubricants, etc.

- d) Provide for the overall re-arranging of tires, spare parts and the eventual assignment of same to the regional committees;
- e) Perform all other necessary functions that are not specifically within the responsibility of regional committees;

3)-The functions of the regional committees

- a) Organize interprovincial transportation;
- b) Coordinate rail transport with road haulage in order to avoid wasted facilities, useless duplication and in order to best utilize both means in accordance with their particular characteristics and the requirements as a whole;
- c) Exercise supervision and control over provincial commissions and regional consorzios which are included within the territory of their jurisdiction.

4)-The functions of the provincial commissions

- a) Regulate road transportation in the particular province; in so far as requests, priority, and means available are concerned;
- b) Provide executive direction to the offices of the provincial consorzio;

- c) Exercise control over the facilities used and the consumption of

fuel oils and lubricants, etc.

1995

- 5)- In order to control the schedules and enforce law and order the regional committees and provincial commissions will have at their disposal members of the carabinieri, and, if necessary, agents of the F.S. and the Royal Finance Guards.

- 6)- The actual technical and administrative control performed by the regional committees and provincial commissions would be the responsibility of the compartmental inspectors of civilian motoring and transport concessions, who will have available competent organizations.

V General

- 1)- The trucks released to the Italian Government by the Allied authorities will be rented to the societies or organizations making up the consorzio, with guarantees that are to be determined.
- 2)- The determination of rents will be made by the Italian Government.
- 3)- Merchandise will be transported at cost to be based on a national tariff, adhering to that instituted by the ministerial decree of June 27, 1942. The tariff or rate will have a percentage increase to include the increased cost of labor and materials.
- 4)- The rate will also make provision for amortization of the capital outlay for the trucks.
- 5)- The societies or organizations mentioned above will provide for:
 - a) The hire of drivers and their payment
 - b) The custody and maintenance of trucks
 - c) The functioning of all services required in road haulage.
- 6)- Detail on the following:
 - The operation of means of transport
 - The tariff rate
 - The distribution of fuel oils
 - Permits for being on the road
 - Penalties for the acts of miscreants will be decided when the plan outlined above has been approved in general.

THE SECRETARY OF STATE

/s/ General di Raimondo

1994

0039

3)- Merchandise will be transported at cost to be based on a national tariff, adhering to that instituted by the ministerial decree of June 27, 1942. The tariff or rate will have a percentage increase to include the increased cost of labor and materials.

4)- The rate will also make provision for amortization of the capital outlay for the trucks.

5)- The societies or organizations mentioned above will provide for:

- a) The hire of drivers and their payment
- b) The custody and maintenance of trucks
- c) The functioning of all services required in road haulage.

6)- Detail on the following:

- The operation of means of transport
- The tariff rate
- The distribution of fuel oils
- permits for being on the road
- Penalties for the acts of miscreants will be decided when the plan outlined above has been approved in general.

THE SECRETARY OF STATE

/s/ General di Raimondo

1994

TRANSLATION

WPE/ejc

SUBJECT: Repair of Military Motor Vehicles destined for transport
for the civilian population

TO : A.C.C.
I. & C. Sub-Commission
Naples

4 March 1944

Following on our visit to Col. Evans we beg to confirm our conversation as follows:

Inasmuch as our Firm is well known in the official circles of the Italian Government and that our firm has completed the construction of several big mechanical plants for war purposes in Northern Italy to the complete satisfaction of the War Ministry, we have now been requested to collaborate in the repairs and completion of motor vehicles of War Ministry property to be destined to transportation purposes for the civilian population.

Superfluous to indicate the importance that similar works has for the realisation of the final purpose; the transport crisis is most serious and any solution that can be found in order to alleviate the lack and deficiency of civil motor vehicles, will be most useful for the economic revival of Allied occupied Italy.

Given the means at the disposal of our Firm, the task of collaborating with and helping the Italian War Ministry would be willingly undertaken by us; before replying to the enclosed photographic copy of a letter sent to us by the War Ministry we wish to request the approval of the A.C.C. to this initiative and at the same time an assurance that once our depots and work shops were organised, no requisition would be made by the Allies of machinery and parts, tools or motor vehicles repaired or being repaired.

We await the views of the A.C.C. on what we have submitted and trust we shall receive a favourable reply.

Innocenti.

1993

TRANSLATION

WPE/ejc

WAR MINISTRY

6 February 1944

TO: HQ Armed Forces of Campania
HQ XXXI Army Corps
Ing. Morris

The need of increasing the availability of motor vehicles, in relation to the constantly increasing needs of civil life and the difficulties of many kinds that are encountered in the field of repairing and recovering motor vehicles, are factors which indicate the necessity of obtaining civilian help, under the supervision of Military Authority.

In relation to the above and for the purpose of consenting to a survey of the possibilities in such a field and to a definition of a program for the eventual realisation on a bigger scale of the repair and recovery in question, you are requested to aid the Firm of Innocenti, in the person of Ing. Morris, in the research of all data relative to the recovery of motor trucks, scrap and motor materials belonging to the Military Administration and in process of being repaired, or in illegal possession of third parties, even if such possession is tolerated or authorised by local Authorities.

The problem is of interest also from the view point of the urgent necessity of regularising the abusive possession above mentioned by eventually ceding the recovered motor vehicles to civil circulation.

/s/ The Undersecretary of State
The Director General

OGGETTO: Autotrasporto di merci.

I - Organizzazione generale

La esecuzione ed il coordinamento dei trasporti di merci, su strada, utilizzando anche tutti gli autocarri disponibili in territorio verrebbe affidata ad apposito Consorzio sotto il controllo della Autorità Alleata.

A questo scopo potrebbero essere costituiti i seguenti Consorzi regionali:

- 1°) - "Consorzio delle Puglie" comprendenti le provincie di Foggia, Bari, Taranto, Lecce, Brindisi e Matera
- 2°) - "Consorzio della Campania" comprendente le provincie di Napoli, Benevento, Campobasso, Salerno, Avellino e Potenza.
- 3°) - "Consorzio delle Calabrie" comprendente le provincie di Cosenza, Catanzaro e Reggio Calabria.
- 4°) - "Consorzio della Sicilia" comprendente tutte le provincie dell'Isola.
- 5°) - "Consorzio della Sardegna" comprendente tutte le provincie dell'Isola.

Altri Consorzi potrebbero eventualmente essere costituiti con il procedere verso nord degli eserciti alleati.

II - Costituzione dei Consorzi

Farebbero obbligatoriamente parte dei consorzi:

- a) - Gli autocarri di prevista cessione al Governo italiano da parte delle Autorità Alleate;
- b) - Gli autocarri di proprietà privata, esistenti in territorio

Submitted by E. de Marmora
at the request of the Italian Govt. 13/3.
Approved in principle 2/10/40

7/20

I - Organizzazione generale

La esecuzione ed il coordinamento dei trasporti di merci, su strada, utilizzando anche tutti gli autocarri disponibili in territorio verrebbe affidata ad apposito Consorzio sotto il controllo della Autorità Alleata.

A questo scopo potrebbero essere costituiti i seguenti Consorzi regionali:

- 1°) - Consorzio delle Puglie comprendenti le provincie di Foggia, Bari, Taranto, Lecce, Brindisi e Matera
- 2°) - Consorzio della Campania comprendente la provincia di Napoli, Benevento, Campobasso, Salerno, Avellino e Potenza.
- 3°) - Consorzio delle Calabrie comprendente le provincie di Cosenza, Catanzaro e Reggio Calabria.
- 4°) - Consorzio della Sicilia comprendente tutte le provincie dell'Isola.
- 5°) - Consorzio della Sardegna comprendente tutte le provincie dell'Isola.

Altri Consorzi potrebbero eventualmente essere costituiti con il procedere verso nord degli eserciti alleati.

II - Costituzione dei Consorzi

Farebbero obbligatoriamente parte dei consorzi:

- a) - gli autocarri di prevista cessione al Governo italiano da parte delle Autorità Alleate;
- b) - gli autocarri di proprietà privata, esistenti in territorio riconosciuti idonei al trasporto di merci, eccettuati quelli destinati al funzionamento di insopprimibili pubblici servizi secondo indicazioni del Prefetto di ciascuna provincia, controllate dalle ACC.

I Consorzi comprenderebbero:

- una direzione generale;
- un ufficio provinciale;

con sede ed attribuzioni da definire in apposito "Statuto Sociale".

- 2 -

alla cui compilazione provvederebbe il Ministero delle Comunicazioni, d'accordo con i rappresentanti di categoria.

Detto statuto andrebbe naturalmente in vigore dopo lo esame e l'approvazione da parte della Commissione Alleata di Controllo.

III - Compiti dei Consorzi.

I consorzi provvederebbero:

- 1°)- alla organizzazione ed alla esecuzione dei trasporti secondo l'ordine di successione, da indicarsi a cura di apposita "Commissione Provinciale", di cui al successivo numero ~~II~~ del presente foglio;
- 2°)- alla distribuzione dei carburanti, lubrificanti, gomme e parti di ricambio ai componenti del consorzio;
- 3°)- alla organizzazione del servizio soccorsi stradali secondo norme da stabilirsi;
- 4°)- alla amministrazione del consorzio secondo prescrizioni da fissarsi in dettaglio.

IV - Controllo e vigilanza sul funzionamento dei consorzi

- 1°)- il funzionamento dei "Consorzi" e la esecuzione dei trasporti si svolgerebbero sotto il controllo "tecnico ed amministrativo" dei seguenti organi:

- A) Organi Centrali, con sede a Napoli:
 - Commissione Alleata di Controllo;
 - Ministero delle Comunicazioni - Sottosegretariato di Stato per le Ferrovie - Motorizzazione Civile e Trasporti in Concessione.

B) Organi periferici

- a) per ogni regione "un comitato regionale trasporti su

III - Compiti dei Consorzi.

I consorzi provvederebbero:

- 1°)- alla organizzazione ed alla esecuzione dei trasporti secondo l'ordine di successione, da indicarsi a cura di apposita "Commissione Provinciale", di cui al successivo numero IV del presente foglio;
- 2°)- alla distribuzione dei carburanti, lubrificanti, gomme e parti di ricambio ai componenti del consorzio;
- 3°)- alla organizzazione del servizio soccorsi stradali secondo norme da stabilirsi;
- 4°)- alla amministrazione del consorzio secondo prescrizioni da fissarsi in dettaglio.

IV - Controllo e vigilanze sul funzionamento dei consorzi

- 1°)- il funzionamento dei "Consorzi" e la esecuzione dei trasporti si svolgerebbero sotto il controllo "tecnico ed amministrativo" dei seguenti organi:

- A) Organi Centrali, con sede a Napoli:
 - Commissione Alleata di Controllo;
 - Ministero delle Comunicazioni - Sottosegretariato di Stato per le Ferrovie - Motorizzazione Civile e Trasporti in Concessione.

B) Organi periferici

- a) per ogni regione "un comitato regionale trasporti su strada" comprendente:
 - un ufficiale dell'ACC
 - il Direttore Compartimentale della Motorizzazione Civile e Trasporti in Concessione
 - un rappresentante del Consorzio Regionale
- b) per ogni provincia una "Commissione Provinciale Trasporti su strada" comprendente

./.

-- 3 --

- un ufficiale dell'ACC
- un rappresentante della Prefettura
- un rappresentante del Ministero delle Comunicazioni
- un rappresentante del Consiglio dell'Economia Provinciale
- un rappresentante dell'Ufficio Provinciale del Consorzio

- 2°)- Compiti degli organi centrali
- a) emanare le direttive e le prescrizioni generali sul funzionamento dei consorzi;
 - b) dare le norme circa l'esercizio del controllo tecnico-amministrativo;
 - c) ordinare lo spostamento eventuale di mezzi di trasporto da una regione all'altra a seconda delle necessità;
 - d) provvedere al rifornimento complessivo di carburanti, lubrificanti, gomme, parti di ricambio ed alla conseguente assegnazione ai Comitati Regionali;
 - e) attuare tutti gli altri provvedimenti che non rientrino nella specifica competenza dei "Comitati Regionali".

- 3°)- Compiti dei "Comitati Regionali"
- a) organizzare i trasporti interprovinciali;
 - b) armonizzare i trasporti per ferrovia con quelli su strada in modo da evitare inutili interferenze e meglio utilizzare entrambi i mezzi in relazione alle loro caratteristiche ed alle esigenze complessive;
 - c) esercitare la vigilanza ed il controllo sui "Comitati Provinciali" e sul "Consorzio Regionale" compresi nei territori di propria giurisdizione.

- 4°)- Compiti delle "Commissioni Provinciali"
- autonobiliistici nell'interne della

- un rappresentante dell'Ufficio Provinciale del Consorzio

zio"

2°)- Compiti degli organi centrali

- a) emanare le direttive e le prescrizioni generali sul funzionamento dei consorzi;
- b) dare le norme circa l'esercizio del controllo tecnico-amministrativo;
- c) ordinare lo spostamento eventuale di mezzi di trasporto da una regione all'altra a seconda delle necessità;
- d) provvedere al rifornimento complessivo di carburanti, lubrificanti, gomme, parti di ricambio ed alla conseguente assegnazione ai Comitati Regionali;
- e) attuare tutti gli altri provvedimenti che non rientrino nella specifica competenza dei "Comitati Regionali".

3°)- Compiti dei Comitati Regionali

- a) organizzare i trasporti interprovinciali;
- b) armonizzare i trasporti per ferrovia con quelli su strada in modo da evitare inutili interferenze e meglio utilizzare entrambi i mezzi in relazione alle loro caratteristiche ed alle esigenze complessive;
- c) esercitare la vigilanza ed il controllo sul "Consorzio Provinciale" e sul "Consorzio Regionale" compresi nel territorio di propria giurisdizione.

4°)- Compiti delle Commissioni Provinciali

- a) regolare i trasporti automobilistici nell'interno della rispettiva provincia in base:
 - alle richieste;
 - alle precedenti;
 - alla disponibilità dei mezzi;
- b) dare le conseguenti disposizioni esecutive agli uffici Provinciali del Consorzio;
- c) esercitare il controllo sull'impiego dei mezzi e sul consumo

./.

- 4 -

dei carburanti, lubrificanti, ecc.

5°)- Per il controllo sulla regolarità e legittimità dei trasporti, i "Comitati Regionali" e le "Commissioni Provinciali" disporrebbero di reparti dell'Arma dei CC.RR. ed, occorrendo, di agenti di P.S. e della Regia Guardia di Finanze.

6°)- Il controllo tecnico-amministrativo, propriamente detto verrebbe fatto presso i vari "Comitati Regionali" e presso le "Commissioni Provinciali" a cura degli Ispettorati Compartimentali della Motorizzazione Civile e Trasporti in Concessione, i quali dispongono degli organi competenti.

V - Prescrizione - forme varie

- 1°)- Gli autocarri ceduti al Governo italiano dalle Autorità alleate verrebbero date in noleggio a Società o Ditte private facenti parti dei consorzi, con le garanzie che saranno precisate.
- 2°)- Il canone per noleggio verrebbe stabilito dal governo italiano.
- 3°)- Il trasporto delle merci verrebbe effettuato in base alla tariffa nazionale, di cui al Decreto Ministeriale 27 giugno 1942, con una maggiorazione che tenga conto della aumentato costo della mano d'opera e delle materie di consumo.
- 4°)- il prezzo di tariffa sarebbe anche comprensivo della quota per ammortamento capitale automobilistico.
- 5°)- Le Società o Ditte, di cui sopra, provvederebbero:

trasporti, i "Comitati Regionali" e le "Commissioni Provinciali" disporrebbero di reparti dell'Arma dei CC.RR. ed, occorrendo, di agenti di P.S. e della Regia Guardia di Finanza.

6°)- Il controllo tecnico-amministrativo, propriamente detto verrebbe fatto presso i vari "Comitati Regionali" e presso le "Commissioni Provinciali" a cura degli Ispettorati Compartimentali della Motorizzazione Civile e Trasporti in Concessione, i quali dispongono degli organi competenti.

V - Prescrizione - norme varie

- 1°)- Gli autocarri ceduti al Governo italiano dalle Autorità alleate verrebbero date in noleggio a Società o Ditte private facenti parti dei consorzi, con le garanzie che saranno precisate.
- 2°)- Il canone per noleggio verrebbe stabilito dal governo italiano.
- 3°)- Il trasporto delle merci verrebbe effettuato in base alla tariffa nazionale, di cui al Decreto Ministeriale 27 giugno 1942, con una maggiorazione che tenga conto della aumentato costo della mano d'opera e delle materie di consumo.
- 4°)- il prezzo di tariffa sarebbe anche comprensivo della quota per ammortamento capitale automobilistico.
- 5°)- Le Società o Ditte, di cui sopra, provvederebbero:
 - a) all'ingaggio degli autisti e pagamento del relativo salario
 - b) alla custodia e manutenzione degli autocarri
 - c) al funzionamento di tutti gli altri servizi inerenti ai trasporti stessi.

./.

- 5 -

6°)- Prescrizioni di dettaglio circa:

- le effettuazione d'itrasporti
- il pagamento dell'importo dei trasporti
- la distribuzione dei carburanti
- i permessi di circolazione
- le penali a carico degli inadempienti verrebbero precisate, ^{quando} ~~se~~ le proposte contemplate nel presente schema venissero approvate di massima.

IL SOTTOSGREGARIO DI STATO

[Handwritten signature]

- la distribuzione dei carburanti
- i permessi di circolazione
- le penali a carico degli inadempienti verrebbero precisate, ^{quando} ~~essendo~~ le proposte contemplate nel presente schema venissero approvate di massima.

IL SOTTOSEGRETARIO DI STATO

Robt. Lamm

Translation.SUBJECT: FREIGHT MOTOR TRANSPORTATION.I. GENERAL ORGANISATION.

The execution and organisation of freight haulage by road, using also all motor vehicles available in the territory would be entrusted to appropriate Consorzio (Associations) under the control of the Allied authorities.

For this purpose the following Regional Consorzi (Associations) would be organised.

1. "Consorzio delle Puglie", including the following provinces of Foggia, Bari, Taranto, Lecce, Brindisi and Matera.
2. "Consorzio della Campania", including the provinces of Naples, Benevento, Campobasso, Salerno, Avellino and Potenza.
3. "Consorzio delle Calabrie" including the provinces of Cosenza, Catanzaro and Reggio Calabria.
4. "Consorzio of Sicily" including all the island provinces of the island.
5. "Consorzio of Sardinia", including all the provinces of the island.

Other consorzi would eventually be organised, as the Allied Armies progress to the north.

II. CONSTITUTION OF THE CONSORZI:

The following would be obliged to be members of the Consorzio. ~~XXXXXX~~
The following which will be handed over to the Italian Government by the

- a) Trucks which will be handed over to the Italian Government by the Allied authorities.
- b) Privately owned trucks existing in the territories which are considered suitable for freight transport, excepting those earmarked for use with essential public services, to be determined by the prefect of each province, under control of ACC.

The Consorzi would consist of: a Directorate General (Direzione Generale) and a Provincial Officer. The location and functions to be defined by an appropriate "Statuto Sociale" (Table of Organisation), to be compiled by the Ministry of Communications in conjunction of the representatives of interests concerned.

III. FUNCTIONS OF THE CONSORZI:

The Consorzi would have the following functions:

- 1) Organisation and operation of transportation, through channels to be prescribed by the appropriate "Commissione Provinciale", as in I above.
- 2) The distribution of petrol, oil, tires and spare parts to the component members of the Consorzio.
- 3) The organisation of road maintenance and service, according to instructions to be issued.
- 4) The administration of the Consorzio as may be prescribed in detail at a later date.

IV. CONTROL AND SUPERVISION ON THE OPERATION OF THE CONSORZI:

- 1) The operation of the Consorzi and of the transportation would be carried out under technical and administrative control of the following organisations:

- a. Central Organisations in Naples.

The Allied Control Commission.
The Ministry of Communications, Undersecretariat of State for Railways, Civil Motor Transport and private Transport.

- b. Regional Organisation.

c) In each region, a Regional Road Transportation Committee consisting

1988

Benevento, Campobasso, Salerno, Avellino and Potenza.

3. "Consorzio delle Calabrie" including the provinces of Cosenza, Catanzaro and Reggio Calabria.

4. "Consorzio of Sicily" including all the island provinces (9).

5. "Consorzio of Sardinia", including all the provinces of the island.

Other consorzi would eventually be organized, as the Allied Armies progress to the north.

II. CONSTITUTION OF THE CONSORZI:

The following would be obliged to be members of the Consorzio.

a) Trucks which will be handed over to the Italian Government by the Allied authorities.

b) Privately owned trucks existing in the territories which are considered suitable for freight transport, excepting those earmarked for use with essential public services, to be determined by the prefect of each province, under control of ACC.

The Consorzi would consist of: a Directorate General (Direzione Generale) and a Provincial Officer. The location and functions to be defined by an appropriate "Statuto Sociale" (Table of Organization), to be compiled by the Ministry of Communications in conjunction of the representatives of interests concerned.

III. FUNCTIONS OF THE CONSORZI:

The Consorzi would have the following functions:

1) Organization and operation of transportation, through channels to be prescribed by the appropriate "Commissione Provinciale", as in I above.

2) The distribution of petrol, oil, tires and spare parts to the component members of the Consorzio.

3) The organization of road maintenance and service, according to instructions to be issued.

4) The administration of the Consorzio as may be prescribed in detail at a later date.

IV. CONTROL AND SUPERVISION ON THE OPERATION OF THE CONSORZI:

1) The operation of the Consorzi and of the transportation would be carried out under technical and administrative control of the following organizations:

a. Central Organizations in Naples.

The Allied Control Commission.

The Ministry of Communications, Undersecretariat of State for Railways, Civil Motor Transport and private Transport.

b. Regional Organization.

a) In each region, a Regional Road Transportation Committee consisting of:

An Officer of ACC

The Compartmental Director of Civil Motor Transport and Private Transport.

A Representative of the Regional Consorzio.

b) In each province a Provincial Road Transport Commission consisting of:

An Officer of ACC

A representative of the Prefettura.

A representative of the Ministry of Communications.

A representative of the Provincial Council of Economy.

A representative of the "Ufficio Provinciale del Consorzio".

2. Function of the Central Organization:

a) To issue directives and general prescriptions on the operation of the Consorzi.

b) To formulate the regulations for technical and administrative control.

..1988

- c) To order the transfer of vehicles from one region to another as may be necessary.
 - d) To obtain the total amount of supplies of petrol, oil, tires and replacement parts, and to assign them to regional committees.
 - e) Make all necessary provisions on matters which are not within the specific functions of the Regional Committee.
3. Functions of the Regional Committees.
- a) Organise interprovincial transportation.
 - b) To co-ordinate rail and road transportation in order to avoid unnecessary overlapping, and to put to better use both means of transportation with a view to their characteristics and particular requirements.
 - c) To supervise and control the Provincial commissions and Regional Consorzio in the territory under their jurisdiction.
4. Functions of the Provincial Commission.
- a) To regulate motor transportation within their respective Provinces, with regard to: requests, priorities and availability of means.
 - b) To give executive orders to the provincial offices of the Consorzio.
 - c) To control the use of vehicles and the consumption of petrol, oil, etc.
 - d) In order to control the regularity and legitimacy of movements, the "Comitati Regionali" and the "Commissioni Provinciali" would have at their disposition detachments of the Carabinieri, and if need arises, the agents of Public Safety and the Royal Finance Guard.
5. The actual technical and administrative control over the activities of the various "Comitati Regionali" and the Provincial Commissions would rest with the Spettorati Compartimentali della Motorizzazione Civile e Trasporti in Concessione (Inspectorate of Civil Transport and Private Transport lines), which have the means to enforce this.

V. Miscellaneous Provisions:

- 1) Vehicles turned over to the Italian Government by the Allied Forces would be leased to private companies and firms, components of the Consorzi, under guarantees to be established.
- 2) The procedure for these leases would be established by the Italian Government.
- 3) Movement of freight would be made on the basis of the National Tariff Ministerial Decree of 27 June 1942, with such increases as may be consistent with the increased cost of labor and essential materials.
- 4) The tariff price will also include a proportionate ~~minimum~~ amount of the vehicles depreciation(?)
- 5) The companies or firms will make provision for:
 - a) The hiring of drivers and the payment of their salaries.
 - b) The custody ~~of~~ maintenance of the vehicles.
 - c) The functioning of all other services connected with the vehicles.
- 6. Detailed instructions relative to:
 - a) Operations of movements.
 - b) The payment of freight to be carried.
 - c) The distribution of petrol.
 - d) Circulation permits.
 - e) Penalties for breaches will be laid down when the scheme proposed here are approved of.

unnecessary overlapping, and to put to better use both means of transportation with a view to their characteristics and particular requirements.

- c) To supervise and control the Provincial commissions and Regional Consorzio in the territory under their jurisdiction.

4. Functions of the Provincial Commission.

- a) To regulate motor transportation within their respective Provinces, with regard to: requests, priorities and availability of means.
 - b) To give executive orders to the provincial offices of the Consorzio.
 - c) To control the use of vehicles and the consumption of petrol, oil, etc.
 - d) In order to control the regularity and legitimacy of movements, the "Comitati Regionali" and the "Commissioni Provinciali" would have at their disposition detachments of the Carabinieri, and if need arises, the agents of Public Safety and the Royal Finance Guard.
5. The actual technical and administrative control over the activities of the various "Comitati Regionali" and the Provincial Commissions would rest with the Spettorati Compartimentali della Motorizzazione Civile e Trasporti in Concessione "(Inspectorate of Civil Transport and Private Transport lines), which have the means to enforce this.

V. Miscellaneous Provisions:

- 1) Vehicles turned over to the Italian Government by the Allied Forces would be leased to private companies and firms, components of the Consorzi, under guarantees to be established.

- 2) The procedure for these leases would be established by the Italian Government.

- 3) Movement of freight would be made on the basis of the National Tariff Ministerial Decree of 27 June 1942, with such increases as may be consistent with the increased cost of labor and essential materials.

- 4) The tariff price will also include a proportionate ~~reasonable~~ amount of the vehicles depreciation(?)

- 5) The companies or firms will make provision for:

- a) The hiring of drivers and the payment of their salaries.
- b) The custody ~~of~~ maintenance of the vehicles.
- c) The functioning of all other services connected with the vehicles.

- 6. Detailed instructions relative to:

- a) Operations of movements.
- b) The payment of freight to be carried.
- c) The distribution of petrol.
- d) Circulation permits.
- e) Penalties for breaches will be laid down when the scheme proposed here are approved of.

THE UNDERSECRETARY OF STATE
/s/ G di Raimondo.

1987

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

11 March 1944

Ref : Tptn/43/32
Subject : Progress Report- Road Haulage Scheme
To : Col. S. A. Fitch
Director, Internal Transportation Sub-Commission
Headquarters, A.C.C.

PROVINCIAL POSITION

MATERA

SITA are ready to receive and operate additional vehicles. Provincial haulage contractors attended conference called by SITA. Haulage rates discussed and agreed by both parties. SITA garage now held by Town Major for use of Allied troops. Present number of vehicles.....28
Additional number required.....15

POTENZA

SITA are ready to receive and operate additional vehicles. Conference of haulage contractors to agree rates on Monday, 13 March. Present number of vehicles.....57 (including 17 Italian Army vehicles). Additional number required.....40.

BARI

Negotiations proceeding with SITA, A.C.C., and haulage contractors. Vehicle census being taken. No vehicle figures available yet. Garage difficulty- SITA state alternative premises available.

