

ACC

AC R/79

10000/144/2633

AFHQ
NOV. 1944

10000/140/2633

AFHQ INSPECTION REPORTS
NOV. 1944 - APR. 1945

Tel. 599

RBB/as

Ref. AC/5722/IND

12 April 45

SUBJECT: See AC/79/Tn 5; 5 March 1945.

TO : ~~Transportation~~ Sub-Commission.

FROM : Industry Sub-Commission.

1. Industry Sub-Commission is continually making surveys on tire repair facilities throughout liberated Italy.

2. Materials sufficient to repair and/or retread approximately 90,000 tires have been requisitioned and are beginning to arrive.

3. Industry Sub-Commission does not propose to supervise the actual operations of these plants but suggests that the agency responsible for maintenance of the vehicles used, be charged with this responsibility. Six plants jointly capable of repairing approx. 175 tires per 8 hrs. shift have been reactivated and may be immediately turned over to the designated operating agency.

(signed)

Copy to:

Transportation S/C
(Attn.: Roads Div.)
Economic Section.

W. J. MASKREY, LT. COL.

for W. S. VAUGHAN
Director,
Industry Sub-Commission.

HEADQUARTERS ALLIED COMMISSION
APO 394

OR/ep

TRANSPORTATION SUB-COMMISSION Phone: 489081
April 1945

Ref: AC/79/18/TNS

SUBJECT: Report on Inspection of Transportation in Abruzzi-Marche Region.

TO: 1 G-5 AFHQ
(Att: Economic Supply Division)

1. Reference is made to this Headquarters letter AC/79/17/TNS dated 11 April 1945, and your T-18 dated 28 March 1945, on the above subject.

2. Information has now been received from the Region concerned as follows:

- (a) Para 2. (a) WE/TS vehicles are operated on a pool basis. Vehicles are assigned by the Regional Executive Officer to either Regional Hq. or to a Provincial Hq. No WE/TS vehicles are assigned to particular divisions or persons with the exception of a staff car (B) assigned to the Regional Commissioner. All other WE/TS vehicles are used either for courier or ration service or are dispatched as required by particular parties.

Requisitioned vehicles are assigned by the Regional Executive Officer to either Regional Hq. or to a Provincial Hq. At the Regional Hq. the majority of the requisitioned vehicles are assigned to specific divisions with the understanding that the Division will forfeit the use of the vehicle during periods when it is not in use.

- (b) Para 2 (b) A uniform work ticket has not been put in force in civilian Ufficio Trasporti but has been put into effect in all AMG Truck Pools of this Region.

A uniform vehicle movement schedule has been inaugurated in all Truck Pools. From this can be determined the approximate location of any vehicle in a Pool at any time. Also with uniform work ticket -- CC/RT roadblocks -- pre-arranged haulage schedule -- and with transportation officers and Hq's-OR's checking as the opportunity arises, it is felt that a very small percentage of Black Market haulage exists among the Regional Truck Pools. As the provincial "Ufficio Trasporti" becomes better developed (strictly along ENAC lines) the same system that now applies to AMG Truck Pools will apply to them.

For the Chief Commissioner:

M. B. Thomas
M. B. THOMAS
Colonel,
Deputy Director.

cc: Economic Section
Roads Div.

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

AV/hgd

11 April 1945

AC/79/17/23.5

SUBJECT: Report on Inspection of Transportation in
Abruzzo-Marche Region.

TO : G-5 A.P.H.C.
(Att: Economics & Supply Division).

1. Reference is made to your letter T-18 dated 28 March 1945 enclosing copy of Q(AB).
2. Replies to the points raised by Q(AB) are set out hereunder:-

Para 2(a)

The directive mentioned has now been published. Information regarding progress achieved is awaited from the Region.

2330

Para 2(b)

Six additional trucks have been transferred to the PRUGARA Truck Pool. The number of trucks now in this pool is considered adequate.

Para 2(c)

Satisfactory progress has been achieved in the Truck Pools. Operating results show an improvement in efficiency since the report was made.

Para 2(d)

A.N.A.C. is not yet fully organized in ANZULI. When A.N.A.C. assumes full control in the four provinces of ANZULI, uniform work tickets and an improved system of road check will be introduced. A reply is awaited from the Region regarding the application of a uniform work ticket and improved road check in the four ANZULI provinces of ANZULI.

Para 2(e) Noted.

3. Further information on paras 2(a) and 2(d) will be supplied

SUBJECT: Report on Inspection of Transportation in
Abruzzi-Marche Region.

TO : G-5 (2.5.5.)
(Att: Economics & Supply Division).

1. Reference is made to your letter T-13 dated 28 March 1945 enclosing comments of L(AM).
2. Replies to the points raised by L(AM) are set out hereunder:-

Para 2(a)

The directive mentioned has now been published. Information regarding progress achieved is sent from the Region.

2330

Para 2(b)

Six additional trucks have been transferred to the Pescara Truck Pool. The number of trucks now in this pool is considered adequate.

Para 2(c)

Satisfactory progress has been achieved in the Truck Pools. Operating results show an improvement in efficiency since the report was made.

Para 2(d)

L.N.I.C. is not yet fully organized in ABRUZZI. When L.N.I.C. assumes full control in the four Provinces of ABRUZZI, uniform work tickets and an improved system of road check will be introduced. A reply is awaited from the Region regarding the application of a uniform work ticket and improved road check in the four ABR provinces of ABRUZZI.

Para 2(e) Noted.

3. Further information on paras 2(a) and 2(d) will be supplied on receipt.

For the Chief Commissioner

(Sgd) A. G. Antonini

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

APPROVED:

M.B. THOMAS, Col.
Deputy Director
Transportation Sub-Commission.

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Ext : 556

Ref : 10/79/15/Tn.5

4 April 1945

SUBJECT : Report on Inspection of Road Transport
in ABRUZZI-MARCHE Region.TO : Regional Commissioner, UMBRIA-MARCHE Region
(Att: Chief Transportation Officer)1. Reference is made to your letter R/5/517/B/1
dated 3 Mar 45.2. A.F.H. have asked for a further reports on
specific points as follows :-

- (a) Referring to Establishment Section letter
90/.8/EST dated 14 Mar 45 what steps have been
taken to pool WM/TE and requisitioned vehicles
in your Region?
- (b) In para 15(c) of the Team's report it was
suggested that fuller utilisation of trucks
available and reduction of empty mileage in
AND Truck Pools could be effected. Has any
progress been made in this direction? Would
you please forward a copy of the operating
record, profit and loss statement and balance
sheet for Truck Pools 3 to 8 for Feb or Mar.
If not available please give percentages of
loaded mileage, empty mileage, truck hours
operated, standing, deadlined and idle.
- (c) Has a uniform work ticket been put in force
in civilian Official Transport of Truck Pools
in all Provinces as recommended by the Combined
Inspection Team?
- (d) Reference para 15(d) of the report what action
has been taken to improve the system of road
check to reduce illegal and Black Market hauling?

57/28

1b

in ABRUZZI-MARCHE Region.

TO : Regional Commissioner, UMBRIA-MARCHE Region
(Att: Chief Transportation Officer)

1. Reference is made to your letter W/5/517/D/1 dated 3 Mar 45.

2. A.F.H. have asked for a further reports on specific points as follows :-

- (a) Referring to Establishment Section letter 9C/.8/EST dated 14 Mar 45 what steps have been taken to pool WP/TH and requisitioned vehicles in your Region?
- (b) In para 15(e) of the team's report it was suggested that fuller utilisation of trucks available and reduction of empty mileage in any Truck Pools could be effected. Has any progress been made in this direction? Would you please forward a copy of the operating record, profit and loss statement and balance sheet for Truck Pools 3 to 8 for Feb or Mar. If not available please give percentages of loaded mileage, empty mileage, truck hours operated, standing, declined and idle.
- (c) Has a uniform work ticket been put in force in civilian Uffici Trasporti of Truck Pools in all Provinces as recommended by the Combined Inspection Team?
- (d) Reference para 15(d) of the report what action has been taken to improve the system of road check to reduce illegal and black market hauling?

3. Will you please forward information required by 9 April for transmission to A.F.H.C.

By Command of Rear Admiral STONE :



G. FERNYHOUGH
Lt Col. R.A.
Roads Division.

1 CONFIDENTIAL 1

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. T-18

28 March 1945

SUBJECT: Report on Inspection of Transportation in Abruzzi-Marche Region

TO : Headquarters, Allied Commission, APO 394
(Attn: Economic Section)

1. Reference your ES/15.01 of 19 March regarding the subject report.
2. Attached are the comments of G(AB), AFHQ for your information and further report to this section.

For the Assistant Chief of Staff, G-5:

R. V. GRADY
Major, T.C.
Economics & Supply Division

Incl: Minute 2 from G(AB)
to G-5 dtd 26 Mar 45

2378

30 MAR 45
CONFIDENTIAL

C O P Y

Report on Inspection of Transportation in
Abruzzi-Marche Region

2 Q(AE) G-5 26 Mar 45

The following observations are made on letter
ES/15.01 of 19 Mar.

Para 2 (A)

May it please be stated if the directive mentioned
has yet been published, and if any progress has been
achieved in the pooling of WE/TE and requisitioned cars.

2 (B)

May some indication be given of the number of
trucks now transferred to the Pescara Truck Pool and a
statement forwarded as to whether the number of vehicles
now in this pool are sufficient.

2 (C)

Is satisfactory progress being accomplished in the
Truck Pools, or is no further progress being made?

2 (D)

Further reports are requested concerning the
system of uniform work-tickets and improved system of
road checks. 2377

2 (M)

The sale of tyres to civilians from Army Salvage
cannot be agreed. Salvaged tyres are made available to:

(a) MMIA

(b) AC

when beyond further military use.

(Sgd)

J.J. SLOAN, Lt.Col.
for Brigadier, Q(AE).

98/25

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Ext : 566

Ref : AC/79/14/Tn.5

2 April 1945

SUBJECT : Combined Inspection Team Report -
Lazio-Umbria Region.

TO : G-5 A.F.H.C.
(Attn: Economics & Supply Division)

1. Reference is made to your T-18 dated 29 Mar 45 on the above subject.

2. Since submission of the report from the Regional Transportation Officer of LAZIO-UMBRIA on 6 Feb 45, the Commission has commenced to function throughout the compartment of LAZIO. The Provinces of FERRI & PERUGIA in UMBRIA are still under A.A.C. control.

3. The control and operation of civilian trucks by E.N.A.C. has shown a gradual improvement in efficiency but a number of unsatisfactory features still exist. Periodical inspections of operating procedures both at E.N.A.C. provincial offices and dispatch stations are made by officers of the Roads Division of this Sub-Commission. By this means any inefficient operation, laxity of control and irregularities of charge are brought to light and taken up with the General Directorate immediately.

4. E.N.A.C. is at present suffering from "growing pains". Considerable opposition from truck owners was experienced but this has decreased lately. Various other difficulties have arisen, such as the imposition of effective roadcheck and prevention of private charge agreements between hirer and truck owners. Steps have been taken to deal with such matters and the general situation is slowly improving.

5. The Roads Division maintains a close day to day liaison with the General Directorate in Rome. Frequent discussions of current problems are held, in the solution of which advice and assistance are given.

SUBJECT: Combined Inspection Team Report -
Lazio-Umbria Region.

TO : G-5 A.P.H.C.
(Attn: Economics & Supply Division)

1. Reference is made to your T-10 dated 29 Mar 45 on the above subject.

2. Since submission of the report from the Regional Transportation Officer of LAZIO-UMBRIA on 5 Feb 5, N.A.C. has commenced to function throughout the compartment of LAZIO. The Provinces of TERNI & PERUGIA in UMBRIA are still under A.A.C. control.

3. The control and operation of civilian trucks by E.N.A.C. has shown a gradual improvement in efficiency but a number of unsatisfactory features still exist. Periodical inspections of operating procedure both at E.N.A.C. provincial offices and dispatch stations are made by officers of the Roads Division of this Sub-Commission. By this means any inefficient operation, laxity of control and irregularities of charge are brought to light and taken up with the General Directorate immediately.

4. E.N.A.C. is at present suffering from "growing pains". Considerable opposition from truck owners was experienced but this has decreased lately. Various other difficulties have arisen, such as the imposition of effective roadcheck and prevention of private charge agreements between hirer and truck owners. Steps have been taken to deal with such matters and the general situation is slowly improving.

5. The Roads Division maintains a close day to day liaison with the General Directorate in Rome. Frequent discussions of current problems are held, in the solution of which advice and assistance are given.

6. Whilst the present position is not entirely satisfactory, considerable progress has been made. It is anticipated that the overall picture will show further

gradual improvement as E.T.A.O. gets fully into its stride and the truck owners gain confidence in the organization.

For the Chief Commissioner :

M. E. Thomas

f M. E. THOMAS
Colonel,
Deputy Director.

Copy to : Economic Section.

2375

Tel: 558

HEADQUARTERS ALLIED COMMISSION

APO 394

ECONOMIC SECTION

GF/bih

Ref: MS/15.01

19 March 1945

SUBJECT: Report on Inspection of Transportation
in Abruzzi-Marche Region.

TO : G-5 Section, ARMC

1. Reference is made to your letter T-16 dated 17 Feb 45
on the above subject.

2. A report on action taken on the recommendations contained
on the report is set out hereunder.

(a) Para 15(a) Consideration is being given to the
possibility of pooling ME/IN and requisitioned
cars in all Regions of the Commission and it is
anticipated that a directive on the subject will
be issued shortly.

(b) Para 15(b) Additional trucks have been transferred
to PESCARA Truck Pool.

(c) Para 15(c) The suggested scrutiny of operating
results is being carried out at Regional H.Q.

(d) Para 15(d) E.N.A.C. is now partially organized in
the four provinces in Italian Government territory
in Abruzzi-Marche Region. Provincial Directors
have been appointed, trucks have been registered
and ENAC is expected to function shortly.

The new ENAC Tariff Rates, authorized
under a Decree published on 8 Feb '45, are now in
force throughout the Region. Uniform work tickets
and an improved system of road check will be
introduced with the inception of ENAC control.

(e) Para 15(e) The organization of civilian trucks in all
provinces on the lines of the C.A.P. in MACERATA is
proceeding pending take-over by ENAC.

It is not possible to employ convalescent
soldiers as a Black Market control due to the absence
of Convalescent Depots elsewhere.

(f) Para 16(a) A standard system of documentation has
been commenced.

(g) Para 16(b) The Regional Maintenance Officer is now

2374

TO : C-5 Section, AFHQ

1. Reference is made to your letter T-18 dated 17 Feb 45 on the above subject.

2. A report on action taken on the recommendations contained on the report is set out hereunder.

(a) Para 15(a) Consideration is being given to the possibility of pooling WE/TE and requisitioned cars in all Regions of the Commission and it is anticipated that a directive on the subject will be issued shortly.

(b) Para 15(b) Additional trucks have been transferred to PLEGARA Truck Pool.

(c) Para 15(c) The suggested scrutiny of operating results is being carried out at Regional H.Q.

(d) Para 15(a) R.N.A.C. is now partially organized in the four provinces in Italian Government territory in Abruzzi-Marche Region. Provincial Directors have been appointed, trucks have been registered and RNAC is expected to function shortly.

The new RNAC Tariff Rates, authorized under a Decree published on 3 Feb '45, are now in force throughout the Region. Uniform work tickets and an improved system of road check will be introduced with the inception of RNAC control.

(e) Para 15(e) The organization of civilian trucks in all provinces on the lines of the C.A.P. in MACERATA is proceeding pending take-over by RNAC.

It is not possible to employ convalescent soldiers as a Black Market control due to the absence of Convalescent Depots elsewhere.

(f) Para 16(a) A standard system of documentation has been commenced.

(g) Para 16(b) The Regional Maintenance Officer is now visiting WE/TE garages as frequently as possible having regard to the widespread nature of his duties.

-2-

(h) Para 16(d) A uniform system of P.O.L. accounting has been applied in all AX/IE garages.

(i) Para 16(f) Command of Truck Pool personnel can be delegated to Provincial Commissioners by the Regional Commissioners.

Expenditure by Truck Pool Officers is now limited to \$100.

(j) Para 16(g) An allotment of power has been made to the Cecchetti factory and the production of spare parts is expected to begin shortly.

The freezing of parts is not considered practicable since the small stocks in this Region are "hidden" and virtually impossible to unearth.

(k) Para 16(h) The stock of tyres held by this H.C. has now been disposed of to Regions for sale to civilians.

Commencement of production at the Tivoli Plant has been held up due to the fact that RIME failed to release in January '45 the 4 inch extruder from the Pirelli Plant as agreed by DAME (Major Naylor) in November '44. It has therefore been necessary to manufacture a head for the unserviceable extruder at the Tivoli Plant. It is anticipated that this will be completed shortly, and production will then commence on a limited scale. A further two extruders have been ordered from the US/UK. When these arrive full scale production will be possible provided the expected shipment of materials is received.

(l) An over-all survey of tyre repair shops has been made and material is to be allotted to those suitably equipped on arrival of the shipment from U.S.

(m) Para 16(i) A decision from (AE) AFMA is needed before the sale of tyres to civilians from Army Salvage can be organized.

For the Chief Commissioner:

2373

A. G. ANTOLINI
Acting Vice President
Economic Section

been applied in all 41/12 garages.

- (1) Para 16(f) Command of Truck Pool personnel can be delegated to Provincial Commissioners by the Regional Commissioners.

Expenditure by Truck Pool Officers is now limited to \$100.

- (1) Para 16(x) An allotment of power has been made to the Cecchetti factory and the production of spare parts is expected to begin shortly.

The freezing of parts is not considered practicable since the small stocks in this Region are "hidden" and virtually impossible to unearth.

- (2) Para 16(h) The stock of tyres held by this R.O. has now been disposed of to Regions for sale to civilians.

Commencement of production at the Tivoli Plant has been held up due to the fact that RAME failed to release in January '45 the 4 inch extruder from the Pirelli Plant as agreed by DADNE (Major Naylor) in November '44. It has therefore been necessary to manufacture a head for the unserviceable extruder at the Tivoli Plant. It is anticipated that this will be completed shortly, and production will then commence on a limited scale. A further two extruders have been ordered from the US/UK. When these arrive full scale production will be possible provided the expected shipment of materials is received.

- (2) An over-all survey of tyre repair shops has been made and material is to be allotted to those suitably equipped on arrival of the shipment from U.S.

- (3) Para 16(j) A decision from G(AE) AFHQ is needed before the sale of tyres to civilians from Army Salvage can be organized.

For the Chief Commissioner:

2373

cc: Transp. S/C

A. G. ANTOLINI
Acting Vice President
Economic Section

Tel. 599

RBB/dg

Ref. AC/5721/IND

13 March 1945

SUBJECT: Civilian Tyre Repair Facilities.

TO : Director, Transportation Sub-Commission. ✓

FROM : Industry Sub-Commission.

1. Reference Inter Office Memo AC/79/4/Tn 5, dated 5 March 1945.

2. The Tire Division, Industry Sub-Commission, has been and is making surveys of tire repairing and retreading plants in Liberated Italy, Sicilia and Sardegna. To date 20 plants have been investigated.

3. Of the 20 plants mentioned above, 7 are being established for AC use. Material for repairing approximately 90,000 tires has been requisitioned and will be utilized in the 7 plants.

4. Plants are located as follows:

Rome - 3
Florence - 2
S. Benedetto del Tronto - 1
Sardegna - 1

2372

Copy to:
Economic Section
File 5595

W.S. Vaughan
W.S. VAUGHAN
Director,
Industry Sub-Commission

1473

03/88

D R A F T

HEADQUARTERS ALLIED COMMISSION

AFC 394

REGIONS I C SECTION

13 March 1945

SUBJECT : Report on Inspection of Transportation
in Abruzzi-Marche Region.

TO : C-5 Section, A.P.M.C.

1. Reference is made to your letter T-18 dated
17 Feb 45 on the above subject.

2. A report on action taken on the recommendations
contained on the report is set out hereunder.

(a) Para 15(a) Consideration is being given
to the possibility of pooling WE/TE and
regulation cars in all Regions of the
Commission and it is anticipated that a
directive on the subject will be issued
shortly.

(b) Para 15(b) Additional trucks have been **2371**
transferred to PISCANA Truck Pool.

(c) Para 15(c) The suggested scrutiny of operating
results is being carried out at Regional H.Q.

(d) Para 15(d) E.N.A.C. is now partially organized
in the four provinces of King's Italy. Provincial
Directors have been appointed, trucks have
been registered and ENAC is expected to function
shortly.

The new ENAC Tariff Rates, authorized
under a Decree published on 3 Feb '45, are now
in force throughout the Region. Uniform work
tickets and an improved system of road check
will be introduced with the inception of ENAC
control.

(e) Para 15(e) The organization of civilian trucks
in all provinces on the lines of the C.A.P.
in V/COMATA is proceeding pending take-over
by ENAC.

It is not possible to employ
control

1. Reference is made to your letter T-18 dated 17 Feb 65 on the above subject.

2. A report on action taken on the recommendations contained on the report is set out hereunder.

- (a) Para 15(a) Consideration is being given to the possibility of dealing WE/TE and regulated cars in all Regions of the Commission and it is anticipated that a directive on the subject will be issued shortly.
- (b) Para 15(b) Additional trucks have been transferred to PISCARA Truck Pool. **2371**
- (c) Para 15(c) The suggested scrutiny of operating results is being carried out at Regional H.Q.
- (d) Para 15(d) E.N.A.C. is now partially organized in the four provinces of King's Italy. Provincial Directors have been appointed, trucks have been registered and ENAC is expected to function shortly.
- The new ENAC Tariff rates, authorized under a Decree published on 8 Feb '45, are now in force throughout the Region. Uniform work tickets and an improved system of road check will be introduced with the inception of ENAC control.
- (e) Para 15(e) The organization of civilian trucks in all provinces on the lines of the C.A.P. in VAO-RATA is proceeding pending take-over by ENAC.
- It is not possible to employ convalescent soldiers as a Black Market Control due to the absence of Convalescent Depots elsewhere.
- (f) Para 16 (a) A standard system of documentation has been commenced.
- (g) Para 16(b) The Regional Maintenance Officer is now visiting WE/TE garages as frequently as possible having regard to the widespread nature of his duties.

(h) Para 16(d) A uniform system of P.O.L. accounting has been applied in all MI/TS garages.

(i) Para 16(f) Command of Truck Pool personnel can be delegated to Provincial Commissioners by the Regional Commissioners.

Expenditure by Truck Pool Officers is now limited to £ 25.

(j) Para 16(g) An allotment of power has been made to the Cecchetti factory and the production of spare parts is expected to begin shortly.

The freezing of parts is not considered practicable since the small stocks in this Region are "hidden" and virtually impossible to unearth.

(k) Para 16(h) The stock of tyres held by this R.G. has now been disposed of to Regions for sale to civilians.

Commencement of production at the

Tivoli Plant has been held up due to the fact that REME failed to release the 4 inch extruder from the Pirelli Plant as agreed in Dec 44. It has therefore been necessary to manufacture a head for the unserviceable extruder at the Tivoli Plant. It is anticipated that this will be completed shortly, and production will then commence on a limited scale. A further two extruders have been ordered from the U.S. when these arrive full scale production will be possible provided the expected shipment of materials is received.

2370

(l) An over-all survey of tyre repair shops has been made and material is to be allotted to those suitably equipped on arrival of the shipment from U.S.

(m) Para 16(j) A decision from Q(A2) A.F.H.Q. is needed before the sale of tyres to civilians from Army Salvage can be organised.

For the Chief Commissioner :

Original sent to Reg.
March 1945

A.G. ANTOLINI
Acting Vice President

(j) Para 16(g) in effect since the production of spare parts is expected to begin shortly.

The freezing of parts is not considered practicable since the small stocks in this Region are "hidden" and virtually impossible to unearth.

(k) Para 16(h) The stock of tyres held by this R.C. has now been disposed of to Regions for sale to civilians.

Commencement of production at the Tivoli plant has been held up due to the fact that HEMS failed to release the 4 inch extruder from the Pirelli Plant as agreed in Dec 44. It has therefore been necessary to manufacture a head for the unserviceable extruder at the Tivoli plant. It is anticipated that this will be completed shortly, and production will then commence on a limited scale. A further two extruders have been ordered from the U.S. when these arrive full scale production will be possible provided the expected shipment of materials is received.

2370

(l) An over-all survey of tyre repair shops has been made and material is to be allotted to those suitably equipped on arrival of the shipment from U.S.

(m) Para 16(i) A decision from Q(AE) A.F.H.Q. is needed before the sale of tyres to civilians from Army Salvage can be organized.

For the Chief Commissioner :

A.G. ANTOLINI
Acting Vice President
Economic Section

*original sent to Reg.
always
10/3/45*

HEADQUARTERS ALLIED COMMISSION

GP/aa

APO 394

Transportation Sub-Commission

Ref: AC/79/3/Tn.5

5 March 1945

SUBJECT: A.F.H.Q. Combined Inspection Team
Report 22 Jan 45.TO : Regional Commissioner, Toscana Region.
(Att: Transportation Officer)

1. Reference is made to your RVIII/35A/185 dated 26 Feb 45 on the above subject.

2. Certain paragraphs therein call for action as set out hereunder:-

- (a) Para 1(a) The question of concentrating Regional H.Q. with Florence is receiving consideration in this H.Q.
- (b) Para 1(d) It is not considered that the pooling of passenger carrying vehicles should entail the provision of additional personnel if an efficient system of despatch is introduced. This matter is, however, being considered in this H.Q. from the standpoint of overall application in all Regions.
- (c) Paras 1(e) and (g) A.F.H.Q. are taking action in paras 16 and 18 of the Team's report. **2369**
- (d) Para 1(f) Attached hereto is a copy in English of the Decree incorporating the latest E.N.A.C. Tariff, published in the Gazzetta Ufficiale dated 8 Feb 45, which is now applicable to all haulage performed in AC/ANG areas, both by civilian owned and W.D. civilian supply trucks. This tariff must be put into operation forthwith at all Truck Pools throughout Toscana Region and 5 A.M.G. 5 Army areas in order to bring rates charged into line with those now in force in other parts of the country.
- The Decree and Tariff should be printed in Poster form, both in English and Italian, and

1. Reference is made to your XVIII/35A/135 dated 26 Feb 45 on the above subject.

2. Certain paragraphs therein call for action as set out hereunder:-

- (a) Para 1(a) The question of concentrating Regional H.Q. with Florence is receiving consideration in this H.Q.
- (b) Para 1(d) It is not considered that the pooling of passenger carrying vehicles should entail the provision of additional personnel if an efficient system of despatch is introduced. This matter is, however, being considered in this H.Q. from the standpoint of overall application in all Regions.

(c) Paras 1(e) and (g) A.F.H.Q. are taking action in paras 16 and 18 of the Team's report. **2369**

(d) Para 1(f) Attached hereto is a copy in English of the Decree incorporating the latest E.N.A.C. Tariff, published in the Gazzetta Ufficiale dated 8 Feb 45, which is now applicable to all haulage performed in AC/ANG areas, both by civilian owned and W.D. civilian supply trucks. This tariff must be put into operation forthwith at all Truck Pools throughout Toscana Region and 5 A.M.G. 5 Army area in order to bring rates charged into line with those now in force in other parts of the country.

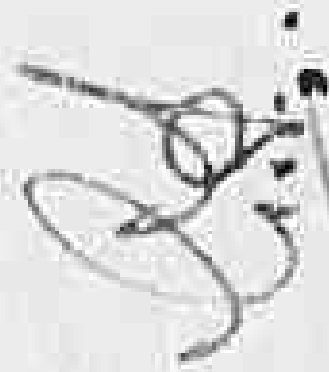
The Decree and Tariff should be printed in Poster form, both in English and Italian, and displayed at all Truck Pools and Ufficio Trasporti offices.

The internal administrative fee of 0.06 lire per Q.1s/Km is to be added to charges made for haulage performed both by W.D. civilian supply and civilian owned vehicles.

- (e) Para 1(i) A Regional Maintenance Officer will be assigned to your Region within a few days with instructions to organise maintenance throughout the Region in accordance with vehicle Maintenance Instruction No 1 dated 6 Oct 44. Request for additional personnel and equipment will receive consideration when submitted.
- (f) Para 1(j) It is considered impracticable to "freeze" stocks of spare parts at this stage since in most cases such stocks are hidden and parts are only procurable through Black Market channels. Will you please report, however, within any stocks exist in the Region, of which the location is known.
- (g) Para 1(k) Survey of tyre repair resources and allotment of repair materials are being dealt with by Industry Sub-Commission.

3. You will be notified in due course of any further action on matters arising from the Report.

By Command of Rear Admiral STONE:



MERRITT H. TAYLOR
Director

2368

HEADQUARTERS
TOSCANA REGION
ALLIED MILITARY GOVERNMENT

AC/79/3

File Ref: RVIII/35A/185

Date: 26 Feb. 45.

SUBJECT: AFHQ Inspection Team Report 22 Jan. 45.

TO: Director, Transportation Sub-Commission, AC.

1. With reference to letter AC/R/79/Tn.5 from Transportation Sub-Commission dated 9 Feb. 45, the following remarks are submitted:

- a. Par. 12. Noted. Concur. No further comment. *See Summary.*
- b. Par. 13. This Region has no TE/WE that is known to this Hq. This Hq has a record of all WD vehicles assigned to it, and all civilian vehicles requisitioned by or for the Region. *Amplified.*
- c. Par. 14. This Region is not authorized to requisition, de-requisition, or hire civilian motor vehicles, so no further instructions relative to requisitioning can be given other than to comply with the MTOUSA order which prohibits requisitioning. *OK.*
- d. Par. 15. The present system of allotting motor vehicles is meeting the needs of this Region. While in some instances more effective use could be made of the vehicles on hand by pooling them, the personnel required to maintain and operate such a pool on a night and day basis are not available. At this time the situation with regard to the motor vehicles in this Region would not be materially improved by pooling them. *See Summary.*
- e. Par. 16. No comment. See par. c preceding. *2367*
- f. Par. 17. The latest known proposed Tariff Rate is in effect throughout the Region and AMG 5 Army area. It is reported that another Tariff Schedule was adopted 1 Feb. 45, but copies have not yet been furnished. The ENAC Decree on file in this Region and furnished the Reg. Tptn. Officer by Transportation Sub-Commission fixes no standard administrative fee. The amount of such fee has been fixed in each Province in amount only sufficient to cover actual costs. When a surplus has accumulated, the rate has been reduced. Whilst ENAC is not effective in this Region, every effort has been made to follow its provisions. If a fee has been established, may copies be furnished this Region. *Handwritten note: Handwritten note.*
- g. Par. 18. Noted. This is a matter for action by higher headquarters.
- h. Par. 19. Concur. *Insufficient personnel available.*
- i. Par. 20. This recommendation cannot be carried out with present personnel and equipment. All requests for the necessary personnel and equipment are being prepared and will be submitted to AC. Hq. If and when such personnel and equipment is provided centrally located shops for the servicing of vehicles will be established to supplement provincial shops. *Handwritten note: Handwritten note.*
- j. Par. 21. Freezing and unfreezing of Italian materials required for Allied use is now functioning under the Industry and/or Commerce Sub-Commissions. If is requested that, if it is desired to put the recommendations contained

continued.....

-2-

in this par. into effect, that the Industry and/or Commerce Sub-Commissions be directed to issue the necessary technical instructions.

- k. Par. 22. It is believed that this, also, is a matter upon which the Industry and/or Commerce Sub-Commissions should give details technical instructions.

Facilities being set up, some adaptation of materials made, of supplies of materials from U.S.A. Capt. Bucklock from plants @ Lowell (1) & Haverhill (3).

Robert G. Kirkwood
ROBT. G. KIRKWOOD,
Colonel, FA, US Army
Regional Commissioner.

RGK/ttg.

8866

DPR/oc

TN S/c

HEADQUARTERS
AMG/AC
ABRUZZI MARCHE REGION
C.M.F.
CHIEF TRANSPORTATION OFFICE

3 March 1945.

R5/517/B/1.

SUBJECT : AFHQ Inspection Report.

TO : Transportation Sub-Commission, Hq. AC;

Reference your AC/R/79/Tn.5 dated 21 Feb. 1945.

The following report, on action taken with regard to recommendations made by the AFHQ Combined Inspection Team which visited this Region between the period 28 Dec. 1944 and 23 Jan. 1945, is hereby submitted:

OPERATION:

1. There have been numerous changes in assigned officer personnel resulting in one or more Provinces being short of personnel transport for brief periods of time. Due to this fact it has not been considered advisable to withdraw vehicles from one Province and assign them to another. However, several vehicles have been re-assigned from Chieti Province to Ancona Province where a decided shortage of personnel transport exists. All AC officers have been re-called from Teramo Province, thereby relieving the need of personnel transport. Aquila Provincial Headquarters Garage is combined with the Regional Headquarters Garage. Officers assigned to Aquila Province who desire transport may apply to the Regional Garage.

2. One additional 8 - ton 634 Fiat trucks was assigned to Pescara Truck Pool on 6 Feb. 1945.

3. Closer liaison between Provincial and Regional Supply Officer, with a view toward backloading and shorter turnaround time, has been requested. Also co-ordination directly between the Regional Engineering Officer and the Chief Transport Officer has been adopted with a view toward gaining backloads.

4. E.N.A.C. has been partially organized in the Abruzzi-Compartiment. Provincial Directors have been appointed and the registration of vehicles in the four Provinces of

the Abruzzi is well under way. The new E.N.A.C. tariff of February is some 75% higher than the tariff under which truck Pools were operating under in January.

5. Civilian trucks have been organized in Ancona, Ascoli and Pesaro Provinces along the same lines as Macerata Province. A directive will be published by this Headquarters in a few days promoting the beginning of Provincial Transport Pools organized along the same lines as the E.N.A.C. organization.

MAINTAINANCE:

6. All vehicles assigned to this Region are given a maintenance inspection every ten (10) days, using a standard inspection form which is distributed from this Headquarters. U.S. W.D. Form 48 is now in use for all U.S. T/E and requisitioned vehicles assigned.

7. Due to shortage of transport officers and extra duties for the Regional Maintenance Officer, visits have not been made regularly to all garages within the Region.

8. A uniform system of POL accounting has been applied in all WE/TE garages.

9. The command of Truck Pool personnel has not been delegated to Provincial Commissioners. It is felt that their control should be directly under the Chief Transportation Officer. This makes for a uniform transportation policy in all Truck Pools. Expenditures made by Truck Pool Commanders in amounts over ten thousand lire (10,000 Lire) must be approved by the Chief Transportation Officer.

For the Regional Commissioner:

2364


D.P. RICHARDSON
Capt. Inf.,
Chief Transportation
Officer.

Copy to:

R5/517/B/1.
Capt. PRICE.

RESTRICTED

Trans S/C

ALLIED FORCE HEADQUARTERS
AFO 512

R/79

File
culd.

AG 451/093-0

14 February 1945

SUBJECT: Allied Control Commission Transport - AFHQ COMBINED INSPECTION TEAM.

TO : President, Allied Commission.

1. Reference is made to letter, this headquarters, file AG 451/105 GEG-0, dated 22 September 1944, subject as above, which established the Combined Inspection Team to work with the Allied Commission.

2. The work for which this Team was originally formed has now been completed and no further inspections of Allied Commission Transport are to be carried out at present.

3. It is considered, however, that the Team may be required to operate at a later date under the same terms of reference. Therefore it will be placed in suspension until further notice.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

2363

R. H. Freese

R. H. FREESE,
Captain, AGD,
Asst Adjutant General.

DISTRIBUTION:

- 10 - Addressee
- 1 - CAO
- 1 - G-3 (Org)
- 1 - G-3 (A)
- 1 - G-4 (A)
- 1 - G-4 (B)
- 1 - G-5
- 1 - IG
- 1 - Ord(A)
- 1 - Ord(B)
- 1 - REHE
- 1 - DST
- 2 - G(AE)
- 2 - AG Records

RECEIVED
10 FEB 1945
G-1 (A) MR. SEC. GEN. (A)
G-1 (B) MR. SEC. GEN. (B)
G-4 (A)
G-4 (B)
RECEIVED

RESTRICTED

ALLIED FORCE HEADQUARTERS
COMBINED INSPECTION TEAM
A.P.O. 512

22 January 1945

SUBJECT: Report of Inspection of Transportation in Toscana Region,
Allied Commission.

AUTHORITY AND SCOPE

1. In compliance with directive contained in AFHQ letter, file AG 451/105 GDS-O, dated 22 September 1944, subject: "ACC Transport - AFHQ Combined Inspection Team", an inspection of motor transportation in the Toscana Region was conducted during the period 3 - 13 January 1945. The following report is submitted as a summary of observations made during this inspection.
2. Inasmuch as four of the provinces of this Region are still under Fifth Army control, no attempt was made to inquire into their operations. Grosseto, Siena, Arezzo, Livorno, and Lucca provinces, all of which are under Allied Commission jurisdiction, were visited, and inquiries were made into the manner of operation and maintenance of all types of vehicles operating for, or under control of, Allied Commission. Suggestions for improvement were made locally during the course of the inspection, and all of the matters reported below were discussed with the Regional Commissioner prior to departure from the area.

INTRODUCTION

3. Although there are many local "rough spots" to be smoothed out as the organization progresses, it appears in general that operations in these provinces are under fair control and that management is more effective than in many of the others visited previously by the inspection team. This is believed to be due to a great extent to the fact that this area, though released by Fifth Army to Allied Commission, is still under the Allied Military Government operations of the latter, and has not yet reverted to "King's Italy". During this phase of Allied Commission operations, government is by decree of the Allied Military Government representative rather than through the maze of Italian government procedures encountered in regions farther south, and consequently the degree of control may be as strict as is deemed necessary by the Regional and Provincial Commissioners.
4. Control in this Region has also been facilitated by the fact that to date, a large portion of the necessary inter-province transportation has been handled by TD trucks assigned either to the Region or to the 1st Truck Battalion (It) of the 2675th Regiment, Allied Commission. This has relieved provincial transportation personnel of many burdens and has permitted them to concentrate on the intra-province problems of matching local transportation facilities against local requirements.

2362

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4. Control in this Region has also been facilitated by the fact that to date, a large portion of the necessary inter-province transportation has been handled by WD trucks assigned either to the Region or to the 1st Truck Battalion (It) of the 2675th Regiment, Allied Commission. This has relieved provincial transportation personnel of many burdens and has permitted them to concentrate on the intra-province problems of matching local transportation facilities against local requirements.

5. The operations of this Region have been, and still are, badly handicapped by the fact of the headquarters having assumed a "roving" status, with key personnel scattered in various places. The logical location from which to administer the Region appears to be Firenze, but since Fifth Army refuses to allow the headquarters to move into this town, it has been necessary to work from other points. At the time of the inspection, the Regional Commissioner's office was in Montecatini, having been moved there abruptly as a result of tactical developments near their former location; a large number of the Region personnel are stationed in Firenze in order to maintain necessary liaison with Fifth Army and with Italian officials; and much of the motor activity centers around Siena, which was at one time Region headquarters and is still the operational base for their fleet of WD civil supply vehicles. This splitting of the headquarters has produced a regrettable confusion of records and a lack of coordination in various activities of the Region.

OPERATIONS6. TE/ME Vehicles

a. Records of vehicle holdings at the time of the inspection were hopelessly confused, and it was not possible to obtain an accurate total from anyone visited. Headquarters files indicate a total of 75 TD and 40 requisitioned vehicles for use by 215 officers, of whom approximately 50% are attached, rather than assigned. These figures, however, are known to be grossly inaccurate, particularly in regard to requisitioned vehicles, for checks made in the various provinces produced data considerably at variance with them. Even in the provinces where they are being used, it was often impossible to secure reliable data, as the local personnel either did not know, or would not admit knowing, the exact status of all of the vehicles operating in their areas.

b. In many cases, it was found that provincial personnel were using vehicles which had been obtained in exchange for a simple hand receipt instead of a formal requisition. Formal requisitions had been initiated on some of these but not on others. Few of these vehicles were shown in Region files, however, as they are not picked up on the records until formal requisitioning is completed (which may take several months of hunting the owner to obtain his signature on the correct forms), and the presence of those on which requisitioning has not been initiated is not even known to the Region office.

c. General practice in the Region is to assign vehicles for use by individual officers, rather than to pool them for most efficient use. They are traded, on occasion, between individuals or activities in accordance with readability and operational demands, but nowhere were they found to be operated on a true pool basis.

d. Although the Region is not responsible for operations in provinces under Fifth Army jurisdiction, many of the Region personnel are actually working in such areas under Fifth Army supervision, on liaison and in preparation for the day when control will be turned over to them. The Region has had occasion to request Fifth Army to requisition cars under the authority of AFHQ Administrative Memorandum No. 59, 1944, and LTOUSA letter, file AG 45L/764 D-0, dated 17 December 1944, subject: "Requisitioning, Derequisitioning, or Rental of Civilian Motor Vehicles by United States Military Forces", for use by some of these men, but according to the Regional Commissioner, Army has refused to requisition for Allied Commission and has suggested rental of vehicles instead - a procedure which is prohibited by the latter of the above-quoted directives.

7. Civil Supply Vehicles

a. 36 TD vehicles are used by this Region for supplementing civilian trucks in civil supply work. These are normally based at the central truck pool and garage at Sierra and are dispatched from there on specific missions. A few, however, are stationed out in the provinces for short periods to meet local emergencies, and while there, are under control of the provincial transportation officers concerned.

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7. Civil Supply Vehicles

a. 36 VD vehicles are used by this Region for supplementing civilian trucks in civil supply work. These are normally based at the central truck pool and garage at Siena and are dispatched from there on specific missions. A few, however, are stationed out in the provinces for short periods to meet local emergencies, and while there, are under control of the provincial transportation officers concerned.

b. Although these vehicles are operated in the same manner and for the same purposes as civilian owned vehicles, no charge is made by Allied Commission for their use, despite the fact that they are operated and maintained by civilians who are paid from Allied Commission funds. This appears to be unfair to those truck owners who are cooperating in the establishment of civilian pools, and may even result in shippers concealing the availability of civilian trucks in order to obtain free movement of goods by VD vehicles.

8. Civilian Owned and Operated Vehicles.

a. Considerable progress has been made in the organization of civilian truck pools in the provinces of this Region. Meetings were held in each province for the purpose of explaining the proposed operations and to select Italian officials to implement the plans. Local organizations are being formed along the same lines as IMAC, in order to simplify the changeover when the time comes for the latter

organization to attempt control.

b. As mentioned in paragraph 4 above, the operation of civilian trucks to date has been largely in intra-province movements. This trucking has consisted largely of one-way hauls with no return loads available, and consequently has not required much coordination of movements to accomplish economical scheduling of back hauls. As the army moves forward, however, more of the load of inter-province hauling will fall on these truck pools, and it will then be necessary to devote more time and thought to the matter of such scheduling.

c. It is believed that a considerable quantity of salvaged German and Italian vehicles, parts, and tires are in the hands of local civilians but are being kept under cover until it is known what will happen to them when brought out. If the holders of such material were to be given assurance that they would be allowed either the ownership or the use of it, it is believed that additional vehicles would be made available to the province truck pools.

d. Standard government tariff rates are not being uniformly applied in the various provinces, and there is a wide variation in the size and in the manner of collection and use of the administrative charge collected by the truck pool.

e. The Region has taken the position that it is impractical to attempt control over the movement of trucks of less than one ton carrying capacity, and such vehicles are given blanket fuel allotments and allowed to work "on their own". This is believed to be a mistake, for in many instances it results in loss of control over a very high proportion of the carrying capacity available in a specific area.

f. One of the main reasons given for the position stated immediately above is that the local Transportation Officers do not have time to supervise the large number of small vehicles in their areas. This is true under their present organizational setup, for in every province visited it was found that the Transportation Officer was acting as such in addition to other duties. These other duties ranged all the way from mess officer to Provincial Executive, and in many cases, interfered seriously with his work on transportation. In view of the importance of transportation to all other phases of civilian economy, it is difficult to justify such a situation, and it is believed to be highly desirable to have a full time Transportation Officer in each province, together with sufficient enlisted assistants to properly supervise all civilian truck movements in that province.

g. Study of completed trip tickets and verification of fuel issues is not receiving as much attention from Allied supervisory personnel as could be desired. This again is affected by the number of man-hours which the local Transportation Officer is able to devote to transportation problems.

MAINTENANCE

9. VEHICLE/TE Vehicles

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2361

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MAINTENANCE

9. VE/TE Vehicles

a. There is no centralized control nor uniform method of performing preventive maintenance on vehicles of this classification. Each province has set up a shop according to its own standards, but shortage of trained maintenance personnel and of adequate tools and equipment has resulted in most unsatisfactory facilities in general. British VE vehicles assigned to Region headquarters are maintained on normal preventive schedules by British mechanics there, and those vehicles, both VE and requisitioned, which are permanently stationed in Firenze are being set up on a similar basis by Captain Osborne, who is in charge of the garage at that point. Elsewhere, however, maintenance appears to be very spotty. Proximity of army installations and willingness of Ordnance and RML personnel to help out has eased the picture in some areas, but this can not be expected to continue indefinitely. It is believed that if adequately equipped and manned shops were set up at Livorno, Firenze, and Siena, all VE/TE vehicles could be brought to one of these places at proper intervals for performance of routine maintenance as prescribed by Allied Commission Vehicle Maintenance Instruction No. 1.

b. To date, parts have been secured largely from local Army Ordnance installations, and no great shortages have developed. If, however, the contemplated policy of requisitioning all parts from Allied Commission headquarters is made binding on these areas, trouble is anticipated due to the time lag which will be introduced, for the vehicles in use are generally of a low classification and subject to frequent parts failures.

10. Civil Supply Vehicles

a. Maintenance on these vehicles is done by the Central shop at Siena, and is apparently satisfactory. Maintenance and repair facilities and personnel are adequate for most needs, and cooperation of Army maintenance facilities in the area has filled in the gaps to date to good effect.

b. Parts supply for these vehicles is much the same as stated above on WE/TE vehicles, and the same statement regarding anticipated future troubles is applicable.

11. Civilian Owned and Operated Vehicles

a. Maintenance and repair of these vehicles is done almost entirely by the individual owners, or by civilian shops to which they are taken by the owners. No control is exercised over the rates charged by these shops, and parts are installed very largely at exorbitant prices.

b. Some small supplies of parts have been theoretically "frozen" in various localities by Allied Commission, to be sold only by official permit, but so far as could be determined, such stocks have not been inventoried and no effort is being made to check them to determine whether the order is being complied with.

c. As in all other parts of Italy, a most critical situation exists in regard to the supply of tires and batteries. Many trucks are off the road now for lack of these items, and the services of many more will be lost in the near future for the same reason.

(1) A number of small tire shops, some capable of limited retreading as well as section repair, exist at various points in the Region, but with the exception of one plant at Firenze, nothing has been done to estimate their production capacity and to requisition necessary materials to put them into operation. It is believed that shops of this nature should be included in the plans for distribution of repair materials, for despite their limited capacity, they can offer better service to individual truck owners and should achieve greater success in getting tires in for repair while still repairable than can be accomplished by means of the few large shops now being set up by Allied Commission.

(2) The local sanitary service at Livorno was found to be operating a number of electric powered trucks and is reported to have facilities for rebuilding of batteries. It is possible that the rebuilding facilities at this point could be expanded to serve truck pool members if Allied Commission can arrange to furnish materials which are in short supply in this area, but possibly available elsewhere.

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RECOMMENDATIONS

12. That additional consideration be given to establishing the headquarters of this Region in Firenze, which appears to be the logical location for most efficient operation and the best point at which to draw together the presently scattered key personnel.

13. That Tuscan Region make a physical inventory of TE/EE vehicles, paying particular attention to civilian types, in order to determine exactly what vehicles are held and in what manner they were secured.

14. That specific instructions be issued by the Region, to effect compliance with the directives on requisitioning quoted in paragraph 6 d, above.

15. That physical pooling of vehicles be instituted wherever possible in the Region, in order to minimize demands for additional cars through more efficient use of those now held.
16. That necessary action be taken by this Headquarters to verify the Regional Commissioner's claim that Fifth Army refuses to requisition vehicles for Regional needs, and to effect the prescribed cooperation on this matter.
17. That standard government tariff rates be uniformly applied throughout the Region, and that these rates be charged for the use of WD civil supply vehicles in the same manner as for civilian owned. Also, that the standard administrative fee authorized by the IMAC decree be uniformly applied to all civilian truck pool operations.
18. That consideration be given to establishing a policy whereby civilian possessors of enemy equipment acquired prior to Allied occupation of an area will be legally permitted to retain either the ownership or the use of such equipment.
19. That personnel assignments be adjusted to provide for a full time Transportation Officer in each province, together with sufficient qualified assistants to adequately supervise the movement and control of all civilian trucks in the area.
20. That all VE/TF vehicles (including requisitioned) be placed on the preventive maintenance program prescribed by Allied Commission Vehicle Maintenance Instruction No. 1, and that vehicles stationed in the provinces be brought to centrally located shops for these services.
21. That a running inventory be kept of civilian parts "frozen" in local establishments, and that accuracy of these records be determined through spot checks by Allied Commission personnel.
22. That local tire and battery repair facilities be surveyed, and that these shops, regardless of size, be included in the distribution of the repair materials necessary to put and keep them in operation.

H. A. Kinley
H. A. KINLEY,
Lt. Col., IGD,
Senior Inspector (US).

2360

ALLIED COMMISSION
SICILIA REGION HQ/DOCTORS
APO 394

3 Feb. 1945

In reply
refer to : RUC 400.1924

SUBJECT : Regional Progress Report, AFHQ
Inspection Team, January 1945.

TO : Headquarters Allied Commission
Transportation Sub-Commission,
Road Section.

1. Twenty five cars were taken off strength of A.C. Organic Transport. The pooling of cars was well under way in the latter part of the month. None of the requirements of parts and tyres for cars recommended by the Combined Inspection Team have been received. **2359**

2. The Director General of INT; Dott. Salini, is studying instructions and making plans for complying with Para 8(c)(1) of the AFHQ report. Once again, Italian Armed Forces are attempting to take over ex-military vehicles (of which 90% are operated by INT) under the pretext of "full war effort". Should this happen, unless A.C. provides other transport for the distribution of foodstuffs in Sicily, a serious economic-political situation may easily follow, the repercussions of which may be embarrassing both to the Italian and Allied Governments.

3. There is a noticeable decline in the total number of efficient vehicles roadworthy in general, especially in the case of INT. Actually, the decline has been from 600 to less than 500 daily operations. This is not surprising since no spare parts, tyres, tools, and batteries are forthcoming. In addition, the present allocation of fuel and lubricants is not adequate.

4. The Director General of INT, pleading his case personally with the Ministry of Industry and Commerce in Rome, was advised to forward the INT monthly requirements of fuel and lubricants directly to that Ministry. It is sincerely hoped that Dott. Salini will meet with more success than obtained by the undersigned in the past.

5. There is no change in the status of INAC from that reported

TO : Headquarters Allied Commission
Transportation Sub-Commission.
Road Section.

1. Twenty five cars were taken off strength of A.O. Organic Transport. The pooling of cars was well under way in the latter part of the month. None of the requirements of parts and tyres for cars recommended by the Combined Inspection Team have been received. 2359

2. The Director General of INT, Dott. Salini, is studying instructions and making plans for complying with Para 5(c)(i) of the APO report. Once again, Italian Armed Forces are attempting to take over ex-military vehicles (of which 90% are operated by INT) under the pretext of "full war effort". Should this happen, unless A.O. provides other transport for the distribution of foodstuffs in Sicily, a serious economic-political situation may easily follow, the repercussions of which may be embarrassing both to the Italian and Allied Governments.