BRINDISI

Local A.C.C. officer already discussed pool system with Consorzio Agrario. Vehicle park available. SITA will inaugurate new organization in this province. A.C.C. imports are approximately 27 tons per day. Present number of vehicles.....25
Additional number required.....10

LECCE

Formation of pool in hand. SITA will take over organization formed by Provincial R.T.H.C.O. Garage and mechanical engineer available. Present number of vehicles.....31
Additional number required.....10

TARANTO

Formation of pool in hand and same to be taken over by SITA. Directors of R.A.C.C.I., C.I.P., and Alimentazione on committee of present pool. Census of all load carrying vehicles being taken. Supplies now being moved by trucks borrowed from Italian Navy and "Y" Italian G.T. Coy. Present number of vehicles.....3
Additional number required.....30

.....1326

-2-

COSENZA

No nucleus of pool organization available; therefore SITA faced with forming entirely new setup. Italian Army vehicles at present loaned for transporting supplies. SITA representative now contacting Calabrian provinces. Unestimated number of vehicles used on timber hauling.

Present number of vehicles (unconfirmed).....261

Additional number of vehicles required.....Not available.

CATANZARO

Provincial R.H.T.C.O. forming pool organization. Same position with timber vehicles as at Cosenza. 400 tons per day moved (Civilian supplies) at Crotone port. No vehicles available for location at this port.

Present number of vehicles (unconfirmed)290

Additional number of vehicles required.....Not available.

REGGIO

Provincial R.H.T.C.O. has gone ahead with the formation of a pool which will provide nucleus of SITA organization. Italian Army trucks are being used extensively for docks and transport of supplies.

Present number of vehicles.....34 (excluding 10 Italian Army trucks)

Additional number of vehicles required.....20

REGIONAL
ORGANIZATION

Unified control is important, therefore one civilian firm to control the provincial pools is essential. SITA have been appointed for Region II, and have submitted an overall rate of 0.76 lire per quintal per kilometer, (details attached). This firm have an organization in four provinces. Where not represented any pool system already in existence will be taken over by this firm. The directors of this company are in possession of the full details concerning the proposed operation and control under A.C.C. supervision of the vehicle pool, and understand that the immediate requirements are as follows:-

A. Early reception and operation of vehicles sold to the Italian Government.

B. Ultimate absorption of all civilian load carrying vehicles into a pool under their control in Region II.

GENERAL
REMARKS

Contracts It is considered inadvisable that A.C.C. should be involved in any financial agreement or contract with SITA. The reason being, that the vehicles in question are the subject of direct financial negotiations between the Italian Government and SITA, and any preliminary arrangements or agreements entered into by A.C.C. and SITA will presumably be subject to scrutiny by the Italian Government and possible revision. It is pointed out that the Italian Government have not been represented at the aforementioned negotiations.

.....1385

-3-

PAYMENT FOR
HAULAGE

It is assumed that SITA will be responsible to receive all payments for freight and will make all necessary disbursement to individual owners.

FUEL

Fuel supplies must be increased in the Calabrian Provinces in order that the haulage requirements of these provinces may be met. X

SPARE PARTS

Information is required as to the cost, availability, and source of supply of vehicle spare parts, tyres, etc. for Italian civilian vehicles which will ultimately be controlled by the pool.

WORK TICKETS

A suggested modification of the work ticket and circulation form is attached.

J. F. D. Halstead
J. F. D. HALSTEAD, Lieut. R.A.S.C.
Regional Road Haulage Transport
Control Officer.

1984

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
H.Q., A.C.M.F. (Adm. Echelon),
C.M.F.

Our reference : ACC Tn/70/38.

Date : 17 Mar 44.

TO : R.C. Region III
(for oi/c Transportation)

SUBJECT : Road Haulage Civil Organisation.

1. Reference letter attached, which was forwarded to this Sub-Commission by the Economic Section.
2. The letter is passed to you for your information and any action you deem necessary.
3. The address of the firm Innocenti is 66 Riviera Di Chiaia, Naples.
4. Your comments would be appreciated.

 S.A. FITCH,
Colonel.
Director, Internal Transportation Sub-Commission, ACC.

1583

(COPY)

TRANSLATION

WFE/ejc

4th March 1944

SUBJECT: Use of motor trucks for
transporting civilian needs.

TO : A.C.C.
I.&C. Sub-Commission
Naples.

Following on our visit to Col. Evans we beg to confirm our conversation as follows:

Inasmuch as our firm is well known in the official quarters of the Italian Government and that our firm has from time to time been entrusted with a mandate for the construction of mechanical plants for war purposes and earned the full approval of official circles, it would now be possible to enter into an agreement with the Italian Government, in virtue of which the War Ministry would cede to our firm a certain number of heavy trucks and trailers for the purpose of transporting civilian goods.

Our firm and also one of our subsidiaries, would be authorised to purchase and receive a certain number of used trucks to be overhauled and then utilised for the conveyance between provinces of goods destined for use amongst the civilian population.

Before proceeding any further in the matter and before bringing these dealings with the Italian Government to a definite conclusion we beg to request the approval of the Allied Control Commission to this kind of business and also the assurance that during the course of our work the requisition of trucks, spare parts, repair shops and repair machinery be excluded.

We venture to express the hope that given the importance and reliability of our firm the A.C.C. will give us its approval and that our activity may start as soon as possible so as to give our valuable contribution to the grave problem of transportation now raging in the various provinces.

Innocenti.

1982

Internal Transportation Sub-Commission, A.C.,
 U.S. Gov. Bldg.,
 1400 K Street (Adm. Section),
 Wash., D.C.

Our reference: A-33 12/10/37

Date: 15 Mar 48.

TO: Gen. di Raimondo,
 Undersecretary of State for Italian Railways and Highways.
 Naples.

SUBJECT: Road Damage Index - Vehicles.

1. Reference conference concerning the above scheme, presided over by Col. Adams on Monday March 13, 1948 and at which you put forward the organization to be inaugurated for the operation of this scheme by the Italian Government.

2. It is appreciated that, prior to your proposed meeting with representatives of Italian civilian road transport firms, you must be acquainted with certain operational statistics.

3. The location and constitution of the Commission set up in each Province will largely be determined by the vehicle requirements and subsequent dispersal and location in the Province concerned.

4. The main factors governing vehicle allocation are estimation of present and future tonnage to be moved and also taking into consideration the gradually decreasing availability of Italian civilian vehicles due to lack of spare parts.

5. The above factors must be borne in mind when considering the undermentioned schedule of approximate figures for vehicle distribution. They are only given as a temporary guide pending availability of the exact requirements.

Albania	10
Belgium	15
France	10
Italy	10
Spain	15
Germany	10

1881

Abstract: Good things come in packages - packages.

It is suggested that, prior to your proposed meeting with the representatives of Italian civilians noted throughout your report, you should be acquainted with current operational statistics.

4. The main factors governing vehicle allocation are restrictions of present and future tonnage to be covered and also taking into consideration the gradually decreasing availability of Italian civilian vehicles due to lack of spare parts.

01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78																						

NOTICE OF THE
CITY OF NEW YORK

13

Director, Internal Transportation Sub-Committee, ACC.

Copy to: Main Bldg.,
Economic Section.

HEADQUARTERS
A.L.C. REGION V
C. A. F.

28 February 1944

REGIONAL CIRCULAR NO. 1

TENTATIVE (subject to modification by instructions from higher authority)

Transportation. Regional Transportation Section for Economic Supplies. In conformity with plans of A.L.C. for the transportation of economic supplies from ports and/or production areas in Region V territory to selected truck and railheads in this territory and from these heads to distribution points, a regional Transport Section will be organized.

Organization. The Regional Transport Section will consist of a Chief of Section, Regional Transportation Officer, Chief RTO and two assistants, who will supervise the operation of the transport service of the Region and its provinces. The Chief RTO will organize his transports into transport companies of 16 to 30 vehicles, which will in turn be divided into transport road sections of 7 to 10 vehicles. He will assign to each province one transport company for operation therein and will supervise its handling of the transport of economic supplies of the province. When emergency demands in one province require transports in excess of the provincial transport company, the RTO will withdraw from other provinces transportation units sufficient to meet the needs of the emergency. He will assign his assistants to handle all economic supply truck operation features of the transport companies operating out of truckheads designated for his use.

Transport Companies. Upon the arrival of the economic supply transport vehicles in Region V territory, the RTO will divide these into 11 companies to provide one company for each province and one reserve company to be held at Regional Headquarters for emergency or transport pool use.

Company Organization. Each transport company ¹¹³⁰ operated under the immediate supervision of the Province I. O. under the general instructions of the Regional I. O. The RTO will see that civilian drivers assigned to his company have proper identity cards, drivers' licenses and vehicle clearance or movement orders. He will each day designate under orders the movement of the vehicles of his company in conformity with instructions from the Regional I. O. He will provide the proper road instructions and the speed, parking, protection and control measures directed by higher authority. He will personally check each day the civilian drivers by name and see that the drivers and vehicles are in proper condition for the day's work. He will select from among his civilian transport personnel the following:

- 1 maintenance assistant, who will be in charge of fueling, greasing and other first echelon maintenance work. He will be responsible for the proper

transportation of V territory to selected truck and rail terminals in Region V and from these heads to distribution points, a this territory and from these heads to distribution points, a Regional Transport Section will be organized.

Organization. The Regional Transport Section will consist of a Chief of Section, Regional Transportation Officer, Chief KTO and two assistants, who will supervise the operation of the transport service of the region and its provinces. The Chief KTO will organize his transports into transport companies of 16 to 30 vehicles, which will in turn be divided into transport road sections of 7 to 10 vehicles. He will assign to each province one transport company for operation therein and will supervise its handling of the transport of economic supplies of the province. When emergency demands in one province require transports in excess of the provincial transport company, the KTO will withdraw from other provinces transportation units sufficient to meet the needs of the emergency. He will assign his assistants to handle all economic supply truck operation features of the transport companies operating out of truckheads designated for his use.

Transport Companies. Upon the arrival of the economic supply transport vehicles in Region V territory, the KTO will divide these into 11 companies to provide one company for each province and one reserve company to be held at Regional Headquarters for emergency or transport pool use.

Company Organization. Each transport company will be operated under the immediate supervision of the Province T. O. under the general instructions of the Regional T. O. The PTO will see that civilian drivers assigned to his company have proper identity cards, drivers' licenses and vehicle clearance or movement orders. He will each day designate under orders the movement of the vehicles of his company in conformity with instructions from the Regional T. O. He will provide the proper road instructions and the speed, parking, protection and control measures directed by higher authority. He will personally check each day the civilian drivers by name and see that the drivers and vehicles are in proper condition for the day's work. He will select from among his civilian transport personnel the following:

- 1 maintenance assistant, who will be in charge of fueling, greasing and other first echelon maintenance. He will be responsible for the proper parking and garage service at overnight points and will assist in protection of the vehicles of his unit at such times.
- 1 personnel assistant, who will supervise the housing or quarters of the unit; he will keep the records of each driver, showing dates of entry into employment and separation therefrom, hours of service daily, and the trip and vehicle assigned to each. He will also function as company mess supervisor to check the food and

(Regional Circular No. 1)

-2-

messing of the personnel and the food preparation, rations furnished the men and the method and place of feeding, either at the home station or elsewhere when on transport trips.

The designation of personnel for the Regional Transportation Section will be furnished in special orders of this headquarters.

By order of the Regional Commissioner:

EARL A. REASSLER,
Captain, C. A. P.,
Adjutant.

DISTRIBUTION:

- 1 - Civil Affairs Branch, Reg. Cont. & A. G. Section, ACC
- 1 - Establishments Branch, " " " "
- 1 - Transportation Section, ACC
- 1 each - PCAO, Foggia Campobasso, Chieti
- 1 - RTO
- 1 - File

1979

Extract from MINUTES Regional Commissioners Conference, Saturday,
March 14th at 0900 hours.

Ref/121/Ch.

Item No. 1.

Coordination of Road Transport with Regions.

Director, Internal Transportation Sub-Commission (Col. Fitch) explained the salient points of the proposed organisation for road haulage transport as issued to Regional Commissioners 11 Feb 44. Progress of plans was reported which included formation of Truck Unit of 80 trucks, and the availability of further 250 trucks. Of those allotted to Region II a total of 65 were now found to be unroadworthy. Arrangements have been made by Adm. Beh. ACME to attach competent officers for the purpose of ensuring that all trucks assigned were put into roadworthy condition. Three officers had been detailed and would be attached for one month.

Chairman stressed the importance of the organisation and emphasised that the Chief Commissioner was not satisfied with the progress made since the publication of the instructions, and asked Regions to report on the state of organisation in their areas.

Region I - organisation working. Additional trucks required to augment services. Number required 100.

Region II - little progress.

Region III - organisation ready to accept 50 trucks at once.

Region IV - plans made, estimate initial requirements 200 trucks.

Region V - plans made, estimate initial requirements 125 trucks.

Ultimate requirements 280 to cover the whole Region, but it was required to know under what conditions the operatives would be clothed, fed and paid, and what sort of terms could be offered to contractors.

From Region V remarks, it was obvious that there was some misconception as to the nature of the scheme. The Chairman therefore explained that the outline of the plan and the agreements reached with the Italian Government authorities were as follows:

(a) Vehicles are to be assigned to A.D.C.

1378

(b) Vehicles will be sold to the Italian Government with the option to re-purchase. Italian Government will contract out with public agencies and road haulage concerns on a basis whereby the road haulage concern undertakes the upkeep and maintenance of the vehicles, payment of the employees, and general management in return for kilometrage allowance on tariffs fixed in relation to areas and terrain.

(c) The Minister of Commerce, Italian Government, has undertaken to locate the agencies. Regional Commissioners would be informed (except in Region I).

Of those allotted to Region II a total of 65 were now found to be uncedworthy. Arrangements have been made by Adm. Ach. A.C.M.F. to attach competent officers for the purpose of ensuring that all trucks assigned were put into roadworthy condition. Three officers had been detailed and would be attached for one month.

Chairman stressed the importance of the organization and emphasized that the Chief Commissioner was not satisfied with the progress made since the publication of the instructions, and asked Regions to report on the state of organization in their areas.

Region I - organization working. Additional trucks required to augment services. Number required 100.

Region II - little progress.

Region III - organization ready to accept 50 trucks at once.

Region IV - plans made, estimate initial requirements 200 trucks.

Region V - plans made, estimate initial requirements 125 trucks. Ultimate requirements 380 to cover the whole Region, but it was required to know under what conditions the operatives would be clothed, fed and paid, and what sort of terms could be offered to contractors.

From Region V remarks, it was obvious that there was some misconception as to the nature of the scheme. The Chairman therefore explained that the outline of the plan and the agreements reached with the Italian Government authorities were as follows:

(a) Vehicles are to be assigned to A.U.C.

1378

(b) Vehicles will be sold to the Italian Government with the option to re-purchase. Italian Government will contract out with public agencies and road haulage concerns on a basis whereby the road haulage concern undertakes the upkeep and maintenance of the vehicles, payment of the employees, and general management in return for kilometrage allowance on tariffs fixed in relation to areas and terrain.

(c) The Minister of Commerce, Italian Government, has undertaken to locate the agencies. Regional Commissioners would be informed (except in Region I).

Colladams (Economic Section) confirmed that these were the broad lines of the arrangements made with the Italian Ministry of Commerce. Question was asked whether the Italian Government could own vehicles operated in A.M.C. Regions, and it was suggested that Italian Government could furnish vehicles in such Regions but that would have to be under the operational control of the R.C. at all times and for all purposes.

R.C. Region I explained the scheme now operating in Sicily under I.N.T. and in conjunction with Ispektorato Generale di Motorizzazione which is represented in every Province in Italy.

Extract from Min. Reg. Comm. Con. Cont'd:

Region II has the organisation S.I.T.A.

Region III has a similar organisation in C.A.N.

Region V has a number of contractors willing to form a pool in Foggia.

From this it appeared that the scheme could operate as soon as the necessary trucks became available.

Agreed that in AMB territory, trucks should be turned over to R.C.s and accounted for in the same way as AFA lire, or any other commodity. On the turn-over of territory to the Italian Government the vehicles could also be turned over to the Italian Government on payment. Vehicles would then be turned over to contractors against receipt and guarantee of maintenance and upkeep. Contractors to be paid allowance on distance according to tariff. R.C. Region I undertook to send to this H.Q. form of existing contract which has actually been used.

R.C.s were asked to send in immediately their plan for freight charges and kilometrage allowance. It is appreciated that there will be differentiations and these will be coordinated at this H.Q.s.

Deputy Executive Commissioner (Col. Fiske) took the opportunity to explain that A.F.H.Q. had ordered the return to the Italian Army of all Italian military equipment, especially transport vehicles. R.C.s had been instructed to return all Italian military transport vehicles to the Italian Military authorities. Where this would vitally disorganise the existing transport system for civilian supply, or other works, R.C.s were asked to state the case for each individual vehicle and then submit to this H.Q.s without delay.

1977

7/34

1st. Ind.

CL/eah

Utilities, Transportation & Communications Special Division, Reg. V.

TO: Regional Commissioner, Region V, APO 394.

1. Transmitted herewith is report covering transportation survey of Foggia Province prepared by Major Harris of my staff.

2. This report was discussed with Lt. Col. Temperly, SCAO of Foggia Province, both by Major Harris and myself. He appreciated the statistical data, but expressed displeasure to pooling idea of automobiles and thought that chart covering Italian operating company too expensive.

3. Major Harris pointed out to him that pooling automobiles was partially in use in his province at present.

4. I pointed out to him that private operating company needed a good directorate in order to create confidence in truck owners and that for a beginning, many functions could be combined in one or two persons.

5. Due to lack of proper organization or plan in Foggia Province at present, it is suggested that in the event trucks are made available for use there at an early date, pressure be exerted on the SCAO to adopt the recommendations of the report prior to delivery of any trucks into his custody. This is particularly urgent in regard maintenance plan. Survey of garages, mechanics and drivers should be rushed to completion. Provincial Transportation Officer is competent to provide data and oversee initial organization. Based on these data, requisitions should be placed as soon as possible for supply of tires, parts and other essential repair materials, so that no breakdown may be experienced, once trucks are put in operation.

6. It is recommended that I proceed to Naples at an early date to discuss this report with ACC and win their support. It is contemplated that this report serve as a model to be followed in our other provinces and a general transportation scheme be drawn for Regional operation, based on the facts disclosed by these surveys..

7. In the interest of unity and efficiency, it is suggested that all transportation problems be channeled thru this division, including trucks, railroad, busses and seaborne. Actual operation of automotive vehicles obtained by AMG for commercial use in this Region should be centered in this Division, under command of the head of the Transportation Section.

1976

Emil A. Pearson
per CLAUDE LATIMER
Major, C.E.

2nd. Ind.
Headquarters, Region V, AMG, APO 394.

FLW/eah

TO: Regional Control and Military Government Section, Civil Affairs
Branch, Transportation Sub-Commission. Attention Colonel Fitch.

1. The above plan is approved.
2. Tentative organization of the transport service has been prepared by the Regional Commissioner, (copy attached). This will fit in plan indicated.

F. L. Whitley
F. L. WHITLEY
Col., G.S.C.
Regional Commissioner.

1975

TRANSPORTATION SURVEY OF FOGGIA PROVINCE

PART I

Initial Requirements

Pursuant to verbal instructions issued by Major Latimer on Feb. 15, 1944, the undersigned proceeded that night to Torremaggiore in company with Lt. Col. Temperly, SOAO of Foggia Province to conduct an investigation in regard truck transportation within the Province. Contact was established with various ANG department heads at Torremaggiore and thru them with Italian officials in order to ascertain the extent of the transportation problem involved. Progressive discussions were held with Col. Temperly so as to keep him informed of the trend that this survey was taking.

Geographical Foggia Province is known as the granary of Italy due to its central Foggia Plain which is adapted to grain production on a large scale. To the east lies the Promontorio Del Gargano or the spur to the boot heel of Italy. This mountainous peninsula contains the Umbria Forest of some 4500 hectares of beech and oak, source of lumber and charcoal. The Adriatic coastline of this province is dotted with small fishing villages which in other days furnished a considerable tonnage of fish for local and export consumption. At the southeast corner of the province lies the Italian Monopoly Salt Works with headquarters at Margherita di Savoia, where sea water is evaporated in shallow beds bordering the Gulf of Manfredonia.

West of the Foggia Plain, the terrain climbs from gently rolling foothills into mountainous country at the western boundary. This portion is chiefly devoted to the raising of various grains olives and grapes. A large wine center exists at San Severo.

Industrial No large manufacturing industries exist in this province, excepting the salt monopoly at Margherita di Savoia. A paper mill exists at Foggia, using straw for basic material. Flour mills exist as follows:

<u>Place</u>	<u>Number</u>
San Severo	2
Manfredonia	1
Lucera	1
Foggia	2
Cerignola	4

Olive oil and wine presses are scattered thruout the province, which, coupled with other usual small manufacturing plants completes the industrial picture of Foggia Province.

Agricultural Products Inasmuch as Foggia Province is

1974

ment heads at Portomaggiore and thru them with Italian officials in order to ascertain the extent of the transportation problem involved. Progressive discussions were held with Col. Temperly so as to keep him informed of the trend that this survey was taking.

Geographical Foggia Province is known as the granary of Italy due to its central Foggia Plain which is adapted to grain production on a large scale. To the east lies the Promontorio Del Gargano or the spur to the boot heel of Italy. This mountainous peninsula contains the Umbria Forest of some 4500 hectares of beech and oak, source of lumber and charcoal. The Adriatic coastline of this province is dotted with small fishing villages which in other days furnished a considerable tonnage of fish for local and export consumption. At the southeast corner of the province lies the Italian Monopoly Salt Works with headquarters at Margherita di Savoia, where sea water is evaporated in shallow beds bordering the Gulf of Manfredonia.

West of the Foggia Plain, the terrain climbs from gently rolling foothills into mountainous country at the western boundary. This portion is chiefly devoted to the raising of various grains olives and grapes. A large wine center exists at San Severo.

Industrial No large manufacturing industries exist in this province, excepting the salt monopoly at Margherita di Savoia. A paper mill exists at Foggia, using straw for basic material. Flour mills exist as follows:

Place	Number
San Severo	2
Manfredonia	1
Lucera	1
Foggia	2
Cerignola	4

1974

Olive oil and wine presses are scattered thruout the province, which, coupled with other usual small manufacturing plants completes the industrial picture of Foggia Province.

Agricultural Products Inasmuch as Foggia Province is essentially agricultural in nature, a study of the transportation problem must necessarily center around these products. If sufficient transport is furnished to move the agricultural requirements thruout the year, it is felt that sufficient transport will then be available to take care of the essential imports and whatever other freight is developed for internal transport. Sufficient data is not available to develop the import freight movement, but due to the scarcity of civilian supplies in other regions, even of essential foodstuffs, it is submitted that this portion of the transportation problem will be accounted for in the event that sufficient transport is developed for the movement of the agricultural products. The estimate of truck requirements is based on this premise.

-2-

As a basis for our estimate, the following consolidated table is presented as the best available estimate of the agricultural outlook for the 1944 season

Product	Estimated Tonnage	%
Grain	286,200	40.0
Forage	147,053	20.5
Grapes	96,354	13.4
Wine	55,200	7.7
Beans, peas, etc.	41,680	5.8
Olives	37,684	5.3
Vegetables	33,950	4.7
Potatoes	12,444	1.7
Olive oil	3,553	0.5
Fruits, nuts	1,575	0.2
Flax, cotton	1,200	0.2
Total	716,993	100.0

Casual inspection of this table reveals that grain constitutes 40% of the total tonnage. This tonnage may be expected to materialize during June, July and August, at which period the maximum demand for transport will be experienced. If this peak can be met and a lesser number of trucks held in the province during the remainder of the year, no serious transportation difficulties should arise in coping with other demands. Efficient dispatching of vehicles should take care of import requirements during the year by furnishing full return loads. Further detailed discussion of operation may be found in Part II of this report.

Proceeding further on the above premise, it remains to determine the minimum number of vehicles necessary to handle the grain crop and then to determine the minimum number for year around operation. Railroad transportation is ruled out of this discussion due to the fact that it is under Army jurisdiction and only a comparatively few cars are available for civilian transport. Due to the fact that grain is the Italian staff of life, it is assumed that sufficient pressure will be put on the rail heads to assure a sufficient number of cars to handle that portion of the crop destined for other provinces.

Best estimates obtainable locally assume 50% of the grain crop for internal use and 50% available for export. In addition to railroad cars, a small fleet of coastwise schooners available at Manfredonia may be used. These are now being organized by Capt. Ogden of AMG for coastwise trade. However, it is felt that only a small proportion of grain will move out in this manner. Willed wheat will only be available for the Province itself.

From these facts it will be seen that truck transportation is the only immediate solution insofar as handling the grain crop

Submitted
10 April
1944

Clives	37,684	5.3
Vegetables	33,950	4.7
Potatoes	12,444	1.7
Olive oil	3,653	0.5
Fruits, nuts	1,575	0.2
Flax, cotton	1,200	0.2
Total	716,993	100.0

Casual inspection of this table reveals that grain constitutes 40% of the total tonnage. This tonnage may be expected to materialize during June, July and August, at which period the maximum demand for transport will be experienced. If this peak can be met and a lesser number of trucks held in the province during the remainder of the year, no serious transportation difficulties should arise in coming with other demands. Efficient dispatching of vehicles should take care of import requirements during the year by furnishing full return loads. Further detailed discussion of operation may be found in Part II of this report.

Proceeding further on the above premise, it remains to determine the minimum number of vehicles necessary to handle the grain crop and then to determine the minimum number for year around operation. Railroad transportation is ruled out of this discussion due to the fact that it is under Army jurisdiction and only a comparatively few cars are available for civilian transport. Due to the fact that grain is the Italian staff of life, it is assumed that sufficient pressure will be put on the rail heads to assure a sufficient number of cars to handle that portion of the crop destined for other provinces.

Best estimates obtainable locally assume 50% of the grain crop for internal use and 50% available for export. In addition to railroad cars, a small fleet of coastwise schooners available at Manfredonia may be used. These are now being organized by Capt. Ogden of AMG for coastwise trade. However, it is felt that only a small proportion of grain will move out in this manner. Milled wheat will only be available for the Province itself.

From these facts it will be seen that truck transportation is the only immediate solution insofar as handling the grain crop is concerned. Provision for railroad cars would seem to be the duty of Region or higher headquarters. Any estimate of truck transportation must be severely limited so as to require only the minimum number of vehicles, if consideration of our request is to be considered. For this reason, to move grain from farm to warehouse, sincere consideration must be given to the maximum use of horse carts. Loading and unloading time, muddy fields and small volumes would make truck transport a luxury.

Luckily, the Italian Government has established a system of rural warehouses under the Consorzio Agrario Provinciale that acts as warehousing and selling agents and has some 60 depots

1973

-3-

operating in Poggia Province. The grain is brought into these depots and from there dispatched to final destination under control of AMG.

Assuming 50% of the grain production for export and 50% destined for local mills, our problem in estimating truck requirements consists in analyzing these movements. TABLE A attached reflects in ton-miles the anticipated movements to nearest mill and nearest rail point of the estimated yield passing thru each depot.

Assuming 150 ton-miles as the average net load for a three ton truck (including light back haul, loading and unloading time) then the total of

1,840,490 ton-miles ÷ 150 = 12,270 truck-days required

Grain moves out of the consorzii in a 90 day peak demand, hence 12,270 truck-days ÷ 90 = 136 trucks needed at peak demand.

Inasmuch as the grain movement accounts for 10% of the total agricultural tonnage, then

12,270 × 0.40 = 30,675 truck-days total annual demand

30,675 ÷ 12,270 = 18,405 truck-days to be spread over

the year. Assuming 260 work days per year, then

18,405 ÷ 260 = 71 trucks needed for year around

operation. These should be made up from Army, AMG and civilian sources. Civilian sources are estimated to produce 20 trucks, hence 116 trucks should be ordered, of which 51 should be assigned to Poggia Province and supplemented during June, July and August by 65 from a regional pool.