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4. The Director General of INT, pleading his case personally with the Ministry of Industry and Commerce in Rome, was advised to forward the INT monthly requirements of fuel and lubricants directly to that Ministry. It is sincerely hoped that Dott. Salini will meet with more success than obtained by the undersigned in the past.

5. There is no change in the status of ENAC from that reported in Dec. 1944.

6. Data is being collected on tyres with the possibility that Sicily may be able to exchange them for more serviceable ones or have them retreaded; alternatively, that some kind of tyre repair facilities may enable some work to be accomplished in Sicily.

For the Regional Commissioner:

I.M. CALVANESE
Capt. C.M.C.
Regional Road Haulage
Transport Control Officer.

/ee

C O P Y

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

TN/SR/12/855

23 January 1945

SUBJECT : Regional Progress Report
AFHQ Inspection Team.

TO : HQ.AC. (Att: Transportation S/C.)

1. Reference your AC/R/83/TN/dated 12 Jan. 45.

2. When road conditions are more favourable it is the intention of the Regional Transportation Officer to tour garages concerned after which it is hoped to furnish a more complete report.

2358

3. The major items referred to in the W.D. Transport in Southern Region Report as at the end of December are dealt with hereunder.

Para 4(a). With the exception of LECCE and BRINDISI all garages are supplied with personnel to supervise the maintenance of W.D. (Civil Supply) vehicles.

Para 4(b). A letter setting out the liaison plan has been issued by this Headquarters. Owing the limited lines or no telephonic communication liaising by this means is not always practical.

Para 5(c). Patrols are unable to operate owing to lack of personnel.

Para 5(d). In the case of P.W. & U. special contracts are considered necessary. The matter of varying charges, where there is no necessity for such, will be dealt with at the earliest opportunity.

Para 5(e). To date MMIA will not release vehicles or spare parts to A.C. Having priority over the Commission all Italian military vehicles from Salvage dumps, are obtained by MMIA.

Para 6. A pool of private cars has been commenced, the number of cars available to Divisions having been reduced. The situation is to be reviewed at a later date.

Para. 7. Vehicles Maintenance Instruction No. 1 has been issued.

TO : HQ.AC. (Att: Transportation S/C.)

1. Reference your AC/R/83/TN/dated 12 Jan.45.

2. When road conditions are more favourable it is the intention of the Regional Transportation Officer to tour garages concerned after which it is hoped to furnish a more complete report.

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Para 6. A pool of private cars has been commenced, the number of cars available to Divisions having been reduced. The situation is to be reviewed at a later date.

Para. 7. Vehicles Maintenance Instruction No. 1 has been issued.

For the Regional Commissioner:

BGJ/mjg

Copy to: Adjutant's File.

B.G. JEFFERSON
Captain, R.A.
Regional Tptn. Officer

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

30th January 1945.

Ref. ptn/1607.

Subject : AFHQ Inspection Reports.

to : H.Q., Allied Commission (Transportation Sub-Commission)

1. Reference your letters AC/R/83/IN dated 12th and 19th January 1945.

2. Special reference is made to PARA. 10 of AFHQ Combined Inspection Team report dated 20 November 1944.

Present Progress is as follows:-

2357

Sub-Para's (i) to (iv)

Nominations for Directors were forwarded to the Italian Government on 5 October 44 for approval but to date nothing further has been heard. This information was notified in this Headquarters Monthly Transportation Reports for November, December and January.

In the meantime the High Commissioner decided to form a local organisation for the Island on similar lines to E.N.A.C. using the three CCNSORZIO DI TRASPORTI OFFICES as a nucleus with a Regional Director. Captain Abis who has worked in the Transportation Division of this Headquarters for 12 months is the selected Regional Director.

He has been preparing the necessary organisation for the past three weeks in which the recommendations outlined in Sub-Paras (v) to (viii) have all been embodied. The organisation will commence to operate on February 1st.

3. Maintenance

PARA II (a). All AC WE/E and requisitioned vehicles are in one motor pool and are taken off the road by ROSIA system under the supervision of a British Technical Sergeant every week. All Italian Drivers are in possession of a copy of

1. Reference your letters AC/R/63/M dated 12th and 19th January 1945.
2. Special reference is made to PARA. 10 of AFHQ Combined Inspection team report dated 20 November 1944.

Present Progress is as follows:-

Sub-Para's (i) to (iv)

Nominations for Directors were forwarded to the Italian Government on 5 October 44 for approval but to date nothing further has been heard. This information was notified in this Headquarters Monthly Transportation Reports for November, December and January.

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He has been preparing the necessary organisation for the past three weeks in which the recommendations outlined in Sub-Paras (v) to (viii) have all been embodied. The organisation will commence to operate on February 1st.

3. Maintenance

PARA II (a). All AC WE/LE and requisitioned vehicles are in one motor pool and are taken off the road by ROSIA system under the supervision of a British Technical Sergeant every week. All Italian Drivers are in possession of a copy of the Daily Task System in Italian and are very strictly supervised in carrying the tasks out.

PARA II (b) Civilian Trucks

The suggestions put forward in this Paragraph have already been brought to the notice of the High Commissioner's Office concerned.

For the Regional Commissioner,

JOHN H. NEWBY.

Captain.

Regional Transportation Officer.

2357

(CONFIDENTIAL)

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

R/79
CWAP/hgd

6 Feb. 1945

AG/R/79/TN.5

SUBJECT : AFHQ Combined Inspection Team Report
on Road Transport in Sicily.

TO : AFHQ G-5 (Att: Col. Butterworth).

1. With reference to the above, the Regional Transport Officer Sicily Region has combined, with his reply the monthly progress report (for December) requested in your T-18 dated 14 Nov. 1944. This report deals entirely with road haulage. Copy of report from Capt. A. S. Warner, who is in charge of organic transport, is also enclosed.

2. Comments, by the Regional Transportation Officer, to specific paragraphs in the Combined Inspection Team's Report are as follows:-

Ref. Para 4 (g) (iii) Tyres. 700 tyres and 310 tubes have arrived, and are being rationed out proportionally and with care through INT Sicily.

Ref. Para 5 (a) (ENAC situation). When I last conferred with Ing. Costa at the Ministero dei Trasporti he informed me that, until ENAC's experiment, in a well defined mainland area, was a success, he preferred to cooperate with the Italian authorities in Sicily, and not introduce ENAC in Sicily in view of the already delicate political situation there. Registration was well on the way in December, however.

Ref. Para 5 (c) Operation. The situation in which private individuals are stated to make every effort to avoid performing the work for which the Prefects are supposed to requisition their cars seldom arises. I know of no vehicles requisitioned by the Prefects in December.

R/79

Ref. Para 5 (d) Maintenance.

With reference to complaints of no action on the part of A.C. to unearth stocks of parts and to control price of same, it is felt that this is just another example of the mentality of the Sicilian, who pilfers all and anybody's parts, tyres, etc., and then makes such a statement. INT alone spends millions of lire trying to uncover, purchase, and safeguard from stealing what there is in Sicily. The Italian Armed Forces in Sicily, further more, have issued strict orders re the punishment of those holding parts illegally.

Ref. 6 P.O.L. P.O.L. is supervised by the Supply and Economic Division, and is directly under the Italian Provincial authorities, who receive instructions from Rome in many instances; at the same time, they are working from hand to mouth, satisfying the local needs of a constantly changing situation. I am not in a position to verify their statements at every turn; however, I register firm and constant complaints, at times not unsuccessful.

2355

Ref. Para 7 Rail Transport. The officer in charge of Rail-road Transport states that the freight-car situation is critical; therefore, road transport will be taxed and pressed hard to move more goods.

Ref. Para 8. The pool system is used in part. With regard (a)(iii) Capt. Warner is endeavouring to obtain specific information on the parts needed. (A.C. H.R. Note:- Most of these are being taken care of). With regard to (b)(i) I strongly believe that Dott. Galini, General Director of INT, and his co-workers, are better prepared to cope with larger motor transport organization and problems, from a practical point of view, than any other group of men, including those in the Ministero dei Trasporti. With regard to (b)(iii) since ENAC is a paper organization, not delivering goods throughout Sicily, I do not feel that any such quantity of vehicles should be withdrawn. With regard to (b)(iv) I would strongly urge any assistance in obtaining same. With regard to (E) any assistance in our efforts will be appreciated.

For the Chief Commissioner:

Copy to: Economic Section.

Chaffin, Chief
HERBERT H. TAYLOR
Director

"A"

COPY

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

27 January 1945

A.F.H.Q. G5 Inspection Teams ReportDecember 19441. WE/TE Vehicles

(a) Holdings. Included in the 5 Jeeps were 2 which have been written off and for which disposal instructions are awaited.

(b) No 3 ton Bedford was held on strength.

A 15 cwt Bedford was BLRd in October 1944.

2. Requisitioned Vehicles

Twelve vehicles were struck off during December and others have been earmarked for scrapping and de-requisitioning. Cars allotted to officers and officials other than A.C. have been withdrawn.

2354

3. Maintenance and Repairs.

(a) The 10 day system of maintenance taken into operation

(b) MT Personnel. The Sergeant i/c Garage was returned to H.Q. AC and no replacement was made. Another Sergeant (A) who has been employed as Clerk for a considerable period, but who is qualified as regards M.T., has been put in charge of garage temporarily. No officer is available for whole time employment on M.T.

4. Assignment of Cars. Except in certain cases the allotment of cars to individual officers has been dispensed with.

5. No tools or tyres have been received.
There is an acute shortage of inner tubes.
Indents for essential spares will be sent to G-4.

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

MT/3342/28

29th January 1945

TO : Transportation Sub-Commission

SUBJECT : AFHQ Road Tpt. Re Inspection report

Comments on above within the scope of this Division are as follows:-

Para (5) a) It is agreed that Civilian Truck pool organization has deteriorated in most instances and advice in constantly being offered. A scheme for the education and inculcation of a feeling of national responsibility has been begun with the truck owners.

Para (5) c) We have been assured that E.N.A.C. will become law on the 1st February 1945.

Para (5) d) The Italian authorities are in the course of reconstituting static road blocks.

Para (5) e) The question of limiting black market P.O.L. supplies, and colouring civilian gasoline is outside the scope of this Division.

Para (5) f) It is presumed that E.N.A.C. will avail themselves of this opportunity when they start to function officially.

Conclusion para 10. We are not in a position to criticise the policy dictated by HQ AC.

Para 11. Dependent on the Transportation Sub-Commission

Para 12. Coordination is being effected.

For the Regional Commissioner

Copy to: Regional Commissioner -
Region IV.

J.A.N. GILES
Lt. Colonel

2353

*Responsible of Paper Making
10/31/45*

10/31/45

TO : Transportation Sub-Commission

SUBJECT : AFHQ Road Tpt. Re Inspection report

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Conclusion para 10. We are not in a position to criticise the policy dictated by HQ AC.

Para 11. Dependent on the Transportation Sub-Commission

Para 12. Coordination is being effected.

For the Regional Commissioner

Copy to: Regional Commissioner -
Region IV.

J.A.M. GILES
J.A.M. GILES
Lt. Colonel
Chief of Division

JG/aa

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION

File
ChdP
ASB/hp

Ref. AC/5087/Commerce/POL 37

Tel. Rome 478829
3 February 1945

SUBJECT : POL - Supplies.

TO : Transportation Sub-Commission

1. Your AC/R/79/TN.5 of 22 January 1945 refers.
2. Attached is an extract of Pet.30/A/3/1 of 29 January 1945 in reply.
3. " Unfortunately, physical difficulties of distribution preclude at the present time the issues of undyed petrol (e.g. a great deal of Rome and the North is supplied from the Military pipeline to Rome). It is not easy to provide additional dyes which would be satisfactory. It is hoped that at some not too distant date, the provision of uncolored petrol will be possible. It is pointed out that it is not a simple task to remove the dye from petrol once dyed." 2852
4. " Because of what is set out in paragraph 3 above, control of POL can only be exercised through control of circulating permits which must, therefore, be related to the available quantities of petrol. It is hoped that this point will again be stressed with all Regional, Provincial and Italian responsible officers. "
5. " This Section is continuing this examination of the possibility of introducing undyed petrol for civilian consumption."

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

draft

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

EDM/emg

IS/

28 January 1945.

SUBJECT: Combined Inspectorate Team Report
Southern Region & Lazio-Umbria Region

TO : AFHQ G-5 - Att: Col. Butterworth.

1. This is in reference to your T-18 of 14 November 1944. The unfortunate delay in our response is due to the recently completed re-organization of the Transportation Sub-Commission and an attempt to consolidate the above described regional reports with similar reports on Sardinia and Sicilia Regions.

2. Owing to the fact, however, that the Transport Officer, Sicilia Region, has been away on a protracted visit to this Headquarters in connection with the handing over of the INT to the Italian Government, and also to the temporary absence of the Regional Transport Officer Sardinia Region for medical reasons, reports on these two Regions have not yet been received.

2351

3. We feel that the comments attached from the Regional Commissioners of Southern Region and Lazio-Umbria Region are very much out of date, being dated 12 December and 6 December 1944, respectively, and in turn were prepared for the purpose of commenting on AFHQ inspectorate team reports conducted from 9 to 25 October 1944. It is now understood that subsequent reports on the two subject Regions have been recently completed by the Combined Inspectorate Team. For this reason, we are submitting herewith, and without comment, the two December reports of the above mentioned Regions, and anticipate prompt comment from these two Regions when they receive inspection reports.

L. D. DENSMORE
Colonel, FA
Acting Deputy Chief of Staff
Economic Section

Attachments (2)
December reports.

ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM

CWA/

SUBJECT: Combined Inspectorate Team Reports
TO : Transportation Sub-Commission. FILE No. ES/ 24 Jan 1945

1. Your letter to G-5 and the two Reg. Commissioners reports are again returned as they still do not appear to deal adequately with the points raised in the above reports.
2. For instance, paras. 5, 11, 12 and 13 of the Inspectorate Team's report for Southern Region contain statements or recommendations which are not commented upon either by the Reg. Commissioner or you.
3. The last sentence in para. 5 of the Reg. Com's letter of the 12 Dec. 44 is not understood, and your comments to para. 6 (a) are not clear.

not sent

Harlan Cleveland.
Executive Director.
Economic Section.

2350

HEADQUARTERS ALLIED COMMISSION

APO 354

COMMERCE SUB-COMMISSION

AUS/hp

Ref. AG/ 5067 /Commerce/POL 27

Tel. Rome 473029
25 January 1945

SUBJECT: Motor Vehicle Control - Lazio Umbria Region

TO : Ret. ~~AGC~~ AFHQ/AAC

1. Attached is a copy of Transport Sub-Commission's AG/79/TN.5 of 22 January 1945 and enclosed report on road transport in Lazio-Umbria Region.

2. The paragraph in the enclosed report marked by them was No. 13, but this Sub-Commission would draw your attention also to paragraph 5.

3. It was learned on inquiry through the Ministry of Industry, Commerce and Labour, Liquid Fuels Office, that ENIA who are a government entity and apparently prepare their own instructions for signature by the Minister, have nearly succeeded in gaining control over the bulk of the petrol allocations for automotive purposes in Rome province where they are expected to commence operations around the 1st of February.

4. It appears that they have already succeeded in having issued to all vehicles registered by their circulation permits without the UPIC (whose approval is first necessary under the existing regulations, as confirmed by the Ministry of Industry, Commerce and Labour's Circular 21, dated 19 Dec. 44) new thing to say in the matter.

5. The Ministry of Industry, Commerce and Labour have objected on the grounds that the issue of circulation permits in this manner is contrary to the regulations and takes the control out of the hands of UPIC and also that the control of petrol rationing to vehicles registered by ENIA but not actually operated by them on individual day to day Trip Tickets (Fire Brigades, Municipal services, and buses working for their own account) is unnecessary and undesirable. They are insisting on control of petrol for these vehicles remaining in the hands of UPIC.

6. The situation appears to be that the Ministry of Com-

Handwritten: *Handwritten: R/79 file*

SUBJECT: Motor Vehicle Control - Lazio Umbria Region

TO : ~~Ref. AC/ 5007 /Commerce/POL 27~~ ~~AVHQ/RAAG~~

1. Attached is a copy of Transportation Sub-Commission's ACB/79/21.5 of 22 January 1945 and enclosed report on road transport in Lazio-Umbria Region.

2. The paragraph in the enclosed report marked by them was 1013, but this Sub-Commission would draw your attention also to paragraph 5.

3. It was learned on inquiry through the Ministry of Industry, Commerce and Labour, Liquid Fuels Office, that ENAG who are a government INET and apparently prepare their own instructions for signature by the Minister, have nearly succeeded in gaining control over the bulk of the petrol allocation for automotive purposes in Rome province where they are expected to commence operations around the 1st of February.

4. It appears that they have already succeeded in having issued to all vehicles registered by them circulation permits without the UPIC (whose approval is first necessary under the existing regulations, as confirmed by the Ministry of Industry, Commerce and Labour's Circular 21, dated 19 Dec. 44) ^{23/49} having to say in the matter.

5. The Ministry of Industry, Commerce and Labour have objected on the grounds that the issue of circulation permits in this manner is contrary to the regulations and takes the control out of the hands of UPIC and also that the control of petrol rationing to vehicles registered by ENAG but not actually operated by them on individual day to day trip tickets (Fire Brigades, Municipal services, and others working for their own account) is unnecessary and undesirable, they are insisting on control of petrol for these vehicles remaining in the hands of UPIC.

6. The situation appears to be that the Ministry of Communications who are responsible both for the activities of ENAG and for the operations of Motorization (who are the authority

./.

- 2 -

actually charged with the issue of circulation permits) are issuing instructions which appear to be prompted by ENAC, without first consulting the Ministry of Industry, Commerce and Labour. The latter are responsible under the existing regulations for petroleum rationing and for approving the issue of circulation permits to those individuals or bodies to whom they are prepared to grant petrol.

7. The situation is being watched, but it would appear in the meanwhile advisable to keep a close hand, through short period releases, on supplies of automotive POL in Lazio-Umbria Region, so as to prevent any possibility of their being exhausted prematurely through lack of adequate control. This is particularly so in view of Paragraph 5 (a) of the report.

NOTED. J. EVANS

2 Encls. (as per para 4)

Colonel-Director
Commerce Sub-Commission

Copy to: Transportation S/C (without encls.)
Public Safety S/C (with Encl. Balance) (with encls.)

Economic Section (with Enclosures)

2348

RESTRICTED

DC/10.

COMBINED INSPECTION TEAM,

ALLIED FORCE HEADQUARTERS,

A.F.C. 512.

25 Jan 45.

Dear

Coluch.

Referring to our discussion at your office on 22 Jan the present position on matters which you asked me to look into is as follows :-

H.Q. R.A.S.C. for G.W. Companies.

According to A.F.I.C. letter HSD.110 dated 5 Jan addressed to your H.Q. it is not at present proposed to provide a C.R.A.S.C. and staff to command the G.T. Coys now attached to A.C. The question will be re-considered when the 6 new Coys to be formed are ready to function.

Provision of Drivers for 6 G.T. Coys.

Referring to H.Q.A.C. letter AC/R/20/TN5 dated 16 Jan, D.M.T. has issued orders for the formation of a school at TRANI to train sufficient Italian Army drivers for 6 additional G.T. Coys. A training cadre of 2 officers and 120 O.Rs. is being organised and 60 trucks have been allotted for instructional purposes. M.M.I.A. have been directed to find the necessary Italian O.Rs. for training.

The school is due to open on 2 Feb and will turn out 500 drivers per month.

Six Coys only are to be formed since the 850 trucks allotted to the British side are insufficient to equip more on the basis of 4 platoon Coys with 33 trucks per platoon plus domestic vehicles and reserves to cover deadlines.

Pirelli Tyre Plant

Lt.Col.Kinley has discussed the release of the 4" Exa~~der~~ from the Pirelli plant with Q(AB) and Lt.Col.Field R.E.M.E., who is now studying the matter afresh and will give a decision to Q(AB) in a day or two. I will let you know the outcome by phone.

I hope the above information will be of assistance.

Yours Sincerely,

2347

25 Jan 45.

Dear Coluch.

Referring to our discussion at your office on 22 Jan the present position on matters which you asked me to look into is as follows:-

M.O. S.A.S.C. for G.T. Companies.

According to A.P.M.C. letter HQD.140 dated 9 Jan addressed to your M.C. it is not at present proposed to provide a G.P.A.S.C. and staff to command the G.T. Coys now attached to A.C. The question will be re-considered when the 6 new Coys to be formed are ready to function.

Provision of Drivers for 6 G.T. Coys.

Referring to M.Q.A.C. letter AC/R/20/TN5 dated 16 Jan, D.M.T. has issued orders for the formation of a school at TRAM to train sufficient Italian Army drivers for 6 additional G.T. Coys. A training cadre of 2 officers and 120 O.Rs. is being organised and 60 trucks have been allotted for instructional purposes. M.M.I.A. have been directed to find the necessary Italian O.Rs. for training.

The school is due to open on 2 Feb and will turn out 500 drivers per month.

Six Coys only are to be formed since the 850 trucks allotted to the British side are insufficient to equip more on the basis of 4 platoon Coys with 53 trucks per platoon plus domestic vehicles and reserves to cover deadlines.

Tivoli Tyre Plant

2347

Lt.Col.Kinley has discussed the release of the 4" Ex-~~ader~~ from the Pirelli plant with G(AM) and Lt.Col.Field R.E.M.E., who is now studying the matter afresh and will give a decision to G(AM) in a day or two. I will let you know the outcome by phone.

I hope the above information will be of assistance.

Yours Sincerely,

C. H. Humphreys

Col.J.J.Carnes,
Headquarters Allied Commission,
A.P.C. 394.

31 December 1944

SUBJECT: Report of Re-Inspection of Road Transport in Allied Commission Lazio
Umbria Region.

AUTHORITY AND SCOPE

1. In accordance with decision made at a staffmeeting in the office of the Brigadier, A. (AE) on 2 November 1944, motor transportation in the Lazio-Umbria Region, AC, was re-inspected during the period 18-23 December 1944, by Lt. Col. M. A. Kinley, IGD, Major J. W. Ulery, IGD and WOJG R. C. Johnson, USA, for the purpose of determining the improvements effected subsequent to the original inspection of 12-25 October 1944.

2. All of the provinces in this region were visited and a verbal report of findings was made to the Regional Executive Officer, Lt. Col. Bonham-Carter, before departure.

3. To facilitate the making of comparisons, this report is arranged in the same general order as that of the original inspection referred to in paragraph 1, above.

2346

OPERATIONS

4. WE/TS Vehicles:

(a) Ratio between vehicles and personnel remains approximately the same as before, and it is still believed that the combined total of WE and requisitioned vehicles is in excess of actual needs. Lt. Col. Bonham-Carter states that this region has received no official WE/TS, and consequently no comparison can be made of actual versus authorized holdings. R.C.

(b) First steps are being taken toward the formation of a motor pool at Region Headquarters, but no written directive has been published, and little has been accomplished to date. The majority of the vehicles are still operated on an assigned basis, thus creating an artificial demand for many more vehicles than would be required in a properly operated pool. R.C.

(c) Personal use of passenger vehicles for private and unauthorized purposes appears to be as extensive as before, and may be expected to continue as long as such vehicles are on an assigned, rather than a pool, status. R.C.

5. Civilian Owned and Operated Vehicles:

(a) Since the time of the last inspection, Region Headquarters has issued specific instructions to the effect that all provinces except Perugia and Terni are now completely under Italian jurisdiction, and that nothing shall be done to create any impression that AC is giving orders or directing operations in such areas. AC personnel have been instructed to remove their offices from the premises of the Italian organizations with which they are working, and have been ordered to act in an advisory capacity only. That they cannot be considered as such is stressed.

1. In accordance with decision made at a staff meeting in the office of the Brigadier, 2 (AS) on 2 November 1944, motor transportation in the Lazio-Umbria region, AC, was reinspected during the period 18-23 December 1944, by Lt. Col. M. A. Kinley, 100, Major J. W. Ulery, 100, and WOJG R. C. Johnson, USA, for the purpose of determining the improvements effected subsequent to the original inspection of 12-25 October 1944.

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3. To facilitate the making of comparisons, this report is arranged in the same general order as that of the original inspection referred to in paragraph 1, above.

OPERATIONS

4. VE/TB Vehicles:

(a) Ratio between vehicles and personnel remains approximately the same as before, and it is still believed that the combined total of VE and requisitioned vehicles is in excess of actual needs. Lt. Col. Bonham-Carter states that this region has received no official VE/TB, and consequently no comparison can be made of actual versus authorized holdings.

(b) First steps are being taken toward the formation of a motor pool at Region Headquarters, but no written directive has been published, and little has been accomplished to date. The majority of the vehicles are still operated on an assigned basis, thus creating an artificial demand for many more vehicles than would be required in a properly operated pool.

(c) Personal use of passenger vehicles for private and unauthorized purposes appears to be as extensive as before, and may be expected to continue as long as such vehicles are on an assigned, rather than a pool, status.

5. Civilian Owned and Operated Vehicles:

(a) Since the time of the last inspection, Region Headquarters has issued specific instructions to the effect that all provinces except Perugia and Terni are now completely under Italian jurisdiction, and that nothing will be done to create any impression that AC is giving orders or directing operations in such areas. AC personnel have been instructed to remove their offices from the premises of the Italian organizations with which they are working, and have been ordered to act in an advisory capacity only, and to conduct themselves in such a way that they cannot be accused of attempting to supervise or direct the activities with which they are associated. This directive has tied the hands of the operating personnel, for the Italians whom they are "advising" have, of course, heard of it, and in many cases are taking advantage of the situation by refusing to accept suggestions. Organization and operation of truck pools is being handicapped by the fact that in many places the local civilians are either doing nothing about organizing transport or are going about it in their own way, ignoring the advice which the AC officers can offer, but cannot force upon them.

END OF REPORT

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(b) The result of the condition described above is that in many instances truck pool organization has actually grown worse, rather than better. The Ufficio Trasporti di Roma is still the only pool which exhibits any great degree of organization, but all of the adverse comments made on it in the previous report are still pertinent, and with the exception that the Regional Control Office has been shifted from AC to the Ministry of Transport, operations remain essentially unchanged. Prescribed tariff rates are not being charged, as UTR has introduced a rate of their own which varies considerably from the official standards.

(c) It was learned that officials of ENAC have decided to experiment first with UTR and Rome province before going on to assume control over the balance of Italy. The central ENAC office is being organized at present and has assumed a few of the functions of UTR, but it has not begun to actually operate as yet, and responsible officials estimated that they will not be ready to take over completely even in Rome province for at least another month. Uniform work tickets have been approved and printed, but their universal use is not anticipated until such time as ENAC is ready to assume full control throughout King's Italy. The position of civilian transport in the Lazio-Umbria region is that, since AC has relinquished control completely, and ENAC is not prepared to take over for an as yet indefinite period of time, control of individual civilian-owned vehicles is being lost, rather than gained.

(d) Very little is being done to establish road blocks to control or check traffic in any way. The infrequent checks which have been made indicate a definite need for a great deal of activity along this line, and until adequate police measures are established, it cannot be expected that any appreciable degree of control can be gained over truck movements. ENAC has proposed a tentative plan for establishment of automobile patrols, but the number proposed is utterly inadequate, and even these few have not been organized as yet.

(e) Control of civilian vehicles is made doubly difficult by the ease with which gasoline may be secured illegally. Fuel control is exercised over that which is distributed through official channels, but local conversations and observations lead to the conclusion that large quantities of fuel are available in the black market, and that vehicle owners are using their official circulation permits and fuel allotments as a mask for illegal consumption of such gasoline. At present there is no way of determining whether the fuel in a vehicle tank came from official or unofficial sources, and consequently, even a thorough system of road blocks could accomplish nothing to overcome this difficulty unless a distinctive fuel were to be furnished for official civilian distribution. "White" gasoline is not considered suitable for this purpose, as color may be too easily removed from pilfered fuel, but it is believed that a dark blue or black dye, or some other easily distinguishable additive, could be found which is available only from controlled sources. By blending this additive with the fuel at time of official release from Army stocks, a product could be obtained which could not be easily counterfeited or camouflaged and which would enable the police to check the use of illegal fuels. Such an additive must, of course, be of a nature which would make possible a quick and simple quantitative, as well as qualitative, analysis.

(f) Availability of telephone facilities was again checked, and signals

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(f) Availability of telephone facilities was again checked, and Signals officers, both at Rome Allied Area Command and at AC Region Headquarters, stated that arrangements could be made to furnish priority use of lines at prearranged times of day to all necessary points in the province and to most of the desired points in adjacent provinces. Nothing has been done to date, however, to set up this or any other type of service which would facilitate scheduling of return loads in advance.

MAINTENANCE

6. NE/TE Vehicles:

(a) Steps are now being taken to establish a preventive maintenance schedule on requisitioned vehicles similar to that already in effect on War Department vehicles, but this plan is not operative as yet.

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(b) The parts and tire situations are growing steadily worse, and the number of vehicles declined for lack of these items is growing constantly. Parts are being manufactured locally in some cases, but tires and batteries remain extremely critical, and shortage of these two items is responsible for the nonavailability of a high proportion of the vehicles currently on deadline.

CONCLUSIONS

8. That action to expedite the new combined TR/WE for AC should be expedited, R.C. so that steps may be taken within AC to adjust their holdings of vehicles accordingly.

9. That immediate action should be taken by Region Headquarters to pool as many of their TR/WE vehicles as possible, and to eliminate the use of such vehicles for unauthorized purposes. R.C.

10. That consideration should be given to the wisdom of continuing the policy which has resulted in the impossible position in which this region now finds itself. In regard to supervision of civilian activities. The presently established policy of turning all of Southern Italy back to unsupervised civilian management has caused a release of military control prior to the establishment of civilian agencies capable of assuming the burden, and is seriously handicapping the development of organized motor transport. It is believed that the power to supervise and to give orders in each individual province should be retained by AC, until such time as those officers who know the local situation are convinced that the civilian agencies are capable of operating properly without supervision. A.C. Policy stand for time being

11. That use of the uniform work ticket should not be delayed until ENAC is ready to operate throughout Italy, but should be instituted at once, in order to give police a basis on which to check vehicles on the road. ENAC to start 11.4.47

12. That AC and ENAC road block plans should be coordinated with those now in formulation in the office of the Provost Marshal General, NYEBA. It is believed that more effective coverage can be gained by working civilian police in conjunction with military then by organizing separate blocks as currently proposed by ENAC. This out. S.C.

13. That consideration should be given to the advisability of furnishing a special, readily identifiable fuel for officially authorized civilian consumption. R.C.

14. That Region Headquarters should immediately investigate the possibility of arranging "appointment" use of telephone lines for coordinating truck movements and scheduling back loads, and should recommend such use of telephones to the responsible Italian agencies. R.C.

15. That the preventive maintenance plan prescribed in AC VII No. 1 should be instituted in this region and applied to requisitioned and ND vehicles alike. R.C.

16. That action to make possible the manufacture and/or repair of batteries, tires and tubes should be expedited by AFHQ in order to get more civilian vehicles on the roads and keep them there, and thus hold down the growing demand for repair department vehicles. R.C.

/s/ M. A. Kinley
M. A. KINLEY
Lt. Col., IGD

OFFICIAL TRANSMISSION (785021)

U. S. RECOMMENDED
 EQUALS BRANCH RECOMMENDED
 ALLIED FORCE HEADQUARTERS
 COMBINED INSPECTION TEAM
 A.P.O. 512

31 December 1944

SUBJECT: Report of Re-Inspection of Road Transport in Allied Commission Lazio
 Umbria Region.

AUTHORITY AND SCOPE

1. In accordance with decision made at a staff meeting in the office of the Brigadier, 3 (AE) on 2 November 1944, motor transportation in the Lazio-Umbria Region, AO, was reinspected during the period 19-25 December 1944, by Lt. Col. M. A. Kinley, ICD, Major J. W. Ulery, ICD and WOJG R. C. Johnson, USA, for the purpose of determining the improvements effected subsequent to the original inspection of 12-25 October 1944.
2. All of the provinces in this region were visited and a verbal report of findings was made to the Regional Executive Officer, Lt. Col. Bonham-Carter, before departure.
3. To facilitate the making of comparisons, this report is arranged in the same general order as that of the original inspection referred to in paragraph 1, above.

OPERATIONS

4. MIL/TE Vehicles:

- (a) Ratio between vehicles and personnel remains approximately the same as before, and it is still believed that the combined total of TD and requisitioned vehicles is in excess of actual needs. Lt. Col. Bonham-Carter states that this region has received no official TE/ME, and consequently no comparison can be made of actual versus authorized holdings.
- (b) First steps are being taken toward the formation of a motor pool at Region Headquarters, but no written directive has been published, and little has been accomplished to date. The majority of the vehicles are still operated on an assigned basis, thus creating an artificial demand for many more vehicles than would be required in a properly operated pool.
- (c) Personal use of passenger vehicles for private and unauthorized purposes appears to be as extensive as before, and may be expected to continue as long as such vehicles are on an assigned, rather than a pool, status.

5. Civilian Owned and Operated Vehicles:

- (a) Since the time of the last inspection, Region Headquarters has issued specific instructions to the effect that all provinces except Perugia and Terni are now completely under Italian jurisdiction, and that nothing will be done to create any impression that AO is giving orders or directing

1. In accordance with decision made at a staff meeting in the office of the Brigadier, 3 (AE) on 2 November 1944, motor transportation in the Lazio-Umbria Region, AC, was reinspected during the period 18-23 December 1944, by Lt. Col. H. A. Kinley, IGD, Major J. V. Ulery, IGD and WOJG R. C. Johnson, USA, for the purpose of determining the improvements effected subsequent to the original inspection of 12-25 October 1944.
2. All of the provinces in this region were visited and a verbal report of findings was made to the Regional Executive Officer, Lt. Col. Bonham-Carter, before departure.
3. To facilitate the making of comparisons, this report is arranged in the same general order as that of the original inspection referred to in paragraph 1, above.

OPERATIONS

4. VEH/TEE Vehicles:

- (a) Ratio between vehicles and personnel remains approximately the same as before, and it is still believed that the combined total of WD and requisitioned vehicles is in excess of actual needs. Lt. Col. Bonham-Carter states that this region has received no official VE/VE, and consequently no comparison can be made of actual versus authorized holdings.
- (b) First steps are being taken toward the formation of a motor pool at Headquarters, but no written directive has been published, and little has been accomplished to date. The majority of the vehicles are still operated on an assigned basis, thus creating an artificial demand for many more vehicles than would be required in a properly operated pool.
- (c) Personal use of passenger vehicles for private and unauthorized purposes appears to be as extensive as before, and may be expected to continue as long as such vehicles are on an assigned, rather than a pool, status.

5. Civilian Owned and Operated Vehicles:

- (a) Since the time of the last inspection, Region Headquarters has issued specific instructions to the effect that all provinces except Perugia and Terni are now completely under Italian jurisdiction, and that nothing will be done to create any impression that AG is giving orders or directing operations in such areas. AC personnel have been instructed to remove their offices from the premises of the Italian organizations with which they are working, and have been ordered to act in an advisory capacity only, and to conduct themselves in such a way that they cannot be accused of attempting to supervise or direct the activities with which they are associated. This directive has tied the hands of the operating personnel, for the Italians whom they are "advising" have, of course, heard of it, and in many cases are taking advantage of the situation by refusing to accept suggestions. Organization and operation of truck pools is being handicapped by the fact that in many places the local civilians are either doing nothing about organizing transport or are going about it in their own way, ignoring the advice which the AC officers can offer, but cannot force upon them.

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(b) The result of the condition described above is that in many instances truck pool organization has actually grown worse, rather than better. The Ufficio Trasporti di Roma is still the only pool which exhibits any great degree of organization, but all of the adverse comments made on it in the previous report are still pertinent, and with the exception that the Regional Control Office has been shifted from AC to the Ministry of Transport, operations remain essentially unchanged. Prescribed tariff rates are not being charged, as UTR has introduced a rate of their own which varies considerably from the official standards.

(c) It was learned that officials of ENAC have decided to experiment first with UTR and Roma province before going on to assume control over the balance of Italy. The central ENAC office is being organized at present and has assumed a few of the functions of UTR, but it has not begun to actually operate as yet, and responsible officials estimated that they will not be ready to take over completely even in Roma province for at least another month. Uniform work tickets have been approved and printed, but their universal use is not anticipated until such time as ENAC is ready to assume full control throughout "King's Italy." The position of civilian transport in the Lazio-Umbria region is that, since AC has relinquished control completely, and ENAC is not prepared to take over for an as yet indefinite period of time, control of individual civilian-owned vehicles is being lost, rather than gained.

(d) Very little is being done to establish road blocks to control or check traffic in any way. The infrequent checks which have been made indicate a definite need for a great deal of activity along this line, and until adequate police measures are established, it cannot be expected that any appreciable degree of control can be gained over truck movements. ENAC has proposed a tentative plan for establishment of semimobile patrols, but the number proposed is utterly inadequate, and even these few have not been organized as yet.

(e) Control of civilian vehicles is made doubly difficult by the ease with which gasoline may be secured illegally. Fair control is exercised over that which is distributed through official channels, but local conversations and observations lead to the conclusion that large quantities of fuel are available in the black market, and that vehicle owners are using their official circulation permits and fuel allocations as a mask for illegal consumption of such gasoline. At present there is no way of determining whether the fuel in a vehicle tank came from official or unofficial sources, and consequently, even a thorough system of road blocks could accomplish nothing to overcome this difficulty unless a distinctive fuel were to be furnished for official civilian distribution. "White" gasoline is not considered suitable for this purpose, as color may be too easily removed from pilfered fuel, but it is believed that a dark blue or black dye, or some other easily distinguishable additive, could be found which is available only from controlled sources. By blending this additive with the fuel at time of official release from Army stocks, a product could be obtained which could not be easily counterfeited or camouflaged and which would enable the police to check the use of illegal fuels. Such an additive must, of course, be of a nature which would make possible a quick and simple quantitative, as well as qualitative, analysis.

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(f) Availability of telephone facilities was again checked, and Signals officers, both at Rom Allied Area Command and at AC Region Headquarters, stated that arrangements could be made to furnish priority use of lines at prearranged times of day to all necessary points in the province and to most of the desired points in adjacent provinces. Nothing has been done to date, however, to set up this or any other type of service which would facilitate scheduling of return loads in advance.

MAINTENANCE

6. UL/VE Vehicles:

(a) Steps are now being taken to establish a preventive maintenance schedule on requisitioned vehicles similar to that already in effect on War Department vehicles, but this plan is not operative as yet.

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- (b) 20 Vehicle maintenance Instruction No. 1 has been implemented in this region, and maintenance is performed according to normal Army system instead. Although the standard of maintenance achieved to date on MD vehicles appears to be satisfactory, it is believed that in order to absorb the additional load of preventive maintenance on the requisitioned vehicles, it will be necessary to install the system prescribed by VII No. 1.

7. Civilian Vehicles:

- (a) The majority of the civilian vehicles in this region are privately owned, and the individual owners handle their own maintenance to a great extent. Public garages and repair shops are available in most areas, and are being used by some owners, but these shops have not been incorporated into the civilian pools, and their use is entirely optional with the truck owner.
- (b) The parts and tire situations are growing steadily worse, and the number of vehicles deadlined for lack of these items is growing constantly. Parts are being manufactured locally in some cases, but tires and batteries remain extremely critical, and shortage of these two items is responsible for the nonavailability of a high proportion of the vehicles currently on deadline.

CONCLUSIONS

8. That action to approve the new combined II/II for AG should be expedited, so that steps may be taken within AG to adjust their holdings of vehicles accordingly.
9. That immediate action should be taken by Region Headquarters to pool as many of their II/II vehicles as possible, and to eliminate the use of such vehicles for unauthorized purposes.
10. That consideration should be given to the wisdom of continuing the policy which has resulted in the impossible position in which this region now finds itself in regard to supervision of civilian activities. The presently established policy of turning all of Southern Italy back to unsupervised civilian management has caused a release of military control prior to the establishment of civilian agencies capable of assuming the burden, and is seriously handicapping the development of organized motor transport. It is believed that the power to supervise and to give orders in each individual province should be retained by AG, until such time as those officers who know the local situation are convinced that the civilian agencies are capable of operating properly without supervision.
11. That use of the uniform work ticket should not be delayed until ENAC is ready to operate throughout Italy, but should be instituted at once, in order to give police a basis on which to check vehicles on the road.
12. That AG and ENAC road block plans should be coordinated with those now in formulation in the office of the Provost Marshal General, IHOUSA. It is believed that more effective coverage can be gained by working civilian police in conjunction with military than by organizing separate blocks as currently proposed by ENAC.
13. That consideration should be given to the advisability of furnishing a special, readily identifiable fuel for officially authorized civilian consumption.

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CONCLUSIONS

8. That action to approve the new combined TM/IE for AG should be expedited, so that steps may be taken within AG to adjust their holdings of vehicles accordingly.
9. That immediate action should be taken by Region Headquarters to pool as many of their TM/IE vehicles as possible, and to eliminate the use of such vehicles for unauthorized purposes.
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13. That consideration should be given to the advisability of furnishing a special, readily identifiable fuel for officially authorized civilian consumption.
14. That Region Headquarters should immediately investigate the possibility of arranging "appointment" use of telephone lines for coordinating truck movements and scheduling back loads, and should recommend such use of telephones to the responsible Italian agencies.
15. That the preventive maintenance plan prescribed in AG VII No. 1 should be instituted in this region and applied to requisitioned and AD vehicles alike.
16. That action to make possible the manufacture and/or repair of batteries, tires and tubes should be expedited by AMHQ in order to get more civilian vehicles on the roads and keep them there, and thus hold down the growing demand for War Department vehicles.

M. A. Kinley
M. A. KINLEY

2d. Col., IGD

U. S. RESTRICTED Senior Inspector (US)

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RESTRICTEDALLIED FORCE HEADQUARTERS
COMBINED INSPECTION TEAM

A.P.O. 512.

REPORT ON ROAD TRANSPORT IN SICILY - A.C. REGION 1.1. SCOPE

(a) This report deals with the operation and maintenance of A.C. domestic vehicles and of road haulage trucks throughout SICILY. Mention is made of rail transport in so far as it affects road transport.

(b) Discussions were held with A.C. Officers concerned in transport at Regional H.Q., PALERMO and at the Provincial H.Q., at CATANIA. Civilian officials and I.N.T. directors at the provincial capitals of PALERMO, MESSINA, CATANIA, SIRACUSA, AGROPOLI and TRAPANI were interviewed. The Provinces of RAGUSA, ENNA and CALTAJANUTTA were not visited, due to their lesser importance and lack of time.

2. INTRODUCTION

(a) Total population is 4,230,000 of which 55% is in the three Provinces of PALERMO, MESSINA and CATANIA and 60% live within 10 miles of the sea.

(b) The country is almost entirely agricultural, but there is a considerable production of Sulphur from mines in the centre of the island, of Asphalt at RAGUSA and of Salt on the coast. Chief commodities carried by road transport are grain, flour, fruit, olive oil, vegetables, wine, charcoal and fish. An appreciable tonnage of citrus fruit is being exported to the U.K., and for Army consumption.

(c) The State Railway and narrow gauge lines provide a good network to all parts of the island, but coastal shipping is very limited.

Potential road transport available is surplus to requirements. The Istituto Nazionale Trasporti (I.N.T.), a truck haulage organisation set up and controlled by A.C., operates throughout the island and is able to compete with the movement of essential commodities except during certain periods of the year when the volume of traffic is abnormal. All civilian owned trucks are uncontrolled and, though carrying a proportion of essential foodstuffs, mainly operate privately and in the Black Market.

3. W.Z./I.T. VEHICLES AND REQUISITIONED CARS

(a) Holdings and Locations are :-

W.Z./I.T. Vehicles.

Requisitioned Cars.

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1. SCOPE

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3. A.C./I.A.C. VEHICLES AND REQUISITIONED CARS

(a) Holdings and Locations are :-

W.L./I.A.C. Vehicles.

Requisitioned Cars.

46

1 Card Car (A)
5 Jeeps (A)
2 x 2 1/2 ton G.C. (A)
1 x 3 ton Bedford (Br)
2 M/Cs (Br)

29

1 x 2 1/2 ton Ford (Br)
5 M/Cs (Br)

CATANIA

In addition 4 small Italian Army Trucks and 5 M/Cs are held. 23 cars were derequisitioned in Oct and Nov and H.Q., A.C., have suggested that 20% of the existing strength should be similarly dealt with forthwith. 7 of the 75 now held have been cannibalised and are to be disposed of immediately. Of the 68 serviceable cars, 36 are assigned to A.C. offices, 4 to other Allied Officers, 3 to the Friends' Ambulance, 3 to Italian Officials and 20 pooled. The number of cars held is far in excess of requirements.

(b) Maintenance and Repairs

No proper system of maintenance exists at PALERMO or CATANIA. A cursory daily check is carried out, and drivers report defects, but maintenance is done only when vehicles are in the garage for repairs.

A well equipped workshop exists in CATANIA but at the PALERMO garage no machine tools are held. American vehicles at PALERMO are repaired in the U.S. Naval Workshops, while at CATANIA British vehicles are sent to R.E.M.E. All repairs to requisitioned cars are done internally at CATANIA. At PALERMO all work above 2 Ton is done by local contract.

No A.S.'s 406 or 442 are kept for British vehicles or Q.M.G. 461 for American, and work tickets are not in use.

Allied M.T. personnel are limited to 1 sergeant i/c Garage and 2 drivers at PALERMO and 1 driver at CATANIA. All drivers, except 3 and all mechanics are Italian. An experienced Italian garage manager is employed at CATANIA, who is capable of producing satisfactory maintenance if given advice in the system required.

Lack of supervision by the Officer in charge of domestic transport, who is fully occupied with other work both at PALERMO and CATANIA, results in unsatisfactory maintenance.

(c) Tools, Spare Parts and Tyres

Mechanics are short of tools at PALERMO. One mechanic's and one electrician's set (American type) are badly needed.

Spare parts for American vehicles are obtained from the U.S. Navy and for British from R.E.M.E. A stock of spares for requisitioned cars, obtained as a result of cannibalisation, is held at both PALERMO and CATANIA, and parts are purchased locally, if obtainable, when not in stock.

A shortage of tyres and tubes for cars now exists since Jeep tyres are no longer obtainable. Requirements of parts and tyres are given in para 8(a)(iii).

4. I.N.T.

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(a) History

I.N.T. was, pre-war, a subsidiary of the State Railway which operated buses and coaches in ITALY and SICILY. On the arrival of A.S.G. in SICILY, a skeleton organisation only existed, running 8 buses and 20 trucks in PALERMO. Under authority of 15 Army Group cable Q001 - 031615 of July '43 and letter A9002/226 HQ of 14 Oct '43, moving ATHQ circular No. 63 (Q020) of 3 Sept '43, the S.C.A.O. of A.S.G. decided in December '43 to hand over to I.N.T. all captured enemy trucks in the island for the creation of an island-wide system, in order to provide transport for the haulage of civilian foodstuffs. Under the direction of the A.S. Transportation Officer (A.S.T.O.) I.N.T. has been gradually expanded until to-day it has branches in every Province and operates some 600 trucks.

(b) Trucks - Numbers and Locations

no machine tools are held. American vehicles at PALERMO are repaired in the U.S. Naval Workshops, while at GAZIMIA British vehicles are sent to R.M.H.E. All repairs to requisitioned trucks are done internally at GAZIMIA. At PALERMO all work above 2 Tons is done by local contract.

No A.F.'s 406 or 412 are kept for British vehicles or G.I.L.D.461 for American, and work trucks are not in use.

Allied M.T. personnel are limited to 1 sergeant i/c Garage and 2 drivers at PALERMO and 1 driver at GAZIMIA. All drivers, except 3 and all mechanics are Italian. An experienced Italian garage manager is employed at GAZIMIA, who is capable of producing satisfactory maintenance if given advice in the system required.

Lack of supervision by the officer in charge of domestic transport, who is fully occupied with other work both at PALERMO and GAZIMIA, results in unsatisfactory maintenance.

(c) Tools, Spare Parts and Tyres

Mechanics are short of tools at PALERMO. One mechanic's and one electrician's set (American type) are badly needed.

Spare parts for American vehicles are obtained from the U.S. Navy and for British from R.H.E. A stock of spares for requisitioned cars, obtained as a result of cannibalisation, is held at both PALERMO and GAZIMIA, and parts are purchased locally, if obtainable, when not in stock.

A shortage of tyres and tubes for cars now exists since Jeep tyres are no longer obtainable. Replacements of parts and tyres are given in para 6(a)(iii).

4. I.N.T.

(a) History

I.N.T. was, pre-war, a subsidiary of the State Railway which operated buses and coaches in ITALY and SICILY. On the arrival of A.H.C. in SICILY, a skeleton organisation only existed, running 6 buses and 20 trucks in PALERMO. Under authority of 15 Army Group cable Q001 - 031615 of July '43 and letter AWCOT/216 HQ of 11 Oct '43, quoting AMQ circular No. 63 (GIBB) of 3 Sept '43, the S.C.A.O. of A.H.C. decided in December '43 to hand over to I.N.T. all captured enemy trucks in the island for the creation of an island-wide system, in order to provide transport for the backlog of civilian foodstuffs. Under the direction of the A.C. Transportation Officer (A.T.O.) I.N.T. has been gradually expanded until today it has branches in every Province and operates some 600 trucks.

(b) Trucks - Numbers and Locations

A statement at Appendix "g" shows the number of trucks held by categories and locations. 95% are Italian and 5% are German vehicles, while 60% of the total are 3 ton capacity and over. The majority of trucks are kept at the main Garage in each provincial capital, but a small number are located in certain large communities far removed from the capital. The fleet of serviceable trucks is being slowly increased by the construction of additional vehicles from components and parts salvaged from salvage trucks. This increase is offset by trucks becoming deadlined for tyres.

A large percentage of serviceable trucks are in poor condition and a limited number only can compete with long distance hauls. Permits to circulate are issued by A.C. for all I.N.T. trucks and State licenses are not used, thus saving a considerable sum in fees.

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(c) Organisation

The oversight of all trucks is vested in A.C. which controls and supervises I.M.T. operations through the A.C.I.T., a most competent officer, who has been instrumental in setting and advising the General Director in the organization and expansion of the undertaking.

Dr. Salini, the General Director, is a top grade business executive with real transport knowledge and a genuine ability, who exercises personal supervision over all branches of the concern. He controls the activities of I.M.T. throughout the island from a Head Office in Pinarol through provincial directors. Operation and maintenance are decentralized to the 9 provincial branches, but uniform systems of operation, administration, records and accounting are followed. Sub-branches exist in a number of large communities.

Some 2200 personnel are employed for whom standard wages and hours of work are prescribed. It would appear that the administrative staff is too heavy. In one province 25% of all personnel is engaged in administration.

(d) Operation

A sound system of booking, despatch, charges and road checks, laid down by Head Office is in universal use. The H.M.A.T. letter is strictly adhered to. Work tickets are used and proper records of all haulage data are rendered to Head Office weekly.

Return loads are arranged by inter-branch telephone liaison or by drivers reporting to branch at destination. It was stated that 80% of all trips are run loaded, but this is felt to be a high estimate from observation and inspection of Provincial records.

Priorities of commodities to be carried are prescribed and complied with. Essential commodities carried 75% of all goods hauled.

Road check is performed by U.S. inspectors under the order of Provincial Directors.

Current operating cost is 1 line per Km approximately.

(e) E.O.L.