PART II

Proposed Operation

Present Organization Aside from some 13 Army vehicles and several requisitioned private automobiles used by AMG in Poggia Province, civilian transportation needs are serviced at present by 10 to 15 three ton British Army trucks borrowed

from the 1530 Light A.A. Regt., Platoon RA30, Castel Lucia. These vehicles are driven and serviced by the Army subject to recepture at any time the Army so desires. A cordial contact has been established by the AMG supply officers with various Army units stationed in the Province so that available trucks and maintenance facilities are used to good advantage for civilian transport, subject to the ever present shadow that these units may be moved at any time.

No definite system of dispatching has been set up due to the small number of vehicles in use. Requests for transportation of freight are handled informally by the

1972

Assuming 150 ton-miles as the average pay load for a three ton truck (including light back haul, loading and unloading time) then the total of

1,840,490 ton-miles + 150 = 12,270 truck-days required
Grain moves out of the consorzii in a 90 day peak demand, hence
12,270 truck-days + 90 = 136 trucks needed at peak demand.

Inasmuch as the grain movement accounts for 40% of the total agricultural tonnage, then

12,270 $\times$ 0.40 = 30,675 truck-days total annual demand

30,675 - 12,270 = 18,405 truck-days to be spread over

the year. Assuming 260 work days per year, then

18,405 $\div$ 260 = 71 trucks needed for year around

operation. These should be made up from Army, AMG and civilian sources. Civilian sources are estimated to produce 20 trucks, hence 116 trucks should be ordered, of which 51 should be assigned to Foggia Province and supplimented during June, July and August by 65 from a regional pool.

PART II

Proposed Operation

1972

Present Organization Aside from some 13 Army vehicles and several requisitioned private automobiles used by AMG in Foggia Province, civilian transportation needs are serviced at present by 10 to 15 three ton British Army trucks borrowed

from the 1530 Light A.A. Regt., Platoon RA30, Castel Lucia.

These vehicles are driven and serviced by the Army subject to recapture at any time the Army so desires. A cordial contact has been established by the AMG supply officers with various Army units stationed in the Province so that available trucks and maintenance facilities are used to good advantage for civilian transport, subject to the ever present shadow that these units may be moved at any time.

No definite system of dispatching has been set up due to the small number of vehicles in use. Requests for transportation of freight are handled informally by the Supply Officer and trucks dispatched on a priority basis. Actual operation and maintenance is handled on the ground by a British motor sergeant.

Civilian motor vehicles are now required by prefectural decree to be registered. Permits for usage are issued to those deemed necessary for the general welfare accompanied by gas and oil coupons sufficient for a month's minimum usage. Applications are now being processed and have been analyzed to date in TABLE B, attached hereto. The totals in this table are not representative of the total number of vehicles in the province

-4-

due to the fact that indiscriminate requisitioning has been resorted to by the Army, engendering a well founded fear in the hearts of the owners and also due to the fact that black market operations are at present more remunerative than legitimate transportation. Insofar as truck transport is concerned, Col. Temperly has taken an admirable step to alleviate the situation by instituting the formation of an Italian truck transportation company, run by Italians of pooled Italian trucks under the supervision of AMG and administered by the Prefect and private interests. It is hoped that fear of seizure will be eliminated and satisfactory control of black market transportation will be effected by this means in addition to providing the nucleus of a sorely needed truck pool. It is estimated that 20 additional large civilian trucks not now licensed may be found willing to enter such a pool. It may be found necessary for AMG to supply some parts, tires and other supplies once this pool is organized; the argument to obtain these supplies being that it is cheaper to supply parts than to supply entire trucks. The 112 trucks now licensed to civil administration are for the most part, small private trucks assigned to various sindacos for communal transport and unsuitable for heavy transport work. For more efficient operation, these should be placed in the truck pool.

Operational Procedure After discussion of the fundamental transportation needs and difficulties of this province with the Prefecture, trucking interests and AMG officers, the following tentative scheme has been set up leading to the formation and operation of a civilian truck line. A proposed tariff schedule (see TABLE C) was set up based on a previously published schedule from the Nazionale Decreto Ministeriale of June 27, 1942. The old schedule was increased three times to meet present conditions and will form the basis for future consideration when the pool is operating. Armed with this, and assurance that trucks will not be seized, Major Talbot, newly appointed Transportation Officer on Col. Temperly's staff and Sig. Luigi Liguandri, owner of a former truck line in San Severo will circulate thruout the province and contact truck owners to join the pool. At the same time they will make a survey of garage facilities with the view of licensing those needed at various points that would be in a position to service pool owners. Upon completion of this survey, a conference will be called to form an operating company based on the attached chart. (TABLE D)

The directorate should be composed of a leading provincial figure as president, a well respected financier as secre-

trucks under the supervision of AMG and administered by the Prefect and private interests. It is hoped that fear of seizure will be eliminated and satisfactory control of black market transportation will be effected by this means in addition to providing the nucleus of a sorely needed truck pool. It is estimated that 20 additional large civilian trucks not now licensed may be found willing to enter such a pool. It may be found necessary for AMG to supply some parts, tires and other supplies once this pool is organized; the argument to obtain these supplies being that it is cheaper to supply parts than to supply entire trucks. The 112 trucks now licensed to civil administration are for the most part, small private trucks assigned to various sindacos for communal transport and unsuitable for heavy transport work. For more efficient operation, these should be placed in the truck pool.

Operational Procedure After discussion of the fundamental transportation needs and difficulties of this province with the Prefecture, trucking interests and AMG officers, the following tentative scheme has been set up leading to the formation and operation of a civilian truck line. A proposed tariff schedule (see TABLE C) was set up based on a previously published schedule from the Nazionale Decreto Ministeriale of June 27, 1942. The old schedule was increased three times to meet present conditions and will form the basis for future consideration when the pool is operating. Armed with this, and assurance that trucks will not be seized, Major Melbot, newly appointed Transportation Officer on Col. Temperly's staff and Sig. Luigi Liouandri, owner of a former truck line in San Severo will circulate thruout the province and contact truck owners to join the pool. At the same time they will make a survey of garage facilities with the view of licensing those needed at various points that would be in a position to service pool owners. Upon completion of this survey, a conference will be called to form an operating company based on the attached chart. (TABLE D)

The directorate should be composed of a leading provincial figure as president, a well respected financier as secretary-treasurer and the Inginiere Civile as the governmental representative which will give the company a quasi-public appearance, the privately financed. AMG control would be exercised thru both the Directorate and direct contact with the General Manager. Additional practical control would be thru local CAO working in conjunction with local dispatchers. Small communes would come under divisional dispatchers who would appoint a local sindaco or manager of a consorzio as collector of freight and forwarding agent. A complete system of waybills and dispatch tickets should be installed to insure proper delivery and payments to carriers. As a matter of passing interest a copy of the present waybill used in dispatching civil administration trucks is attached. Initial financing will

-5-

probably be on a stock issue based on assessed valuation of vehicles pooled. Dividends should be on a ton-mile basis plus stock dividends, the company paying all operating expenses.

It is not contemplated that Army vehicles or any other trucks provided by AMG should be placed in this proposed civilian pool, the advantage could be taken of whatever facilities are provided that could be used to mutual advantage. It is recommended that a central dispatch system for AMG vehicles complete with proper accounting for movement and freight carried be set up at Torrengore under the Transportation Officer and that contracts be entered into with private garages for maintenance service throughout the province, pending removal or refusal of Army units to service these trucks. A competent truckmaster, preferably an Army non-com, should be employed to keep the trucks serviced and running. The whole set-up should be very flexible so that expansion or contraction in the number of trucks available will not entail any change in the system. Impounded trucks taken from black market runs should be added to this group as well as any Army vehicles (excluding AMG service vehicles) that may be obtained thru one way or another. The best transportation interests of this province will be served by having the Transportation Officer act as liaison officer to the civilian pool and as chief dispatcher of the AMG pool and for additional traffic management as suggested in Part III of this report. Supervision of road repair might well be added to the duties of the Transportation Officer inasmuch as the two services are interdependent.

PART III

Other Transport

Automobiles Privately owned passenger automobiles are now being licensed in this province as reflected in TABLE B. The criterion used in the allocation of permit and gas coupons is that the vehicle shall be used in essential public service. Periodic roadside inspection by the forces under supervision of the Public Safety section plus circulation passes for passengers is the only check existent to insure proper usage.

The fear of seizure and the returns from black market transportation operations have probably combined to prevent many cars from being registered. Stolen gasoline seems fairly easy to buy on the black market, as well as parts, tires, etc. Innumerable wrecked cars are seen in barns and garages. - al-ways minus wheels or tires. The owners have plausible tales to tell to their discreditation, but the consensus among AMG officers

: 1970

at Torremargiore under the Transportation Officer and that they be entered into with private garages for maintenance service throughout the province, pending removal or refusal of Army units to service these trucks. A competent truckmaster, preferably an Army non-com, should be employed to keep the trucks serviced and running. The whole set-up should be very flexible so that expansion or contraction in the number of trucks available will not entail any change in the system. Impounded trucks taken from black market runs should be added to this group as well as any Army vehicles (excluding AMG service vehicles) that may be obtained thru one way or another. The best transportation interests of this province will be served by having the Transportation Officer act as liaison officer to the civilian pool and as chief dispatcher of the AMG pool and for additional traffic management as suggested in Part III of this report. Supervision of road repair might well be added to the duties of the Transportation Officer inasmuch as the two services are interdependent.

PART III

1970

Other Transport

Automobiles Privately owned passenger automobiles are now being licensed in this province as reflected in TABLE B. The criterion used in the allocation of permit and gas coupons is that the vehicle shall be used in essential public service. Periodic roadside inspection by the forces under supervision of the Public Safety section plus circulation masses for passengers is the only check existent to insure proper usage.

The fear of seizure and the returns from black market transportation operations have probably combined to prevent many cars from being registered. Stolen gasoline seems fairly easy to buy on the black market, as well as parts, tires, etc. Innumerable wrecked cars are seen in barns and garages. - always minus wheels or tires. The owners have plausible tales as to their disappearance, but the consensus among AMG officers here is that missing parts will miraculously reappear if sufficient inducement is apparent; particularly black market operations.

The hiring of private cars for AMG usage has been suggested in lieu of requisitioning and plans are now afoot to obtain cars by this means. It remains to be seen what tariff or other inducements will be effective in bringing cars out from hiding.

Due to the exceedingly limited supply of tires, parts,

-6-

gasoline and oil, it is recommended that all passenger vehicles be pooled at central points, excepting only those used for emergency purposes. It is realized that each individual has an innate desire to possess and can submit innumerable reasons why he should have access to a car for purely his own use, nevertheless the exigency is such as to demand such action. In addition to the usual arguments in favor of pooling, it is felt that better control can be given unauthorized circulation as well as controlling such abuses as exorbitant fares for transporting persons on private business. To implement this recommendation, car permits should only be granted upon submission of proper pooling arrangements under the supervision of the Transportation Officer. Taxi service in the larger communities should be given consideration in this connection.

Bus Transportation Permits are now being issued to bus transportation companies to operate over lines as indicated on the attached map. The applications for permits were instigated by local petition. The operating companies are privately owned but the bus permits are issued thru the regular vehicle licensing bureau and the tariffs set by the prefecture after approval by AMG. The proposed tariffs are approximately three times the old tariffs and are shown in TABLE E. Difficulties in issuing circulation passes at remote points to passengers have to be ironed out, but operation is expected to commence very shortly.

I

It is recommended that the provincial transportation officer review the bus operations after their inauguration with the view of possibly pooling repair facilities with the civilian truck pool, private pool cars and detached AMG controlled vehicles especially in remote regions.

Horse Carts This mode of transport seems to be the most plentiful by far in this province. The chiefly used on the farm and between farm and village wherein the farmer lives, nevertheless the possibilities for short haul internal transport are innumerable and has been foreseen by the SCAO here in a memorandum dated Nov. 7, 1943 to all CAO's to prod local nodestas to organize cart transportation in their local communities. No data is available as to the number of carts in use or as to their concentration at various points, but a cursory count in Torremaggiore (population 20,000+) disclosed approximately 100 carts. Discussion with the prefect discloses that local sindacos have at times requisitioned carts for various usage, but the practice did not meet with popular approval. A prefectural decree of Jan. 10, 1944 limits cart hire to 100 carts.

on private business. Permits should only be granted upon submission of proper pooling arrangements under the supervision of the Transportation Officer. Taxi service in the larger communities should be given consideration in this connection.

Bus Transportation Permits are now being issued to bus transportation companies to operate over lines as indicated on the attached map. The applications for permits were instigated by local petition. The operating companies are privately owned but the bus permits are issued thru the regular vehicle licensing bureau and the tariffs set by the prefecture after approval by AMG. The proposed tariffs are approximately three times the old tariffs and are shown in TABLE E. Difficulties in issuing circulation passes at remote points to passengers have to be ironed out, but operation is expected to commence very shortly.

I It is recommended that the provincial Transportation Officer review the bus operations after their inauguration with the view of possibly pooling repair facilities with the civilian truck pool, private pool cars and detached AMG controlled vehicles especially in remote regions.

Horse Carts This mode of transport seems to be the most plentiful by far in this province. The chiefly used on the farm and between farm and village wherein the farmer lives, nevertheless the possibilities for short haul internal transport are innumerable and has been foreseen by the SCAO here in a memorandum dated Nov. 7, 1943 to all CAO's to send local notestats to organize cart transportation in their local communities. No data is available as to the number of carts in use or as to their concentration at various points, but a cursory count in Torremaggiore (population 20,000+) disclosed approximately 100 carts. Discussion with the prefect discloses that local sindacos have at times requisitioned carts for various usage, but the practice did not meet with popular approval. A prefectural decree of Jan. 10, 1944 limits cart hire to the following prices:

One horse, cart and driver.....	£210 per 10 hr. day
Two horses, cart and driver.....	280 " " "
Three horses, cart and driver.....	360 " " "
One beast of burden.....	110 " " "

For over ten hours work, the base price per hour is increased 25%; for less than ten hours work, the basic daily rate is decreased 10% per hour. For short hauls and small amounts the rates are:

1 to 2 km.....	£2.95 per quintal-kilometer
2 to 5 km.....	1.05 " "
Over 5 km.....	0.90 " "

In spite of this decree, the Salt Monopoly recently paid 800 lire per day with consequent widespread dissatisfaction on the part of cart owners and a general disruption of service.

With ultimate truck transportation within this province an unknown quantity and the strong likelihood that insufficient vehicles will be provided to fulfill its needs, it seems reasonable that a determined effort be made to organize cart transport so that it may be used to best communal advantage. As pointed out in Part I, all agricultural products should be transported from farm to depot by cart and insofar as practical, all short hauls within villages and towns should be limited to carts. In this manner, the maximum available motor transport can be used at its best efficiency in long hauls.

It is recommended that a survey of horse carts be instituted to determine number and distribution and some scheme of mobilization be devised with due regard to seasonal farm demand. It may be found practical to license all carts in order to determine their availability and to keep them in legal trade channels. When found necessary, the Transportation Officer should have power to use these carts to best advantage particularly in the movement of foodstuffs.

Motorcycles These vehicles may probably be used to best advantage for the time being in a courier service, due to lack of communications. As an adjunct in the efficient dispatching of motor vehicles and in roadside maintenance, their use would be invaluable.

1969

Respectfully Submitted

M. Harris
M. Harris
Major, C.E.

M/H/44

CONSORZIO AGRARIO PROVINCIALE - FOGGIA

ENTE AMMASSATORE - SEDE IN FOGGIA

TABLE A
Ammasso CEREALI e FAVE - Conferimenti del giorno

CENTRI DI RACCOLTA	FRUMENTO		TONNAGE MILL	TON-MILES MILL	MILES RAIL	FAVE	GRAIN-TON RAIL	MILES TO RAIL	CONVERSION MILES RAIL
	WILL	TONNAGE							
1. - Accadia.	Foggia	32.4	260	6480	Candela	19.3	201	3829	
2. - Alberona	Lucera	15.3	372	5692	Lucera	14.9	372	5543	
3. - Anzano di Puglia	Foggia	40.8	43	1754	Greci	15.9	43	684	
4. - Apricena	S. Severo	7.2	3649	26273	Apricena	2.7	3649	9852	
5. - Ascoli Satriano	Cerignola	20.1	7324	147212	Ascoli	3.5	7324	25634	
6. - Biccari.	Lucera	13.1	2247	29436	Lucera	12.4	2247	27863	
7. - Bovino.	Foggia	22.1	3435	75914	Bovino	4.7	3435	16145	
8. - Cagnano Varano	S. Severo	29.1	43	1251	Cagnano	0	43	0	
9. - Candela	Cerignola	23.7	6783	160757	Candela	2.7	6783	18314	
10. - Carlantino.	Lucera	27.2	129	3509	Lucera	27.6	129	3560	
11. - Carpino.	S. Severo	36.0	143	5148	Carpino	2.7	143	386	
12. - Casalnuovo Monterotaro	S. Severo	19.9	1729	35601	S. Severo	19.9	1789	35601	
13. - Casalevecchio di Puglia	Lucera	26.8	1002	16834	Lucera	17.3	1002	17335	
14. - Castelluccio dei Sauri .	Foggia	17.8	2361	42026	Troia	4.7	2361	11097	
15. - Castelluccio Valmaggiore	Lucera	16.5	81.5	13448	Lucera	16.2	815	13203	
16. - Castelnuovo della Daunia	Lucera	14.9	1374	20473	Lucera	15.3	1374	21022	
17. - Celenza Valfortore. . .	Lucera	25.3	244	6173	Lucera	25.7	244	6271	
18. - Celle S. Vito	Lucera	20.7	43	890	Greci	16.8	43	722	
19. - Cerignola	Cerignola	0	13452	0	Cerignola	0	13452	0	

13. - Casalevecchio di Puglia	Lucera	26.8	1002	16834	Lucera	17.3	1002	17335
14. - Castelluccio dei Sauri	Foggia	17.8	2361	42026	Treie	4.7	2361	11097
15. - Castelluccio Valmaggiore	Lucera	16.5	815	13448	Lucera	16.2	815	13203
16. - Castelnovo della Daunia	Lucera	14.9	1374	20473	Lucera	15.3	1374	21022
17. - Celenza Valfortore	Lucera	25.3	244	6173	Lucera	25.7	244	6271
18. - Celle S. Vito	Lucera	20.7	43	890	Greci	16.6	43	722
19. - Cerignola	Cerign.	0	13452	0	Cerign.	0	13452	0
20. - Chienti	S. Severo	17.2	2648	45546	Chienti	5.7	2648	15094
21. - Deliceto	Foggia	22.6	1760	39776	Troia	9.6	1760	16896
22. - Faeto	Lucera	21.1	72	1519	Greci	10.7	71	760
23. - Foggia	Foggia	0	15160	0	Foggia	0	15160	0
24. - Iseritella	Manfred.	41.2	57	2348	Rodi	6.1	57	348
25. - Lucera	Lucera	0	12775	0	Lucera	0.4	12775	5110
26. - Manfredonia	Manfred.	0	7112	0	Manfred.	0.4	7112	2845
27. - Margherita di Savoia	Cerign.	15.3	172	2632	Marg.S.	0	171	0
28. - Mattinata	Manfred.	11.8	15	177	Manfred.	12.2	14	171
29. - Monteleone di Puglia	Foggia	37.1	114	4229	Greci	9.0	115	1035
30. - Montesantangelo	Manfred.	10.4	172	1789	Manfred.	10.7	171	1830
31. - Motta Montecorvino	Lucera	14.5	315	4568	Lucera	14.9	315	4694
32. - Orsara di Puglia	Lucera	20.3	644	13073	Orsara	4.3	644	2769
33. - Orta Nova	Cerign.	12.1	11119	134540	Ortanov.	1.9	11119	21126
34. - Panni	Foggia	28.2	72	2030	Panni	6.2	71	440
35. - Peschici	Manfred.	48.0	5	240	Peschici	2.7	5	14
36. - Pietra Montecorvino	Lucera	12.2	945	11529	Lucera	12.6	944	11894
37. - Poggio Imperiale	S. Severo	12.7	2375	30163	Poggio	0.9	2376	2138
38. - Ripalta	S. Severo	19.6	3721	72932	Ripalta	1.6	3720	5952
39. - Rocchetta S. Antonio	Cerign.	29.6	853	25249	Candela	8.6	854	7344
40. - Rodi Garganico	S. Severo	42.4	7	297	Rodi	0	8	0
41. - Roseto Valfortore	Lucera	21.8	100	2180	Lucera	21.4	100	2140
42. - S. Agata di Puglia	Cerign.	32.6	2518	82087	Candela	11.6	2519	29220
43. - S. Ferdinando di Puglia	Cerign.	10.6	129	1367	Trinit.	3.5	129	452
44. - S. Giovanni Rotondo	Manfred.	20.4	515	10506	S. Giov.	14.8	515	7622
45. - S. Marco la Catola	Lucera	23.1	72	1663	Lucera	23.5	71	1669
46. - S. Marco in Lamis	S. Severo	14.2	887	12595	S. Marco	7.0	887	6209
47. - S. Nicandro Garganico	S. Severo	15.8	415	6557	S. Nic. G.	0	415	0
	S. Severo	9.9	1589	15731	S. Severo	9.9	1588	15721

30. - Montesantangelo	Manfred.	10.4	172	1789	Manfred.	10.7	315	4694
31. - Motta Montecorvino	Lucera	14.5	315	4568	Lucera	14.9	644	2769
32. - Orsara di Puglia	Lucera	20.3	644	13073	Orsara	4.3	11119	21126
33. - Orta Nova	Canign.	12.1	11119	134540	Ortanov.	1.9	71	440
34. - Panni	Foggia	28.2	72	2030	Panni	6.2	5	14
35. - Peschici	Manfred.	48.0	5	240	Peschici	2.7	944	11894
36. - Pietra Montecorvino	Lucera	12.2	945	11529	Lucera	12.6	2375	2138
37. - Poggio Imperiale	S. Severo	12.7	2375	30163	Poggio	0.9	3720	5952
38. - Ripalta	S. Severo	19.6	3721	72932	Ripalta	1.6	854	7344
39. - Rocchetta S. Antonio	Canign.	29.6	853	25249	Candela	3.6	8	0
40. - Rodi Garganico	S. Severo	42.4	7	297	Rodi	0	100	2140
41. - Roseto Valfortore	Lucera	21.8	100	2180	Lucera	21.4	2519	29220
42. - S. Agata di Puglia	Canign.	32.6	2518	82087	Candela	11.6	129	452
43. - S. Ferdinando di Puglia	Canign.	10.6	129	1367	Trinit.	3.5	515	7622
44. - S. Giovanni Rotondo	Manfred.	20.4	515	10506	S. Giov.	14.8	71	1669
45. - S. Marco la Catola	Lucera	23.1	72	1663	Lucera	23.5	887	6209
46. - S. Marco in Lamis	S. Severo	14.2	887	12595	S. Marcol	7.0	415	0
47. - S. Nicandro Garganico	S. Severo	15.8	415	6557	S. Nic. G.	0	1588	15721
48. - S. Paolo Olivitate	S. Severo	9.9	1589	15731	S. Severo	9.9	13480	0
49. - S. Severo	S. Severo	0	13480	0	S. Severo	0	3076	26454
50. - Serracapriola	S. Severo	14.3	3077	44001	Chienti	8.6	1288	7986
51. - Stornara	Canign.	7.1	1288	9145	Ortanova	6.2	2934	19951
52. - Stornarella	Canign.	10.1	2933	29623	Ortanova	6.8	3563	19240
53. - Torremaggiore	S. Severo	5.4	3563	19240	S. Severo	5.4	715	1360
54. - Trinitapoli	Canign.	11.2	715	8008	Trinit.	1.9	5025	40703
55. - Troia	Foggia	13.8	5023	69317	Troia	8.1	43	232
56. - Vico Garganico	Manfred.	37.0	43	1591	S. Menalo	5.4	100	1640
57. - Vieste	Manfred.	37.8	100	3780	Peschici	16.4	158	3318
58. - Volturara Appula	Lucera	20.6	157	3234	Lucera	21.0	801	11214
59. - Volturino	Lucera	13.6	802	10907	Lucera	14.0	129	2399
60. - Rignano	S. Severo	18.6	129	2399	S. Severo	18.6		
TOTALE		Av. 19.25	142922	1325439		Av. 9.08	142922	515051

TABLE B
Analysis of Automotive Permits

	Civil Administration						Commercial						Agriculture						Medical Hospital & Religious						Total		
	Autos	Motorcycles	Small Trucks	Medium Trucks	Large Trucks	Busses	Autos	Motorcycles	Small Trucks	Medium Trucks	Large Trucks	Busses	Autos	Motorcycles	Small Trucks	Medium Trucks	Large Trucks	Busses	Autos	Motorcycles	Small Trucks	Medium Trucks	Large Trucks	Busses	Autos	Motorcycles	Small Trucks
Licensed	141	35	106	13	7	18	11	7	-	2	-	-	66	10	-	-	-	-	29	4	6	-	-	-	247	56	112
Unlicensed	9	9	-	-	-	-	96	24	3	-	-	-	37	26	1	-	-	-	16	1	-	-	-	-	158	60	4
Total	150	44	106	13	7	18	107	31	3	2	-	-	103	36	1	-	-	-	45	5	6	-	-	-	405	116	116
Cons.Total			338							143					140						56						6

Note:- Detailed geographical breakdown in Provincial file.

1966

TABLE B
Analysis of Automotive Permits

Civil Administration					Commercial					Agriculture					Medical Hospital & Religious					Total								
Motorcycles	Small Trucks	Medium Trucks	Large Trucks	Busses	Autos	Motorcycles	Small Trucks	Medium Trucks	Large Trucks	Busses	Autos	Motorcycles	Small Trucks	Medium Trucks	Large Trucks	Busses	Autos	Motorcycles	Small Trucks	Medium Trucks	Large Trucks	Busses						
5	106	13	7	18	11	7	-	2	-	-	66	10	-	-	-	-	29	4	6	-	-	-	247	56	112	15	7	18
7	-	-	-	-	96	24	3	-	-	-	37	26	1	-	-	-	16	1	-	-	-	-	158	60	4	-	-	-
4	106	13	7	18	107	31	3	2	-	-	103	36	1	-	-	-	45	5	6	-	-	-	405	116	116	15	7	18
338					143					140					56					677								

See:- Detailed geographical breakdown in Provincial file.

1966

TABLE C

TARIFRA PER TRASPORTI DI MERCI A CARICO COMPLETO CON AUTOMEZZI PER MERCE
POSTA SUL CIGLIO PIANALE DELL'AUTOMEZZO (UNA SOLA PREL.A, UNA SOLA RESA).

Tariffe per quintals indivisibile

(al netto delle tasse trasporti e dell'imposta sull'entrata)

Percorrenze in chilometri	Tabella II- Servizi Saltuari				
	AUTOTRENI		AUTOCARRI		MOTO
	Pesanti	Medi	Pesanti	Medi	Leggeri
Da 1 a 5	3.40	2.60	4.10	3.20	4.85
Da 6 a 10	3.60	2.95	4.45	3.75	6.80
Da 11 a 15	3.85	3.30	4.85	4.25	8.75
Da 16 a 20	4.55	4.20	5.75	5.45	10.70
Da 21 a 30	5.65	5.35	7.20	7.00	14.60
Da 31 a 40	6.95	6.55	8.90	8.70	18.50
Da 41 a 50	8.50	8.00	11.10	10.65	22.40
Da 51 a 60	9.50	9.90	11.85	13.10	---
Da 61 a 70	10.50	10.60	12.60	14.15	---
Da 71 a 80	11.50	11.30	13.35	15.20	---
Da 81 a 90	12.50	12.00	14.10	16.25	---
Da 91 a 100	13.50	12.70	14.85	17.30	---
Da 101 a 110	---	---	15.60	---	---
Da 111 a 120	---	---	16.35	---	---
Da 121 a 130	---	---	17.10	---	---
Da 131 a 140	---	---	17.85	---	---
Da 141 a 150	---	---	18.60	---	---

Da 150 Km. L.0,090 a 01e-Km. 1'intero percorso.

Da 100 Km. L.0,127 a 01e-Km. 1'intero percorso.

Da 150 Km. L.0,124 a 01e-Km. 1'intero percorso.

Da 100 Km. L.0,173 a 01e-Km. 1'intero percorso.

Da 50 Km. L.0,048 a 01e-Km. 1'intero percorso.

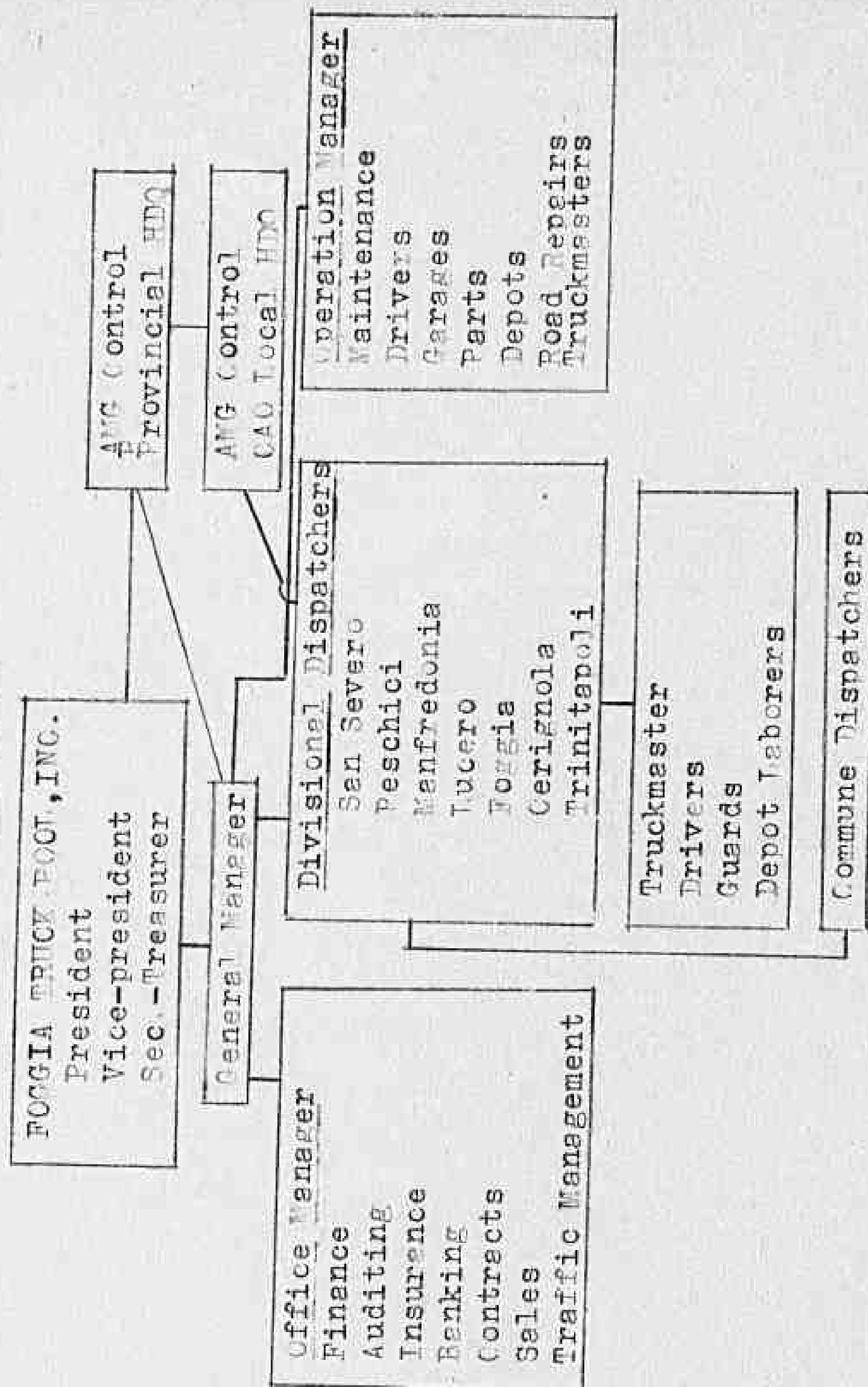
Da 50 Km. L.0,363 a 01e-Km. 1'intero percorso.

Da 30 Km. L.0,858 a 01e-Km. 1'intero percorso.

Percorrenze in chilometri	Tabella II - Servizi Saltuari				
	AUTOTRENI	AUTOCARRI	MOTO		
	Pesanti	Medi	Pesanti	Medi	Leggeri
Da 1 a 5	3.40	2.60	4.10	3.20	4.85
Da 6 a 10	3.60	2.95	4.45	3.75	6.80
Da 11 a 15	3.85	3.30	4.85	4.25	8.75
Da 16 a 20	4.55	4.20	5.75	5.45	10.70
Da 21 a 30	5.65	5.35	7.20	7.00	14.60
Da 31 a 40	6.95	6.55	8.90	8.70	18.50
Da 41 a 50	8.50	8.00	11.10	10.65	22.40
Da 51 a 60	9.00	9.90	11.85	13.10	---
Da 61 a 70	9.50	10.60	12.60	14.15	---
Da 71 a 80	10.00	11.30	13.35	15.20	---
Da 81 a 90	10.50	12.00	14.10	16.25	---
Da 91 a 100	11.00	12.70	14.85	17.30	---
Da 101 a 110	11.50	---	15.60	---	---
Da 111 a 120	12.00	---	16.35	---	---
Da 121 a 130	12.50	---	17.10	---	---
Da 131 a 140	13.00	---	17.85	---	---
Da 141 a 150	13.50	---	18.60	---	---
Oltre 150 Km. L.0,090 a 01e-Km. per l'intero percorso.					Oltre 150 Km. L.0,124 a 01e-Km. per l'intero percorso.
Oltre 100 Km. L.0,127 a 01e-Km. per l'intero percorso.					Oltre 100 Km. L.0,173 a 01e-Km. per l'intero percorso.
Oltre 50 Km. L.0,048 a 01e-Km. per l'intero percorso.					Oltre 50 Km. L.0,363 a 01e-Km. per l'intero percorso.
Oltre 30 Km. L.0,858 a 01e-Km. per l'intero percorso.					Oltre 30 Km. L.0,858 a 01e-Km. per l'intero percorso.

NOTE: - Proposed rate is three times above.

TABLE D

Proposed Operation Chart

1564

T A B L E
B U S T A R I F F S

<u>FROM</u>	<u>TO</u>	<u>OLD RATE</u>	<u>PROPOSED RATE</u>
MANFREDONIA	BARLETTA	L.16.80	L.59.00
"	ZAPPONETA	7.50	32.00
"	MARGHERITA	13.55	43.00
APRICEA	SAN SEVERO	3.05	10.00
CARPINO	STAZIONE	3.00	5.00
VIESTI	MATTINATA	10.00	30.00
MATTINATA	MANFREDONIA	5.00	15.00
VIESTI	"	15.00	45.00
VIESTI	PESCHICI	5.00	15.00
PESCHICI	GALLENELLE	3.00	9.00
VIESTI		8.00	24.00

NOTE :- These rates now under discussion before adoption-
Feb 25, 1944. Other rates to be submitted by Com-
panies at later date.

1963

CONSIGLIO PROVINCIALE DELL'ECONOMIA DI FOGGIA

UFFICIO TRASPORTI

FOGLIO DI PERCORRENZA

rilasciato per il mese di febbraio all'automezzo targato _____
azionato a _____ per cui ha avuto un'assegnazione di

litri _____ per il mese di febbraio

adibito al trasporto di _____

di proprietà di _____

requisito per l'Ufficio _____

ed assegnato a _____

munito di autorizzazione a circolare concessa dall'Ufficio di Foggia dell'A. M. G.

N. _____ in data _____

per il periodo da _____

a _____

1962

1944

Il presente foglio di percorrenza è stato rilasciato oggi _____
dall'Ufficio Trasporti del Consiglio Prov. Economia di Foggia in Torremaggiore.

IL DIRETTORE

FOGLIO DI PERCORRENZA

rilasciato per il mese di febbraio all' automezzo targato _____
azionato a _____ per cui ha avuto un'assegnazione di
litri _____ per il mese di febbraio
adibito al trasporto di _____
di proprietà di _____
requisito per l' Ufficio _____
ed assegnato a _____

munito di autorizzazione a circolare concessa dall'Ufficio di Foggia dell'A. M. G.

N. _____ in data _____
per il periodo da _____ a _____ 1962

Il presente foglio di percorrenza è stato rilasciato oggi _____ 1944
dall' Ufficio Trasporti del Consiglio Prov. Economia di Foggia in Torremaggiore.

IL DIRETTORE

Timbro
dell' Ufficio

N. B. - La compilazione, la tenuta e l'aggiornamento del presente foglio obbligatorio per la ditta concessionaria
alla quale, in caso contrario, sarà ritirata la licenza di circolazione, revocata l'assegnazione di carburante
e applicate le sanzioni del caso.

0095

Carburante assegnato

CONSUMO DI CARBURANTE

[illegible]

seguito CONSUMO DI CARBURANTE

[illegible]

seguito CONSUMO DI CARBURANTE

[illegible]

EXTRACT FROM REGION V REPORT ON ROAD TRANSPORT - FORGIA PROVINCE.

PART II

Proposed Operation.

Present Organisation. Aside from some 13 Army vehicles and several requisitioned private automobiles used by AMG in Forgia Province, civilian transportation needs are serviced at present by 10 to 15 three ton British Army trucks borrowed from the 1530 Light A.A. Regt., Platoon RASC, Castel Lucie. These vehicles are driven and serviced by the Army subject to capture at any time the Army so desires. A cordial contact has been established by the AMG supply officers with various Army units stationed in the Province so that available trucks and maintenance facilities are used to good advantage for civilian transport, subject to the ever present shadow that these units may be moved at any time.

No definite system of dispatching has been set up due to the small number of vehicles in use. Requests for transportation of freight are handled informally by the Supply Officer and trucks dispatched on a priority basis. Actual operation and maintenance is handled on the ground by a Britishmotor sergeant.

Civilian motor vehicles are now required by prefectural decree to be registered. Permits for usage are issued to those deemed necessary for the general welfare accompanied by gas and oil coupons sufficient for a month's minimum usage. Applications are now being processed and have been analyzed to date in TABLE "B", attached hereto. The totals in this table are not representative of the total number of vehicles in the province due to the fact that indiscriminate requisitioning has been resorted to by the Army, engendering a well founded fear in the hearts of the owners and also due to the fact that black market operations are at present more remunerative than legitimate transportation. Insofar as truck transport is concerned, Col. Temperly has taken an admirable step to alleviate the situation by instituting the formation of an Italian truck transportation company, run by Italiens of pooled Italian trucks under the supervision of AMG and administered by the Prefect and private interests. It is hoped that fear of seizure will be eliminated and satisfactory control of black market transportation will be effected by this means in addition to providing the nucleus of a sorely needed truck pool. It is estimated that 20 additional large civilian trucks not now licensed may be found willing to enter such a pool. It may be found necessary for AMG to supply some parts, tyres and other supplies once this pool is organized; the argument to obtain these supplies being that it is cheaper to supply parts than to supply entire trucks. The 112 trucks now licensed to civil administration are for the most part, small private trucks assigned to various simitecos for communal transport and unsuitable for heavy transport work. For more efficient operation, these should be placed in the truck pool.

Operational Procedure. After discussion of the fundamental transportation needs and difficulties of this province with the Prefecture, trucking interests and AMG officers, the following tentative scheme has been set up leading to the formation and operation of a civilian truck line. A proposed tariff schedule (see TABLE "C") was set up based on a previously published schedule from the Nazionale Decreto Ministeriale of June 27, 1942. The old schedule was increased three times to meet present conditions and will form the basis for future consideration when the pool is operating. Armed with this, and assurance that trucks will not be seized, Major Talbot, newly appointed Transportation Officer on Col. Temperly's staff and Sig. Luigi Liguandri, owner of a former truck line in San Severo will circulate through-

1960

0099

serviced by the Army subject to receipt of a permit. Cordial contact has been established by the AMG supply officers with various Army units stationed in the Province so that available trucks and maintenance facilities are used to good advantage for civilian transport, subject to the ever present shadow that these units may be moved at any time.

No definite system of dispatching has been set up due to the small number of vehicles in use. Requests for transportation of freight are handled informally by the Supply Officer and trucks dispatched on a priority basis. Actual operation and maintenance is handled on the ground by a British motor sergeant.

Civilian motor vehicles are now required by prefectural decree to be registered. Permits for usage are issued to those deemed necessary for the general welfare accompanied by gas and oil coupons sufficient for a month's minimum usage. Applications are now being processed and have been analyzed to date in TABLE "B". Attached hereto. The totals in this table are not representative of the total number of vehicles in the province due to the fact that indiscriminate requisitioning has been resorted to by the Army, endangering a well founded fear in the hearts of the owners and also due to the fact that black market operations are at present more remunerative than legitimate transportation. Insofar as truck transport is concerned, Col. Temperly has taken an admirable step to alleviate the situation by instituting the formation of an Italian truck transportation company, run by Italians of pooled Italian trucks under the supervision of AMG and administered by the Prefect and private interests. It is hoped that fear of seizure will be eliminated and satisfactory control of black market transportation will be effected by this means in addition to providing the nucleus of a sorely needed truck pool. It is estimated that 20 additional large civilian trucks not now licensed may be found willing to enter such a pool. It may be found necessary for AMG to supply some parts, tyres and other supplies once this pool is organized; the argument to obtain these supplies being that it is cheaper to supply parts than to supply entire trucks. The 112 trucks now licensed to civil administration are for the most part, small private trucks assigned to various sindacos for communal transport and unsuitable for heavy transport work. For more efficient operation, these should be placed in the truck pool.

1360

Operational Procedure. After discussion of the fundamental transportation needs and difficulties of this province with the Prefecture, trucking interests and AMG officers, the following tentative scheme has been set up leading to the formation and operation of a civilian truck line. A proposed tariff schedule (see TABLE "C") was set up based on a previously published schedule from the Nazionale Decreto Ministeriale of June 27, 1942. The old schedule was increased three times to meet present conditions and will form the basis for future consideration when the pool is operating. Armed with this, and assurance that trucks will not be seized, Major Talbot, newly appointed Transportation Officer on Col. Temperly's staff and Sig. Luigi Luquandri, owner of a former truck line in San Severo will circulate throughout the province and contact truck owners to join the pool. At the same time they will make a survey of garage facilities with the view of licensing those needed at various points that would be in a position to service pool owners. Upon completion of this survey, a conference will be called to form an operating company on the attached chart. (TABLE "D").

The directorate should be composed of a leading provincial figure as president, a well respected financier as secretary-treasurer and the Inginiere Civile as the Governmental representative which will give the company a quasi-public appearance, though privately financed. AMG control would be exercised through both the directorate and direct contact with the General Manager. Additional practical control would be through local CAO working in conjunction with local dispatchers. Small communities would come under divisional dispatchers who would appoint a local sindaco or manager of a consorzio as collector of freight and forwarding agent.

A complete system of waybills and dispatch tickets should be installed to insure proper delivery and payments to carriers. As a matter of passing interest a copy of the present waybill used in dispatching civil administration trucks is attached. Initial financing will probably be on a stock issue based on assessed valuation of vehicles pooled. Dividends should be on a ton-mile basis plus stock dividends, the company paying all operating expenses.

It is not contemplated that Army vehicles or any other trucks provided by AMG should be placed in this proposed civilian pool, though advantage could be taken of whatever facilities are provided that could be used to mutual advantage. It is recommended that a central dispatch system for AMG vehicles complete with proper accounting for movement and freight carried be set up at Torremaggiore under the Transportation Officer and that contracts be entered into with private garages for maintenance service throughout the province, pending removal or refusal of Army units to service trucks. A competent truckmaster, preferably an Army non-com, should be employed to keep the trucks serviced and running. The whole set-up should be very flexible so that expansion or contraction in the number of trucks available will not entail any change in the system. Impounded trucks taken from black market runs should be added to this group as well as any Army vehicles (excluding AMG service vehicles) that may be obtained through one way or another. The best transportation interests of this province will be served by having the Transportation Officer act as liaison officer to the civilian pool and as chief dispatcher of the AMG pool and for additional traffic management as suggested in Part III of this report. Supervision of road repair might well be added to the duties of the Transportation Officer inasmuch as the two services are interdependent.

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
(INTERNAL TRANSPORTATION SUB-COMMISSION)
APO 394

Peram 7 Feb 44
To 170/27

6 March 1944

SUBJECT : Instructions for Organisation and Operation of Road Haulage Transport,
dated 10 Feb 44.

TO : Region II.

1. It is the intention that the additional trucks will be sold to the Italian Government, who will re-sell to the Haulage Organisations, but negotiations regarding this will take time and the need for establishing Road Haulage Organisations is so great that no time can be lost. Consequently the following instructions are issued to assist you in completing your Civilian Road Haulage Organisations in accordance with the above Instructions as hereby amended.

2. When the Italian Government sell the trucks to the organisation there will be no need for you to have contracts with the Haulage Organisations in so far as the trucks and equipment are concerned. (This amends para A(ii) (c) of Instruction 10 Feb 44.) As time, however, is a ruling factor, it may be necessary for you to have temporary contracts covering the trucks and equipment and these contracts should also provide for the return, on demand, of the trucks.

The organisations will be informed that the cost of the trucks will be in the region of £500 (200,000 lire), and they will have to work on this figure for the purpose of allowing for the amortization and depreciation of the trucks. The trucks are to be amortized over three years and they should also be fully depreciated over the same period. It will be a matter for the Italian Government to decide how the amortization fees are to be collected, but in the interim the organisations should set aside a monthly sum to cover this.

3. Immediately the Road Haulage Organisations are established, you should submit a list of spare parts required to Internal Transportation Sub-commission HQ. The spare parts obtained from British and American sources will be charged to the Italian Government, who in turn will debit the organisations receiving same.

4. As discussed at the meeting 0900 hrs 4 Mar 44 you will find it advisable to arrange with Italian Provincial Officials for the setting up of suitable machinery to ensure, under your supervision, that civilian haulage organisations are properly administered, operate in accordance with your requirements and adhere to the approved traffic priorities and freight rates.

5. Initial supplies of the combined work ticket and delivery note will be sent to you in the course of the next few days, pending receipt of your demands as requested in para 1 (d) (vi) of Instructions dated 10 Feb 44.

6. You are fully aware of the urgency of getting these civilian Road Haulage Organisations working at the earliest moment. The information requested in the Instructions dated 10 Feb 44 regarding proposed freight rates and additional trucks, now

1958

1. It is the intention that the additional trucks will be sold to the Italian Government, who will re-sell to the Haulage Organisations, but negotiations regarding this will take time and the need for establishing Road Haulage Organisations is so great that no time can be lost. Consequently the following instructions are issued to assist you in completing your Civilian Road Haulage Organisations in accordance with the above Instructions as hereby amended.

2. When the Italian Government sell the trucks to the organisations there will be no need for you to have contracts with the Haulage Organisations in so far as the trucks and equipment are concerned. (This amends para A(ii) (c) of Instruction 10 Feb 44.) As time, however, is a ruling factor, it may be necessary for you to have temporary contracts covering the trucks and equipment and these contracts should also provide for the return, on demand, of the trucks.

The organisations will be informed that the cost of the trucks will be in the region of £100 (200,000 lire), and they will have to work on this figure for the purpose of allowing for the amortization and depreciation of the trucks. The trucks are to be amortized over three years and they should also be fully depreciated over the same period. It will be a matter for the Italian Government to decide how the amortization fees are to be collected, but in the interim the organisations should set aside a monthly sum to cover this.

3. Immediately the Road Haulage Organisations are established, you should submit a list of spare parts required to Internal Transportation Sub-commission HQ. The spare parts obtained from British and American sources will be charged to the Italian Government, who in turn will debit the organisations receiving same.

4. As discussed at the meeting 0900 hrs 4 Mar 44 you will find it advisable to arrange with Italian Provincial Officials for the setting up of suitable machinery to ensure, under your supervision, that civilian haulage organisations are properly administered, operate in accordance with your requirements and adhere to the approved traffic priorities and freight rates.

5. Initial supplies of the combined work ticket and delivery note will be sent to you in the course of the next few days, pending receipt of your demands as requested in para 1 (d) (vi) of Instructions dated 10 Feb 44.

6. You are fully aware of the urgency of getting these civilian Road Haulage Organisations working at the earliest moment. The information requested in the Instructions dated 10 Feb 44 regarding proposed freight rates and additional trucks required should be furnished as quickly as possible. The delivery of trucks, now available, is awaiting your further action.

Copy to:-

Region I (for info)

NORMAN E. FISKE
Colonel, Cav.

Deputy Executive Commissioner

HEADQUARTERS
ALLIED CONTROL COMMISSION
Economic Section
(Internal Transportation Sub-Commission)
AFC 394

6 March 44.

SUBJECT: Instructions for Organisation and Operation of Road Haulage Transport.
dated 10 Feb 44.

TO : Regions I & II.

1. It is the intention that the additional trucks will be sold to the Italian Government, who will re-sell to the Haulage Organisations, but negotiations regarding this will take time and the need for establishing Road Haulage Organisations is so great that no time can be lost. Consequently the following instructions are issued to assist you in completing your Civilian Road Haulage Organisations in accordance with the above instructions as hereby amended.

2. As the Italian Government will be selling the trucks to the organisations, there is no need for you to have contracts with the Haulage Organisations in so far as the trucks are concerned. (This amends para A (ii) (c) of above instructions. The standard form of contract will not be issued by this HQ). The organisations will, however, have to be informed that the cost of the trucks will be in the region of 1500 (200,000 lire) and they will have to work on this figure for the purpose of allowing for the amortization and depreciation of the trucks. The trucks are to be amortized over three years and they should also be fully depreciated over the same period. It will be a matter for the Italian Government to decide how the amortization fees are to be collected, but in the interim, the organisations should set aside a monthly sum to cover this.

3. Immediately The Road Haulage Organisations are established, you should submit a list of spare parts required to Internal Transportation Sub-Commission HQ. The spare parts obtained from British and American sources will be charged to the Italian Government, who in turn will debit the organisations receiving same.

4. As discussed at the meeting 0900 hours 4 March 44 you will probably find it advisable to set up a suitable Italian Governmental Agency in the Regions (if none already exists) with provincial representations as necessary, to ensure under your supervision, that the civilian organisations are properly administered, operate in accordance with your requirements and adhere to the approved traffic priorities and freight rates.

5. Initial supplies of the combined work ticket and delivery note will be sent to you in the course of the next few days, pending receipt of your demands as requested in para 1 (d) (vi) of Instructions dated 10 Feb 44.

6. You are fully aware of the urgency of getting these civilian Road Haulage Organisations working at the earliest moment. The information requested in the Instructions dated 10 Feb 44 regarding proposed freight rates and additional trucks required should be furnished as quickly as possible.

1. It is the intention that the additional trucks will be sold to the Italian Government, who will re-sell to the Haulage Organisations, but negotiations regarding this will take time and the need for establishing Road Haulage Organisations is so great that no time can be lost. Consequently the following instructions are issued to assist you in completing your Civilian Road Haulage Organisations in accordance with the above instructions as hereby amended.

2. As the Italian Government will be selling the trucks to the organisations, there is no need for you to have contracts with the Haulage Organisations in so far as the trucks are concerned. (This amends para A (ii) (c) of above instructions. The standard form of contract will not be issued by this HQ). The organisations will, however, have to be informed that the cost of the trucks will be in the region of £500 (200,000 lire) and they will have to work on this figure for the purpose of allowing for the amortization and depreciation of the trucks. The trucks are to be amortized over three years and they should also be fully depreciated over the same period. It will be a matter for the Italian Government to decide how the amortization fees are to be collected. But in the interim, the organisations should set aside a monthly sum to cover this.

3. Immediately The Road Haulage Organisations are established, you should submit a list of spare parts required to Internal Transportation Sub-Commission HQ. The spare parts obtained from British and American sources will be charged to the Italian Government, who in turn will debit the organisations receiving same.

4. As discussed at the meeting 0900 hours 4 March 44 you will probably find it advisable to set up a suitable Italian Governmental Agency in the Regions (if none already exists) with Provincial representations as necessary, to ensure under your supervision, that the civilian organisations are properly administered, operate in accordance with your requirements and adhere to the approved traffic priorities and freight rates.

5. Initial supplies of the combined work ticket and delivery note will be sent to you in the course of the next few days, pending receipt of your demands as requested in para 1 (d) (vi) of instructions dated 10 Feb 44.

6. You are fully aware of the urgency of getting these civilian Road Haulage Organisations working at the earliest moment. The information requested in the instructions dated 10 Feb 44 regarding proposed freight rates and additional trucks required should be furnished as quickly as possible.

1357

D.S. JAMES.
Colonel, C.E.
Executive Officer,
Economic Section.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Economic Section
(Internal Transportation Sub-Commission)
AFO 394

6 March 44.

SUBJECT: Instructions for Organization and Operation of Road Haulage Transport,
dated 10 Feb 44.

TO: Regions III, IV & V.