Allocation of petrol and deiselite by Pet Rec is inadequate. In November 534,000 litres of petrol and 503,000 litres of deiselite were requisitioned but only 250720 and 149600 litres respectively were allotted. Additional petrol was obtained from the Prefect's allocation for grain haulage, but many deisel trucks were idle for half the month and petrol vehicles for several days.

The allotment of deiselite has been successively reduced each month, although the number of deisel trucks has increased. Approximately 50% of the fleet are deisel and a larger allotment of deiselite is essential if these vehicles are to be fully employed.

(f) Statistics and Accounts

Operating results for Oct 44 were :-

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Dr. Salini, the General Director, is a top grade business executive with real transport knowledge and organizing ability. He exercises personal supervision over all branches of the concern. He controls the activities of I.R.T. throughout the whole of the Head Office in P.M.U. through provincial directors. Operation and maintenance are decentralised to the 9 provincial branches, but uniform systems of operation, administration, records and accounting are followed. Sub-branches exist in a number of large communities.

Some 2200 personnel are employed for normal standard wages and hours of work are prescribed. It would appear that the administrative staff is top heavy. In one province 25% of all personnel is engaged in administration.

(d) Operation

A sound system of booking, receipt, charges and road check, laid down by Head Office is in universal use. The I.R.T. tariff is strictly adhered to, work tickets are used and proper records of all hauls are maintained in Head Office books.

Return loans are arranged by inter-branch telephone liaison or by drivers reporting to branch at destination. It was stated that 80% of all trips are run loaded, but this is felt to be a high estimate from observation and inspection of Provincial records.

Priorities of commodities to be carried are prescribed and applied with Essential Commodities comprise 75% of all goods handled.

Road check is performed by A.C. inspectors under the order of Provincial Directors.

Current operating cost is 1 lina per Km approximately.

(e) P.O.L.

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Allotment of petrol and diesel by Pet Buz is inadequate. In November 571,000 litres of petrol and 543,000 litres of diesel were requisitioned but only 230,720 and 149,600 litres respectively were allotted. Additional petrol was obtained from the Prefect's allocation for grain bulage, but petrol diesel trucks were idle for half the month and petrol vehicles for several days.

The allotment of diesel has been successively reduced each month, although the number of diesel trucks has increased. Approximately 50% of the fleet are diesel and a larger allotment of diesel is essential if these vehicles are to be fully employed.

(f) Statistics and Accounts

Operating results for Oct 44 were :-

Mileage run	= 870,712
Tonnage carried	= 51,180
Receipts	= 33,562,142 Lire
Operating costs	= 24,056,542 "
Profit	= 9,505,600 "

Total nett profit for the quarter ending 31 Oct amounted to 30,410,000 Lire.

Complete accounts are kept at provincial branches and at Head Office, the latter being audited by A.C. Banking accounts are in the name of I.R.T. to whom all cumulative profits accrue.

(2) Maintenance

(1) Maintenance and Repair I.M.F. operate well equipped workshops, containing all machine tools and installations necessary for 5 ECH repair and truck construction, at PALMBO, GATE IN, JESSIM, SINGURE and TRAPAL. Garages in the remaining Provinces can deal with 2/3 ECH repairs only and machine work is sent to the nearest of the above workshops. Repair work is well organized and efficiently performed.

A system of inspection and maintenance at regular intervals is not in operation. Drivers submit a daily report and any necessary repairs and adjustments are done by mechanics during daily servicing and check. Maintenance on a basis appears to be providing satisfactory.

(ii) Tools and Spare Parts Supply of tools held is adequate at all garages. When necessary, hand tools are made, while machine tools have been requisitioned or purchased over the past year. Additional equipment required at the parent workshop, obtainable locally, is given in para 3(c)(iv).

Extensive stocks of spare parts, components and assemblies are held in the above five garages, mainly built up by cannibalization and stripping of trucks. Parts not in stock at the garage or in main store at PALMBO are purchased in the Black Market after inspection of condition and price at Road Of Ice.

A sound system of stockage is in force and complete records are kept both at garages and Head Office showing status of all items. All issues are recorded and reported to Head Office monthly. Where possible parts are manufactured in workshops.

(iii) Tyres The tyre situation is critical, reflected in the figure of 274 trucks deadlined. No new type of suitable size are held, but 500-600 repairable carcasses and approximately the same number of tubes are in stock. A small number of small size new tyres were seen and at GATE IN 23 British 9.00 x 16 are in store. Complete records of all tyres held by size and condition are kept. I.M.F. await instructions on the disposal of these stocks. Some 400 carcasses were recently sent to M.F. A.O. for re-tread, but have not been returned. The A.O.I.S., however, expected a contingent of 700 tyres and 340 tubes of unspecified sizes or condition to arrive shortly.

Small cover repairs and tube patching is done, but no facilities for re-tread or sectional reconstruction of tubes.

Some 200-300 tyres have been purchased in the Black Market over the last 12 months, but this supply is now exhausted.

5. CIVILIAN TRUCKS(a) E.M.A.C. Situation

E.M.A.C. is not established and nominations of directors have not yet been submitted to ROSE. The High Commissioner seems reluctant to introduce E.M.A.C. though urged to move frequently by the A.O. Regional Commissioner. He puts forward difficulties and objections, stating that no direction on finance has been promulgated, no stationery has been provided and truck owners cannot afford to operate under the E.M.A.C. tariff, unless some parts and

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machine work is sent to the headsets of the above workshops, repair work is well organized and efficiently performed.

A system of inspection and maintenance at regular intervals is not in operation. Drivers submit a daily report and any necessary repairs and adjustments are done by mechanics during daily servicing and check. Maintenance on a basis appears to be proving satisfactory.

(iii) Tools and Spare Parts Supply of tools held is adequate as all garages, when necessary, have tools are made, while machine tools have been requisitioned or purchased over the past year. Additional equipment required at the parent workshop, obtainable locally, is given in para 3(i)(iv).

Extensive stocks of spare parts, components and assemblies are held in the above five garages, mainly built up by cannibalization and stripping of trucks. Parts not in stock at the garage or in main store at PALERMO are purchased in the Black Market after inspection of condition and price at Head Office.

A good system of stockage is in force and complete records are kept both at garages and Head Office showing status of all items. All issues are recorded and reported to Head Office monthly. Where possible parts are remanufactured in workshops.

(iii) Tyres The tyre situation is critical, reflected in the figure of 274 trucks deadlined. No new tyres of suitable size are held, but 500-600 repairable carcasses and approximately the same number of tubes are in stock. A small number of small size new tyres were received at GARAGE 23 British 9.00 x 15 are in stock. Complete records of all tyres held by size and condition are kept. A.T. await instructions on the disposal of these stocks. Some 400 carcasses were recently sent to R.A. A.C. For re-tread, but have not been returned. The A.C.I.O., however, expected a consignment of 700 tyres and 340 tubes of unspecified sizes or condition to arrive shortly.

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Small cover repairs and tube patching is done, but no facilities for re-tread or structural reconstruction of tyres.

Some 200-300 tyres have been purchased in the Black Market over the last 12 months, but this supply is now exhausted.

5. CIVILIAN TRUCKS

(a) E.N.A.C. Situation

E.N.A.C. is not established and nominations of Directors have not yet been submitted to HQSE. The High Commissioner seems reluctant to introduce E.N.A.C. though urged to move frequently by the A.C. Regional Commissioner. He puts forward difficulties and objections, stating that no direction on finance has been promulgated, no stationery has been provided and truck owners cannot afford to operate under the E.N.A.C. tariff, unless spare parts and tyres are supplied at fair prices.

Registration of trucks has commenced but is not complete.

(b) Number of Trucks and Locations

At appendix "B" is a statement showing all trucks in the island licensed by the Inspectorato Motorizzazione Civile (I.M.C.) 15 - 20% of these are off the road due to lack of parts and tyres, while a limited number remain hidden, some of which are being stripped of parts and tyres for sale in the Black Market.

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(c) Operation

No control exists beyond licensing and petrol issue, except in C.A.M.E.L., where the S.I.E.T. Co. with some 50 trucks work regularly for the Concorrio Agrario. Private operation is universal at Black Market rates. A considerable quantity of non-essential haulage is performed, notably wine, olive oil, fish, furniture and constructional materials, but the olive trade is in agricultural products.

Private trucks are requisitioned by Prefects to supplement I.M.F. vehicles to meet exceptional haulage demands such as the unloading of grain, but owners make every effort to avoid such work due to the lower official tariff. No system of road check exists other than add road blocks at which licenses are scrutinized.

(d) Maintenance, Spare Parts and Tyres

Trucks are repaired and maintained with owner's resources or at small local garages, whose charges are excessive. No large motor engineers exist capable of manufacturing spare parts or constructional work.

Spare parts are obtainable from hidden stores and in the Black Market at high prices. The tyre problem is critical, no stocks exist and tyres are run beyond repair. Small tyre repair shops were seen, capable of doing minor repair work to covers and vulcanising of tubes, but no moulds are available for re-treading.

The number of trucks declined will increase rapidly unless a supply is made available under E.M.F.A.C.

Complaints are made that A.C. have taken no action to increase stocks of parts, to fix prices, and to control supply of tyres, which existed in the island after the invasion.

6. P.O.L.

It is claimed by the Prefects and Chamber of Commerce that the allotment of petrol and deiselite made by Pet Soc for road vehicles is inadequate. In November the I.M.F. issued no petrol and deiselite to private cars and trucks in some provinces, while in others, allotments were reduced to a small 2336 page of normal.

It is considered that the bulk allotment of petrol for SICILY is sufficient to meet essential needs, but that the apparent shortage is due to redistribution by the I.M.F. and leakage. The Prefects complain that the I.M.F. issues directions on the allocation of petrol within each Province, from which they cannot depart. In many cases the distribution laid down does not correspond to priority of needs with resultant waste by certain groups of consumers.

Out of a total allotment of 375,000 litres made by Pet Soc in November, 15% was issued to private cars and trucks, 25% to cars necessary for Provincial Administration and trade, 15% to Police and Public Safety, 15% to Prefects for grain haulage, 5% to buses, 5% to Civic Officials, 5% to the Fire Service and 10% was obtained by the High Commissioner for Government and its various offices.

quantity of non-essential haulage is performed, notably wine, olive oil, fish, furniture and construction materials, but the chief traffic is in agricultural products.

Private trucks are requisitioned by Prefects to supplement I.M.T. vehicles to meet exceptional haulage demands such as the unloading of grain, but owners make every effort to avoid such work due to the lower official tariff. No system of road check exists other than oil road blocks at which licenses are scrutinized.

(a) Maintenance, Spare Parts and Tyres

Trucks are repaired and maintained with owners' resources or at small local garages, whose charges are excessive. No large motor engineers exist capable of manufacturing spare parts or constructional work.

Spare parts are obtainable from hidden stocks and in the Black Market at high prices. The tyre problem is critical, no stocks exist and tyres are run beyond repair. Shoddy tyre repair shops were seen, capable of doing minor repair repairs to covers and vulcanizing of tubes, but no moulds are available for re-treading.

The number of trucks headlined will increase rapidly unless a supply is made available under I.M.T.C.

Complaints are made that I.C. have taken no action to unearth stocks of parts, to fix prices, and to control supply of tyres, which existed in the island after the invasion.

6. P.O.L.

It is claimed by the Prefects and Chamber of Commerce that the allotment of petrol and deiselite made by Pet Sec for road vehicles is inadequate. In November the I.M.T. issued no petrol and deiselite to private cars and trucks in some Provinces, while in others, allotments were reduced to a small **2336** age of normal.

It is considered that the bulk allotment of petrol for SICILY is sufficient to meet essential needs, but that the apparent shortage is due to maldistribution by the I.M.T. and leakage. The Prefects complain that the I.M.T. issues directions on the allocation of petrol within each Province, from which they cannot depart. In many cases the distribution laid down does not correspond to priority of needs with resultant waste by certain groups of consumers.

Out of a total allotment of 375,000 litres made by Pet Sec in November, 13% was issued to private cars and trucks, 25% to arms necessary for Provincial Administration and trade, 19% to Police and Public Safety, 14% to Prefects for grain haulage, 5% to buses, 5% to Civic Officials, 5% to the Fire Service and 10% was retained by the High Commissioner for Government and as an alleged reserve for food distribution. It was proved that the allotment to the Police and Fire Services in some Provinces was excessive, while it is considered that amounts issued for Provincial Administration and to Civic Officials require investigation from the standpoint of the number of cars involved and misuse. Reluctance to reveal the consumption details of the 37,000 litres reserved for the High Commissioner was also very noticeable.

The distribution of deiselite appears sound, but it is felt that an increased allotment is justified when I.M.T. were allowed 935 barrels against only 435 for all other diesel trucks and buses in SICILY. Essential bus services have had to be curtailed or withdrawn due to lack of fuel.

Stocks of Military fuel, both enemy and Allied, still exist and the usage of Black Market petrol by both private cars and trucks is wide-spread.

7. RAIL TRANSPORT

The A.C. Rail Transportation Officer stated that rail transport is restricted by shortage of coal and diesel fuel. Up to date all demands for movement of goods have been met but considerably reduced, mainly asphalt, sulphur, salt, charcoal, coal and oil. There has been no movement of goods from the mines. There are being loaded all in railway lines, due to lack of transport to new stores.

100 trucks per week, of which 70 are closed vans, are being lost due to non return from the mines. If this continues, the rail transport situation will rapidly deteriorate to the detriment of the economic life of the island.

A further 2000 tons of coal per month are the return of 700 closed trucks returned in Italy are said to be necessary to complete with movement of essential commodities and to eliminate the economic use of road transport between points served by rail.

8. CONVULSIONS AND RECOMMENDATIONS

(a) M.O.T. and Recommended Vehicles.

(1) The ten days maintenance system/documentation presented in Vehicle Instruction N. 1. issued by H. B. A.C. on 5 Oct 44 should be introduced immediately.

(2) The suggestion of H. B. A.C. to de-recognition 50% of holding should be acted upon and cars eligible to Italian Consulate, contrary to para 2(14) of appendix 'A' to A.R.H.Q. letter 6035/4(44) dated Nov 44, should be withdrawn.

The assignment of cars to officers is unworkable, and the pool system should be employed.

(iii) Immediate requirements of parts and tyres for cars are :-

REPAIRS - 24 x 600x16 tyres and 40 tubes
10 x 12 volt and 3 x 6 volt batteries
5 Gallons Grease Fluid
24 Fiat and 6 Bianchi Plugs
Hot Patches and soldering.

REPAIRS - 20 x 600x16 tubes
5 x 12 volt and 6 x 6 volt batteries
24 Fiat and 6 Bianchi Plugs
5 Gallons Grease Fluid
Grease, 1/4 to 3/4 drums, metal saw blades and metal files for workshop.

The above are said to be unobtainable in SIOEN and should be

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suburban, semi-suburban, and urban areas. There are many lanes in the urban areas due to lack of transport to into trucks. 100 trucks per week of which 70 are diesel vans, are being lost due to an increase in the number of trucks. It was mentioned that the full transport situation will require for trucks to be delivered to the economy of the island.

1. Further 2000 tons of coal per month and the nature of 700 closed trucks obtained in ITALY are said to be necessary to compensate with movement of essential commodities and to eliminate the economic use of road transport between points served by rail.

8. COMMUNICATIONS AND TRANSPORT

(a) M.R./A.P. and Requisitioned Vehicles.

(1) The ten days maintenance system/documentation prescribed in Vehicle Investigation No. 1. issued by H.B., A.C. on 6 Oct 44 should be introduced immediately.

(2) The suggestion of H.B., A.C. to de-requisition 50% of holding should be noted upon and cars allotted to Italian Officials, contrary to para 2(11) of Appendix 1 to A.S.H.C. Letter 8035/2(13) dated 10 Oct 44, should be withdrawn.

The assignment of cars to officers is unnecessary, and the pool system should be employed.

(3) Immediate requirements of parts and types for cars are :-

- | | | |
|-----------|---|------|
| REPAIRS - | 24 x 600/16 Tyres and 40 tubes | 2335 |
| | 18 x 12 volt and 3 x 6 volt batteries | |
| | 5 gallons Brake Fluid | |
| | 24 Fiat and 6 Bianchi Plus | |
| | Hot Patches and Wipers | |
| CARAVIA - | 20 x 600/16 Tyres | |
| | 6 x 12 volt and 6 x 6 volt batteries | |
| | 24 Fiat and 6 Bianchi Plus | |
| | 5 gallons Brake Fluid | |
| | Carbide, 1/4 to 5/4. Drills, metal saw blades and metal files for carpenter | |

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The above are said to be unobtainable in SICILY and should be supplied from H.B., A.C. store, vide A/S U.M.I. No. 1 para 5.

(b) I.M.I.

(1) This is the largest and most efficient road bridge construction yet seen by the war, and has required invaluable service in the transport of essential commodities throughout SICILY. When the present proposal to sell military civilian supply trucks to the Italian Government is approved, it is recommended that I.M.I., together with all trucks, property and personnel, should be also transferred and operated again as a subsidiary of the State Railway, under I.M.A.C.

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(iii) It is further suggested that E.M.A. should be expanded to take over all W.D. truck pools now operated under A.C. in Italy when the sale of trucks is approved. The present General Director is fully competent to organize road transport on a national basis, while the nucleus of assistant management could be drawn from the very capable operating and engineering staff now employed. There is no doubt that the present executives are experts in the organization, operation and maintenance of road transport, and in Italy, are probably more capable of coping with the problems arising out of the sale of W.D. trucks than any other persons in Italy to-day. These men also appear to possess a sense of honesty, so rarely met in the Town's short experience of Italian officials.

(iii) I.M.T. is now able to meet the large majority of demands for carriage of essential commodities and, if types were supplied from trucks now lying idle, all demands could be satisfied. There will thus be a surplus of trucks in SICILY when E.M.A.C. gains control of the 500 odd civilian vehicles over 2 tons. It is recommended that when this stage is reached at least 200 I.M.T. trucks should be transferred to the mainland to relieve the present shortage, leaving a surplus in the island for non-essential use and rehabilitation.

(iv) To complete workshops equipment at FALMUS to F.M. 5 B.M. needs the following additions are required :-

Welding machine, tempering oven, welding cables, rebaring machines, cylinder sleeve press.
Electrodes for welding, Bosch pump injectors and batteries are also needed.

(v) H.Q., A.C. should urge an increased allotment of petrol and diesel oil by Fiat Soc.

(vi) Consideration should be given by H.Q., A.C. to the supply of tyres for trucks now idle.

(vii) All military tyres held should be returned to Ordnance immediately, and disposal instructions issued to the A.C.T.O. for unusable tyres now in stock.

(c) Civilian Trucks

H.Q., A.C. should take steps to force the inception of E.M.A.C. through the Ministry of Communications.

All supplies of spare parts in the island should be uncovered by A.C., frozen and listed for controlled sale under E.M.A.C. The supply of additional spare parts and of tyres is a matter for the consideration of H.Q., A.C.

(d) E.O.L.

More supervision of the distribution and usage of petrol and diesel oil by A.C. is called for. Justification for allotment to each group of users, number of vehicles concerned in each and individual amounts issued require investigation and advice on awarded allocations should be given. It is

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are probably more capable of competing with the problems arising out of the sale of A.C. trucks than any other person in Italy today. These men also appear to possess a sense of humor, so rarely met in the Tutsi's short experience of Italian officials.

(iii) I.M.T. is now able to meet the large majority of demands for carriage of essential commodities and, if tires were supplied from trucks now lying idle, air demands could be satisfied. There will thus be a surplus of trucks in SICILY when E.M.A.C. gains control of the 500 odd civilian vehicles over 2 tons. It is recommended that when this stage is reached at least 200 I.M.T. trucks should be transferred to the island to relieve the present shortage, leaving a surplus in the island for non-essential mail and rehabilitation.

(iv) To complete workshop equipment at MESSINA to full 5 ton scale the following additions are required:-

Welding machine, tempering oven, smelting crucibles, recording machines, cylinder sleeve press, electrodes for welding, Senoko pump injectors and batteries are also needed.

(v) E.C., A.C. should urge an increased allotment of petrol and diesel to E.M.T. Sec.

(vi) Consideration should be given by E.C., A.C. to the supply of tires for trucks now idle.

(vii) All military tires held should be returned to C.M. now immediately, and disposal instructions issued to the A.C.T.O. for unusable types now in stock.

(c) Civilian Traffic

E.C., A.C. should take steps to force the inception of E.M.A.C. through the Ministry of Communications.

All supplies of spare parts in the island should be uncovered by E.C., frozen and listed for controlled sale under E.M.A.C. The supply of additional spare parts and of tires is a matter for the consideration of E.C., A.C.

(d) E.O.L.

More supervision of the distribution and usage of petrol and diesel by E.C. is called for. Justification for allotment to each group of users, number of vehicles concerned in each and individual amounts issued require investigation and advice on extended allocations should be given. It is considered that a considerable amount of petrol is at present being used for other than essential purposes.

(e) Tyre Re-use

The installation of a tyre repair shop at MESSINA, suitably equipped for re-treading, large cover repairs and tube rebuild, is recommended to provide repair facilities for SICILY and CALABRIA.

15 Dec 44.

Senior Inspector (Br)

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APPENDIX "A"

I. M. T. TANKS - INSIDER-FULL, TABLE 3 - LOCATIONS

(AS AT 1 NOV 44)

Province	Survivable	Small Reserve	Large Reserve	Working Salvage Tanks	Total
BALEARE	126	42	37	172	407
BARCELONA	107	56	35	144	531
CATALUNYA	49	43	45	17	102
GERONA	30	11	3	53	107
LEIDA	16	3	22	24	67
AGRICULTURA	27	26	53	72	206
TRAPANI	23	30	40	85	135
EMILIA	10	-	14	36	70
CALTA'ISSETTA	23	3	22	14	75
TOTALS	386	185	340	567	1752
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Note: Distribution varies periodically as inter-Provincial transfers are made to meet bulge demands.

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UNIFORMED CIVILIAN TRUCKS - NUMBER, CAPACITY & LOCATIONS

<u>Province</u>	<u>Up to 2 tons.</u>	<u>2 - 4 tons.</u>	<u>Over 4 tons.</u>	<u>Total</u>
PALERMO	815	62	46	923
MESSINA	294	46	32	372
CATANZARO	450	83	52	585
SIRACUSA	110	17	10	137
RAVUSA	49	12	9	70
AGRIGENTO	197	5	7	209
TRAPANI	215	21	23	259
ENNA	22	16	4	42
CATANZARUZZA	73	6	22	103
TOTALS	2225	290	205	2720
	=====	=====	=====	=====

Note: Of the above an indeterminate number are unserviceable.

C O P YQ(AE) ADMIN INSTRUCTION NO.5.DISPOSAL OF VEHICLES TO BASE REPAIR OR SALVAGE.1. Movements from Operational Zone.

- (a) Class VI "A" and "B" vehicles will not be evacuated from the operational zone.
- (b) All other repairable vehicles will be evacuated to RVPs in the L of C Area as opportunities permit and in the priority in which they are required for repair. Priority programme of repair of vehicles by REME is a Q(AE) responsibility.

2. Evacuation of vehicles in L of C Area

- (a) Vehicles BLR will be evacuated to the nearest Returned Vehicle Park.
- (b) Vehicles in RVPs will be classified by REME for subsequent calling in and repair by Base Workshops in accordance with priority programme laid down by Q(AE)
- (c) Class VI vehicles will be evacuated from RVPs to Vehicle Disposal Depots for breaking down and recovery of spares. Whenever practicable Vehicle Disposal Depots will be sited adjacent to RVPs.

3. Breaking down of vehicles in Base and L of C Area.

Class VI 'A' and 'B' vehicles are now being broken down by :

- (i) Vehicle Disposal Units, or
- (ii) By Salvage Units in Salvage Depots.

Re-issues of LT spares from these depots will be made to units as follows :-

(a) From Vehicle Disposal Unit Depots

Items, other than engine assemblies and associated sub assemblies such as carburettors, fuel pumps, etc., and which are detailed on the schedules of assemblies and parts to be recovered from 'A' and 'B' vehicles by Vehicle Disposal Units, will be issued by OC Depot to Units on production of an Ordnance Issue Voucher showing non-availability at the OFF, AOD or BOD on which the unit is based for supply. No other spares will be issued from these depots.

(b) From Salvage Depots

2. Evacuation of vehicles in L of C Area

- (a) Vehicles BLR will be evacuated to the nearest Returned Vehicle Park.
- (b) Vehicles in RVPs will be classified by REME for subsequent calling in and repair by Base Workshops in accordance with priority programme laid down by Q(AE)
- (c) Class VI vehicles will be evacuated from RVPs to Vehicle Disposal Depots for breaking down and recovery of spares. Whenever practicable Vehicle Disposal Depots will be sited adjacent to RVPs.

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Class VI 'A' and 'B' vehicles are now being broken down by :

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- (ii) By Salvage Units in Salvage Depots.

Re-issues of LT spares from these depots will be made to units as follows :-

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Items, other than engine assemblies and associated sub assemblies such as carburettors, fuel pumps, etc., and which are detailed on the schedules of assemblies and parts to be recovered from 'A' and 'B' vehicles by Vehicle Disposal Units, will be issued by OC Depot to Units on production of an Ordnance Issue Voucher shewing non-availability at the ODP, AOD or BOD on which the unit is based for supply. No other spares will be issued from these depots.

(b) From Salvage Depots

Any item, other than those listed in sub-para (a) above, held in these depots, will be issued on presentation of a demand signed by an officer. In addition, Units may send representatives to any of these depots and with permission of the Officer or N.C.O. i/c may remove from vehicles in the depot such parts as may have been demanded and are available for re-issue.

4. Procedure for writing off Equipments

In order that provision can be adjusted it is important that vehicles which are beyond repair should be written off. The information that equipment has been written off will be sent to Q(AE)4 GHQ, Middle East, through Ord channels. Ord, AFHQ, will issue instructions through Service channels regarding the necessary documentation.

(Sgd) ????

Brigadier
for Major General, G-4(B).