1. Reference to para II (11) (c) of the above instructions, a standard form of contract will not be issued. It will be necessary, however, for you to draw up a short term contract with the Civilian Road Haulage Organizations, which you select.
2. It is the intention to sell the trucks to the Italian Government, who in King's Italy will make suitable terms with the Civilian Road Haulage Organizations direct. As these conditions will ultimately apply to your Region, the contract drawn up by you and based on the title ownership of the trucks being vested in you on behalf of the Italian Government, must be prepared and include the following:
 - (a) The cost of each truck will be in the region of £500 (200,000 lire) and this figure will be the basis on which the amortization and depreciation of the vehicle is calculated.
 - (b) The period over which each truck will be amortized is three years and the vehicles will be fully depreciated over the same period.
 - (c) A monthly sum in respect of amortization will be collected from the Haulage Organizations and deposited in a Bank, named by you and held on behalf of the Italian Government.
 - (d) Spare parts obtained from Britain and American sources will also be sold to the Italian Government, who ultimately will debit the organization receiving same. Meanwhile such spare parts required by civil organizations in your Region will be charged to the organizations concerned and the proceeds deposited in a Bank, named by you and held on behalf of the Italian Government. (List of spare parts required should be submitted to Internal Transportation Sub-Commission HQ).
 - (e) Gasoline, oil, maintenance, manpower overheads and all other requirements will be supplied and paid for by the civilian road haulage organization.
 - (f) Suitable provisions to ensure that the civilian organization is properly administered, will operate in accordance with your requirements and adhere to the approved traffic priorities and freight rates.
3. As discussed at the meeting 0900 hours 4 March 44 you will probably find it advisable to set up a suitable Italian Civilian Agency, with Provincial representations as necessary, to facilitate ensuring that the terms of the contract are

1. Reference to para IX (ii) (c) of the above instructions, a standard form of contract will not be issued. It will be necessary, however, for you to draw up a short term contract with the Civilian Road Haulage Organisations, which you select.
 2. It is the intention to sell the trucks to the Italian Government, who in King's Italy will make suitable terms with the Civilian Road Haulage Organisations direct. As these conditions will ultimately apply to your Region, the contract drawn up by you and based on the title ownership of the trucks being vested in you on behalf of the Italian Government, must be prepared and include the following:
 - (a) The cost of each truck will be in the region of £500 (200,000 lire) and this figure will be the basis on which the amortization and depreciation of the vehicle is calculated.
 - (b) The period over which each truck will be amortized is three years and the vehicles will be fully depreciated over the same period.
 - (c) A monthly sum in respect of amortization will be collected from the Haulage Organisations and deposited in a Bank, named by you and held on behalf of the Italian Government.
 - (d) Spare parts obtained from British and American sources will also be sold to the Italian Government, who ultimately will debit the organisation receiving same. Meanwhile such spare parts required by civil organisations in your Region will be charged to the organisations concerned and the proceeds deposited in a Bank, named by you and held on behalf of the Italian Government. (List of spare parts required should be submitted to Internal Transportation Sub-Commission HQ).
 - (e) Gasoline, oil, maintenance, manpower overheads and all other requirements will be supplied and paid for by the civilian road haulage organisation.
 - (f) Suitable provisions to ensure that the civilian organisation is properly administered, will operate in accordance with your requirements and adhere to the approved traffic priorities and freight rates.
- As discussed at the meeting 9.00 hours 4 March 44 you will probably find it advisable to set up a suitable Italian Civilian Agency, with provincial representations as necessary, to facilitate ensuring that the terms of the contract are fulfilled. The intention would be for such an agency to function as an Italian Governmental one, as soon as circumstances permit.
- Initial supplies of the combined work ticket and delivery note will be sent to you in the course of the next few days, pending receipt of your demands as requested in para 1 (d) (vi) of instructions dated 10 Feb 44.
- You are fully aware of the urgency of getting these civilian Road Haulage Organisations working at the earliest moment. The information requested in the instructions dated 10 Feb 44 regarding proposed freight rates and additional trucks required should be furnished as quickly as possible.

1356

- 2 -

C. Regions IV and V will co-ordinate their arrangements with the AMG 5th. and 8th. Armies respectively as regards territory which will ultimately be included in their Region.

D.S. ADAMS.
Colonel, G.E.
Executive Officer,
Economic Section.

Copy to :- AMG 5th. Army.
 AMG 8th. Army.

1055

Minutes of Meeting with Mr. Grady and Col. Adams.

Held in Mr. Grady's Office, Provencia 22 Feb, '44

09.30 hrs.

Prior to the meeting, Internal Transportation Sub Commission's letter, ACC Tn/70/17 dated 22 Feb '44, was handed to Col. Adams, who stated in reference to para 3 of that letter, that the Economic Section were in the process of drawing up a scheme by which the 800 trucks could be sold to the Italian Government.

Present:

Mr. Grady.
Col. Adams.
Col. Fitch.
Major. Bordass.
Capt. May.

The present state of progress in regard to the Road Haulage Transport scheme was explained to Mr. Grady by Col. Adams. This was to the effect that

1. As regards the Emergency Transport Pool, a decision was being awaited regarding the fact as to whether Allied cadres should be attached to 1001 Gen. Tpt. Coy; and the 80 PPS Truck Unit, or not. This matter was being handled by Brigadier Ducheane, MIA.

2. No figures had been received from Regions, regarding the number of additional trucks they would require. Col. Fitch pointed out that the date given for this return, 21st Feb, was one that the Regions could not be expected to keep to and he, also, stressed the fact that there was grave danger in giving such a date, as Regions would be tempted to make guesses and this was just what we wanted to avoid.

Mr. Grady agreed that the policy had to be a long sighted one and that while the Regions were employed in building up the Civilian road transport organisations, the Emergency transport Pool should be able to meet the needs.

Col. Adams brought up the point as to who was responsible for seeing that the Regions carried out Instructions issued. Col. Adams and Mr. Grady were of the opinion that the Economic Directorate were responsible for Policy and for issuing instructions on that Policy, but that it was the responsibility of Brig. Bush to ensure that such instructions were put into effect by the Regions and that if a Sub Commission found that Regions were not acting in keeping with policy and instructions, Brig. Bush should be informed. Col. Fitch did not agree with this opinion, as he pointed out that those who formulated a plan were in the best position to supervise it being put into effect. Col. Fitch added the point that "One could not serve two masters".

Present:

Mr. Grady.
Col. Adams.
Col. Fitch.
Major Bordaas.
Capt. May.

The present state of progress in regard to the Road Maultse Transport scheme was explained to Mr. Grady by Col. Adams. This was to the effect that

1. As regards the Emergency Transport Pool, a decision was being awaited regarding the fact as to whether Allied cadres should be attached to 1001 Gen. Pot. Coy. and the 80 PPS Truck Unit, or not. This matter was being handled by Brigadier Duchesne, MMIA.

2. No figures had been received from Regions, regarding the number of additional trucks they would require. Col. Fitch pointed out that the date given for this return, 21st Feb, was one that the Regions could not be expected to keep to and he, also, stressed the fact that there was grave danger in giving such a date, as Regions would be tempted to make guesses and this was just what we wanted to avoid.

1854

Mr. Grady agreed that the policy had to be a long sighted one and that while the Regions were employed in building up the Civilian Road Transport Organisations, the Emergency Transport Pool should be able to meet the needs.

Col. Adams brought up the point as to who was responsible for seeing that the Regions carried out Instructions issued. Col. Adams and Mr. Grady were of the opinion that the Economic Directorate were responsible for Policy and for issuing instructions on that Policy, but that it was the responsibility of Brig. Lush to ensure that such instructions were put into effect by the Regions and that if a Sub Commission found that Regions were not acting in keeping with policy and instructions, Brig. Lush should be informed. Col. Fitch did not agree with this opinion, as he pointed out that those who formulated a plan were in the best position to supervise it being put into effect. Col. Fitch added the point that "one could not serve two masters".

Mr. Grady said that he was seeing General MacFarlane at 15.00 hrs and he would explain the whole position to him, but he would like to have the latest information on the Allied Cadres situation, in order that he could discuss it with the General. Col. Adams stated that he would get in touch with Gen. Hamlyn and obtain that information for Mr. Grady before the time of the meeting.

Col. Fitch raised the question about Officers and OA staff being taken away from the Int. M. Sub Commission. Mr. Grady said that little could be done in this direction and that the General had written letters of protest, which so far had proved of no avail.

NEAR HEADQUARTERS
ALLIED CONTROL COMMISSION
Legal Subcommittee
APO 394

GPU/gmf

16 February 1944.

ACG/4113/L

SUBJECT: Organization and Operation of Road Haulage Transport.

TO : Deputy Executive Commissioner, ACG.

Ref the Instructions on the s/m subject matter dated 10 Feb. 44 (issued by you under covering letter dated 11 Feb. 44 n. 142/4/CA) it is of course apparent that in Regions I & II, now under the jurisdiction of the Italian Government, a number of matters particularly those set out in para I(d), II(A) will have to be taken up with the Italian Government and the appropriate administrative instructions or decrees issued by them. I assume that this matter has been taken up with the appropriate Ministry as otherwise Control Officers will find themselves, in the unoccupied areas, unable to exercise the requisite powers, or to issue the appropriate permits, etc. The major portion of the territory covered is not now "occupied territory".

G. R. H. P. H.
G. R. H. P. H.
Colonel
Chief Legal Officer.

1653

Copies to:

V.P. Admin. Section
Internal Transportation Subcommittee
Public Safety Subcommittee.

*I am of the opinion that Marshall
Badoglio's letter to General MacFarlane of the
11th Feb. clears most of the points raised by Col
Upjohn.*

HEADQUARTERS

ALLIED CONTROL COMMISSION

REGION II

Ref. A 130/2

14 Feb 44

Subj. Proposed Road Haulage Transport Organization.

To: Brigadier Lush, R.O. and U.S. Section, A.C.C. HQ, Naples.
 (Copy to Colonel Fitch, Internal Trans Sub-Commission.)

1. We have studied the "Draft Memorandum of Proposed Road Haulage Transport Organisation", dated 4 Feb 44, from the Internal Transportation Sub-Commission. We consider it a good plan, well worked out in detail, and one which, if it can be applied, would go far to solve the Internal Transportation problem of the ten provinces in Region II.

2. It is, unfortunately, not self-executing.

1952

3. It requires for its organization both personnel and material, neither of which are available in sufficient quantities in this Region.

4. Taking up in detail paragraph 1, "The Proposed Organization", a. Regional, the following requirements are laid down:-

Regional Road Transport Officer. To this post I have appointed First Lieutenant Halstead, RASC. This officer has had civilian experience in motor haulage and has demonstrated his ability to organize and maintain the Regional transportation in spite of great handicaps. He will be located at Region HQ.

Transportation for Officer. It is not possible to supply him with transportation for this new work from that which is available in the Region. There are only four jeeps, one in Salerno Province and three at Headquarters. Only one of these is roadworthy and it cannot be spared for the use of the Road Transport Officer alone. In accordance with standing regulations, he must have a driver for his vehicle.

Clerk. We can supply him with an experienced clerk, Corporal Cross, but must have a replacement so that we can continue to operate the Regional A.C.C. Transport. It is submitted that the volume of work incident to the operation of a sizable motor transport fleet is so great that an additional clerk is absolutely indispensable to handle incidents and keep records.

None can be spared from the existing personnel

To: Brigadier Lush, R.C. and H.G. Section, A.C.C. HQ, Naples.
(Copy to Colonel Pitch, Internal Trans Sub-Commission.)

1. We have studied the "Draft Memorandum of Proposed Road Haulage Transport Organisation", dated 4 Feb 46, from the Internal Transportation Sub-Commission. We consider it a good plan, well worked out in detail, and one which, if it can be applied, would go far to solve the internal transportation problem of the ten provinces in Region II.

2. IT IS, UNFORTUNATELY, NOT SELF-FINANCING.

1952

3. It requires for its organisation both personnel and materiel, neither of which are available in sufficient quantities in this Region.

4. Taking up in detail paragraph 1, "The Proposed Organisation", a. Regional, the following requirements are laid down:-

Regional Road Transport Officer. To this post I have appointed First Lieutenant Halstead, RMC. This officer has had civilian experience in motor haulage and has demonstrated his ability to organise and maintain the Regional transportation in spite of great handicaps. He will be located at Region HQ.

Transportation for Officer. It is not possible to supply him with transportation for this new work from that which is available in the Region. There are only four jeeps, one in Salerno Province and three at Headquarters. Only one of these is roadworthy and it cannot be spared for the use of the Road Transport Officer alone. In accordance with standing regulations, he must have a driver for his vehicle.

Clerk. We can supply him with an experienced clerk, Corporal Cross, but must have a replacement so that we can continue to operate the Regional A.C.C. Transport. It is submitted that the volume of work incident to the operation of a sizable motor transport fleet is so great that an additional clerk is absolutely indispensable to handle indents and keep records.

Dispatch Rider. None can be spared from the existing personnel in the Region.

5. The Regional Commissioner is required to appoint a Road Haulage Transport Control Officer in each province. Each of these is to be provided with a clerk, a dispatch rider, his own transportation and an office in the provincial capital. I have no doubt that we can provide the office. The situation with respect to provincial officers is as follows:-

a. In Salerno there is nobody available. There are six officers assigned to the province; 1 Legal, 1 Finance, 1 CAO, 1 Supply and 2 CAO's. The Supply Officer is on the HQ list. We are designating one of the CAO's to replace him. I submit that it is

completely impossible to add the duties of a Provincial Road Haulage Transport Control Officer to those of the provincial Supply Officers. These men are amongst the best we have. They are working anywhere from 10 to 16 hours a day to handle the collection and distribution of civilian supplies. They cannot undertake the organization of a motor transport fleet in addition.

b:- In Potenza there are seven assigned officers: 1 SCMO, 1 Medical, 1 Legal, 1 Finance, 1 CAPO, 1 Supply and 1 CAO. The Supply Officer is on the ETO list. Since there is only one CAO, no replacement is available for training a new Supply Officer, and obviously none for Road Haulage Transportation Control.

c:- In Salerno there are 17 assigned officers: an SCMO, 1 Finance, 1 Medical, 2 CAPO's, 1 Legal, 1 Supply, 1 Agriculture, and 9 CAO's. None are on the ETO list. One of the CAO's can be designated as Road Haulage Transport Control Officer, although it is not known whether any of them has any knowledge of motor transport.

d:- In Reggio Province there are ten assigned officers: an SCMO, 1 Medical, 1 Legal, 1 Finance, 2 CAPO's, 1 Transport (Rail) 1 Medical Supply Officer, 1 Supply and 1 CAO. The CAO is incapacitated for an indefinite period. One of the CAPO's is on the ETO list. The Medical Supply Officer has not fully recovered from a serious accident and only his devotion to duty keeps him at work. There is obviously nobody in this province who could be assigned to Road Haulage Transport Control.

e:- In Cosenza Province, thirteen officers are assigned: 1 SCMO, 2 Legal, 1 Medical, 1 Finance, 3 CAPO's, 1 Supply and 4 CAO's. The 3 CAPO's and the Supply Officer are on the ETO list. Two of the CAO's must be detailed at once to understudy the Supply Officer and the CAPO. The SCMO is ill and should be hospitalized. The remaining two CAO's are deemed absolutely necessary for that duty in this province with 150 communes and a restless population further complicated by poor means of communication.

f:- In Catanzaro Province there are 12 officers assigned: 1 SCMO, 1 Legal, 1 Medical, 1 CAPO, 1 Finance, 2 Supply and 5 CAO's. The SCMO, the CAPO and one CAO are on the ETO list. One of the Supply Officers handles provincial supply. The other is stationed at Crotone handling the unloading, warehousing and distribution of supplies at this port. It is proposed to train the senior CAO to replace the SCMO and to train another CAO as an understudy to the CAPO. The remaining two CAO's are considered absolutely necessary to perform those functions in this province which, like Cosenza, has a restless population, bad communications and 153 communes.

g:- In Reggio Calabria with a population of approximately 1,250,000, has

ply Officer is on the ETO list. Since there is only one CAO, no replacement is available for training a new Supply Officer, and obviously none for Road Haulage Transportation Control.

c:- In Salerno there are 17 assigned officers: an SOAO, 1 Finance, 1 Medical, 2 CAPO's, 1 Legal, 1 Supply, 1 Agriculture, and 2 CAO's. None are on the ETO list. One of the CAPO's can be designated as Road Haulage Transport Control Officer, although it is not known whether any of them has any knowledge of motor transport.

d:- In Reggio Province there are ten assigned officers: an SOAO, 1 Medical, 1 Legal, 1 Finance, 2 CAPO's, 1 Transport (Rail) 1 Medical Supply Officer, 1 Supply and 1 CAO. The CAO is incapacitated for an indefinite period. One of the CAPO's is on the ETO list. The Medical Supply Officer has not fully recovered from a serious accident and only his devotion to duty keeps him at work. There is obviously nobody in this province who could be assigned to Road Haulage Transport Control.

1951

e:- In Cosenza Province, thirteen officers are assigned: 1 SOAO, 2 Legal, 1 Medical, 1 Finance, 3 CAPO's, 1 Supply and 4 CAO's. The 3 CAPO's and the Supply Officer are on the ETO list. Two of the CAO's must be detailed at once to understudy the Supply Officer and the CAPO. The SOAO is ill and should be hospitalized. The remaining two CAO's are deemed absolutely necessary for that duty in this province with 150 communes and a restless population further complicated by poor means of communication.

f:- In Catanzaro Province there are 12 officers assigned: 1 SOAO, 1 Legal, 1 Medical, 1 CAPO, 1 Finance, 2 Supply and 5 CAO's. The SOAO, the CAPO and one CAO are on the ETO list. One of the Supply Officers handles provincial supply. The other is stationed at Crotona handling the unloading, warehousing and distribution of supplies at this port. It is proposed to train the senior CAO to replace the SOAO and to train another CAO as an understudy to the CAPO. The remaining two CAO's are considered absolutely necessary to perform those functions in this province which, like Cosenza, has a restless population, bad communications and 153 communes.

g:- Bari, with a population of approximately 1,250,000, has three officers for general administrative duties and four for supply. These Supply Officers must handle all of the port work, not only for A.S.C., but for Army supplies, including the accounting. None can be spared for Road Haulage Transport Control.

h:- In Lecce, there is only one officer for general duty and two for supply. None of these can be spared from their present duties.

i:- In Brindisi there is one officer for general duty and two for supply, including the supervision of port work. None can be spared.

j:- In Taranto there are two officers for general duty and two for supply. None can be spared from their present duties.

6. Since the shortage of clerks in all provinces is so acute that many of the officers are obliged to do all of their own clerical work, no provincial clerks can be spared for Road Haulage Transport Control work.

7. Three motorcycles can be turned over, leaving eight necessary to provide one for each province. There are no drivers available either for Regional HQ or the provinces.

8. If the provincial Road Haulage Transport Control Officers are to be mobile, they must be furnished with jeeps and drivers. No other vehicle can stand the operating conditions met in the mountain regions. The requisitioned civilian cars are both inadequate in number and too brittle to be counted upon! Spare parts are also practically unobtainable to keep such cars on the road. In accordance with standing regulations, each jeep would require a driver. The four Apulian provinces have no R.D. transport whatever, and not enough requisitioned autos to provide one for each administrative officer.

9. A typewriter would be essential for the Regional office and for each Provincial office, making 11 in all.

10. Information concerning workshop facilities is as yet incomplete, but it is known that the only adequate workshop in Interior Province is under the control of the Town Major for the use of tactical troops in training. Unless arrangements can be made to have this workshop turned over to A.C.C., no facilities for maintaining repairing would be available in the province.

11. We realize that there will be many problems involved in the organization and operation of the plan laid down in the remaining paragraphs of the memorandum, but we are not in a position at this time to state any which we consider insuperable or upon which we require your immediate assistance.

12. Summarizing what we consider the irreducible minimum needed immediately in order to activate the Regional and Provincial Organization is as follows:

	Required	Available	Needed
Officers	11	1	10
Clerks	12	1	11
Drivers	11	0	11
Dispatch Riders	11	0	11
Jeeps	11	0	11
Motorcycles	11	3	8
Typewriters	11	0	11

13. In spite of the preceding statements, we do not wish to understate in any way opposing the plan for Road Haulage Transport Control. We believe it is a good plan. We believe its application as outlined would go far to solve the vitally important problem of Civil-

are to be mobile, they must be furnished with jeeps and drivers. No other vehicle can stand the operating conditions met in the mountain regions. The requisitioned civilian cars are both inadequate in number and too brittle to be counted upon. Spare parts are also practically unobtainable to keep such cars on the road. In accordance with standing regulations, each jeep would require a driver. The four Aulian provinces have no U.S. transport whatever, and not enough requisitioned autos to provide one for each administrative officer.

9. A typewriter would be essential for the Regional office and for each Provincial office, making 11 in all.

10. Information concerning workshop facilities is as yet incomplete, but it is known that the only adequate workshop in Aulian Province is under the control of the Town Major for the use of tactical troops in training. Unless arrangements can be made to have this workshop turned over to A.C.C., no facilities for maintaining repairing would be available in the province.

11. We realize that there will be many problems involved in the organization and operation of the plan laid down in the remaining paragraphs of the memorandum, but we are not in a position at this time to state any which we consider insuperable or upon which we require your immediate assistance.

12. Summarizing what we consider the irreducible minimum needed immediately in order to activate the Regional and Provincial Organization is as follows:

Officers	Required	Available	Needed
Clerks	11	1	10
Drivers	12	1	11
Dispatch Riders	11	0	11
Jeeps	11	0	11
Motorcycles	11	0	11
Typewriters	11	3	8
		0	11

13. In spite of the preceding statements, we do not wish to understand us in any way opposing the plan for Road Vehicle Transport Control. We believe it is a good plan. We believe its application as outlined would go far to solve the vitally important problem of Civilian Supply, but we cannot absorb such an important additional function with our present personnel and equipment, and we believe it is our duty to make our situation known to A.C.C. We promptly so that steps can be taken to provide what is needed or to modify the plan.

14. In view of the limited time in which this organization must be activated, it is respectfully requested that we be promptly informed as to your decisions on the subject matter of this letter.

G.H. Mc Caffrey
G.H. McCaffrey
Lt. Col., Inf.
R.C.

1. General Transportation Sub-Commission
2. Nov 20, 1944
3. Advanced Administrative Section
4. Nov 20, 1944

Our reference : 100 100/ 70/17
Date : 22 Dec 44.

1. : General Transportation Sub-Commission
2. : Nov 20, 1944
3. : Advanced Administrative Section
4. : Nov 20, 1944

Subject: Organization and Operation of Road Haulage Transport.

1. Reference meeting of HQ on 2 Nov 44, instructions regarding above dated 10 Feb 44 and the numerous discussions which have since taken place.

This sub-Commission is very concerned over a number of important points of which you have not yet advised us of the decision they are summarized below.

3. (1) In respect of the 800 trucks to be allocated to the various provincial organizations, the policy of HQ must be made clear. Is it the intention through the Italian Government (a) to sell the trucks to the civilian organizations agreed figure of the cost per truck to be charged is necessary and the question of maintenance will be one to be covered by the civilian organizations, the allies supplying spares etc., at agreed charges.

(b) to hire the trucks to the civilian organizations through the Italian Government. If this is the policy, then an agreed rate of hire per vehicle, which will have to cover depreciation, is necessary.

(c) to loan the trucks to the civilian organizations through the Italian Government? If this is the policy, what are to be the terms?

(11) It must be noted that if the trucks are only on hire or loan, the civil organizations will not be inclined to use them with the care that they could exercise if they had to pay for them.

(12) (a) Hence the plan is based on the civilian road haulage organizations carrying out maintenance in respect of the 800 trucks see paras 1 d(14) and 1 f(11)(c), signals have been received during the past few days indicating that the maintenance had to be an

1. Reference meeting at 11.00 on 5 Feb 44, instructions regarding above dated 20 Feb 44 and the numerous discussions which have since taken place.

2. This sub-committee is very concerned over a number of important points of which you have not yet advised us of the decision they are envisaged to take.

3. (a) In respect of the 100 trucks to be allocated to the various provincial organizations, the policy of allocation must be made clear. Is it the intention

(a) to sell the trucks to the civilian organizations through the Italian Government? If this is the policy, then an agreed figure of the cost per truck to be charged is necessary and the question of maintenance will be one to be covered by the civilian organizations, the Italian supply stores etc., at agreed charges.

(b) to hire the trucks to the civilian organizations through the Italian Government? If this is the policy, then an agreed rate of hire per vehicle, which will have to cover depreciation, is necessary.

(c) to loan the trucks to the civilian organizations through the Italian Government? If this is the policy, what are to be the terms?

(11) It must be noted that if the trucks are only on hire or loan, the civilian organizations will not be inclined to use them with the care that they would exercise if they had to pay for them.

4. (a) Whereas the plan is based on the civilian road haulage organizations carrying out maintenance in respect of the 100 trucks - see paras 14(iv) and 15(ii)(c), signals have been received during the past few days indicating that the maintenance has to be an Allied Army responsibility. If this is to be the policy, are the costs to be charged against the civilian organizations or Italian Government?

(b) It is recommended that the original plan in this direction be adhered to. It may well be that in a comparatively short time there will not be Army maintenance units available in certain areas.

5. What arrangements have been arrived at with the Italian Government with regard to the payment of freight charges for goods carried on behalf of ACC/SSR as per para 15(ii)(b)?

1. has the Italian Government been furnished with details of the road haulage organizations, which we are willing to establish?

2. As you are aware, Arnoldo Sanguis is to be to his Undersecretary of State for Industry, Commerce and Labour and his Undersecretary of State for War (copy sent to Gen. Mason Carlucci) is not in agreement with ~~the~~ plans. It states "the trucks will be delivered to the Undersecretariat for War and will supply drivers and keep them housed for transportation." It is presumed that there are the 100 trucks which we have called the Emergency Transport Pool.

Further, it states in regard to the 100 trucks "that the Allies will supply fuel, lubricants, spare parts, tires, etc." whereas it is agreed that the Allies will have to make the above available, the plan is that the civilian organizations will have to pay for this.

These points require clarification.

3. As regards the Emergency Transport Pool, consisting of 100 Gen. Ept. Coy and the F.O. of truck organization, it should be confirmed that all outgoings will be charged against the Italian Government.

4. Maj Gen. Ept. Coy (100 vehicle strength) cannot be used although available, until the British attachment is authorized, and provided.

5. The enclosed draft contract in connection with para 11 (ii) has been agreed with the legal sub-committee and is submitted for your approval. Your final decision on this contract is contingent upon settlement of some of the above points.

WJH
 Maj Gen. Ept. Coy,
 Colonel,
 Director, Internal Transportation Sub-Commission, etc.

13/8

BEST COPY POSSIBLE

Draft No. 2, 17 Feb. 1944

AGREEMENT dated _____ 1944, between the ALLIED CONTROL COMMISSION (hereinafter called ACC) and _____, a Road Transport Organization (hereinafter called RTO).

This agreement is for the purpose of providing road transport for ACC and civilian purposes in the Province of _____ (hereinafter called the Province). It is entered into in consideration of the respective covenants and agreements of the parties and the benefits which will accrue to each of them hereunder.

It is, therefore, hereby agreed between the parties hereto as follows:

1. ACC will lease to RTO the vehicles described on the schedule which is attached hereto, marked Schedule "A", at the rental price as stated on such schedule. 1347

2. ACC reserves the right, however, to withdraw from the terms of this agreement any of the vehicles listed on such schedule at any time with or without substituting other vehicles therefor by delivery to RTO of a statement in writing to that effect. Additional vehicles may be added to the terms hereof by attaching a Supplemental Schedule listing such vehicles and the rental price thereof.

3. Title to such vehicles shall remain in ACC but the operation shall be by RTO. RTO will not be an agent of ACC but will operate such vehicles for its own account and will assume full responsibility for such operation.

4. Upon the termination of this agreement as to any or all of such vehicles RTO agrees to return the vehicles to ACC in as good condition as they were when delivered, ordinary wear and tear excepted. All risk of loss including loss by fire, theft, road accident, and every action shall be

assumed by RTO.

5. RTO agrees to carry insurance satisfactory to ACC covering all of the losses mentioned in Paragraph 4.

6. All expenses of operation are to be borne by RTO, including gasoline, oil, lubricants, grease, spare parts, tires, servicing, maintenance, garage and storage facilities, administrative and other supervisory and operational expenses.

7. Attached, marked Schedule "B", is a schedule of the rates which may be charged by RTO. RTO shall not charge any rate in excess of the rate fixed by ACC.

8. The carriage of ACC/AMG goods will at all times have first priority. Attached, marked Schedule "C", is a schedule of priorities to be observed by RTO in the carriage of other goods. This will not, however, prevent the utilization of return loads unless specifically so instructed by ACC. 1346

9. Applications for ACC/AMG goods will be made directly to the Provincial Road Haulage Transport Control Officer by an officer of ACC/AMG. All applications by civilians for road transport will be made to the RTO.

10. RTO will keep records and accounts in such form as ACC shall require. These records shall be open to inspection at all times by ACC. RTO will make such monthly and other reports as ACC shall require.

11. RTO shall provide such garages, repair shops and other facilities as are necessary for proper operation hereunder. ACC will, if requested, assist in arranging for the acquisition of such facilities and for the advance of a loan to assist the initial operation.

12. RTO may operate its own vehicles or vehicles leased from others than ACC. It may not, however, operate any such vehicles without first

0 1 2 3

registering them with ACC and then only subject to all of the terms of this agreement other than the payment of rent.