20 Nov 44.

RESTRICTED

ALLIED FORCE HEADQUARTERS
COMBINED INSPECTION TEAM
A.P.O. 512

REPORT ON ROAD TRANSPORT IN SARDINIA - A.C. REGION VI

SCOPE

1. This report deals with the operation and maintenance of VE/TE vehicles and requisitioned cars held by Region VI and of civilian road haulage trucks. No W.D. civilian supply or Public Works & Utilities trucks are operated in SARDINIA.
2. Information contained in the report was obtained as a result of interviews with A.C. officers and civilian officials, engaged in the operation of civilian transport at the Provincial capitals of CAGLIARI, NUORO and SASSARI. All matters relating to operation and maintenance were discussed, advice and suggestions for improvement being given as required.
Conclusions and recommendations in this report were discussed with the Regional Commissioner and Transport Officer before departure.

INTRODUCTION

3. Total population is 1,200,000 distributed among the three Provinces as follows :-

CAGLIARI	599,000
NUORO	366,000
SASSARI	234,000

One tenth of the population of the island is in the port of CAGLIARI.

4. Chief industries are mining (coal and other minerals), hides, cork, wool, cheese, fibre, salt, paint pigment, grain, agriculture, olive oil and fishing.
5. The State Railway and narrow gauge lines provide adequate rail facilities for long distance haulage between the chief towns, except on the east side of the island. Rail operation is supervised by the A.C. Rail Transportation Officer.

OPERATION

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6. A.C. VE/TE Vehicles and Requisitioned Cars

VE/TE vehicles strength is 12, of the following types :-

2 x 3 ton Dodge
2 x 3 ton Bedford
1 6 str Ford V8
3 Jeeps (2 American)
4 M/Cs (2 American)

14 civilian cars are held of which one is deadline due to lack of parts

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OPERATION

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VE/TE vehicles strength is 12, of the following types :-

2 x 3 ton Dodge
2 x 3 ton Bedford
1 6 str Ford VC
3 Jeeps (2 American)
4 W/Cs (2 American)

14 civilian cars are held of which one is deadline due to lack of parts and a second is being cannibalised. All requisitioning has been done officially through the High Commissioner and A.C. have no dealings with owners. Cars beyond repair are returned to the High Commissioner for disposal.

VE/TE vehicles and requisitioned cars are used entirely for internal transport and no cars are allotted for the use of civilian officials. Cars are run on the pool basis and allotted to officers as required. The number of cars held is not excessive, since some 15 officers need transport regularly and each car is off the road for maintenance once per week.

- 2 -

7. Civilian Trucks(a) E.N.A.C. Situation

The Compartment Director and three Provincial Directors have been nominated but appointments are not yet confirmed by the Ministry of Communications. Preliminary plans have been made for control and operation and it is anticipated that E.N.A.C. will commence to function 14 days after confirmation of Directors.

Due to the Fascist element apparent among the present personnel engaged in transport in CAGLIARI and SASSARI, and resultant irregular operation, it is important that impartial Directors are appointed, who are not connected with the existing political clique of Govt transport officials.

The Regional Transportation Officer has already taken steps to ensure the efficient functioning of E.N.A.C. and advised the High Commissioners on its organisation.

Registration of vehicles is almost complete. The following figures show the number of trucks registered to date :-

<u>Province</u>	<u>Capacity</u>	<u>No. road-worthy</u>	<u>No. unserviceable due to:</u>			<u>Total</u>
			<u>Tyres.</u>	<u>Parts.</u>	<u>Tyres.</u>	
CAGLIARI	Up to 2 tons	307	155	12	77	554
	Above " "	113	107	13	51	284
	Total	420	262	25	128	835
SASSARI	Up to 2 tons	122	64	2	6	194
	Above " "	36	17	-	5	58
	Total	158	81	2	11	252
NUORO	Up to 2 tons	46	44	-	-	94
	Above " "	9	16	-	-	26
	Total	57	60	-	3	120
2329						
3 PROVINCES	Up to 2 tons	477	263	14	35	839
	Above " "	156	146	13	57	388
	Total	635	409	27	142	1207

50% of all trucks are unserviceable of which 2/5 are deadline for tyres.

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	Above " "	113	107	13	51	284
	Total	420	262	25	128	835
SASSARI	Up to 2 tons	122	64	2	6	194
	Above " "	36	17	-	5	58
	Total	156	81	2	11	252
NUORO	Up to 2 tons	48	44	-	-	94
	Above " "	9	16	-	-	26
	Total	57	60	-	3	120
2329						
3 PROVINCES	Up to 2 tons	477	263	14	85	639
	Above " "	158	140	13	57	368
	Total	635	403	27	142	1207
===						

50% of all trucks are unserviceable of which 2/3 are deadline for tyres.

(b) Existing Control

Licenses to circulate are issued by the Inspector of Motorisation after applications have been approved by the Provincial Consiglio Economico (C.E.) and the A.C. Transport Officer (A.C.T.O.). Current permits issued are considerably in excess of efficient vehicles registered under the IMAC Decree, and no attempt to limit issue of permits to serviceable vehicles only is apparent.

Approx 764 licenses for trucks up to 2 tons and 229 for those above 2 tons have been issued. Of the latter class only 153 are serviceable and of these the Concorrio Autotrasporti (C.A.) in the 3 Provinces control 90, located in the immediate vicinity of its offices. The remainder are widely dispersed throughout the Provinces and of necessity operate privately, principally on Black Market work, though some haulage of essential commodities is performed. Controlled trucks work for C.A. on an average of 20 days per month only, 10 days, it is alleged, being set aside for repairs, but no check is made on this. Trucks under 2 tons are not controlled by C.A. except to a limited degree in SASSARI.

No effective system of road check exists to prevent operation of unlicensed trucks. Black Market work and misuse of petrol.

It seems that in the past A.C. have made little effort to achieve maximum usage of truck resources available to obtain maximum operating efficiency.

(c) Truck Requirements

At present essential haulage requirements are not fully met by civilian vehicles, due chiefly to the fact that potential truck capacity is not being fully employed. To ease the position 60 Italian military lorries are loaned for civilian usage, mainly in CAGLIARI Province. This arrangement will cease shortly when 205 Div leave the island, but A.M.I.A. have authorised the transfer of 100 army trucks of low class to the High Commissioner through A.C. 50 will be in use at any one time, the balance being held by A.C. to cover repairs.

The High Commissioner states that 300 trucks over 2 tons are required to cater for all essential Socialist and industrial transport requirements.

It is, however, considered that 200 trucks can adequately meet these needs if efficiently controlled and operated by E.A.A.C., provided the railways are fully utilised (see para 7(f)). The 150 vehicles available plus 60 Army trucks exceed this figure. To permit the haulage of non essential industrial goods and rehabilitation of local trades it will be necessary to provide types for some of the 140 trucks now deadlined.

(d) Method of Operation

The system of booking, dispatch, issue of work tickets etc in use by C.A. is fairly satisfactory, but, except at NIGRO, records are poor. Haulage charges are based on a local Tariff, issued by the High Commissioner and operative throughout SARDINIA. Rates are in general 25% below those in force in ITALY, and so low that operators are encouraged to run privately at Black Market rates.

Little organisation exists for co-ordination of trips between towns and provision of return loads, with the result that empty mileage accounts for approx one third of all journeys run. Although some empty mileage is unavoidable, since the majority of traffic is one way town to country, the present figure could be materially reduced by effective advance planning and liaison.

2328

privately, principally on a cash basis. Controlled trucks work for O.A. on essential commodities is performed. Controlled trucks work for O.A. on an average of 20 days per month only, 10 days, it is alleged, being set aside for repairs, but no check is made on this. Trucks under 2 tons are not controlled by O.A. except to a limited degree in Sardinia.

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The High Commissioner states that 300 trucks over 2 tons are required to cater for all essential foodstuff and industrial transport requirements.

It is, however, considered that 200 trucks can adequately meet these needs if efficiently controlled and operated by M.M.I.A.C., provided the railways are fully utilized (See para 7(f)). The 138 vehicles available plus 60 Army trucks exceed this figure. To permit the haulage of non essential industrial goods and rehabilitation of local trades it will be necessary to provide types for some of the 140 trucks now deadline.

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The system of booking, demand, issue of work tickets etc in use by O.A. is fairly satisfactory, but, except at NUORO, resources are poor. Haulage charges are based on a local tariff, issued by the High

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Little organisation exists for co-ordination of trips between towns and provision of return loads, with the result that empty mileage accounts for approx one third of all journeys run. Although some empty mileage is unavoidable, since the majority of traffic is one way town to country, the present figure could be materially reduced by effective advance planning and liaison.

Road transport is often used unnecessarily between points where rail facilities exist, thus wasting the limited road transport available.

(e) P.O.L.

The A.C.T.O. has reduced total consumption of petrol and diesel oil for all purposes by 20% and 50% respectively. It is stated by the Consiglio Economico, who requisition in bulk on Petsoe, through A.C.T.O., and allot to individual users, that allotment is made to truck owners

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on a mileage basis. This system can, however, only apply to trucks working for C.A., whose mileage is known, and it is apparent that petrol is being issued to the remaining trucks, both large and small, on a purely arbitrary basis. It is also suspected that unserviceable trucks receive an allotment which is pooled for black market work. The Consiglio Economia were reluctant to produce figures showing issues to each class of vehicle, stating that no such analysis existed.

The A.C.T.O. realises the situation and intends to force a tighter control under E.N.A.C.

It is also clear that petrol is being issued to non-essential private cars, but A.C. are taking steps to stop this.

(f) Statistics

The following figures show the extent of haulage done in Sep 44 by trucks under C.A. control:-

<u>Province</u>	<u>Trips Run</u>	<u>Mileage</u>	<u>Tonnage carried</u>
CAGLIARI	970	40,645	6,982
SASSARI	No details	34,390	2,814
NUORO	268	18,778	1,740
Totals		94,813	11,536
			2327

Trips and mileage operated empty in CAGLIARI amounted to 335 and 17,768 respectively. Capacity of trucks employed varied from 2 to 15 tons, the majority being over 4 tons.

The above tonnage was almost entirely composed of essential foodstuffs and industrial commodities. 154 trucks averaging 3 tons capacity or 92 averaging 5 tons, working 25 days per month, could haul this tonnage if one trip only per day were run.

Although a further indeterminate tonnage of essential goods is carried by uncontrolled lorries, it is considered that the 158 serviceable trucks available, plus the 60 to be transferred from the Army, will be more than adequate to meet essential haulage requirements.

MAINTENANCE

8. A.C. VE/TE Vehicles and Requisitioned Cars

(a) Personnel

The A.C.T.O. is responsible for despatch, maintenance and repair of all vehicles, assisted by one English Sgt/Technician and 3 British drivers, 1 DR and 1 American driver are held. In addition 1 civilian mechanic, 2 Italian Army mechanics and 15 drivers are employed and organised with admin personnel in a platoon under an Italian Officer and NCOs.

(b) Maintenance and Repair

The A.C.T.O. realizes the situation and intends to force a tighter control under S.N.A.C.
It is also clear that petrol is being issued to non-essential private cars, but A.C. are taking steps to stop this.

(2) Statistics

The following figures show the extent of haulage done in Sep 44 by trucks under C.A. control:-

Province	Trips	Mileage	Tonnage carried
CASIMARI	970	40,645	6,952
SASSARI	No details	34,390	2,814
NUORO	200	18,773	1,740
Totals		94,815	11,536
			2327

Trips and mileage operated empty in CASIMARI amounted to 335 and 17,766 respectively. Capacity of trucks employed varied from 2 to 15 tons, the majority being over 4 tons.

The above tonnage was almost entirely composed of essential foodstuffs and industrial commodities. 154 trucks averaging 3 tons capacity or 92 averaging 5 tons, working 25 days per month, could haul this tonnage if one trip only per day were run.

Although a further indeterminate tonnage of essential goods is carried by uncontrolled lorries, it is considered that the 138 serviceable trucks available, plus the 60 to be transferred from the Army, will be more than adequate to meet essential haulage requirements.

MAINTENANCE

3. A.C. VE/TE Vehicles and Requisitioned Cars

(a) Personnel

The A.C.T.O. is responsible for despatch, maintenance and repair of all vehicles, assisted by one British Sgt/Mech and a private, 3 British drivers, 1 DR and 1 American driver are held. In addition 1 civilian mech, 2 Italian Army mechs and 15 drivers are employed and organized with admin personnel in a platoon under an Italian Officer and NCOs.

(b) Maintenance and Repair

The Task System is in use with A.T.412's printed in Italian, each vehicle is taken off the road once per week, if available, for maintenance and monthly A.T.406 inspections are carried out. Documentation is very satisfactory. A.B.406's are up to date, A.B's 442 are properly entered up, work tickets are in use for all vehicles, A.T.S.3512 is employed as a petrol a/c and all drivers are issued with Standing Orders.

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Without a detailed inspection of vehicles, it appears from cursory observation and discussion with the M.T.O. and M.T. Sgt that the standard of maintenance is satisfactory. The M.T.O. has organized good garage facilities for maintenance and repair and takes a personal interest in the work.

All repair work is done internally in the absence of M.T.O. or American workshops. Large jobs such as rebores and lathe work are done under contract by a local civilian motor engineer. Repair work is now being held up to some extent by lack of parts and materials.

(c) Tools, Spare Parts & Tyres

Vehicle tool kits are not held and wheel changing tools only are carried. A shortage of tools for maintenance and repair exists. One mechanic's set only is held, but some additional tools have been obtained from various unofficial sources. A mechanic's chest, tool, filled has been indented for and is justified by the higher cost repairs done. Garage equipment, mainly improvised or "scrounged", is adequate.

A small stock of spare parts and tyres for V.D. vehicles, brought from Africa, is kept but is now very limited after a year's consumption and incidents are being submitted through 57 Area to 557 A.O.D. Sufficient spare tyres are available to meet present needs except size 600 x 16.

9. Civilian Trucks

(a) Maintenance, Repair and Spare Parts

Adequate facilities for maintenance and repair exist either in owner's garages or at local motor engineers in the larger towns. The shortage of spare parts handicaps repair work to some extent, but, although it was stated that no stocks exist in the island, it is felt that supplies are available at Black Market prices, since the E.R.A.C. registration figures show that only 5% of unserviceable trucks are deadlined for parts alone. It is known that 2 firms at least in CAGLIARI have small stocks.

No steps have been taken by A.C. either to fix charges for repairs or to uncover stocks of spare parts for freezing and controlled sale at a fair price. High repair rates and excessive prices for parts force operators into Black Market haulage to keep their trucks on the road.

Zunio's motor engineering works in CAGLIARI, who do machining jobs for A.C. at low prices, are completely equipped to deal with all types of repairs. Until recently this firm has been working almost entirely for U.S. & Italian Army units, making parts such as pistons, rings, shafts, pins etc., and doing major assembly repairs. It is now ready to accept civilian jobs, but is short of material, mainly metal for manufacture of parts, carbide for welding and copper wire for re-winding armatures. A good supply of certain parts and electrical components are in stock.

2326

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(b) Tyres

The shortage of tyres is the most critical factor in limiting the number of roadworthy trucks. The E.N.A.C. figures in para 7(a) clearly reflect the seriousness of the position, where 33% of all trucks in SARDINIA are off the road due to lack of tyres. A large proportion of the tyres on vehicles now running are virtually finished and trucks can be expected to become deadline in increasing numbers in the next few months unless the problem is solved.

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400 tyres of the following sizes are required urgently :-
42 x 9, 52 x 5, 54 x 7, 52 x 6, 50 x 5, 56 x 8, 250 x 20, 279 x 20.

No new or re-treaded tyres are available in the island, and no re-treading or repair organisation exists. Orders patch up tyres and run them down to the canvas, with the result that the supply of replaceable carcasses is negligible.

A tyre repair shop with 4 moulds, capable of re-treading 10 tyres per day of most sizes in use and replacing 25, is located in CACILLUM, but is doing no work on truck tyres due to lack of materials. Neither A.C. nor the High Commission appear to have considered applying for materials from Allied sources for this shop in order to start a repair and re-tread service for trucks. The S.A. of HUMBO and MASSARI were ever ignorant of the existence of such a firm.

RECOMMENDATIONS

10. Operation

A.C. should continually supervise I.I.A.C. to ensure compliance with the Decree and to provide for its efficient functioning from the start, the maximum employment of available transport and efficient operation. To effect this A.C. should have regard to the following points :-

- (i) Reliable and efficient Directors and Sub-Directors are essential.
- (ii) Serviceable trucks only should be licensed. Periodic checks are necessary on trucks until to be unserviceable to prevent private operation.
- (iii) All trucks of 1 ton capacity and above should operate under I.I.A.C. full time. Trucks below 1 ton should be authorised to run privately as envisaged in Article 4 of the Decree.
- (iv) It is important that I.I.A.C. discharges fully its responsibilities laid down in Article III of the Statute and that members comply with Article VIII.
- (v) No road haulage between ports where mail facilities exist should be permitted.
- (vi) Advance planning of haulage and co-ordination of trips are essential to obtain maximum return loads. Daily telephone liaison between output offices is necessary. Drivers dispatched on one-way haulage trips should report to the I.I.A.C. office at destination for a return load.
- (vii) A standard work ticket should be used throughout the island, showing all relevant trip details, including tonnage, mileage and petrol consumed. It is essential that in trucks is allowed to operate without a work ticket. Owners of trucks, authorised to run privately, should also use the official work ticket. Work tickets should be printed in books, numbered and a record kept of all books issued. I.I.C. personnel should be in possession of book ticket numbers in current issue.
- (viii) Proper records of all trips run must be held in I.I.A.C. despatch offices. Daily output sheets should be used, or monthly ledger compiled from work tickets, to show all trips run, and a monthly summary extracted, giving trips, mileage, tonnage and other essential details.

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A tyre repair shop with 4 moulds, capable of re-treading 10 tyres per day of most sizes in use and repairing 25, is located in CAYMAN, but is doing no work on truck tyres due to lack of materials. Neither A.C. nor the High Commission appear to have considered applying for materials from Allied sources for this shop in order to start a repair and re-tread service for trucks. The C.A. at NASSAU and LISBON were even ignorant of the existence of such a firm.

RECOMMENDATIONS

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Operation

A.C. should continually supervise B.M.A.C. to ensure compliance with the Decree and to provide for its efficient functioning from the start, the maximum employment of available transport and efficient operation. To effect this A.C. should have regard to the following points:-

- (i) Reliable and efficient Direction and Sub-Directors are essential.
- (ii) Serviceable trucks only should be licensed. Periodic checks are necessary on trucks said to be unserviceable to prevent private operation.
- (iii) All trucks of 1 ton capacity and above should operate under B.M.A.C. full time. Trucks below 1 ton should be authorized to run privately as envisaged in Article 4 of the Decree.
- (iv) It is important that B.M.A.C. disseminates fully its responsibilities laid down in Article III of the Statute and that members comply with Article VIII.
- (v) No road haulage between points where rail facilities exist should be permitted.
- (vi) Advance planning of haulage and accommodation of trips are essential to obtain maximum return loads. Daily telephone liaison between output offices is necessary. Drivers despatched on one-way haulage trips should report to the B.M.A.C. office at destination for a return load.
- (vii) A standard work ticket should be used throughout the island, showing all relevant trip details, including tonnage, mileage and petrol consumed. It is essential that no truck is allowed to operate without a work ticket. Owners of trucks, authorized to run privately, should also use the standard work ticket. Work tickets should be printed in books, numbered and a record kept of all books issued. B.C. permits should be in possession of book ticket numbers in current issue.
- (viii) Proper records of all trips run must be held in B.M.A.C. despatch offices. Daily output sheets should be used, in operation ledger compiled from work tickets, to show all trips run, and a monthly summary extracted, giving trips, mileage, tonnage and petrol consumed for each operator and in total. Private operators should keep a similar record. These records should be periodically checked by A.C. and used to justify petrol payments and losses by the Council to Escondido.

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11. Maintenance

(a) AC WE/VE & Requisitioned Vehicles

It is considered that the introduction of the 10 Day System laid down in Vehicle Maintenance Instruction No. 1, issued by E.M.A.C. on 6 Oct 44, would improve the standard of maintenance, since it has been found from experience that Italian drivers do not perform the Task System efficiently.

(b) Civilian Trucks

- (i) A.C. should take steps, through E.M.A.C., to fix repair charges and to uncover stocks of parts for controlled sale. Material for the repair of major components and the manufacture of parts by Zucchi's works and any other capable firms should be made available.
- (ii) A proportion of spare parts and accessories stripped from Army trucks at Co. 15 Parco, if allocated by E.M.A.C., should be handed over to E.M.A.C. for distribution in the island. (vide Report on Italian Army Transport in CAMBODIA of 6 Nov).
- (iii) Serviceable tyres should be removed from all headline trucks, pooled by E.M.A.C. and used to put on some trucks on the road when at present inch tyres. A proportion of the usable tyres and repairable covers and tubes from Co. 15 Parco should be released to E.M.A.C. Usable tyres should be sold to operators immediately, and covers and tubes sent in to Parrear's tyre repair shop in CAGLIARI for re-tread and repair. A.C. should apply for release of necessary materials to enable Parrear to commence work.
- (iv) When the tyre shop commences production, all operators should be notified of facilities available so that cars can be handed in before becoming beyond repair.

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Calder
Senior Inspector

Lt. Col.,
Senior Inspector (Tr).

20 Nov 44

ALLIED FORCE HEADQUARTERS
COMBINED INSPECTION TEAM
A.P.O.512.

REPORT ON INSPECTION OF TRANSPORTATION IN LAZIO UMBRIA REGION ACC.

AUTHORITY AND SCOPE.

1. In compliance with directive contained in AFHQ letter, file AG 451/105 GEG-0 dated 22 September 1944, subject "ACC Transport - AFHQ Combined Inspection Team", an inspection of motor transportation in the Lazio - Umbria Region was conducted during the period 12 25 October 1944. The following report is submitted as a summary of observations made during this inspection.

2. All provinces of the Region were visited, and inquiries were made into the manner of operation and maintenance of all types of vehicles operating for, or under control of, ACC. Suggestions for improvement were made during the course of the inspection, and all of the comments contained in this report were discussed with the Regional Commissioner and other interested personnel prior to departure from the Region.

3. For the sake of brevity, this report is confined largely to conclusions and recommendations. Supporting data are on file in this office however, and may be made available if desired.

2323

OPERATIONS.

4. WE/TE Vehicles.

a. The combined total of WD and requisitioned vehicles held by this region is considerably in excess of WE/TE, and is also in excess of actual needs for performance of necessary duties. Records of requisitioned vehicles are somewhat confused, but the following table represents the approximate distribution of vehicles as compared to personnel:

Location.	WD Vehicles	Requisitioned Vehicles		Officers		EM & O/R
		A	B	A	B	
Region HQ	13 Veh. & 4 Trailers	147	59	61	106 & 20	
Rome)	6 " " 3 "	16	3	5	5	2
Littoria)Province	4 " " 2 "	6	1	5	3	2
Frosinone "	" " " "	11	6	5	5	4
Rieti)	9 " " 3 "	10	8	7	2	1
Terni)	6 " " 1 "	8	4	3	1	2
Perugia	2 " " "	81	86	122	31	153
Viterbo						
TOTAL	40 Veh. & 13 Trailers	198	167			

b. Although there is some attempt at pooling of vehicles, the effort has been very slight, and the great majority are operated as personally assigned transportation.

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TOTAL	40 Veh. & 13 Trailers	198	167		153

b. Although there is some attempt at pooling of vehicles, the effort has been very slight, and the great majority are operated as personally assigned transportation.

c. There is practically no supervision over the use of transportation, and it was observed to be common practice for both officers and enlisted men to use these vehicles as though they were privately owned conveyances. Many of the cars receive a large portion of their mileage through personal use in the evenings, and through carrying of unauthorized persons.

d. Tactical vehicles are being used in the city where requisitioned vehicles will operate satisfactorily, when they should be reserved for use in rural areas where civilian type vehicles cannot negotiate the roads.

5. Civilian Owned and Operated Vehicles.

a. Although the Region Headquarters contains a Transportation section, it is still in its early stages of organization, and to date most of the effort seems to have been expended on the local trucking organization, Ufficio

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Trasporti di Roma. Major Harris, the Transportation Officer, has several assistants who are intended eventually to organize the outlying districts, but they are relatively new on the job and have accomplished very little to date.

b. The method of handling movement of goods seems to be unduly complicated by the fact that a Control Office is set up as a separate Staff Section apart from the Transportation Section. Requests for transportation of goods are submitted to the Control Officer, who, by telephoning interested Staff Sections determines the urgency of movement and assigns priority to each individual request. Coordination is accomplished at this point to determine whether the particular shipment should move by rail or water instead of truck. If road movement is determined to be in order, the approved requisition is then sent to UTR for action. It is believed that this separation of the Control Section from the Transportation Section is not conducive to best efficiency. Instead, it is recommended that the Transportation Section publish blanket priorities at intervals and allow UTR and similar organizations to apply these priorities to individual movement requests.

c. Numerous empty trucks were observed on the highways of the region and it was determined that in many cases this was due to lack of a system which would provide for two-way loading of vehicles. It was claimed that poor telephone communications had handicapped efforts to establish such a system, but investigation revealed that this handicap no longer exists. It is imperative that such a system be worked out and that routing of loads be planned and scheduled in advance so as to obtain maximum utilization of truck capacities.

d. The only truck pool in the region which is being operated with any appreciable degree of planning and coordination at present is the Ufficio Trasporti di Roma, but much remains to be done to bring this operation up to a satisfactory level.

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(1) The system of dispatch is extremely inefficient in that the original approved request from the Region Control Office is passed through numerous hands in UTR Headquarters and then in the garage from which the vehicle is to be dispatched. At each point of handling copies are laboriously re-written by hand. There is no advance planning to accomplish this paper work, or to issue petrol in advance of the time of dispatch, and the resultant bottleneck at the dispatch window results in many vehicles not leaving the pool until late in the day.

(2) This organization has a registration list of approximately 2800 vehicles and it has been estimated that the new census now under way will uncover several hundred more. Local managers estimate that from 40% to 50% of this fleet is now off the road for one reason or another and that continued tire shortage will result in an additional 20% going off the road during the coming month. Civilian parts are in short supply but individual owners have managed improvisations in most cases and tires are considered to be the only really critical necessity.

(3) Records of operations show that maximum utilization is not being secured from the vehicles which are available. During the first two weeks of October a daily average of only 1259 and a maximum of 1579 vehicles were in use, yet it appears that essential transportation needs for this area have been met satisfactorily. Small trucks (1-ton and under) are in surplus supply as some 150 to 200 are estimated to be idle daily through lack of work.

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(4) Although, in the absence of advance notification of a return load, a driver is supposed to check at his destination for the possibility of bringing back other goods, it was observed that UTR made little attempt to enforce this procedure. Trip tickets were seen being written in the UTR garage which called for travel empty in one direction, and petrol was issued in quantity sufficient for the round trip. The prescribed tariff rate calls for such an empty trip to be paid for at only 60% of the full-load rate, but UTR has been paying full rates for such trips.

e. Traffic control has been poor and though road blocks have been used at some points in the country they have been few and ineffective. Control has obviously been adversely affected by lack of uniformity in work tickets, and by bribery of, and inadequate control over, the civilian police used at such points. Military police questioned at several road blocks indicated that they checked the civilian vehicles for possession of a circulation permit, but that knew nothing about requirement of a specific work ticket in addition to the general permit. In the city of Rome itself there is practically no control and there is no question that many vehicles are operating there without even a circulation permit.

f. There is no uniformity in the method of issuing fuels and lubricants. In some cases they are issued on a monthly basis, during which time the trucker may easily use a portion of them for unauthorized purposes.

g. Records of civilian vehicles are very incomplete, and it is believed that in Rome, at least, there are still many vehicles which have not yet been registered. In addition, it was noted that ACC officials had very little knowledge even of the numbers registered and in every instance it was necessary to go to the Italian trucking organizations to get such figures as were available.

h. Specific questions were asked in all areas as to the progress being made in implementation of the ENAC decree and it was found that the local people had little, and in many cases no, knowledge of the nature of the decree. The UTR organization in Rome is being set up along lines similar to the ENAC plan so as to facilitate the switch-over at some later date, but no evidence of this type of organization was seen at any of the other places visited.

MAINTENANCE:

6. WE/TE Vehicles:

a. Establishment Memo No. 22, which places maintenance of this class of vehicle under the Transportation Section, has not been implemented to date. Maintenance responsibility is under Company "D" of the 2675th Regiment for U.S. and requisitioned vehicles and under a Sergeant Morris of the British Detachment for British vehicles. A monthly preventive maintenance schedule has been set up to cover WD vehicles and they are called in from wherever they are located on the approximate date on which the service is due. An attempt is also made to get WD vehicles in for a weekly check, but this is not always possible, as many of them are inconveniently located. In general, the condition of these WD vehicles was good.

b. Requisitioned vehicles receive no scheduled preventive maintenance, but are repaired on a "trouble" basis only. This results in many aggravated failures which would have been caught in the incipient stage by routine inspection and service, and is undoubtedly a heavy contributing factor to the high deadline rate on these vehicles.

7. Civilian Vehicles:

a. Maintenance facilities for repair of civilian trucks appear to be inadequate in the region. Machine tools are adequate, and though

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7. Civilian Vehicles:

a. Maintenance facilities for repair of civilian trucks appear to exist in all major towns in the region. Machine tools are adequate, and though there is some shortage of hand tools, this shortage is not critical. It may be desirable to seal some specific items from Ordnance stocks, but no great quantity or variety should be necessary.

b. AOC has exercised little control over shops of the above type, most of the organization having been done by the Italians themselves. Each individual truck owner cares for his own vehicle according to his own ideas, either working on it himself or taking to the civilian garage. AOC has made some attempt to control the prices charged in some of these garages, but there has been no general program on this.

c. Stocks of parts for civilian vehicles exist at many points in the region. These have been theoretically "frozen", and are to be sold only on authority of ACC, but actually there exists no knowledge or control of these parts by ACC. Stock checks are not made, and current records of stocks are not kept by ACC.

d. Tire repair facilities exist at several points in the region, but so far as can be determined, the Perelli plant in Rome is the only one known to ACC. Ufficio Trasporti Di Roma estimates that their vehicles will go off the road at the rate of 20% per month if tires or tire repairs are not received, yet they have not even been officially informed of the facilities available at the one plant which is known to ACC.

e. Facilities for manufacture and major rebuild of parts and accessories are available in several points in the Region, but to date very little has been done to exploit them. It would appear that the Region should make a general survey of such facilities, and then, with knowledge of what can be done, they could make the proper efforts to secure the necessary materials on which to work.

M. A. KINLEY
Lt. Col., I.G.D.
Senior Inspector (U.S.)

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ALLIED FORCE HEADQUARTERS
OCEANIC INSPECTION TEAM
A.P.O. 512

RESTRICTED

REPORT ON TRANSPORTATION IN SOUTHERN REGION
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Scope of report

1. Five A.C.C. Zones were covered in the 14 days tour of the British team, comprising the Provinces of NAPLES, AVELLINO, BENEVENTO, SALERNO, POGGIA CAMPOLASSO, BARI, BRINDISI, POTENZA, MATERA, TARANTO and LECCE, with a total population of some 9 million people.

CATANZARO Zone was excluded.

2. All matters relating to the operation and maintenance of WE/TE, requisitioned, W.D. civilian supply, Public Works and Utilities and civilian owned vehicles were investigated. Assistance and advice were given where possible.

3. This report contains conclusions and recommendations only. Details information and statistics on each Zone are available if needed. Appendices are attached shewing the numbers of each category of vehicle held in the Region, and the number of personnel employed on transportation.

OPERATION

4. W.D. Civilian Supply Trucks

(a) No universal method of operation exists due to lack of direction from H.Q. A.C.C. in early days when the trucks were received. Each individual Province thus proceeded with its own plan. Trucks are organised in Truck Pools which are now run in three ways - entirely by A.C.C., by Italians under A.C.C. control and entirely by Italians. These pools should be operated by Italians with A.C.C. supervision only and minimum Allied personnel to check maintenance.

Operation is generally satisfactory but more control of outlying depots is required to ensure that only essential commodities are carried,

(b) The co-ordination of inter-Zone and inter-Provincial haulage requires improvement. At present return loads are mainly arranged by hirers and considerable empty mileage is run.

A monthly or weekly plan of bulk commodities to be imported and export should be made, blocks of trucks, both civilian and W.D., allotted and daily telephone liaison maintained between Zones and Provinces to produce return loads.

(c) The existing number of trucks held is hardly sufficient to meet essential haulage demands due to the number B.L.R. Unless civilian haulage capacity is increased by stricter control under E.N.A.C. 50% of B.L.R. trucks should be replaced. In the near future the available number of civilian trucks can be expected to decrease due to lack of parts and tyres.

(d) On grounds of broad policy all W.D. civilian trucks should be sold to the Italian Government. If this is to be

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(d) On grounds of broad policy all W.D. civilian trucks should be sold to the Italian Govt to relieve A.C.C. of the commitment. If this is to be the eventual solution there seems to be no point in delaying action. If carried out, the problem of providing parts and tyres will need consideration

Civilian Owned Trucks

(a) E.N.A.C. is not yet functioning but Compartment and Provincial Directors have been nominated. Registration of vehicles is not yet complete.

(b) Potential haulage capacity is not fully used since, except in NAPLES, trucks do not operate full time on A.C.C. work. Small trucks below 1 ton are not employed at all. A.C.C. control, exercised through civilian operating agencies, should be tightened up to stop private work, to check adherence to commodity priorities and to prevent misuse of petrol.

Periodical inspection, by A.C.C. officials, of agencies records of haulage done and petrol issued is essential. This is done in NAPLES Commune and FOGGIA Province only.

(c) Road blocks manned by Carabinieri exist to check irregular operations. This system is not watertight due to bribery and diversions. Mobile patrols should be run in each Zone manned by a Carabinieri and an Allied M.P., who must be briefed with full information regarding licences, permits and work tickets authorised for all types of vehicles.

Many different forms of work ticket are issued to civilian trucks by dispatch agencies. A standard A.C.C. work ticket, as used in NAPLES, should be introduced throughout A.C.C. areas and no other form permitted.

(d) The legal Tariff Rate for goods haulage, published by the Ministry of Communications in the Gazzetta Ufficiale of 8 Aug 44 is not being adhered to universally. Local variations at AVELLINO, POTENZA, MATERA and TARANTO require elimination.

(e) A large number of military and civilian trucks are held in Italian Army parks at BARI, MASSAGLIA (in BRINDISI) and TORRE ANNUNZIATA. H.Q. A.C.C. should investigate the possibility of obtaining release of such trucks from these and other dumps for sale to civilian owners. A proportion could be put on the road after repair and the remainder stripped of parts and tyres.

Requisitioned Cars

A comprehensive survey of all cars held and usage is now being conducted by Regional H.Q. The number of cars held at Zone H.Q.s does not appear excessive, but at Regional H.Q. more cars are held than officers on strength.

The assignment of cars to individual officers is uneconomic and the pool system should be introduced. All non-essential cars should then be de-requisitioned.

MAINTENANCE

7. Organisation - WE/TE Requisitioned and Civilian Supply Vehicles

Prior to the middle of September 1944 no official directive was issued by H.Q. A.C.C. on maintenance and the necessary Allied personnel for supervision at Truck Pools were not provided after repeated requests had been made by the Regional Transportation Officer. Establishment Memo No.22 on the subject of establishment of maintenance was issued on 27 Sep 44 and Vehicle Maintenance Instruction No.1 on 6 Oct 44. The latter is not yet distributed to Zone H.Q.s, but will improve the standard of maintenance if implemented.

8. WE/TE Vehicles

(a) Maintenance Below Army standard due to the employment of a proportion of Italian drivers and mechanics and to the fact that neither the Task System nor the 10 Day System should be

should be run in each zone manned by a team of three men. Tickets must be briefed with full information regarding licences, permits and work tickets authorised for all types of vehicles.

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8. WE/TE Vehicles

(a) Maintenance Below Army standard due to the employment of a proportion of Italian drivers and mechanics and to the fact that neither the Task System nor the 10 Day System is in operation. The 10 Day System should be introduced forthwith and rigidly adhered to. At present inspection and maintenance are unsystematic and not thorough in general.

Documentation and records are not satisfactory. ABs 412 and 406 are not properly completed and maintained and defects books not used. Standing Order for Drivers should be issued.

Allied EM/GRs allotted are adequate but more officer supervision is needed (see para 12(b)).

- 3 -

(b) Repairs 1/2 inch repairs only are done, higher echelon work being sent to R.E.M.E. Workshops or to Truck Pool garages. More use should be made of Truck Pool resources.

(c) Tools, Spare Parts and Tyres The supply of tools held is adequate. Spare parts and tyres obtained by incant through local A.D.C.S. for Br vehicles but supply is poor. F.A.M.T.O's should be issued to scale. American spares and tyres are got by exchange at the local Ord Depot and the majority of demands are met.

9. Requisitioned Cars

(a) Maintenance generally is fairly satisfactory but improvement is desirable. Again the 10 Day System should be adopted universally. Except in NAPLES where a separate garage exists, cars are pooled with W.E. vehicles and maintained by the same personnel. One E.M. only is available at the NAPLES H.Q. and Zone pool at the Lancia Garage to supervise work on 70 cars. A Sgt/Mech in addition is needed.

(b) Repairs The majority of repair work is done internally, but in some cases big jobs are sent to Truck Pools.

(c) Tools, Spare Parts and Tyres Sufficient tools are held for maintenance and repair work. Difficulty exists in obtaining parts, except at NAPLES where a good stock is held at the Lancia Garage. Parts are mainly obtained from local sources at high prices through Black Market channels, or by cannibalisation of u/s cars.

The shortage of tyres is in part met by modification of wheels to take Jeep tyres.

Proposals for the solution of the spare parts and tyres problem are set out in paras 13(b) and (c).

10. W.D. Civilian Supply Vehicles

2317

(a) Maintenance The standard of maintenance is generally unsatisfactory, but some improvement is apparent since the original U.M.I. inspections. Trucks run by Sudest in the BARI Zone are well maintained. The 10 Day System is in partial operation at some garages but no proper system exists at others. Inspections and maintenance tend to be unsystematic and insufficiently thorough, thus important points are missed and many faults have been found. This is due to insufficient Allied supervisory personnel and insufficient trained squads of mechanics.

The 10 Day System should be put into operation forthwith and rigidly adhered to. Adequate squads must be trained to deal with the number of trucks at each Garage.

Documentation and records are in the majority of cases unsatisfactory. ABs 412, 406 and Maintenance Form 1 must be maintained and kept up to date as laid down in V.M.I. No.1.

Of the total strength of 481 trucks, 318 only are serviceable, 78 are B.L.R. and 85 under repair which reflects upon maintenance efficiency.

Except in the BARI Zone the number of different types of vehicles at each garage complicates maintenance. Trucks should be re-distributed so that as far as possible one type only is held.

All garage managers, truck drivers and mechanics are Italian. The majority of managers are reasonably efficient and mechanics sound, but

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Documentation and records are in the majority of cases unsatisfactory. ABs 412, 406 and Maintenance Form 1 must be maintained and kept up to date as laid down in U.M.I. No.1.

Of the total strength of 481 trucks, 318 only are serviceable, 78 are B.L.R. and 85 under repair which reflects upon maintenance efficiency.

Except in the BARI Zone the number of different types of vehicles at each garage complicates maintenance. Trucks should be re-distributed so that as far as possible one type only is held.

All garage managers, truck drivers and mechanics are Italian. The majority of managers are reasonably efficient and mechanics sound, but additional qualified MM/CRs are essential for supervision and check of Maintenance (see para 12(c)).

(b) Repairs With minor additions adequate equipment and machinery is held at Truck Pool parent garages at FOGGIA, CAMPOBASSO, BARI, MATERA and POTENZA to carry out higher echelon repair and all repair work is done at these garages. Little equipment is held at NAPLES and only 1/2 Ech repairs are done, 3/4 Ech work being sent to R.S.M.E. or U.S. Ord.

All parent garages should be equipped so that all repairs can be handled internally independently of R.S.M.E. Requisitioning or purchase of the necessary equipment should be carried out forthwith.

In many garages considerable ingenuity and initiative is apparent in making parts, improvisation and the employment of local civilian resources. The question of supplying material from Army or civilian sources for this work should be investigated. Repair work is badly handicapped by lack of parts which cannot be made in garages.

Cannibalisation is not taking place except at S.I.T.A. Truck Pool,

MATERA.

(c) Tools In general tools in trucks are confined to those for wheel changing, but in some cases sufficient for driver's maintenance are held. The 10 Day Maintenance System obviates the necessity for vehicle tool kits. Sufficient tools are available for all repair work in the majority of garages. In some cases enough tools for 1st Ech work only are held. All garages should contain adequate tools for higher echelon repair work and additional mechanic's tool sets should be made available when H.Q. A.C.C. have determined the number required.

(d) Spare Parts The problem of spare parts and accessories is acute. Stocks held in garages are negligible and such parts as are held have been obtained from R.S.D.'s and salvage sources. On the British side the supply on indent through local Area A.D.C.S. is very small, probably due in part to the low priority of A.C.C. The majority of items demanded are H.A. The system of exchanging parts for American trucks at Ord Depots works well. Parts are obtained by local initiative from R.V.P.'s and Salvage Depots, but this is unofficial and supply is limited.

The Spare Parts Section at H.Q. A.C.C. has been unable to meet demands upon it and the quantity received is negligible. The method of supplying parts to A.C.C. requires decision on policy. It is considered that the present system of indent on Ordnance is unsatisfactory. A.C.C. supplies should be divorced from normal Army channels and handled by H.Q. A.C.C. If stocks permit, a quarterly scale of spare parts should be allotted to H.Q. A.C.C., based on numbers and types of vehicles held, both W.E. and civilian supply. Where scale permits, a stock should be held at each Region H.Q. and items in short supply held at RCM.

Alternatively, if stocks held are insufficient to meet a scale allotment, all indents from Regions should be handled by H.Q. A.C.C. H.Q. should submit bulk demands direct to 557 A.C.D. After screening by A.F.E.Q. or by an Ordnance Officer at H.Q., collect supplies weekly and distribute to Regions. In addition Truck Pool Officers should be permitted officially to obtain parts from salvage trucks in R.V.P.'s and from Salvage Depots.

The manufacture of parts by civilian resources is dealt with in para

15(b).

F.A.M.T.O.'s should be issued to scale.

(e) Tyres The position is serious. 35 British trucks are deadline awaiting Tyres for American trucks are held. Tyres for American trucks are

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Cannibalisation is not taking place except at S.I.T.A. Truck Pool,

MAURA.

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F.A.M.T.O's should be issued to scale.

(e) Tyres The position is serious. 35 British trucks are deadline awaiting tyres and virtually no spares are held. Tyres for American trucks are obtained by exchange, but on the British side indents meet with little or no result. Some 300 tyres are required immediately to put deadline trucks on the road and for replacement of those worn out but still in use. Due to lack of replacements tyres are being worn beyond the re-treading and repair stage. Patches and solution are also unobtainable.

- 5 -

Under V.M.I. No.1 applications for tyres can be made to H.Q. A.C.C. but a complicated form, shewing innumerable details, must be submitted for each truck. This is unnecessary and causes delay in rendering indents. Vehicle number, type and size of tyres required should be sufficient. The Regional Transportation Officer has applied for tyres through this channel without result.

Use of civilian repair facilities is discussed in para 15(c).

11.

Public Works and Utilities Vehicles

Approximately 170 W.D. trucks are operated by Public Utilities, the majority under the Highways Division. These vehicles were handed over by C.E.'s District H.Q. when A.C.C. moved in to provide transport for services essential to military needs such as road and bridge re-construction, water, telecomm and electricity. These trucks have not been taken on charge by A.C.C. and responsibility for maintenance has not been clarified. It is stated that at a meeting at H.Q. A.C.C. in September it was decided not to take these vehicles on charge or accept maintenance responsibility. Between May and July 2 District transferred all such trucks in the BARI and FOGGIA areas to H.Q. II Region and issued part X orders, but, although the P.W. & U. Officer at H.Q. II Region urged H.Q. A.C.C. to issue the necessary casualties and include in Vehicle Census Returns, no action was taken. The position should be clarified and regularised forthwith.

These trucks were all Class IV and V when drawn from R.V.P.'s early this year, and many were non-runners. They were put on the road after local repair and have been worked hard ever since. Maintenance has been done by Italian staff at P.W. & U. depots with no Allied supervisory personnel. Few tools are held and virtually no spare parts have been obtained through normal channels.

The majority of the trucks are used by the Roads Division, but, although Zone Roads Officers are making efforts to maintain them, they have neither the time nor the staff to effect much improvement. Trucks used by A.S.S. BARI are quite well maintained due to the efforts of a very good Italian garage manager, installed by the Roads Officer.

B.L.R. certificates have been obtained for more than 50 and those still running are in a bad state.

The questions of A.C.C. responsibility for maintenance, replacement of B.L.R. trucks, provision of tools, spare parts and repair organisation need solution on a policy basis without delay. If these trucks are required for continued usage in the future and additional vehicles are to be provided V.M.I. No.1 should be made operative. The Regional Transportation Officer should take over responsibility for maintenance and be provided with Allied EM/CRs for supervision under the control of Zone Transportation Officers.

The Regional Engineer requires 64 trucks urgently for essential services to replace those B.L.R.

12.

Requirements of Additional Allied Personnel for Maintenance of W.D. Vehicles

(a) The present staff position is :

2315

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The Regional Engineer requires 64 trucks urgently for essential services to replace those B.L.R.

12. Requirements of Additional Allied Personnel for Maintenance of W.D. Vehicles

(a) The present staff position is :

	<u>Establishment</u>	<u>Held</u>
Officers	6	7
EM/ORs	60	42

(b) Officers Of the 6 Officers 4 are more than 50% occupied in operation and other transport matter and can devote little time to maintenance. For this reason each Zone, except TARANTO and CATANZARO, where there are very few W.D. vehicles, should be assigned an officer to be responsible for maintenance of all W.D., requisitioned and civilian supply vehicles in the Zone. In NAPLES separate officers are allotted for domestic and civilian supply vehicles due to numbers involved and the Transportation Officer of TARANTO has been moved to H.Q. A.C.C. BARI Zone as M.T.O. An M.T.O. is needed at H.Q. FOGGIA Zone to supervise maintenance of all W.D. and requisitioned vehicles.

(c) EM/CRs The number allotted for W.D. requisitioned vehicles is adequate, excepting at the NAPLES car pool where 1 Sjt/Mech is needed. The present position and proposed addition at civilian supply Truck Pools is at Appendix 'F'.

The provision of men trained in the organisation, inspection and maintenance of M.T. is a critical factor in raising the standard of maintenance. It is understood that 21 EM/CRs will be despatched to S. Region by H.Q., A.C.C. shortly to meet the personnel deficiency.

Civilian Owned Vehicles

(a) Maintenance. A.C.C. are not concerned with the maintenance of civilian trucks except in so far as it affects numbers roadworthy. Owners keep the trucks on the road by ingenious and unorthodox repair work. Spare parts and tyres are the universal problem and, unless it is solved, trucks will become dead-line in increasing numbers in the next few months.

(b) Spare Parts Limited stocks exist but, except in NAPLES Commune, are obtainable only through the Black Market at excessively high prices. In NAPLES A.C.C. has frozen the stocks of 4 firms who are permitted to sell parts only to members of the Consorzio Autotransporti on production of written authority at pre-war price plus 100%.

A similar procedure should be adopted throughout A.C.C. areas. A survey of all stocks of spare parts available should be carried out, the stocks frozen and catalogued and sale controlled on a system whereby truck owners produce the u/s part before an authority to purchase is issued. The civilian haulage agency should be the controller, subject to periodical check by A.C.C. Transport Officers. Such stocks would be available for A.C.C. requisitioned cars.

The possibility of employing civilian resources to manufacture parts should be fully explored. All firms capable of doing this work should be listed together with machinery and equipment available. The supply of material held should also be examined and consideration given to the release of metal etc from Allied sources. It is known that engineering firms exist in NAPLES and BARI capable of performing such work.

(c) Tyres Lack of tyres is the most critical factor affecting the potential number of civilian trucks which can be made available. Trucks are dead-line in large numbers without tyres, many of them large vehicles with trailers of 10-15 tons capacity. Tyres are run beyond the limit or normal life until they virtually disintegrate and unless replacements are available, the number of dead-line trucks will increase rapidly.

One solution is to seal part worn W.D. tyres to civilians if suitable sizes.

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One solution is to seal part worn W.D. tyres to civilians if suitable plants can be found to carry out modification of wheels to fit W.D. sizes. Engineers exist in NAPLES and BARI who are capable of this work if material were released.

A survey of all civilian tyre repair and re-tread resources should be made with special reference to what assistance from Allied Sources might be given in the supply of materials and equipment. If such firms can be put into production, all owners should be advised of the facilities available and prices controlled. Several tyre repair shops can be found in NAPLES but output is limited by lack of materials.

G. FERNYHUGH, Lt. Col. R.A.
Senior Inspector (Br),
Combined Inspection Team.

APPENDIX 'A'

VE/TE VEHICLES IN S. REGION

Location (Zones)	British	American	Total (Br & Am)
Regional H.Q. & NAPLES	3 x 3 ton 4 x 15 cwt 1 x 8 cwt 5 Utilities 1 Jeep (stolen) 3 M/Cs -- 17 --	2 x 2½ ton G.M.C. 6 x ¾ ton W/C 1 Comd Car 5 Amp Jeeps 2 Jeeps 2 M/Cs -- 18 --	35
SALERNO	1 M/C	1 x ¾ ton W/C	2
FOGGIA	1 x 3 ton 4 x 15 cwt 2 Utilities 1 M/C -- 8 --	1 x ¾ ton W.P. Carrier -- 1 --	9
BARI	3 x 3 ton Dodge 4 x 3 ton Ford (on loan) 6 x 15 cwt Dodge 1 x 15 cwt Ford 1 x 15 cwt Chev 1 Ford Stn Utility 1 Utility 6 M/Cs -- 23 --	1 x ¾ ton comd car 1 Jeep 2 " trailers -- 4 --	27
TARANTO	Nil	Nil	2313
CATANZARO	2 x 3 ton 2 x 15 cwt 3 M/Cs -- 7 --	7	7
TOTAL S. REGION	56	24	80

APPENDIX 'B'REQUISITIONED VEHICLES IN S. REGION

Location (Zone)	No. Serviceable	No. U/R	No. U/S	No Deresquit- ioned.	TOTAL
Regional H.Q., NAPLES	50	8	26 $\neq$	18	102
NAPLES	12	-	-	-	12
SALERNO	6	-	-	-	6
FOGGIA	20	-	3	-	23
BARI	24	3	6	4 $\emptyset$	37
TARANTO	5	-	-	1	6
	----	----	----	----	----
TOTAL S. REGION	117	11	35	23	186
	=====	=====	=====	=====	=====

 $\neq$ Being cannibalised. $\emptyset$ Includes 2 of which location is unknown.