13. RTO shall act upon any instruction, supplemental schedule or modification of this agreement signed on behalf of ACC by the FRITCO.

14. Schedules "A", "B", "C", etc. may be changed by ACC from time to time by delivering to RTO a supplemental schedule signed on behalf of ACC. Each such schedule shall be a part of this agreement from the date of delivery thereof to RTO.

15. This agreement shall remain ineffect for a term of six months and shall be automatically extended for successive periods of six months thereafter unless notice of termination is given in writing by one or the other of the parties hereto. It may, however, be terminated by ACC at any time if RTO fails to perform any of its agreements hereunder.

16. The terms of this agreement shall have the meaning given them under the Laws of England and the English text shall govern.

1945

17. The enumeration of specific items in paragraphs 4 and 6 is not intended to limit the generality of the provisions thereof.

SCHEDULE "A"

Vehicles leased under Paragraph 1.

Description of Vehicle

Rental Price

1499

1944

Meeting held on 7/20/46

MEETING HELD IN THE CONFERENCE ROOM, PROVINCIA

BUILDING, ON TUESDAY 8th February, 1944 at 09.30 hrs.

In the chair: Lt. Col. Legg (Food Sub Commission, ACC).

Present:

Col. D.S. Adams
Col. G.D. Murphy
Col. E.J. Edwards
Col. S.A. Fitch
Lt. Col. C.G. Brown
Lt. Col. D.A.W. Ruek
Lt. Col. S.W. Archibald
Lt. Col. C.N. Merrall
Major. S.P. McCreadi
Major. G.B. Sowers
Major. E.M. McHumphreys
Major. C.A. Latimer
Major. H.O. Mason
Major. Neil S. Gate
Major. J.H. Eordass
Major. A.J.J. Macchi
Capt. A.C. Ping
Capt. A.J. Hack
Capt. M. Hay
Capt. A. MacNaughton Wright
Capt. J. Imerie
Capt. A.J. Park
Lt. B. M. Shanley
Mr. A.L. Villiers

Econ. Sec. H.Q. ACC/AMG.
Econ. Sec. ACC.
Tr. C. U. Region IV.
Int. Tn. Sub Comm.
" " " "
Econ. & Sup. Region II.
" " " " Region IV.
C.S.O. AMG/ Region III
Food Sub Comm. HQ ACC.
AMG 5th Army.
Food Sub Comm. HQ.
Transport, Comm & Ind. Region V.
Econ. & Sup. AMG 5th Army.
Dist. Econ. & Sup. AMG 5th Army.
Int. Tn. Sub Comm. ACC
" " " " " "
" " " " " " Region IV
Econ. & Sup. Region IV
Econ. Sec. (Tptn) HQ, ACC
Econ. & Sup. Region V
Region Sup. Officer Apulia
Food Sec (Rationing) ACC
MSG, AFHQ
O-P Econ. Sec. HQ, ACC

Lt. Col. Legg opened the meeting and stated that they were aware that the morning was to be devoted to the question and discussion of Road Transport. HE, therefore, would hand over to Col. Fitch.

Col. Fitch in the chair.

Col. Fitch stated that all present had been supplied with a copy of the Draft Memorandum of Proposed Road Haulage Transport Organisation and that they had all had an opportunity of studying same. Col. Fitch said that he would presume that this had been done and therefore he proposed to ask the meeting if they had any objection to the scheme in general. The meeting approved the general principles of the Proposed Organisation, but Col. Murphy stated that he did not approve of the scheme at all, but he appeared to be a minority of one and that he would express his opinion in a different place.

Col. Fitch said that as the general principles of the organisation had been accepted, he proposed to go through the Draft, paragraph by paragraph, so that any particular points could be amended or clarified, as necessary. He would, therefore, start with I The Proposed Organisation, (a) Regional.

General Question: Where are the staffs coming from?

1943

Col. Fitch in the chair.

The meeting approved the general principles of the Proposed Organisation, but Col. Murphy stated that he did not approve of the scheme at all, but he appeared to be a minority of one and that he would express his opinion in a different place.

General Question: Where are the staffs coming from?
Col. Edwards: I have one Regional Transport Officer, but I cannot find officers for the provinces!

Major Iatimer (Region V) stated that he thought that the Provincial Supply Officer could also be the Provincial Road Haulage Control Officer, and this was desirable because the two would be so closely associated.

2.

Lt.Col. Ruck: "That is not possible, because my Provincial Supply Officers are overworked as it is!"

Capt. Imrie (Supply Officer, Apulia) said that he thought that the Provincial Supply Officer could take on the job; provided that he had additional help.

Col. Fitch: "He will have to be re-enforced with staff and Italian civilians."

It was agreed by the meeting that: "The view is held that Civil Supply and Road Transport are linked up and that the Provincial Supply Officer should be in charge of the Road Transport, but that he must have proper assistance".

Col. Edwards: "At the same time as Regions are calling for assistance, HQ is cutting down personnel. Could not the President be asked to remedy this somewhat difficult situation?"

Col. Fitch: "We should deal with the particular problem and ask for 'ESSENTIAL' assistance without which you cannot work the scheme".

Col. Adams: "Agreed".

Major Gate (AMG 5th Army) stated that he had found the Finance Guards most useful and efficient in controlling movement lorries.

There was a general discussion on this point and it was left as a matter for Regional action. Col. Fitch pointed out that Major Gate's information was a possible means of help and Regions would be well advised to investigate the possibilities.

Lt.Col. Ruck: "What about transport for the officers, who have to start the organisation?"

Col. Fitch: "Ask for the absolute minimum to carry out the plan".

Col. Adams: "Motor cycles are more available than Jeeps."

1942

Col. Adams: "In various provinces can Road Haulage operators be found?"

Lt.Col. Ruck: "They do exist, but they are not desirable people, because they are connected with the Black Market".

Col. Fitch: "Proper licencing will overcome that difficulty".

Col. Fitch stated that time was getting very short and that it would expedite matters if the members would question any paragraphs over which they have had any doubts.

Capt. Imrie referred to I (e)(vii) and said that although he liked the paragraph, there was a possibility that it might interfere with the petrol scheme. It was agreed that this need not be the case.

Lt.Col. Ruck mentioned I (e)(iv) and asked: "How was to deal with the question of Spares and Tyres. Col. Fitch informed him that these would have to be requisitioned for."

Col. Adams referred to I (e)(ii) and asked: "Do any organisations exist?"

Lt. Col. Ruck: "Some exist".

Lt. Col. Merrill: "They do exist".

Col. Adams mentioned I (e)(v) and said: "As there is a petrol rationing scheme due to come into force very shortly, under the jurisdiction of the C.I.P., is this necessary?"

This matter was discussed by the meeting and it was agreed that the paragraph should be amended as follows: "If the existing C.I.P. system is considered to be sufficient to prevent road haulage transport abuses, no further action is necessary".

Capt. Ping referred to I (e)(vi) and said that the work tickets should bear a serial number. This was agreed. It was also agreed that these forms should

Col. Edwards: "At the same time as Regions are calling for assistance, HQ is cutting down personnel. Could not the President be asked to remedy this somewhat difficult situation?"

Col. Fitch: "We should deal with the particular problem and ask for 'ESSENTIAL' assistance without which you cannot work the scheme".

Col. Adams: "Agreed".

Major Gate (AMG 5th Army) stated that he had found the Finance Guards most useful and efficient in controlling movement lorries.

There was a general discussion on this point and it was left as a matter for Regional action. Col. Fitch pointed out that Major Gate's information was a possible means of help and Regions would be well advised to investigate the possibilities.

Lt. Col. Ruck: "What about transport for the officers, who have to start the organisation?"

Col. Fitch: "Ask for the absolute minimum to carry out the plan".

Col. Adams: "Motor cycles are more available than Jeeps."

Col. Adams: "In various provinces can Road Haulage operators be found?"

Lt. Col. Ruck: "They do exist, but they are not desirable people, because they are connected with the Black Market".

Col. Fitch: "Proper licencing will overcome that difficulty".

Col. Fitch stated that time was getting very short and that it would expedite matters if the members would question any paragraphs over which they have had any doubts.

Capt. Irmie referred to I (c)(vii) and said that although he liked the paragraph, there was a possibility that it might interfere with the petrol scheme. It was agreed that this need not be the case.

Lt. Col. Ruck mentioned I (c)(ix) and asked how one was to deal with the question of Spares and Tyres. Col. Fitch informed him that these would have to be requisitioned for.

Col. Adams referred to I (c)(ii) and asked: "Do any organisations exist?"

Lt. Col. Ruck: "Some exist".

Lt. Col. Merrall: "They do exist".

Col. Adams mentioned I (c)(v) and said: "As there is a petrol rationing scheme due to come into force very shortly, under the jurisdiction of the C.I.F., is this necessary?"

This matter was discussed by the meeting and it was agreed that the paragraph should be amended as follows: "If the existing C.I.F. system is considered to be sufficient to prevent road haulage transport abuses, no further action is necessary".

Capt. Ping referred to I (c) (vi) and said that the work tickets should bear a serial number. This was agreed. It was also agreed that these forms should be printed in English with an Italian translation and that the printing should be done by HQ and that Regions should give early advice as to the number required.

Lt. Col. Merrall in reference to I (c)(viii) asked: "How do we get vehicles into the pool?"

It was pointed out to Col. Merrall that under the scheme, any operator who refused to come into the pool, would be off the road and that if his vehicle was found on the road, it would be confiscated.

II A (i) Priority of Goods was dealt with and Col. Fitch explained that this list had only been put forward as a suggestion and guide and that it had been based on what was operating in Sicily. It was agreed that the following should be added to the paragraph:

1942

3.

"The above list will be amended by the R.C.O. as he thinks necessary, Having regard to the varying conditions prevailing in the different provinces.

II A (ii) now came under review and the meeting was asked to point out the difficulties as regards payment.

Lt.Col. Merral: "There are no funds available for direct payment by Regions! Mr. Villiers suggested that a paragraph could be added, that existing services for payment will continue.

Col. Adams: "Freight charges. Existing practices and payment will be continued". It was agreed that a standard form of contract should be drawn up by the legal HQ and that Major Macchi would assist them in this matter. The standard form would have to allow for local variations as necessary. At this point the question subsidizing Road Transport was raised, but it was agreed that although this question would have to be faced, it was not a question to be discussed by the meeting.

III was now before the meeting.

Col. Adams: "This is an action paragraph. 800 trucks to cover all time. HQ will advise on what basis trucks will be turned over". It was agreed that the information asked for in this paragraph would be furnished to the Internal Transportation Sub Commission address: c/o Mov. & Trn., AFHQ, Advance Admin. Echelon, CME.

IV. Col. Adams proceeded to revise the allocation of the Emergency Transport as follows:

Crotone 15, Reggio 10, Cosenza 10, Catanzaro 10, Bari 20, Taranto 20, Brindisi 10 with a reserve of 15 trucks at Bari and 10 at Brindisi. Naples area 80.

Lt. Col. Ruck stated that no servicing was possible at Reggio or Crotone

and Col. Adams stated that he should be given definite information at where servicing could be done.

5th and 8th Army AMG representatives agreed that they would keep HQ informed as to their needs.

Meeting ended at 12.40 hrs.

1341

Note:

Col. Murphy and Lt. Col. Legg left the meeting at 10.30 hrs and did not return.

HEADQUARTERS

ALLIED CONTROL COMMISSION
INTERNAL TRANSPORTATION SUB COMMISSION
APO 394

10 February 1944

INSTRUCTIONS FOR ORGANISATION AND OPERATION OF ROAD HAULAGE TRANSPORT.

OBJECT OF THE ORGANISATION.: To re-establish Road Haulage Transport Organisations on a civilian basis throughout occupied territory, in order that the needs of the Country may be met and to supervise such organisations so as to ensure that the interests of the Allied Governments are met and that any Road Haulage Transport abuses are eliminated.

I. ORGANISATION.

(a) Regional.

The Regional Control Commissioner will appoint a Regional Road Haulage Transport Control Officer.

(b) Provincial.

The Regional Control Commissioner will add to the duties of his Provincial Civil Supply Officers, those of Provincial Road Haulage Control Officer. These officers will require additional staff, who may be either ACC/AMG or proved reliable Italian military or civilian personnel, with a knowledge of Road Transport.

(c) Duties of the Regional Road Haulage Transport Control Officer.

(i). He will advise his Region HQ on all matters concerning haulage of goods by road.

(ii). He will supervise the Provincial Civil Supply and Road Haulage Transport Control Officers in his Region so far as Road Transport is concerned.

1340

(d) Duties of the Provincial Civil Supply and Road Haulage Transport Control Officer.

(i). To liaise with any civilian Road Haulage organisation existing in his province and assist them in re-establishing that organisation in order that it may operate under his supervision.

(ii). Where no civilian Road Haulage organisation exists in the Province, to liaise with the Consiglio Provinciale Dell' Economia and through them, to contact the most reliable haulage operator and with him build up an organisation to handle Road Transport.

(iii). Through the civilian road haulage organisation established, under (i) or (ii) above, to form a pool of vehicles according to the lay-out and transport needs of his province. By the use of the word "pool" it is not meant that all vehicles must be garaged in one building; they can remain with their respective owners and still constitute a pool.

I. ORGANISATION.

(a) Regional.

The Regional Control Commissioner will appoint a Regional Road Haulage Transport Control Officer.

(b) Provincial.

The Regional Control Commissioner will add to the duties of his Provincial Civil Supply Officers, those of Provincial Road Haulage Control Officer. These officers will require additional staff, who may be either ACC/AMC or proved reliable Italian military or civilian personnel, with a knowledge of Road Transport.

(c) Duties of the Regional Road Haulage Transport Control Officer.

(i). He will advise his Region HQ on all matters concerning haulage of goods by road.

(ii). He will supervise the Provincial Civil Supply and Road Haulage Transport Control Officers in his Region so far as Road Transport is concerned.

1340

(d) Duties of the Provincial Civil Supply and Road Haulage Transport Control Officer.

(i). To liaise with any civilian Road Haulage organisation existing in his province and assist them in re-establishing that organisation in order that it may operate under his supervision.

(ii). Where no civilian Road Haulage organisation exists in the Province, to liaise with the Consiglio Provinciale Delli 'Economici and through them, to contact the most reliable haulage operator and with him build up an organisation to handle Road Transport.

(iii). Through the civilian road haulage organisation established, under (i) or (ii) above, to form a pool or pools of vehicles according to the lay-out and transport needs of his province. By the use of the word "pool" it is not meant that all vehicles must be garaged in one building; they can remain with their respective owners and still constitute a pool.

(iv). To ensure that the civilian road haulage organisation established, under (i) or (ii) above, organises a Maintenance, Repair and Servicing depot or depots. It must be borne in mind that a good mechanical engineer is absolutely essential.

(v). At a specified time and in conjunction with the appropriate Regional Authorities, to cancel all existing civilian load carrying vehicle licenses and issue new permits after proper registration. If the existing C.I.P. system is considered sufficient to prevent road haulage transport abuses, no further action is necessary.

(vi). All drivers will be supplied with a combined work ticket and delivery note, which will bear a serial number. (Copy of this form attached. This work ticket and delivery note to be in triplicate.

(vi) cont;

2.

- (a) One copy to remain in the hands of the civilian transport organisation.
- (b) One copy to be handed to the consignor.
- (c) One copy to be carried by the driver, signed by the consignee and returned by the driver to the transport organisation.

These forms will be printed in English with an Italian translation. The printing will be carried out by HQ. AMG/ACC. Regions must give early advice to HQ. ACC (Internal Transportation Sub-commission) as to their requirements.

(vii). Arrangements will be made with the appropriate authorities (C.I.P.), so that petrol and lubricants can be delivered in bulk to the maintenance depot or depots established, in order that truck owners can draw their supplies from one source. A monthly petrol account will be kept; this account to be open to inspection at any time.

(viii). All applications for Provincial Road Haulage movement will be made through his organisation.

(ix). He will maintain a record of Road Haulage Movement in his province and render a weekly vehicle availability state to the Regional Road Haulage Transport Control Officer. (Specimen form attached).

II. MOVEMENT OF GOODS BY ROAD.

This can be divided into two categories:-

A. Movement Beginning and ending within the Provincial Boundary.

Movement of goods by road within the province will be under the jurisdiction of the Provincial Civil Supply and Road Haulage Transport Control Officer, Provincial Civil Supply and Road Haulage Transport Control Officer, through whose organisation all requests for movement by road will be made. The tion will be guided by the following principles:

(i) The Priority of Goods to be carried.

- (a) ACC/AMG goods.
- (b) Foodstuffs, vegetables, fruits and wine.
- (c) Salt.
- (d) Livestock and fowls, alive or slaughtered.
- (e) Coal and coke for industry.
- (f) Cement, lumber and building materials.
- (g) Charcoal.
- (h) Steeds.
- (i) Fertilisers and raw materials for manufacture of fertilisers.
- (j) Agricultural machinery.
- (k) Soaps.

The above list will be amended by the Regional Control Commissioner as he thinks necessary, having regard to the varying conditions prevailing in different provinces.

(ii)(a) Goods carried on behalf of ACC/AMG and on behalf of civilian consignors will be carried at freight rates, to be drawn up by each provincial Civil Supply and Road Haulage Transport Control Officer and submitted to the Regional Civil for review and forwarding to HQ. ACC (Internal Transportation Sub-commission) for approval. In submitting such rates for approval, the comparative pre-occupation rates should also be shown.

so that petrol and lubricants can be delivered in bulk to the maintenance depot or depots established, in order that truck owners can draw their supplies from one source. A monthly petrol account will be kept; this account to be open to inspection at any time.

(viii). All applications for provincial Road Haulage movement will be made through his organisation.

(ix). He will maintain a record of Road Haulage Movement in his province and render a weekly vehicle availability state to the Regional Road Haulage Transport Control Officer. (Specimen form attached).

II. MOVEMENT OF GOODS BY ROAD.

This can be divided into two categories:-

A. Movement beginning and ending within the Provincial Boundary.

Movement of goods by road within the province will be under the jurisdiction of the Provincial Civil Supply and Road Haulage Transport Control Officer, through whose organisation all requests for movement by road will be made. The Provincial Civil Supply and Road Haulage Transport Control Officer and his organisation will be guided by the following principles:

(i) The Priority of Goods to be carried.

- (a) ACC/AMG goods.
- (b) Foodstuffs, vegetables, fruits and wine.
- (c) Salt.
- (d) Livestock and fowls, alive or slaughtered.
- (e) Coal and coke for industry.
- (f) Cement, lumber and building materials.
- (g) Charcoal.
- (h) Seeds.
- (i) Fertilisers and raw materials for manufacture of fertilisers.
- (j) Agricultural machinery.
- (k) Soaps.

The above list will be amended by the Regional Control Commissioner as he thinks necessary, having regard to the varying conditions prevailing in different provinces.

(ii)(a) Goods carried on behalf of ACC/AMG and on behalf of civilian consignees will be carried at freight rates, to be drawn up by each provincial Civil Supply and Road Haulage Transport Control Officer and submitted to the Regional HQ for review and forwarding to HQ.ACC(Internal Transportation Sub-commission) for approval. In submitting such rates for approval, the comparative pre-occupation rates should also be shown.

(b). Existing practices regarding payment of freight charges will be continued. Freight charges for goods carried strictly for ACC/AMG domestic purposes will be paid by the consignor (ACC/AMG).

(c). When ACC/AMG vehicles are allocated to civilian road haulage transport organisations, this will be done on a contract basis. These vehicles will be supplied to the Regions as explained in paragraph III below and it will be the responsibility of the Regional Road Haulage Transport Control Officer to turn over the vehicles to the civilian road haulage organisations, on the recommendations of the provincial officers. Gasoline, oil, maintenance, manpower and other requirements will be supplied and paid for by the civilian road haulage organisation. A standard form of contract for each civilian road haulage organisation, with provision for local variations as necessary, will be issued.

3.

II A (cont.)

(iii) Goods preferably will not be transported by road if rail transport is available except when trucks are returning empty.

(iv) No other goods shall be accepted for transport so long as any goods on the priority list are awaiting transport.

(v) The subject of return loads will always be borne in mind.

(vi) All requests for road transport of ACC/AMK goods will be submitted to the Provincial Civil Supply and Road Haulage Transport Control Officer at least 24 hours before the movement is required to take place.

B. Movement extending beyond the Provincial boundary.

(i). All requests for the movement of goods beyond the Provincial boundaries will be made to the Regional Road Haulage Transport Control Officer and the principles set out in "A" apply. The Regional Road Haulage Transport Control Officer, with the information supplied to him by his provincial officers, will be in a position to organise these moves and utilise the most convenient Provincial Road Haulage Transport organization or organizations. The Regional Road Haulage Transport Control Officer, acting with opposite numbers in adjacent regions, will establish thru-rates for inter regional movements. (Regional officers may also establish inter-provincial thru-rates in their regions).

(ii). Close contact between Regional Road Haulage Transport Control Officers is essential and this contact will enable full use to be made of the return load system.

III. SUPPLY OF ADDITIONAL TRUCKS.

(i) It is anticipated that in the near future additional trucks will be made available. Under these circumstances, Regional Road Haulage Transport Control Officers must make every effort to see that organizations, as set out in para I, are established with every possible speed.

(ii) They will collate the following information as soon as possible:

Number and carrying capacity of additional trucks required, (after taking into account those at present available) to maintain essential road haulage facilities within their Provinces and Regions. Consideration must be given to import expectations and overall distribution and warehousing. This information will be forwarded to: Internal Transportation Sub-committee, ACC c/o Mov. & Tr., A P H Q., Advance Administration Echelon, CMF.

IV. FORMATION OF EMERGENCY TRANSPORT POOL.

(i). In the very near future, 200 trucks will be made available and these have been provisionally allocated as follows:-

Crotone 15 trucks, Reggio 10 trucks, Cosenza 10 trucks, and Catanzaro 10 trucks (Region 2).

Naples area 50 trucks (Region 3).

Bari 20 trucks, Taranto 20 trucks and Brindisi 10 trucks (King's Italy) with a reserve of 15 trucks at Bari and 10 trucks at Brindisi.

(ii). These 200 trucks will be organized on a military basis, but it will be necessary for the Regions concerned in the above mentioned areas, to have ready an officer and staff to take over the supervision of these trucks. In the main, this Emergency Transport Pool will be dealing with the carriage of imported foodstuffs from ports to warehouses and from warehouses to distributing centres.

(iii). The formation of this Emergency Transport Pool is in order to meet the most urgent road haulage requirements until such time as Civilian organizations, as outlined in para I, are capable of taking over commitments. When that time is reached, it will be possible to transfer the Emergency Transport Pool to forward areas of occupied territory, where road transport is of vital urgency and no civilian

(1). All requests for the movement of goods beyond the Provincial Boundaries will be made to the Regional Road Haulage Transport Control Officer and the principles set out in "A" apply. The Regional Road Haulage Transport Control Officer, with the information supplied to him by his provincial officers, will be in a position to organise these moves and utilise the most convenient Provincial Road Haulage Transport organisation or organizations. The Regional Road Haulage Transport Control Officer, acting with opposite numbers in adjacent regions, will establish thru-rates for inter regional movements. (Regional officers may also establish inter-provincial thru-rates in their regions).

(ii). Close contact between Regional Road Haulage Transport Control Officers is essential and this contact will enable full use to be made of the return load system.

III. SUPPLY OF ADDITIONAL TRUCKS.

(i) It is anticipated that in the near future additional trucks will be made available. Under these circumstances, Regional Road Haulage Transport Control Officers must make every effort to see that organizations, as set out in para I, are established with every possible speed.

(ii) They will collate the following information as soon as possible:

Number and carrying capacity of additional trucks required, (after taking into account those at present available) to maintain essential road haulage facilities within their Provinces and Regions. Consideration must be given to import expectations and overall distribution and warehousing. This information will be forwarded to: Internal Transportation Sub-commission, 100 c/o Rev. & Th., 1 F H Q., Advance Administration Echelon, OMF.

IV. FORMATION OF EMERGENCY TRANSPORT POOL.

(i). In the very near future, 200 trucks will be made available and these have been provisionally allocated as follows:-

Crotone 15 trucks, Reggio 10 trucks, Cosenza 10 trucks, and Catanzaro 10 trucks (Region 2).

Naples area 60 trucks (Region 3).

Bari 20 trucks, Taranto 20 trucks and Brindisi 10 trucks (King's Italy) with a reserve of 15 trucks at Bari and 10 trucks at Brindisi.

(ii). These 200 trucks will be organized on a military basis, but it will be necessary for the Regions concerned in the above mentioned areas, to have ready an officer and staff to take over the supervision of these trucks. In the main, this Emergency Transport Pool will be dealing with the carriage of imported foodstuffs from ports to warehouses and from warehouses to distributing centres.

(iii). The formation of this Emergency Transport Pool is in order to meet the most urgent road haulage requirements until such time as Civilian organizations, as outlined in para I, are capable of taking over commitments. When that time is reached, it will be possible to transfer the Emergency Transport Pool to forward areas of occupied territory, where road transport is of vital urgency and no civilian organization can be operated. The Regions to which this transport is allocated must bear this important fact in mind and appreciate that it may be necessary to withdraw some or all of that transport at very short notice.

1939

ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT
Authorisation for Use of Mechanical Road Haulage Vehicle.

CONTROLLING ORGANISATION _____

Permission is hereby granted for the following vehicle (s) to be on the road for the period _____

Name and Address of Owner.	Province	Registration No. of vehicle.	Type of Vehicle.	Carrying Capacity of vehicle.

This permit is granted on the sole condition that the vehicle (s) is/are used as directed by the (Name inserted here) and a breach of that condition automatically cancels this permit, in addition to which.

Signed: "Regional Officer, designe

ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT

Authorisation for Use of Mechanical Road Haulage Vehicle.

Permit No.

CONTROLLING ORGANISATION _____

granted for the following vehicle (s) to be on the road for the period _____

Province	Registration No. of vehicle.	Type of Vehicle.	Carrying Capacity of vehicle.	Where vehicle is garaged.

ted on the sole condition that the vehicle (s) is/are used as directed by the (Name of Controlling Organisation
a breach of that condition automatically cancels this permit, in addition to which the vehicle (s) will be requisi-

Signed: "Regional Officer" designated to sign on behalf of ACC/AMG."

Serial

88
89
90
91

This is to certify that the abovementioned goods have been received.

Signed.....

"Name of Transport Of"

Date

Serial No.....

Carrying Capacity	Name of Owner	Name of Driver	Date

[illegible]

that the abovementioned
lived.

track

A truck.....

Jan 6)

Signed.....

"Name of Transport Organisation".

ROAD HAULAGE TRANSPORT VEHICLE RETURN.

PROVINCE OF.....

Week Ending.....

Carrying Capacity

	Under 1 Ton	1 Ton	2 Tons	3 Tons	4 Tons	5 Tons	10 Tons
A TOTAL NUMBER OF VEHICLES.							
NUMBER OF VEHICLES EMPLOYED							
B ON ESSENTIAL PROVINCIAL SERVICES							
C NUMBER OF VEHICLES UNDER REPAIR							
NUMBER OF VEHICLES OFF ROAD							
D WAITING SPARES							
NUMBER OF VEHICLES OFF ROAD							
E WAITING TYRES							
NUMBER OF VEHICLES AVAILABLE							
F IN POOL							

Signed.....

Provincial Road Haulage Transport

REGION.....

ROAD HAULAGE TRANSPORT VEHICLE RETURN.

Week Ending.....

Carrying Capacity

	Under 1 Ton	1 Ton	2 Tons	3 Tons	4 Tons	5 Tons	10 Tons	15 Tons	20 Tons
LES.									
EMPLOYED									
AL SERVICES									
VEHICLE REPAIR									
OF ROAD									
OF ROAD									
AVAILABLE									

Signed.....