2312

W.D. CIVILIAN SUPPLY VEHICLES IN S. REGION(i) Number of Vehs

<u>Zone</u>	<u>Location</u> <u>Depot</u>	<u>Strength</u>			<u>Nos Held</u>			<u>No. Serviceable</u>			<u>No. U/R</u>		
		<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>
NAPLES	NAPLES	107	39	146	72	39	111	58	37	95	14	2	
	Avellino	10	10	20	10	10	20	8	8	16	2	2	
	Benevento	-	20	20	-	20	20	-	13	13	-	7	
SALERNO	Salerno	20	-	20	12	-	12	12	-	12	-	-	
	TOTAL	137	69	206	94	69	163	78	58	136	16	11	
FOGGIA	San Severe									8			
	Manfreonia									5			
	Ascoli Sat									5			
	Cerignola									6			
	Lucera									7			
	Foggia									44			
	No.1 Truck Pool									-			
	TOTAL	69	39	108	38	37	75	31	33	64	7	4	
	Campobasso	x 34	10	44									
	Isernia	2	-	2									
	Angone	1	-	1									
	Trevento	1	-	1									
	No.2 Truck Pool												
	TOTAL	38	10	48	38	10	48	23	8	31	15	2	
	TOTAL	107	49	156	76	47	123	54	41	95	22	6	

APPENDIX 'C'

W.D. CIVILIAN SUPPLY VEHICLES IN S. REGION

<u>Strength</u>			<u>Nos Held</u>			<u>No. Serviceable</u>			<u>No. U/R</u>			<u>No. B.L.R.</u>		
<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>
107	39	146	72	39	111	58	37	95	14	2	16	35	-	35
10	10	20	10	10	20	8	8	16	2	2	4	-	-	-
-	20	20	-	20	20	-	13	13	-	7	7	-	-	-
20	-	20	12	-	12	12	-	12	-	-	-	8	-	8
137	69	206	94	69	163	78	58	136	16	11	27	43	-	43
8														
5														
5														
6														
7														
44														
--														
69	39	108	38	37	75	31	33	64	7	4	11	31	2	33
x 34	10	44												
2	-	2												
1	-	1												
1	-	1												
38	10	48	38	10	48	23	8	31	15	2	17	-	-	-
107	49	156	76	47	123	54	41	95	22	6	28	31	2	33

Location		Strength			Nos held			No. Serviceable			No. U/S		
Zone	Depot	Br	Am	Total	Br	Am	Total	Br	Am	Total	Br	Am	Total
BARI	Bari	27	-	27	27	-	27	20	-	20	7 7	-	7
	Brindisi	5	-	5	5	-	5	4	-	4	1	-	1
	Lecce	6	-	6	6	-	6	6	-	6	-	-	-
	Spinazzola	1	-	1	1	-	1	1	-	1	-	-	-
	Canosa	1	-	1	1	-	1	1	-	1	-	-	-
		--	-	--	--	-	--	--	-	--	--	-	--
	SUDEST TOTAL	40	-	40	40	-	40	32	-	32	8	-	8
		--	-	--	--	-	--	--	-	--	--	-	--
	Matera	25	-	25	25	-	25	21	-	21	4 4	-	4
	Potenza	31	-	31	30	-	30	19	-	19	11 11	-	11
S.I.T.A. Total		56	-	56	55	-	55	40	-	40	15	-	15
TOTAL		96	-	96	95	-	95	72	-	72	23	-	23
TARANTO	SUDEST												
	Taranto	15	-	15	15	-	15	8	-	8	7 7	-	7
CATANZARO	-	8	-	8	7	-	7	7	-	7	-	-	-
TOTAL, S. REGION		363	118	481	287	116	403	219	99	318	68	17	85

x Includes 8 captured vehs of misc types
 ≠ Awaiting parts and tyres.
 ø Awaiting tyres.

APPENDIX 'C' (cont)

Strength			Nos held			No. Serviceable			No. U/S			No. B.L.R.		
Br	Am	Total	Br	Am	Total	Br	Am	Total	Br	Am	Total	Br	Am	Total
27	-	27	27	-	27	20	-	20	7 7	-	7	-	-	-
5	-	5	5	-	5	4	-	4	1	-	1	-	-	-
6	-	6	6	-	6	6	-	6	-	-	-	-	-	-
1	-	1	1	-	1	1	-	1	-	-	-	-	-	-
1	-	1	1	-	1	1	-	1	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	-	40	40	-	40	32	-	32	8	-	8	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25	-	25	25	-	25	21	-	21	4 0	-	4	-	-	-
31	-	31	30	-	30	19	-	19	11 0	-	11	1(stolen)	-	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
56	-	56	55	-	55	40	-	40	15	-	15	1	-	1
96	-	96	95	-	95	72	-	72	23	-	23	1	-	1
15	-	15	15	-	15	8	-	8	7 7	-	7	-	-	-
8	-	8	7	-	7	7	-	7	-	-	-	1	-	1
363	118	481	287	116	403	219	99	318	68	17	85	76	2	78

x Includes 8 captured vehs of misc types
~~7~~ Awaiting parts and tyres.
~~0~~ Awaiting tyres.

APPENDIX 'C' (Cont)(ii) Vehicles held by Types

<u>Zone</u>	<u>Depot</u>	<u>British</u>	<u>American</u>	<u>Total</u>
NAPLES	Naples	36 x 3 ton Bedford	30 x 2½ ton G.M.C.	
		13 x " Dodge	9 x 1½ ton Chev	
		15 x " Chev		
		8 x " Ford		
		72	39	111
SALERNO	Avellino	10 x 3 ton Ford	10 x 2½ ton G.M.C.	20
		-		
	Benevento	-	20 x 2½ ton G.M.C.	20
SALERNO	Salerno	10 x 3 ton Chev		
		2 x 3 ton Dodge		
		12	Nil	12
		94	69	163
	TOTAL			
FOGGIA	Foggia No.1 Truck Pool	30 x 3 ton Dodge	29 x 2½ ton Chev with 31 trailers	
		1 x 3 ton Chev	8 x 1 ton Fiat	
		1 x 3 ton Austin		
		6 x 3 ton Bedford		
		38	37	75
CAMPOBASSO	Campobasso No.2 Truck	38 x 3 ton Dodge & Bedford	10 x 2½ ton G.M.C.	48
		76	47	123
BARI	SUDEST	39 x 3 ton Ford		
		1 x 3 ton Bedford		
		40	Nil	40
TARANTO	S.I.T.A.	55 x 3 ton Dodge	Nil	55
		95	Nil	95
CATANZARO	SUDEST	15 x 3 ton Ford	Nil	15
		3 x 3 ton Dodge		
		3 x 3 ton Austin		
		1 x 3 ton Bedford		
		7	Nil	7

2349

72	Avellino	10 x 3 ton Ford	10 x 2½ ton G.M.C.	20
	Benevento	-	20 x 2½ ton G.M.C.	20
	Salerno	10 x 3 ton Chev 2 x 3 ton Dodge		12 ---
	TOTAL	---		163 ---
	FOGGIA	30 x 3 ton Dodge 1 x 3 ton Chev 1 x 3 ton Austin 6 x 3 ton Bedford	29 x 2½ ton Chev with 31 trailers 8 x 1 ton Fiat	75 37
	Campobasso No. 2 Truck	38 x 3 ton Dodge & Bedford	10 x 2½ ton G.M.C.	48 ---
	TOTAL	---		123 ---
	BARI	39 x 3 ton Ford 1 x 3 ton Bedford		40 55
	S.I.T.A.	55 x 3 ton Dodge		95
	TOTAL	---		15
	TARANTO	15 x 3 ton Ford		2349
	CATANZARO	3 x 3 ton Dodge 3 x 3 ton Austin 1 x 3 ton Bedford		7 ---
	TOTAL, S. REGION	287 ---		403 ---

W.D. VEHICLES WITH PUBLIC UTILITIES IN S. REGION(i) Numbers of Vehs

<u>Location</u>		<u>Strength</u>			<u>No. held</u>			<u>No. Serviceable</u>			<u>No. U/R</u>		
<u>ZONE</u>	<u>Depot</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>
NAPLES	<u>Roads</u>												
	Naples	4	-	4	4	-	4						
	Avellino	8	-	8	8	-	8						
	Benevento	12	-	12	12	-	12						
	Caserta	9	-	9	9	-	9						
	<u>Total</u>	33	-	33	33	-	33						
SALERNO	<u>Roads</u>												
	Cava						17						
	Baronisse						4						
	Eboli						3						
	Surre						4						
	Etna						4						
	Porto Barissio						2						
	<u>Total</u>	42	-	42	34	-	34	25	-	25	9	-	
FOGGIA	<u>TOTAL</u>	75	-	75	67	-	67	25	-	25	9	-	
	<u>Roads</u>												
	Bovino						22						
	Foggia						12						
	Canosa						6						
	Lucera						1						
	<u>TOTAL</u>	41	-	41	41	-	41	27	-	27	14	-	1

not known

APPENDIX 'D'

<u>Strength</u>			<u>No. held</u>			<u>No. Serviceable</u>			<u>No. U/R</u>			<u>No. B.L.R.</u>		
<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>
4	-	4	4	-	4	}	----- not known -----							
8	-	8	8	-	8									
12	-	12	12	-	12									
9	-	9	9	-	9									
<u>33</u>	-	<u>33</u>	<u>33</u>	-	<u>33</u>									
					17									
					4									
					3									
					4									
					4									
					2									
42	-	42	34	-	34	25	-	25	9	-	9	8	-	8
75	-	75	67	-	67	25	-	25	9	-	9	8	-	8
					22									
					12									
					6									
					1									
41	-	41	41	-	41	27	-	27	14	-	14	-	-	-

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Zone	Location Depot	Strength			No. held			No. Serviceable			No. U/R		
		Br	Am	Total	Br	Am	Total	Br	Am	Total	Br	Am	Total
BARI	A.S.S. Roads												
	Bari						7						
	Potenza						6						
	Modugno						7						
	Altamura						6						
	Molfetta						5						
	<u>Total</u>	38	-	38	31	-	31	28	-	28	3	-	3
	Electricity												
	S.P.G.E.	7	-	7	6	-	6	6	-	6	-	-	-
	S.M.E.	6	-	6	6	-	6	6	-	6	-	-	-
	Potenza	1	-	1	1	-	1	4	-	4	-	-	-
	<u>Total</u>	14	-	14	13	-	13	13	-	13	-	-	-
	Water	2	-	2	1	-	1	1	-	1	-	-	-
	Street Cleaning (G.S.T.)	7	-	7	7	-	7	7	-	7	-	-	-
	Telecom: Circolo	10	-	10	7	-	7	6	-	6	1	-	1
	S.L.T.	6	-	6	5	-	5	4	-	4	1	-	1
<u>TOTAL</u>		77	-	77	64	-	64	59	-	59	5	-	5
TOTAL, S. REGION		196	-	196	172	-	172	111	-	111	28	-	28

2025

APPENDIX 'D' (Cont)

<u>Strength</u>			<u>No. held</u>			<u>No. Serviceable</u>			<u>No. U/R</u>			<u>No. B.L.R.</u>		
<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br.</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>	<u>Br</u>	<u>Am</u>	<u>Total</u>
					7 6 7 6 5 --									
38	-	38	31	-	31	28	-	28	3	-	3	7	-	7
7	-	7	6	-	6	6	-	6	-	-	-	1	-	-
6	-	6	6	-	6	6	-	6	-	-	-	-	-	-
1	-	1	1	-	1	4	-	4	-	-	-	-	-	-
--	-	--	--	-	--	--	-	--	-	-	-	--	-	--
14	-	14	13	-	13	13	-	13	-	-	-	1	-	1
2	-	2	1	-	1	1	-	1	-	-	-	1	-	1
7	-	7	7	-	7	7	-	7	-	-	-	-	-	-
10	-	10	7	-	7	6	-	6	1	-	1	3	-	3
6	-	6	5	-	5	4	-	4	1	-	1	1	-	1
77	-	77	64	-	64	59	-	59	5	-	5	13	-	13
196	-	196	172	-	172	111	-	111	28	-	28	21	-	21

2307

aning
ircolo
L.T.

APPENDIX 'D' (Cont)(ii) Vehicles held by Types

<u>Zone</u>	<u>Depot</u>	<u>Type</u>
NAPLES	Naples	4 Utilities
	Avellino	8 x 3 ton
	Benevento	12 x 3 ton
	Caserta	7 x 3 ton
		2 Utilities
	Total	33
SALERNO	Area	32 x 3 ton
		1 x Utility
		1 Jeep (Am)
	Total	34
FOGGIA	Area	15 x 3 ton Bedford
		2 x 15 cwt "
		6 x 3 ton Chev
		5 x 2½ ton " (Tippers)
		1 x 3 ton Austin
		5 x 3 ton Ford
		2 x 3 ton Dodge
		5 x 3 ton Dennis
	Total	41
BARI	Street Cleaning A.S.S.	23 x 3 ton Bedford
		3 x 3 ton Ford
		2 x 3 ton Dodge
		1 x 3 ton Thornycroft
		2 x 3 ton Chev
	Total	31
	Electricity S.P.G.E.	2 x 3 ton Ford
		2 x 3 ton Bedford
		2 x 15 cwt Fordson
		6
	S.M.E.	2 x 3 ton Bedford
		2 x 3 ton Ford
		2 x 15 cwt Fordson
	Potenza	6
		1 x 15 cwt Chev
	Total Electricity	13
	Water	1 x 3 ton Ford
	Street Cleaning	7 - types not known
	Telecom	
		4 x 30 cwt Bedford

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SALERNO

Total	33	
Area	32 x 3 ton	
	1 x Utility	
	1 Jeep (Am)	
Total	34	
Area	15 x 3 ton Bedford	
	2 x 15 cwt "	
	6 x 3 ton Chev	
	5 x 2½ ton " (Tippers)	
	1 x 3 ton Austin	
	5 x 3 ton Ford	
	2 x 3 ton Dodge	
	5 x 3 ton Dennis	
Total	41	
Street Cleaning	23 x 3 ton Bedford	
A.S.S.	3 x 3 ton Ford	
	2 x 3 ton Dodge	
	1 x 3 ton Thornycroft	
	2 x 3 ton Chev	
Total	31	
Electricity	2 x 3 ton Ford	
S.P.G.E.	2 x 3 ton Bedford	
	2 x 15 cwt Fordson	
S.M.B.	6	
	2 x 3 ton Bedford	
	2 x 3 ton Ford	
	2 x 15 cwt Fordson	
Potenza	6	
	1 x 15 cwt Chev	
Total Electricity	13	
Water	1 x 3 ton Ford	
Street Cleaning	7 - types not known	
Telecom	4 x 30 cwt Bedford	
Circolo	1 x 3 ton Ford	
	2 x 15 cwt Dodge	
S.E.T.	7	
	5 x 30 cwt Bedford	
Total Telecom	12	
Tot al BARI	64	
TOTAL, S REGION	172	

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APPENDIX 'E'

CIVILIAN OWNED VEHICLES IN S. REGION

Zone	Province	No. Licensed	No. above 2 tons	No. below 2 tons	No. controlled
NAPLES	Naples	2,750	950	1,800	600
	Avellino	410	45	365	31
	Benevento	466	50	416	35
SALERNO	Salerno	856	182	674	110
	Total	4,482	1,227	3,255	776
FOGGIA	Foggia	130	25	105	25
	Campobasso	176	26	150	26
	Total	306	51	255	51
BARI	Bari	434	140	294	69
	Potenza	188	Not known	Not known	188
	Matera	48	22	26	22
	Brindisi	91	5	86	5
	Lecce	103	12	91	12
	Total	864	179	497	296
TARANTO	Taranto	119	Not known	Not known	13
CATANZARO			Not known	Not known	
TOTAL, S. REGION		5,771	1,457	4,007	1,136

APPENDIX 'F'PERSONNEL EMPLOYED ON TRANSPORTATION IN S. REGION(1) Officers

	<u>Regional H.Q.</u>			
Regional Tptn Officer		Lt. Col. J.A.N. Giles (Br)		
" Maintenance Officer		Mr. G.G.Gross (Am)		
	<u>Zones</u>		<u>W.D. Civ. Sup</u>	
			<u>Trucks</u>	
NAPLES		Capt. J.L. Zerra (Am)		Capt. B.G. Jefferson (Br)
				Lt. R.R. Johnson (Am) M.T.O.
FOGGIA	-			Capt. R.H. Walker (Br)
				Capt. J.O. Dodds (Br)
BARI		Capt. D.L. Coleman		Capt. D.L. Coleman
TARANTO	-			Lt. I. Friedman.

TOTAL Officers = 9

=====

(ii) EM/CRs employed on M.T. Mtce

<u>Zone</u>	<u>Sjts</u>		<u>WE/TE Vehs</u>		<u>Mechs</u>		<u>Drs</u>		<u>L/Cpls & Ptes</u>		<u>Total</u>	<u>W.D. Civ Sup Vehs</u>						
	<u>Br</u>	<u>Am</u>	<u>Br</u>	<u>Am</u>	<u>Br</u>	<u>Am</u>	<u>Br</u>	<u>Am</u>	<u>Br</u>	<u>Am</u>		<u>Sjts</u>	<u>Cpls</u>	<u>Mechs</u>	<u>Br</u>	<u>Am</u>	<u>Br</u>	<u>Am</u>
Regional H.Q. & NAPLES	-	-	2	1	-	2	5	-	7	1	18	1	-	1	-	-	-	-
SALERNO	-	-	-	-	-	-	-	-	1	-	1			N i l				
FOGGIA	-	-	1	-	2	-	6	-	-	-	9	-	-	-	-	-	-	-
BARI	1	-	-	-	2	-	2	-	-	-	5			N i l				
TARANTO					N	1	1				-			N i l				
CATANZARO	1	-	-	-	-	-	2	-	2	-	5			N i l				
TOTAL S. REGION	2	-	3	1	4	2	15	-	10	1	38	1	-	1	-	-	-	-

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APPENDIX 'F' (Cont)

(ii) EM/GRs employed on M.T. Mice

<u>WE/TE Vehs</u>		<u>Mechs</u>		<u>Drs</u>		<u>L/Cpls & Ptes</u>		<u>Total</u>	<u>W.D. Civ Sup Vehs</u>				<u>L/Cpls & Ptes</u>		<u>Total</u>	<u>Total WE/TE & Civ Sup</u>
<u>Br</u>	<u>Am</u>	<u>Br</u>	<u>Am</u>	<u>Br</u>	<u>Am</u>	<u>Br</u>	<u>Am</u>		<u>Sjts</u>	<u>Cpls</u>	<u>Mechs</u>		<u>Br</u>	<u>Am</u>		
2	1	-	2	5	-	7	1	18	1	-	1	-	-	-	2	20
-	-	-	-	-	-	1	-	1			N i l				-	1
1	-	2	-	6	-	-	-	9	-	-	-	-	2	-	2	11
-	-	2	-	2	-	-	-	5			N i l				-	5
		N i l						-			N i l				-	-
-	-	-	-	2	-	2	-	5			N i l				-	5
3	1	4	2	15	-	10	1	38	1	-	1	-	-	-	4	42

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APPENDIX 'F' (Cont)

(iii) Statement showing present Staff at Truck Pools and proposed additions

Zone	Depot	Present Staff	Proposed Additions	Total Staff
NAPLES	Naples } Avellino } Benevento } Salerno }	1 Sjt, 1 Cpl	3 Cpls, 2 Ptes	1 Sjt, 1 Cpl 1 Cpl, 1 Pte 1 Cpl, 1 Pte 1 Cpl
FOGGIA	Foggia Campobasso	1 Pte 1 Pte	1 Sjt, 1 Cpl 1 Sjt.	1 Sjt, 1 Cpl, 1 Pte 1 Sjt, 1 Pte
BARI	Bari Bridisi Lecce Potenza Matera	Nil " " " "	1 Sjt, 1 Cpl 1 Sjt, 1 Pte 1 Sjt, 1 Pte	1 Sjt, 1 Cpl 1 Sjt, 1 Pte 1 Sjt, 1 Pte
TARANTO	Taranto	"	1 Cpl, 1 Pte	1 Cpl, 1 Pte
CATANZARO	Area	"	Nil	
TOTAL		1 Sjt, 2 Cpls, 2 Ptes.	5 Sjts, 4 Cpls 5 Ptes.	6 Sjts, 7 Cpls 7 Ptes.

Private are allotted to cover day and leave reliefs and to obviate an Allied soldier being alone at a depot. From the standpoint of supervision they can be dispensed with.

2302

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 220

SUBJECT: Proposals for Improvement of AC
Transportation

TO : G-5, AFHQ - Att: Col. Butterworth,
Economic & Supply Section

1. This letter refers to the report of 30 October 1944 on the above subject by the combined Inspection Team of AFHQ.

2. Under date of 11 October 1944, letter ref. CAO/303 from Major General H.E. Lewis, A/Chief Admin. Officer to the Acting Chief Commissioner, AC, states: "It is desired that members of the Team and AC Officials concerned with motor transport work in full accord and in a spirit of mutual cooperation". It is in this spirit that the Transportation Sub-Commission approaches this entire matter and expects to work, and also in this spirit that it deals with the subject report. It is therefore not commenting on general statements such as appear in the introduction, other than recording that it can not accept them and further, that they do not reflect the long and strenuous efforts of this Sub-Commission to obtain the "wherewithal" to remedy the equipment situation. Instead, we are passing directly to the paragraphs, beginning with para. 4, which deals with "Actions Required".

3. A meeting was held on Friday, 10 November 1944, in the office of the Director, Transportation Sub-Commission, AC; those present were: Col. Adams, Director, Transportation Sub-Commission; Col. Carnes, Chief - Road Division, Transportation Sub-Commission; Lt.Col. Kinley, AFHQ Inspection Team; and Lt.Col. Franklin, G-5, AFHQ. This group went over all of the points in the report, discussing them paragraph by paragraph, with a view to securing the best results from the observations made by the Inspection Team. The results are as follows:

4. Referring to "ACTIONS REQUIRED EXTERNAL TO AC", para. 4, Lt.Col. Kinley advised that conference had been held at AFHQ and steps taken to implement action on each of the items.

It was agreed that it would be helpful to AC to have a copy of the minutes of this meeting in order to know just what action was being taken. Lt.Col. Franklin agreed to secure and forward a copy.

Col. Adams requested that the Inspection Team add a supplement to their report stressing the urgent need of an early delivery of the 40 Jeeps required to effectively operate the Truck Battalion. This was agreed.

2351

R/79
Col Adams must personally see this action
new follow up
15 Nov. '44
AC/TN/GTA
DJA

Proposals for Improvement of AC Tn. - 2 -

15 November 1944

Arrangements were made by telephone to facilitate the clearance of the personnel authorized for the Truck Battalion. Acting on this, AC, subsequent to the conference, sent an officer with the personnel requisition to G-5, AFHQ, where it was approved by G-5, also G-1. The officer then went to the Replacement Depot but was informed the personnel were not available so the requisition was filed there. Of the 104 Officers and EMs (Truck Battalion supervising personnel) AC has only received 29 to date.

5. Referring to para. 5, "ACTIONS REQUIRED INSIDE AC ORGANIZATION", reference to sub-paragraph (a), "Utilization to the full of civilian transport, the aim of replacement of War Department transportation by civilian transportation" the group present were advised that this point is being kept constantly in mind, as is evidenced by the organization of pools of civilian transport in various centers by Transportation Officers in AMG territory as rapidly as cities are occupied. Trucks, instead of being requisitioned, are registered and immediately put into separate pools on a commercial basis, operating under a standard tariff of charges. The proof of the effect of this system is the large number of civilian trucks now operating in Rome where all of the War Department vehicles used initially have long since been withdrawn. A similar situation exists in Florence and elsewhere. ENAC has now been established by decree of the Italian Government and is the organization which will control these truck pools in the territory under the jurisdiction of the Italian Government.

Referring to 5 (b) regarding return loads, the Transportation Sub-Commission will renew its efforts to improve the situation as to return loads, particularly, pressure on the Italian Managers of truck pools; also will investigate the matter of the trip tickets in Rome which indicated that trucks were dispatched with sacks and returned empty. The tickets, in all probability, do not represent the true situation, as it is felt that all these trucks have returned with loads.

The tariff charges do not provide the same rate of pay for number of empty vehicles as for loaded vehicles; however, further check will be made to see that these tariffs are complied with.

Referring to 5 (c), AC will check with the Industry Sub-Commission as to "additional facilities that could be made available for parts manufacture and for tire repairs".

Referring to 5 (d), it was fully agreed as to the various difficulties in connection with the control of civilian spare parts, particularly with the Army requisitioning them. Much more has been done than is indicated in the report; however, additional efforts will be made by AC to improve the situation.

With reference to 5 (e), on the matter of civilian tire repair and reapping, this was a matter of very lengthy discussion at this conference and also at a conference on the following day with the same group and officers of AFHQ. It is felt that now after this discussion, the Inspection Team should have, thru Lt. Col. Kinley, a better appreciation of our difficulties.

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Proposals for Improvement of AC Tn. • - 3 -

15 November 1944

Referring to 5 (f), on the subject of the use of passenger vehicles, it was advised that the dispatching and allocation of these vehicles was not in the hands of the Transportation Sub-Commission; however, the Sub-Commission is reviewing the matter with others concerned and a plan is being put forward in this connection.

Referring to 5 (g), AC is quite in accord with making the procedure as simple as possible in the matter of routing requests. Italian-owned organizations do not work as smoothly and can not be ordered about as effectively, perhaps, as military units; however, AC is in accord with the principle expressed in the report and will work to that end.

Referring to 5 (h), it was explained to the group that the comments in the report must have resulted from a misunderstanding and that the relationship between the Transportation Sub-Commission and Regional Organizations is as recommended in the report.

Referring to 5 (j), AC will take this matter up with the Regional Headquarters.

Referring to 5 (k), on the use of transport for personal and non-official purposes, it was indicated that this is a matter which has already been brought to the attention of the section of AC which is responsible.

6. In closing, it is felt that this direct conference between Lt. Col. Kinley representing the Inspection Team, G-5 (Mov & Tn), and the Transportation Sub-Commission, was most helpful in clearing up misunderstandings and clarifying the various matters in the report; also to bring about actions which will result in improving the situation in respect to vehicle maintenance and operation. The Transportation Sub-Commission feels that the Inspection Team can be extremely helpful to us, particularly now that its members have the benefit of the understanding of some of our difficulties.

For the Chief Commissioner:

D. S. ADAMS, 2899
Colonel, C.E.
Director, Tn. S/C

DISTRIBUTION:

Economic Section (1)
Colonel Fiske (1)
Lt. Col. Kinley (1)
File

1597