Provincial Road Haulage Transport Control Officer.

REGION.....

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
Office of the Vice-President

HRV/sdv

10 Feb 44.

SUBJECT: Letter from Marshall Padoglio relating to motor transport.

TO : The deputy to the deputy president, A.C.C., APO 394.

1. Your memorandum of 30th of January, 1944, and enclosed copy of letter of January 26, 1944, from Marshall Padoglio have been receiving our attention.
2. The letter of the Marshall does not clarify as to whether the Italian government's concern is for civilian transport or transport for the Italian army. In the latter case it is my understanding that Col. Zeller is giving his close attention to procurement.
3. The Internal transportation sub-commission which was transferred to this section, has drawn up a plan for the handling of civilian transport. It was implemented by an action meeting of the regional supply and transportation officers on Tuesday, February 5th. A copy of this plan is attached and as you will note, in reading it that, it presents a solution to the majority of those problems which the Marshall brings up. The plan does not call for action on the part of the Italian government but rather places the responsibility for civilian road haulage in the hands of civilian agencies, who are to be revived and put under the direction of regional and provincial officers of ACC/AMG. The plan is based on the organization which is now functioning satisfactorily in Sicily and includes arrangements for the handling of 1000 trucks that are to be allocated to ACC/ACC.
4. In referring to point one in Marshall Padoglio's letter, it should be emphasized that a complete state of confusion would arise in civilian road haulage, if the Italian government were allowed to extend powers of requisition to motor transport. The majority of goods, that are moved within the coming months by road haulage, will be ACC/AMG goods and it is essential that such movements should come under our control.
5. The plan which is attached has not as yet been discussed with the Italian government, but will shortly be brought to their attention.
6. Referring to point three and four of the Marshall's letter, we have been advised by the industry and commerce sub-commission that far from there being a surplus of repair facilities and shops, these are presently being further sought by the operational branches of the Allied Forces. points five,

(cont'd fr pg 1. SUBJECT: Letter from Marshall Padoglio relating to motor transport. 101 Feb. 44. HFC/adv).

six and seven will be handled by the industry and commerce sub-commission upon advice from regional provincial officers, of requirements.

HENRY F. GRADY.
Vice-president,
Economic section.

APPENDIX "A"

In accordance with instructions received, we commenced our tour of the Italian mainland on Tuesday 4 Jan, 1944. Having contacted AMG HQ Naples for introduction to RCMO Region 2, we proceeded to Bari, to 15th Army Group AMG HQ and obtained introductions to Regions 3 and 4. In order to present a picture of the present situation, it is necessary to outline what is taking place in the various regions or districts, which are under different controls.

1. "King's Italy" (The 4 provinces of the Italian Region of Puglia-Bari, Brindisi, Taranto and Lecce.)

Having seen Capt. Stone (USN), we contacted Capt. Imrie (R), Civil Supply Officer, who informed us that there was no register of Italian civil trucks, which were roadworthy, but that there was a certain amount of control was in operation by means of Petroleum supplies. The position in King's Italy is that any civilian truck owner has to obtain his petroleum etc., through the Consiglio Provinciale Dell'Economia. The C P have received instructions in this respect-see Appendix B to this report. It is the duty of the CPE to consolidate the requests for petroleum etc., on to a form see Appendix B1 to this report and then send the forms forward to ACC for approval. This system is not in full operation at the moment and whereas it will constitute a source of information from which to compile a register, it does not supply sufficient detail. Capt. Imrie was able to give us some figures as to three of the provinces concerned namely that in the

Province of Bari	there were 189 Pet. Trucks.	60 Diesel.
" " Brindisi	" " 46 "	Nil.
" " Taranto	" " 61 "	24 Diesel.

Figures were not available for the province of Lecce and without further details regarding the figures given, it would be unwise to base any assumptions on them. Capt. Imrie relied on military assistance for his road haulage.

Our next contact was with General Di Rimondo, who explained that he controlled only Railways and Road PASSENGER transport and not ROAD haulage. He stated that Road haulage was a provincial matter, see his letter dated 10 Jan. '44-Appendix C to this report. He pointed out, however, that the civilian trucks, not removed or destroyed by the Germans, had been requisitioned by the Allied Navy, Army, Air Force and AMG and that further, as communications were extremely poor, it was impossible to collect information unless facilities for getting in touch with the various officials were available.

1336

2. Region 2. (Italian Regions of Lucania, Calabria and the Province of Salerno.)

Contact was made with the RCMO Region 2 at Matera and he introduced us to his Transportation Officer (Capt. Halstead). Capt. Halstead was aware that a census of vehicles was most essential and Region 2 had had a form produced for the rationing of petroleum etc., from which they had intended to start a register. This form,

Region of Puglia-Bari, Brindisi, Taranto and Lecce.)

Having seen Capt. Stone (USM), we contacted Capt. Imrie (a), Civil Supply Officer, who informed us that there was no register of Italian civil trucks, which were roadworthy, but that there was a certain amount of control was in operation by means of petroleum supplies. The position in King's Italy is that any civilian truck owner has to obtain his petroleum etc., through the Consiglio Provinciale Dell'Economia. The C & L have received instructions in this respect-see Appendix B to this report. It is the duty of the CPE to consolidate the requests for petroleum etc., on to a form see Appendix B1 to this report and then send the forms forward to ACC for approval. This system is not in full operation at the moment and whereas it will constitute a source of information from which to compile a register, it does not supply sufficient detail. Capt. Imrie was able to give us some figures as to three of the provinces concerned namely that in the

Province of Bari	there were 189 Pet. Trucks.	60 Diesel.
" " Brindisi	" " 46 "	" " Nil.
" " Taranto	" " 61 "	" " 24 Diesel.

Figures were not available for the province of Lecce and without further details regarding the figures given, it would be unwise to base any assumptions on them. Capt. Imrie relied on military assistance for his road haulage.

Our next contact was with General Di Rimondo, who explained that he controlled only Railways and Road PASSENGER transport and not ROAD haulage. He stated that Road haulage was a Provincial matter, see his letter dated 10 Jan. '44-Appendix C to this report. He pointed out, however, that the civilian trucks, not removed or destroyed by the Germans, had been requisitioned by the Allied Navy, Army, Air Force and AMG and that further, as communications were extremely poor, it was impossible to collect information unless facilities for getting in touch with the various officials were available.

1336

2. Region 2. (Italian Regions of Lucania, Calabria and the Province of Salerno;)

Contact was made with the RCAD Region 2 at Matera and he introduced us to his Transportation Officer (Capt. Halstead). Capt. Halstead was aware that a census of vehicles was most essential and Region 2 had had a form produced for the rationing of petroleum etc., from which they had intended to start a register. This form, however, had never been sent out, because of Administrative Instruction No. 12 issued from Advance Admin. Echelon, dated 1 Dec '43, see Appendix D to this report. Admin. Instruction No. 12 stated that a supply of forms would be sent in due course, but they were not to hand at the date of our visit (10 Jan). Capt. Halstead stated that he knew that there were 60 Italian Military vehicles on loan to the Province of Calabria, but at no one time were there more than 30 roadworthy. He stressed the point that he was doing everything in his power to obtain information, but he was handicapped by poor communications and that the CACs of the provinces had not the staff to cope with the work required. He was, however, determined to obtain the information as soon as possible.

2.

3. Region 3. (The 3 provinces of the Italian Region of Campania-Napoli, Benevento and Avellino.)

Having seen the RAO, we contacted Major Fitzgerald and Capt. Wingate. No concrete information is available at the moment, but the following steps are being taken:

- (a). Mr. West of the CIA is consolidating and classifying all trucks registered for petroleum permits. Information should be available about 1st Feb.
- (b). Sen. Pesci, under Col. Warren (Economics and Supply), is setting up a control office of 150 people to regulate employment of vehicles and movement of supply.
- (c). Col. Mansley (Transportation) has asked for 50 two and a half ton trucks in order to establish a pool.

In Naples there is a road organization, known as the Consorzio Autotrasporti Napoletano under the direction of Professor Guiseppe Patrucco and this organization has under its jurisdiction approx. 250 trucks. These trucks are working for the various authorities, but Major Fitzgerald was not in a position to give an opinion as to the authenticity or ability of this organization.

4. Region 4. (Province of Foggia).

Region 4 is administering the above province at the present time, but it is expected that it will be handed over to Region 5 in the very near future. Contact was made with Col. Edwards at Region 4 HQ, Naples and Major Ackerman (Economics and Supply) at Foggia. There was no register of vehicles available, but petroleum ration forms had been distributed and from these it was proposed to build up a registration of vehicles. Region 4 HQ had sent out to the province a very good form for completion, see Appendix B to this report but Major Ackerman stated that shortage of staff and transport made it extremely difficult to contact the various Italian officials, situated in various parts of the province. He rightly made the point that had a census been taken in the first instance, the position would have been considerably eased.

5. Region 1. (Sicily).

1935

This is not based on personal survey, but from information received. All load carrying trucks, with the exception of those in the possession of AMG in the provinces of Trapani, Messina and Caltanissetta, are being brought under the control of the Istituto Regionale Trasporti (IRT), with the proviso that AMG always retain title to the vehicles and the absolute right to their control at any and all times.

The IRT is responsible for the conduct of

classifying all trucks registered for petroleum permits. Information should be available about 1st Feb.

(b). Sen. Pescal, under Col. Warren (Economics and Supply), is setting up a control office of 150 people to regulate employment of vehicles and movement of supply.

(c). Col. Mansley (Transportation) has asked for 50 two and a half ton trucks in order to establish a pool.

In Naples there is a road organization, known as the Consorzio Autotrasporti Napoletano under the direction of Professor Giuseppe Patrucco and this organization has under its jurisdiction approx. 250 trucks. These trucks are working for the waste various authorities, but Major Fitzgerald was not in a position to give an opinion as to the authenticity or ability of this organization.

4. Region 4. (Province of Foggia).

Region 4 is administering the above province at the present time, but it is expected that it will be handing over to Region 5 in the very near future. Contact was made with Col. Edwards at Region 4 HQ, Naples and Major Ackerman (Economics and Supply) at Foggia. There was no register of vehicles available, but petroleum ration forms had been distributed and from these it was proposed to build up a registration of vehicles. Region 4 HQ had sent out to the Province a very good form for completion, see Appendix E to this report but Major Ackerman stated that shortage of staff and transport made it extremely difficult to contact the various Italian officials, situated in various parts of the province. He rightly made the point that had a census been taken in the first instance, the position would have been considerably eased.

5. Region 1. (Sicily).

1935

This is not based on personal survey, but from information received. All load carrying trucks, with the exception of those in the possession of AMG in the provinces of Trapani, Messina and Caltanissetta, are being brought under the control of the Istituto Nazionale Trasporti (INT), with the proviso that AMG always retain title to the vehicles and the absolute right to their control at any and all times.

The INT is responsible for the conduct of highway transport of goods within Sicily to the extent that the vehicles made available permit. A list of priorities has been

supplied to the INT and no other goods may be carried so long as any goods on the priority list are awaiting transport. AMG goods are carried free, but for all others "usual" freight charges are made.

At the moment there are approx. 700 trucks being operated in Sicily.

Copy.

APPENDIX "B".

Petroleum Distribution
Civil Supplies.

PART I: General Instructions.
Petroleum Issues to Civilians.

1. The following categories of civilian petroleum users are eligible for issue of petroleum products
- (a) Agricultural vehicles or machinery
 - (b) Commercial fishing boats
 - (c) Common carriers of goods and passengers
 - (d) Public utilities, including essential vehicles (water, gas, electricity, postal, telephone, telegraph etc.,)
 - (e) Public health and safety
 - (f) Essential state and municipal government officials
 - (g) Industrial vehicles or plants considered essential to a minimum public economy. Each included industry will be reported to this headquarters by HQ, ARG.
 - (h) Dealers in kerosene; wax candles and pharmaceutical oils essential for household consumption.

2. Not all applicants in the above categories will necessarily be given petroleum permits. Individual cases must be scrutinised for essentiality and quantity applicable to each instance.

3. Every effort shall be made to conserve fuel by local pooling of vehicles.

PART II.
Vehicles.

2. All civilian motor vehicles whether publicly or privately operated, shall be allowed to circulate only on permit. These permits will be issued under the present system of Italian control with the proviso that such permits will only be issued for the minimum number of vehicles that come within the classes for which petroleum products will be allowed. The Allied Commission reserves the right to inspect registers of such vehicles and to make recommendations thereon.

3. Rationing of Petroleum Products.

(i) The present Italian system of petrol rationing will continue in force in each vehicle having a permit to circulate will be given the basic ration allocated by the Consiglio Provinciale Dell'Economia, the amount depending on the size and make of the vehicle.

(ii) Vehicles engaged in certain types of work will be allotted a supplementary ration, monthly, varying with the type of work. These supplementary rations will be allocated by the C.P.E. as at present.

(iii) The Commission reserves the right to make recommendations

- (c) Common carriers of goods and passengers
- (d) Public utilities, including essential vehicles (water, gas electricity, postal, telephone, telegraph etc.,)
- (e) Public health and safety
- (f) Essential state and municipal government officials
- (g) Industrial vehicles or plants considered essential to a minimum public economy. Each included industry will be reported to this Headquarters by H.A.C.
- (h) Dealers in kerosene; wax candles and pharmaceutical oils essential for household consumption.

2. Not all applicants in the above categories will necessarily be given petroleum permits. Individual cases must be scrutinised for essentiality and quantity applicable to each instance.

3. Every effort shall be made to conserve fuel by local pooling of vehicles.

PART II. Vehicles.

2. All civilian motor vehicles whether publicly or privately operated, shall be allowed to circulate only on permit. These permits will be issued under the present system of Italian control with the proviso that such permits will only be issued for the minimum number of vehicles that come within the classes for which petroleum products will be allowed. The Allied Commission reserves the right to inspect registers of such vehicles and to make recommendations thereon.

3. Rationing of Petroleum Products.

(i) The present Italian system of petrol rationing will continue in force in each vehicle having a permit to circulate will be given the basic ration allocated by the Consiglio Provinciale dell'Economia, the amount depending on the size and make of the vehicle.

(ii) Vehicles engaged in certain types of work will be allotted a supplementary ration, monthly, varying with the type of work. These supplementary rations will be allocated by the C.P.E. as at present.

(iii) The Commission reserves the right to make recommendation on the reduction of the above mentioned ration scales if necessary.

4. Issues of "BUONI" (Certificates to draw petrol)

(i) The various major civilian controlling agencies will submit their requests for petroleto., through the C.P.E. The latter acting upon the instructions mentioned in Para 1 above will pass detailed lists of all applications which are considered reasonable to Liaison Officers of ACC in each provincial H.A. for onward transmission to this office.

(ii) These lists will show, by classes of consumers, detailed description of name of user, type of vehicle (make and h.p.) purpose for which it is to be used, amount of petrol recommended for issue. A specimen pro forma for use in this connection is attached.

(iii) Lists as forwarded will be scrutinised here and amended

2.

amended/

as considered necessary. The amended lists will then be forwarded to the HQ of the C.I.P. at Bari and there amended lists will constitute the sole authority for the issue of petroleum products.

(iv) Suggested "ente Statali" to be responsible for compiling lists of recommended consumers are as follows:

For private industrial & Public Utility vehicles	C.P.E.
For Public vehicles	Tspo. Morato di Motorizzazioni
For Agriculture use	Tspo. Morato dell'Agricoltura
For Fishing vessels	Sepral.
For Industrial uses	C.P.E.

(v) All recommendations will be prepared and forwarded to reach this office not later than the 24th of each month for petroleum products that are required for consumption during the ensuing month.

5. DISTRIBUTION

(i) Will be in hands of C.I.P. who will issue only to consumers recommended from this HQ.

(ii) The Commission reserves the right to check issues from all C.I.P. Depots against the lists of recommended consumers.

(iii) C.I.P. will forward to this HQ on the 1st of each month an account of petrol etc. issued during the previous month, stocks on hand as at the end of the month and full details of all movements of petroleum products.

(Signed) H.W. MONTFORT Lt. Col.
C.L.O.
ACC Advanced Command Post.

ADENDUM

b. Reference Part II para 2.

Such inspections of registers will take place immediately and new permits should be issued by the Italian authorities in agreement with Province Liaison Officers as to what vehicles will be allowed to circulate. These new permits to come into use as soon as possible and in every case to be fully operative before January 15 1944.

COPY.

APPENDIX "C".

TRANSLATION.

MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETERIATO DI STATO.

PER LA TRASPORTAZIONE CIVILE E TRASPORTI IN
CONCESSIONE.

=====

Prot No; 453/2.3/1/seg.

Brindisi 10 Jan 44.

SUBJECT: Highway transportation to meet civil requirements.

TO: Colonel Fitch

Chief of Internal Transportation Sub Commission, ACC

ATTN: Advance Administrative Echelon.

NAPLES

1. I refer to your letter file Tn/39/1 dated 22 December, 1943.

2. The organization of highway transportation for freight is not in this Undersecretaryship's line. Before War began there were in the different towns, private companies for transportation at mechanical or animal drawing which affected the movements of freight on requests directly submitted by the concerned, in base of rates which were controlled by the provincial offices.

The Government didn't have any direct control on that form of activity, which was left to private initiative and which had only to respect the general highway circulations rules.

The private firms or companies could use one or more vehicles, according to the social capital.

The list with the name of the companies for transportation can be furnished by the different Prefectures or through the qualified provincial offices.

However, I inform you that almost all motor cars in the country have been requisitioned by the military authority at War begin and during the War operations.

The few trucks left to the privates for the movements of war productions stuffs have been in the part taken away or destroyed by the German troops and in part they have been requisitioned by the Allied Military Authorities.

Actually; if there are some trucks; they are used for work services which interest directly the Allied Forces or they affect yet movements on account of the Provincial offices for food supplies.

1332

SUBJECT: Highway transportation to meet civil requirements.

TO: Colonel Fitch
Chief of Internal Transportation Sub Commission, ACC
ATTN: Advance Administrative Echelon
MAPLES

1. I refer to your letter file Tn/39/1 dated 22 December, 1943.
2. The organization of highway transportation for freight is not in this undersecretaryship's line. Before war began there were in the different towns, private companies for transportation of mechanical or animal drawing which affected the movements of ~~freight~~ freight on requests directly submitted by the concerned, in base of rates which were controlled by the provincial offices.

The Government didn't have any direct control on that form of activity, which was left to private initiative and which had only to respect the general highway circulations rules.

The private firms or companies could use one or more vehicles, according to the social capital.

The list with the name of the companies for transportation can be furnished by the different Prefectures or through the qualified provincial offices.

However, I inform you that almost all motor cars in the country have been requisitioned by the military authority at war begin and during the war operations.

The few trucks left to the privates for the movements of war productions ~~stuffs~~ have been in the part taken away or destroyed by the German troops and in part they have been requisitioned by the Allied Military Authorities.

Actually; if there are some trucks; they are used for work ¹³³² services which interest directly the Allied Forces or they affect yet movements on account of the Provincial offices for food supplies.

3. The highway transportation for passengers is effected under control of the undersecretaryship of State. Its administration is entrusted to private companies and firms.

We are getting the details about the real number of trucks ~~still~~ still in possession of the companies and the ulterior possibility of renewing the lines which were in service at the armistice date.

However the collection of these details is very difficult, owing to the lack of telegraph and telephone communications and the deficient mail service, while there are no cars available for the qualified personnel which could go to the different centres for the control.

Some informations already arrived and we'll send as soon as

2.

soon as/

possible a report, with as many details as possible, to the Sub
Commission.

However also in this branch the cars availability is very
limited and the services are in a serious crisis.

THE UNDERSECRETARY OF STATE

sig. Gen di Raimondo.

1931

Appendix D

U. S. CONFIDENTIAL

Equals British CONFIDENTIAL

A. P. G. 400

ADVANCE ADMINISTRATIVE ECHILON

A.P.G. 400

4/1 FS
1 December 1943

Copy No. _____

ADMINISTRATIVE INSTRUCTION

NUMBER

12

DISTRIBUTION OF CIVILIAN PETROLEUM REQUIREMENTS.

1. It is essential that civilian use of petroleum products be controlled so as to assure the minimum consumption compatible with military necessity and a sound civilian economy. Such control must be uniform in all portions of the Kingdom of Italy thus far occupied and similarly extended to other areas as they fall under Allied influence.

Motor Vehicles

2. All civilian motor vehicles, whether publicly or privately operated, shall be allowed to circulate only on permit and shall be furnished petroleum products only upon presentation of coupons valid for the month of issue. Petroleum coupons and circulation permits will be issued only against applications properly made on Form PET-FUEL No. 1, copy of which is attached. Circulating permits must be numerically synchronized with petroleum permits.

3. The provision of paragraph 2 above are not intended to modify the procedure outlined in paragraph 10 of Administrative Instruction No. 9, this Headquarters, with respect to the furnishing of petroleum to civil contractors working for military account.

4. Vehicles requisitioned by the Military for military purposes operated by military personnel will not be issued petroleum coupons or civil circulating permits. Such vehicles shall clearly display the name of the military unit by which they are used and petroleum supplies therefor shall be issued by the Military and included in Military requirements.

1930

5. Civil applicants for motor vehicle permits and petroleum supplies may obtain form PET-FUEL No. 1 from any Allied Military Government office or from any C.I.P. representative or such other places as may be designated. Application forms when completed in duplicate shall be given by the applicant to the nearest AGO, AMG or CIP representative. In the latter case the CIP representative will pass the application in duplicate with his comments to the proper AGO or AMG office or agency designated by them (Provincial Economic Councils, etc.) in various localities for approval or denial. Approval will be granted in consistency with the principles laid down in Schedule "A" attached as from time to time amended. The duplicate copy of the approved applications showing quantity approved and serial number of permit issued will be returned to the local CIP representative and through him to CIP Zone office.

DISTRIBUTION OF CIVILIAN PETROLEUM REQUIREMENTS.

1. It is essential that civilian use of petroleum products be controlled so as to assure the minimum consumption compatible with military necessity and a sound civilian economy. Such control must be uniform in all portions of the Kingdom of Italy thus far occupied and similarly extended to other areas as they fall under Allied influence.

Motor Vehicles

2. All civilian motor vehicles, whether publicly or privately operated, shall be allowed to circulate only on permit and shall be furnished petroleum products only upon presentation of coupons valid for the month of issue. Petroleum coupons and circulation permits will be issued only against applications properly made on Form PET-FUEL No. 1, copy of which is attached. Circulating permits must be numerically synchronized with petroleum permits.

3. The provision of paragraph 2 above are not intended to modify the procedure outlined in paragraph 10 of Administrative Instruction No. 9, this Headquarters, with respect to the furnishing of petroleum to civil contractors working for military account.

4. Vehicles requisitioned by the Military for military purposes operated by military personnel will not be issued petroleum coupons or civil circulating permits. Such vehicles shall clearly display the name of the military unit by which they are used and petroleum supplies therefore shall be issued by the Military and included in Military requirements.

1930

5. Civil applicants for motor vehicle permits and petroleum supplies may obtain Form PET-FUEL No. 1 from any Allied Military Government office or from any C.I.F. representative or such other places as may be designated. Application forms when completed in duplicate shall be given by the applicant to the nearest AOC, AMG or CIP representative. In the latter case the CIP representative will pass the application in duplicate with his comments to the proper AOC or AMG office or agency designated by them (Provincial Economic Councils, etc.) in various localities for approval or denial. Approval will be granted in consistency with the principles laid down in Schedule "A" attached as from time to time amended. The duplicate copy of the approved applications showing quantity approved and serial number of permit issued will be returned to the local CIP representative and through him to CIP Zone office.

6. Civilian circulating permits shall be made only in accordance with Form PET-FUEL No. 2 (copy attached) and will be issued simultaneously with coupon Forms PET-FUEL Nos. 3 or 4 (for petrol or diesel oil respectively) copies attached. Forms Nos. 2, 3, and 4 shall be valid only for monthly periods or such other periods as may from time to time be determined by Petroleum Section, FLAMEC.

Industrial and Off-The-Road Users

7. Applicants for petroleum products destined for non-vehicular use will submit application Form PET-FUEL No. 5, copy attached. Such applicants include, but are not limited to, non-highway agricultural users, marine and fishing users,

U. S. CONFIDENTIAL
 Equals British CONFIDENTIAL

dealers in kerosene, war or pharmaceutical petroleum products who distribute to individual retail consumers. Private household consumers of these products should not submit application Form PET-FUEL No. 5. Their demand will be considered in the allotments made to the dealers supplying them. Form PET-FUEL No. 5 shall be submitted in triplicate, one copy for the C.I.P. office, one for issuing office and the third copy for applicants.

8. The procedure for handling applications as outlined in paragraph 7 above will be the same as that described in paragraph 5.

General

9. Requests for civilian allocations of petroleum products not specifically recommended in this Instruction should be referred to Petroleum Section, FL 1250, by JAG 15th Army Group or HQ, 4th, as involved for consideration.

10. Petroleum Section, FL 1250, will maintain close liaison with JAG 15th Army Group and HQ, 4th, so as properly to relate Italian civilian petroleum distribution to the industrial and economic programs of JAG.

11. Printed Forms are being prepared and will be distributed - attached mimeographed Forms are **only** samples.

William B. T. ...
 per Major General,
 Deputy Chief Administrative Officer.

1929

6. The procedure for the above will be the same as that described in paragraph 5.

General

9. Requests for civilian allocations of petroleum products not specifically recommended in this instruction should be referred to Petroleum Section, FLINCO, by /AF 15th Army Group or HQ, AF, as involved for consideration.

ACC,
10. Petroleum Section, FLINCO, will maintain close liaison with AF 15th Army Group and HQ, AF, as is primarily to relate Italian civilian petroleum distribution to the industrial and economic programs of AF.

11. Printed forms are being prepared and will be distributed - attached mimeographed forms are only samples.

W. H. B. T. H. M. J. M. C.
Major General,
Deputy Chief Administrative Officer.

1929

U. S. CONFIDENTIAL
Do not Release CONFIDENTIAL

U. S. CONFIDENTIAL
 Equals British CONFIDENTIAL

DISTRIBUTION:

	Copy No.		
DCAO	1	F.O.I.C. West Italy	65
D/CLO	2	5th Army	69
G (SD)	3	8th Army	70
A	4	10 Corps	71
Q	5	Peninsular Base Section	72 to 77
G-4	6	No. 2 District	78 to 93
Petroleum Section	7	57 Area	94
X	8	94 Sub Area	95
Works	9	103 Sub Area	96
Nov.	10	151 Sub Area	97
Tr.	11	86 Area	98
S.T.	12	P.L. Sub Area	99
Grainage	13	6 Base Sub Area	100
R.E.M.E.	14	Base	101
Medical	15	III A.S.M.C.	102
Pr.	16	XII S.A.S. ADV.	103
Postal	17	2 S.A.S.	104
Salvage	18	British Military	
E. & L.	19 & 20	Mission	
Prints	21	7th Italian Army	105
Camp	22	NCIC Combined Hq.	
Chief Clerk	23	Naples	106
D.S.T.O.	24	Hirings and Claims	107
Can. Sec. GHQ	25	Adm. 15 Army Group	108 to 112
1st Ech.	26	HQ, 15	113 to 132
H.G.S. Adv.	27	AM Regions	
Adm. Hqs Sec 021	28	II &	123 to 132
USALO	29	III	133 to 142
XII A.F.S.C.	30 & 31	Allied Control	
Adm. 15 Army Gr.	32	Commission	143 & 144
G (CPS)	33	CIP	145 & 146
Survey	34	POWIT	147
Catering	35	71 Sub Area	148
Train-C Med.	36	Adm. Hq. NATO	149
ISIC Med.	37 to 66	DC 214 Gp. RAF	150
ANHQ	67		
POIC Tarento			

GOVERNO MILITARE ALLEATO

ALLIED MILITARY GOVERNMENT

DATA (Date) _____

RICHIESTA DI PRODOTTI PETROLIERI PER USO INDUSTRIALE
NON PER USO PER AUTOVECICOLO

(Application for Petroleum Products for non-vehicle use)

COMUNE DI (Commune of) _____ PROVINCIA (Province) _____

Nome e Cognome del Richiedente (Name)

Nome della S.A. o Società (Name of firm)

Indirizzo (Address)

TIPO DELL'INDUSTRIA (Type of industry)

QUESTA RICHIESTA VIENE QUI FATTA PER _____
PER L'APPROVIGIONAMENTO DEL SEGUENTE PRODOTTO PETROLIERO: _____

PRODOTTI RICHIESTI	QUANTITA' RICHIESTA	QUANTITA' APPROVATA
(Products required)	(Quantity required)	(Quantity approved)
BENZINA (Petrol)		
GASOLIO (Gasol)		
PETROLIO (Kerosene)		
OLII LUBRIFICANTI (Lubes)		
GRASSI (Greases)		
ALTRI PRODOTTI		

8281

QUESTI PRODOTTI SONO NECESSARIO ALLO NVA
UNITA PER: (Scope in butyls)
(These products are necessary for carrying on my
business the purpose being: (in detail))

Note: Per uso
di ufficio
(Comments etc)

FIRMA DEL RICHIEDENTE (Signature)

Signed Approved S. C. A. C. A. M. G.

RICHIESTA DI PRODOTTI PETROLIERI PER USO INDUSTRIALE
NON PER USO PER AUTOMOBILI

(Application for Petroleum Products for non-vehicle use)

COMUNE DI (Commune of) _____

PROVINCIA (Province) _____

Nome e Cognome del Richiedente (Name)

Nome della ditta o società (Name of firm)

Indirizzo (Address) _____

TIPO DELL'INDUSTRIA (Type of industry) _____

QUESTA RICHIESTA VIENE QUI FATTA PER _____
PER L'APPROVIGLIAMENTO DEI SEGUENTI PRODOTTI PETROLIERI

PRODOTTI RICHIESTI	QUANTITA' RICHIESTA	QUANTITA' APPROVATA
(Products required)	(Quantity requested)	(Quantity approved)
BENZINA (PETROL)		
GASOLIO (GASOL)		
PETROLIO (KEROSENE)		
OLII LUBRIFICANTI (LUBES)		
GRASSI (GREASES)		
ALTRI PRODOTTI		

82.88

QUESTI PRODOTTI SONO NECESSARIO ALLO NDA

UNITA PER (Scope in Liters)

(These products are necessary for carrying on my business the purpose being (in detail))

Note per uso
di ufficio
(Comments etc)

FIRMA DEL RICHIEDENTE (Signature)

Signature Approved S. L. A. C. A. M. S.
Aprovato

QUANTITA' PER RITIRATO
(Enter quantity drawn)

DATA
(Date)

FIRMA DEL FORNITORE
(Signature of Supplier)

FORM-AMM. PET. FUEL-3

TO BE FILLED IN BY THE SUPPLIER
(Applicant FCAU-1-CID)

GOVERNO MILITARE ALLEATO

ALLIED MILITARY GOVERNMENT

RICHIESTA DI UN PERMESSO DI CIRCOLAZIONE PER
AUTOMEICOLO E DI RIFORMAMENTO DI CARBURANTI
(Application for motor vehicle circulating permit and fuel
supplies)

PROVINCIA DI (Province) _____
NOME E COGNOME DEL RICHIEDENTE (Name of Applicant) _____
NOME DELLA VETULA O SOCIETA' (Name of firm, company, etc.) _____
INDIRIZZO (Address) _____
TESSERA DI IDENTITA' (Identity Card) _____
N. REGISTRAZIONE (Licence No.) _____
FABBRICA (Maker) _____
CAPACITA' (Capacity) _____

CONIA PRESENTE RICHIEDO UN PERMESSO DI CIRCOLAZIONE
ALLO SCOPPO (in dettaglio) e per circolazione privata e
pubblica (purpose)

RICHIEDO INOLTRE PER UN PERMESSO DI RIFORMAMENTO DI
DI BENZINA / GASOLIO (conoscere il prodotto desiderato) e... litri
di oli lubrificanti
(Request is also made for one month's supply of... liters
of petrol/oil (know oil product not applicable) and... liters of
lubricating oil)

(A) IO DICHIARANDO CHE IL SUDDETTO VEICOLO SARA' USATO
ESCLUSIVAMENTE PER GLI SCOPPI INDICATI CHE QUALSIASI INFRAZIONE
ALLE CONDIZIONI E NORME DEL GOVERNO MILITARE ALLEATO SARANNO
VERAMENTE PUNITE IL PERMESSO NON RENDERA' POSSIBILE DI RILASCIARE
LA RICHIEDENZA O DI ENTRARE E CHE IL MIO PERMESSO SARA' REVOCATO
E IL MIO AUTOMEICOLO SARA' CONFISCATO.

DATA (Date) _____ FIRMA (Signature) _____
IL RICHIEDENTE (Applicant)

(B) I hereby declare that the above statements printed and signed will be
true and only for the purpose stated and that any violation of any
condition and/or regulation will be punished.

Supplies

Remainder of

PROVINCIA DI (Province)
 NOME E COGNOME DEL RICHIEDENTE
 (Name of Applicant)
 NOME DELLA DITTA O SOCIETA'
 (Name of firm, company,
 INDIRIZZO (Address)
 TESSERA DI IDENTITA' (Identity card)
 IN REGISTRAZIONE DEL VEICOLO (License No)
 FABBRICAZIONE (Make)
 PORTATA (Capacity)

CON LA PRESENTE RICHIEDO IMPIEGO IN PERMESSO DI CIRCOLAZIONE
 ALLO SCOPO (IN DETTAGLIO) specificato per circolando per il
 (purpose)

RICHIEDO INOLTRE PER IMPIEGO IL RIFORMAMENTO DI
 DI BENZINA / GASOLIO (conoscere il prodotto desiderato) e... Litri
 DI OLI LUBRIFICANTI
 (request is also made for one month's supply of... liters
 of petrol/gasol (know the product not applicable) and... liters of
 lubricating oil)

IO DICHIARO CHE IL SOTTOVEICOLO SARA' USATO
 SOLOMENTE PER GLI SCOPPI INDICATE CHE QUALSIASI INFRAZIONE
 ALLE CONDIZIONI E NORME DEL SERVIZIO MILITARE ALLEATO VALERA' CONTRO
 VERBA' TRASMESSO IL PERMESSO MI RENDERA' POSSIBILE DI MULTA O DI
 AMMONISSIONE FINO O DI ENTRAMBE E CHE IL MIO PERMESSO SARA' REVOCATO
 E IL MIO AUTOMOBILE SARA' CONFISCATO.

DATA (Date) FIRMA IL RICHIEDENTE (Applicant)

I hereby declare that the above mentioned permit and vehicle will be
 be used only for the purpose stated and that any violation of Army
 condition and/or regulations on which this permit is issued will render
 me liable to fine or imprisonment or both, cancellation of my permit
 and confiscation of my vehicle.

NOTA - Per solo
 uso di ufficio
 (office use only)
 Comments etc

TERMINATO PER L'ESERCIZIO

APPLIED MILITARY GOVERNMENT

NUMERO DEL PRODOTTO
SENZA CASO
+ PURIFICANTI

(PRODUCT PRINTED
FORM WILL INDICATE)

Thomson, R. = 1897

$$\frac{PL(T_0)}{PL(T_0) + PL(T_1)}$$

INVESTIGATIVE

DI BENZINA (GASOLIO) E LITRI DI LUBRIFICANTI PER IL VEICOLO
CON DIREZIONE SOSTITUITA A NIPERRE - LITRI

DA DOSSIER - I CARICAMENTI PER IL SUOGETTO QUANTITATIVO SONO APTACATI
ALLA PRESENZA E QUESTI DESSO ESSERE STATI ESCLUSIVAMENTE VO-
FORNIRE VU CARICAMENTI AL MARCHIO DELLA CONSEGNA I PARLANNO VARIO
DOSSIERO ESSERE STATI A COMICIARE DAL FONDO DI SINISTRA A DESTRA
DOSSIERO CARICAMENTI CARICANDO ANNULLATI.

DOVERNAMENTI ITALIANI SARANNO ANNULLATI
ED I RIMANENTI AUTORIZZAZIONE INSIEME
QUESTA AUTORIZZAZIONE INSIEME
CUI I TAGLIANDI NON
AL MOMENTO DEL
IL PERIODO SUCCESSIVO.
AUTORI E GODELLI ANNULLATI DOVRA' ESSERE RILEVATA
AUTORIZZAZIONE PER
RICREMENTO DELLA NUOVA AUTORIZZAZIONE PER

Authorization is hereby given for the issue of _____
of retrofits AND _____ against
circulating permit _____ Registration.
_____ issued to vehicle license No. _____
_____ are attached hereto

Coupons for the above amount are attached hereto and same may, only be detached by the petroleum supplier at the time of issue. Paid coupons will count them left and former and balance of the coupons must be marked cancelled. This authorization together with the unused coupons will be returned at the time of receipt of authorization for the succeeding periods.

Signed CIVIL AFFAIRS OFFICER

5 LITRES

Ln

LITR1

BENZINA

TRD

1325

861
LNB

SAMPLE QNLY (FORM 3 AND)

Wir sind

3 April 4

UNITED FORMS WILL CONTAIN COUPONS FOR

300 LITERS GRA SOIL OK PETROU 13 EACH ECKM

AND 10 LITERS LUB E OIL PER ENGINE

FORM 101 (10-1-40)

AL (TS)

NOTE (NAME)

INDIRIZZO (address)

LUBRIFICANTI

(PRODUCTS PRINTED
FORM WILL INDICATE)

DI BENZINA (GASOLIO) E LITRI DI LUBRIFICANTE PER IL PERIODO...
CON FIDUCIA...
TACQUINO PER IL SUO TITOLO QUANTITATIVO 3000 ATTACATI
ALLA PRESENZA E QUANTITA' DEI SEGRETIARI ESCLUSIVAMENTE VAL
NOMINARE DEL CARBURANTE A MARCHIO DELLA CONSUMAZIONE TACQUINO VALORI
DURANDO ESSERE STABILITI A CONCORDIA DEL FONDO DI SINISTRA A DESTRA
ED I RIMANENTI TACQUINO SARANNO ANNULLATI
QUESTA AUTORIZZAZIONE INDEBITE CON I TACQUINO NON
USATI L'ADELLO ANNULLATI COME ESSERE RESTITUITA AL MOMENTO DEL
RICEVIMENTO DELLA NUOVA AUTORIZZAZIONE PER IL PERIODO SUCCESSIVO.

Authorization is hereby given for the issue of _____ liters
of petroleum fuel and _____ liters of lubricant for the period _____ against
circulating permit _____ issued to vehicle license No. _____ Registration
and same may only be detached by the petroleum supplier at the time of issue.
Valid coupons will count for in left hand corner and balance of the coupons
must be marked cancelled. This authorization together with the limited
coupons will be returned at the time of receipt of authorization
for the succeeding periods.

Signe: CIVIL AFFAIRS OFFICER

COUPONS	5 LITRES	5 LITRI	1 LITRO
	BENZINA	BENZINA	LUB
SAMPLE ONLY (FORMS 3 AND 4)			
INTED FORMS WILL CONTAIN COUPONS FOR			
300 LITERS GASOL OR PETROL			
AND 10 LITERS LUB E OIL PER EACH FORM			
SAMPLE OF FORM			

AMC-12FT FUEL
3 - FOR PETROL
4 - FOR GASOL

AMG 4 - FORM E. 1. (Revised) original copy to AMG 4 (Tn., Pl.) File No.

Complete this questionnaire and return in triplicate within three days
(Questionario da riempire e restituire in triplice copia entro tre giorni)

TRANSPORTATION (Trasporti)

Province (Provincia)	Town (Città)		
1. Type of Transportation (Rail) (Tipo di trasporti) (Ferrovie)	Road Stradali	Water Fluviali	Other Altri
2. Name of Company (Nome della Società)			
3. Name of Manager and Location of Head Office (Nome del direttore e Ubicazione dell'Ufficio)			
4. Location of each office (Nome del Direttore) (Ubicazione di ciascun Ufficio nel Lazio and Abruzzi)			
5. Class of goods carried (Tipo di merce trasportata)			
6. Areas served (Zone Servite)			
7. Numbers & Types of Equipment. & Capacity, HP, & Fuel. (Numero e tipo delle macchine e dei veicoli in Portata, Potenza, Combustibile)			

Type (Tipo)	Numbers (Numero)		
	Employed (Se impiegate ed in che modo)	Available not in use (Disponibili ma non impiegate)	Repairable (Se riparabile)
8. Types of fuel and lubricant used (Tipo di combustibile e lubrificante usato)			
Quantity on hand. (Quantità in deposito)			
Quantity required for			

1925

4. Location of each office (Nome del Direttore) (Ubicazione di ciascun Ufficio nel Lazio and Abruzzi)

5. Class of goods carried (Tipo di merce trasportata)

6. Areas served (Zone Servite)

7. Numbers & Types of Equipment. & Capacity. HP. & Fuel. (Numero e tipo delle macchine e dei veicoli in Portata, Potenza, Combustibile)

Type (Tipo)	Numbers (Numero)		
	Employed (Se impiegate ed in che modo)	Available not in use (Disponibili ma non impiegato)	Repairable (Se riparabile)

1925

8. Types of fuel and lubricant used
(Tipo di combustibile e lubrificante usato)

Quantity on hand.
(Quantità in deposito)

Quantity required for each month for operation
(Quantità richiesta per ogni mese di esercizio)

9. Are workshops available (Sono disponibili officine di riparazione?)

10. Are tools available (Vi sono attrezzi disponibili?)

11. Are skilled staff available (Vi sono uomini adatti per l'esercizio?)

12. Are funds available (Vi sono fondi disponibili?)

13. Give on back list of stores and materials required to start operation
(Elencate a tergo le scorte ed i materiali necessari per iniziare).

14. Give on back any other relevant information.
(Date a tergo qualsiasi altra informazione utile).

Date (Data)

Signature (Firma)
Appointment (Titolo)

TIP. A. DE VITO - TEL. 27538

APPENDICE

U.S. SECRET
Equals British SECRET.

ALLIED FORCE HEADQUARTERS

Military Government Section

MGS:537

JCH/D/alc
8 January 1944

SUBJECT: Staff Study on Transport Requirement for the
Distribution of Civilian Supplies in Occupied
Territory.

TO: HQ Allied Control Commission
Central Economic Committee

The attached copy of a Staff Study prepared by Military
Government Section is forwarded for information together
with a copy of a memorandum from the CAO AFHQ.

It will be seen that while the Staff Study has not been
approved in its present form, the necessity for these
vehicles has been accepted.

Allied Control Commission should obtain from the Italian
Government the decision required in para 3 of the CAO
memorandum.

CEC should produce the revised statistics required in
para 5.

1924

J.C. HOLMES
Brigadier General, G.S.C.
Chief, Military Government Section

Incls: as above.

U.S. SECRET EQUALS BRITISH MOST SECRET

ALLIED FORCE HEADQUARTERS
Military Government Section

MG3 537

1 January 194

SUBJECT: Staff Study on Transport Requirement for the Distribution
of Civilian Supplies in Occupied Territory.

1. The Problem Presented.

To organize and equip sufficient transportation units of suitable strength to distribute civilian supplies, including an average of 130,000 metric tons of imports per month in SARDINIA, SICILY and the mainland of ITALY.

11. Facts Bearing on the Problem.

1. The ports where supplies are to be landed are Cagliari in Sardinia, Palermo, Catania and Syracuse in Sicily and Reggio, Crotona, Bari, Brindisi and Naples on the Mainland.

2. The tonnages per month into each of these ports are shown in Appendix A, (Tab C), but any of these shipments may be diverted to a different port at the last moment if necessitated by operational requirements.

3. In addition to the tonnages shown in Appendix A, there will be considerable tonnages comprising local resources to be lifted and distributed.

4. It is probable that the personnel required for this can be found from Italian army sources, but it is clear that vehicles, workshops and equipment will have to come from British and American sources.

5. Italians will require instruction in driving and maintenance of American and British vehicles. This instruction will have to be carried out by American and British personnel.

6. Units must be organized on the lines of Italian ~~transport~~ Transport Companies, with suitable American and/or British increments for technical supervision and operational control.

7. It is estimated that 60% of the tonnage involved will be consumed in the port areas, but of the remaining 40%, about half will have to be carried over 100 miles. By far the largest amount will arrive at Naples.

8. Nearly 90,000 tons are due to arrive in January; 11 115,000 tons in February; and 130,000 tons in March, after which the intake will be constant.

11. Facts Bearing on the Problem.

1. The ports where supplies are to be landed are Cagliari in Sardinia, Palermo, Catania and Syracuse in Sicily and Reggio, Crotone, Bari, Brindisi and Naples on the Mainland.
2. The tonnages per month into each of these ports are shown in Appendix A, (Tab C), but any of these shipments may be diverted to a different port at the last moment if necessitated by operational requirements.
3. In addition to the tonnages shown in Appendix A, there will be considerable tonnages comprising local resources to be lifted and distributed.
4. It is probable that the personnel required for this can be found from Italian army sources, but it is clear that vehicles, workshops and equipment will have to come from British and American sources.
5. Italians will require instruction in driving and maintenance of American and British vehicles. This instruction will have to be carried out by American and British personnel.
6. Units must be organized on the lines of Italian-~~Escorte~~ Transport Companies, with suitable American and/or British increments for technical supervision and operational control.
7. It is estimated that 60% of the tonnage involved will be consumed in the port areas, but of the remaining 40%, about half will have to be carried over 100 miles. By far the largest amount will arrive at Naples.
8. Nearly 90,000 tons are due to arrive in January; 11 115,000 tons in February; and 130,000 tons in March, after which the intake will be constant.

III. Conclusions.

1. 1,200 vehicles organized into 10 Italian Transport Companies, each of 4 platoons will be required. It is suggested that the whole transport organization be based on the following approved WES NA/210/1, NA/211/1, EA/213/1, NA/214/1, copies of which are attached for easy reference.
2. 50% per cent of the task vehicles of the transport platoons should be 6 tonners and 50 per cent 3 tonners.
3. It is suggested that the non Italian personnel of 5 companies be American and 5 companies British.
4. In addition a combined Allied HQ will be necessary to the 10 companies. This combined Allied HQ might consist of a VASC HQ with British and American elements.

• 1923

5. Further American and British personnel will be required to train the Italian personnel and give instruction in the handling of American and British equipment.

6. It will not be possible to organise, train and equip any of these companies in time for them to take part in the January and most of February deliveries. This will have to be a commitment of the Army, and on the mainland of Italy dealt with by AFHQ Advanced Administrative Echelon.

7. It should be possible to train 2 Italian Transport Companies by the middle of February to start work at the end of February.

8. All companies should be working before the middle of April.

9. One or more suitable places on the mainland will be required to set up training and mobilization centres.

10. On completion of training, companies will have to be deployed as follows:

- (a) One platoon at the disposal of the Allied Regional Commissioner, SARDINIA.
- (b) One company at the disposal of the Allied Regional Commissioner, SICILY.
- (c) Nine companies, less one platoon, at the disposal of the Central Economic Committee, held centrally for the mainland.

IV. Recommendations.

1. That Districts be ordered to select suitable training and mobilization centres. -- Action G 3 Training.

2. That the necessary training staff be detailed as soon as possible and in any event by the end of January. Some Italian speakers would be helpful. In any event interpreters will be necessary. It is important that the commandant be appointed early. Staff and training facilities may be available from existing transportation training organisations from North Africa. -- Action G 1, G 3 (Training) and G 4.

1922

3. That the Military Section of the Allied Control Commission be ordered to submit a demand to the Italian Army for Italian Transportation personnel, phased as follows:

- 1 Feb. Personnel for two companies.
- 15 Feb. Personnel for four companies.
- 1 Mar. Personnel for three companies.
- 15 Mar. Personnel for three companies. Action G 3.

4. That the necessary American and British personnel be detailed as required By War Establishments NA/210/1, NA/211/1, NA/213/1; NA/214/1. (Tab D). Personnel for 5 companies to be American and 5 companies British. The provision of these personnel should be phased as in para 3 above. -- Action G 1.

Companies by the middle of February to start work at the end of February.

3. All companies should be working before the middle of April.

9. One or more suitable places on the mainland will be required to set up training and mobilization centres.

10. On completion of training, companies will have to be deployed as follows:

- (a) One platoon at the disposal of the Allied Regional Commissioner, SARDINIA.
- (b) One company at the disposal of the Allied Regional Commissioner, SICILY.
- (c) Nine companies, less one platoon, at the disposal of the Central Economic Committee, held centrally for the mainland.

IV. Recommendations.

1. That Districts be ordered to select suitable training and mobilization centres.==Action G 3 Training.

2. That the necessary training staff be detailed as soon as possible and in any event by the end of January. Some Italian speakers would be helpful. In any event interpreters will be necessary. It is important that the commandant be appointed early. Staff and training facilities may be available from existing transportation training organisations from North Africa.==Action G 1, G 3 (Training) and G 4.

1922

3. That the Military Section of the Allied Control Commission be ordered to submit a demand to the Italian Army for Italian Transportation personnel, phased as follows:

- 1 Feb. Personnel for two companies.
- 15 Feb. Personnel for four companies.
- 1 Mar. Personnel for three companies.
- 15 Mar. Personnel for three companies. Action G 3.

4. That the necessary American and British personnel be detailed as required By War Establishments MA/210/1, MA/211/1, MA/213/1; MA/214/1. (Tab D). Personnel for 5 companies to be American and 5 companies British. The provision of these personnel should be phased as in para 3 above==Action G 1.

5. That the necessary American and British vehicles be supplied, phased as follows:

- 1 Feb. Vehicles for two companies.
- 15 Feb. Vehicles for four companies.
- 1 Mar. Vehicles for three companies.
- 15 Mar. Vehicles for three companies.==Action G 4

J.C. HOLMES

Brigadier General, G.S.C.

Chief, Military Government Section.

COPY

U.S. SECRET
ALLIED BRITISH SECRET.
Allied Force Headquarters
C.A.O. Office.

URGENT

CAO/701

MEMORANDUM TO: M.G.S.

SUBJECT: MGS Staff Study "Transportation Requirements for the Distribution of Civilian Supplies in Occupied Territory".

1. It is clear that the problem of distributing civil supplies in ITALY, SICILY and SARDINIA will be with us for the duration.
2. The responsibility should, however, be definitely placed on the ITALIAN Government from the start, subject to supervision and only by A.C.C. to ensure that any vehicles provided by the Allied Government are used for the purpose intended.
3. It is for the ITALIAN Government to decide whether to operate the vehicles through Italian Civil road transport agencies or by Italian Army units: there is no apparent justification for the formation of special units by us.
4. It is accepted that a substantial number of trucks must be provided by the ALLIED Forces, but in view of the vehicle supply situation the total requirement of 1,200 vehicles should not be agreed without further detailed examination of actual requirements. It should then be phased by areas. 1921
5. It is considered that M.G.S. should revise the Staff Study in the light of the comments made above and with regard to full usage of Italian railways, small ship coastwise traffic, and animal transport availabilities for limited local distribution. This revision would seem to be a matter for A.C.C. in conjunction with G4(M) FLAMBO and the Italian authorities in order that local conditions may receive proper consideration.
6. A meeting has been held with M.G.S. on the subject and action is presumably proceeding accordingly.

Signed: R.P. Lewis

For
Chief Administrative Officer

8 Jan. 1944

TO : Col. S.A. Fitch.

FROM : Major J.H. Bordass.

SUBJECT : Road Transport.

With reference to the meeting held on Saturday 1st. Jan 1944 at 1500 hours (Col. Fitch, Lt.Col. Henderson, Lt.Col. Vining, Major Macchi and Major Bordass present), and the decision which was reached that myself and Major Macchi should make a reconnaissance at the earliest possible moment subject to Lt.Col. Henderson supplying transport and an interpreter. We propose to carry out this reconnaissance in the following manner :-

(a) Object.

To suggest the best means for setting up an organisation in order to meet the requirements of ACC and AGC :-

- (i) Transporting by road such freight as cannot be moved by rail.
- (ii) Providing road transport between points which are not rail served.

Whereas Local and Long Distance Road Transport are bound to be interwoven to some extent, it is not our intention to deal with local moves, these being regarded as domestic and under the direct administration of Regional Officers. It may be necessary to suggest some changes, owing to the needs of Long Distance Transport, but they will be kept down to a minimum.

(b) Methods.

- (a) Ascertain what Italian Highway Transport organisations existed prior to Allied occupation?
- (b) What were the functions of such organisations?
- (c) By what means and manner they were able to function?
- (d) Where their depots and maintenance garages are or were situated?
- (e) A census of existing vehicles be taken showing :-

- (i) The make and type of vehicle
- (ii) The owner - name and address
- (iii) Where the vehicle is situated
- (iv) The carrying capacity of each vehicle
- (v) Condition of the engine
- (vi) Condition of tyres
- (vii) Condition of the body.

From this census it will be possible to determine what vehicles are suitable for Long Distance work.

- (f) Captured enemy vehicles and dumped Army vehicles.

The position regarding the above to be examined and the possibilities of using same determined.

- (g) Spare Parts.

Ascertain if there are any spare parts available and consider the

1920

should make a reconnaissance at the earliest possible moment subject to Lt. Col. Henderson supplying transport and an interpreter. We propose to carry out this reconnaissance in the following manner :-

(a) Object.

To suggest the best means for setting up an organization in order to meet the requirements of ACC and AMG :-

- (i) Transporting by road such freight as cannot be moved by rail.
- (ii) Providing road transport between points which are not rail served.

Whereas Local and Long Distance Road Transport are bound to be interwoven to some extent, it is not our intention to deal with local moves, these being regarded as domestic and under the direct administration of Regional Officers. It may be necessary to suggest some changes, owing to the needs of Long Distance Transport, but they will be kept down to a minimum.

(b) Method.

- (a) Ascertain what Italian Highway Transport organisations existed prior to Allied occupation?
- (b) What were the functions of such organisations?
- (c) By what means and manner they were able to function?
- (d) Where their depots and maintenance garages are or were situated?
- (e) A census of existing vehicles be taken showing :-

- (i) The make and type of vehicle
- (ii) The owner - name and address
- (iii) Where the vehicle is situated
- (iv) The carrying capacity of each vehicle
- (v) Condition of the engine
- (vi) Condition of tyres
- (vii) Condition of the body.

From this census it will be possible to determine what vehicles are suitable for Long Distance work.

(f) Captured enemy vehicles and dumped Army vehicles.

The position regarding the above to be examined and the possibilities of using same determined.

(g) Spare Parts.

Ascertain if there are any spare parts available and consider the possibilities of cannibalisation of trucks, which are beyond repair.

(h) Licences.

Examine the present methods in force and suggest any changes which may be necessary to "tie up" road transport.

(1) Fuel Rationing.

Examine the present systems as in (h) above.

- 2 -

(k) Maintenance.

Ascertain the position regarding filter and technical personnel available.
Suitable locations for garage and maintenance depots.

(1) Boats.

Consider the advisability of the formation of Ironport Boats and if
these are recommended to suggest where and how these should be formed.

*1947.
2.1.44.*

1919

0177