

ACC

ACTN/R/83

10000/148/2635

REG
DEC. 1944

10000/148/2635

REGIONAL PROGRESS REPORTS
DEC. 1944-MAY 1945 AFHQ INSPECTION
TEAM

HEADQUARTERS IV CORPS
Office of the Ordnance Officer
APO #304, U. S. Army

13 May 1945.

SUBJECT: CIVIL TRANSPORTATION (ROADS) PROGRESS REPORT

TO: Colonel Vennema, Ordnance Officer, IV Corps
Colonel Walker, S.C.A.O., AMG, IV Corps

1. MILAN CITY AND PROVINCE.

A. April 30th. City entered and reconnaissance made re garages; same found to be intact. Major Saunders, (R Tn O, Piemont) in charge of transportation in the absence of the Lombardia Region and Provincial Officers.

B. May 1st. Civil transportation representatives contacted. RACI estimated (approx) 1,400 trucks available (Milan Province), 400 being 40 T.LI and over. Type of fuel estimated at 85% diesel and 15% petrol. All heavy trucks are diesel engined. Fiat and ATM (Omnibus Company) garages reserved for U.A. di Milano. The latter garage is equipped for heavy repairs. German and Italian military trucks are not being used by the U.A. di Milano and are at present used by Partisans, as also are many civilian trucks.

C. May 2nd. Board of Directors formed and Managing Director appointed. Previous trucking organization, UDT, used as the foundation for U.A. di Milano. Temporary vehicle circulation permits issued, work tickets in operation. Approximately 80 vehicles available immediately. POL supplies NIL. UDT freight rates are being used as proposed AC rates are 50% too low. The effect of the transport rates on the economic situation is being watched and will be reported on later.

D. May 3rd. Approximately 10 days supply of POL brought in through Quartermaster, IV Corps - petrol, diesel and lubrication oil. First convoy of civilian vehicles (100 ton lift) dispatched to Mantova for grain from Italian sources. ACIP handling POL pending arrival of GIP representative.

E. May 4th. Major Saunders and Capt Tredennick ordered to proceed to Turin immediately. Lt. Colonel Fitzgerald (Reg Tn O), Capt. Coleman (Prov Tn O) reported in and took over from Major Saunders. A Captain Piper, in the absence of Capt Nunn, the City Tn O, took over administrative duties re U.A. di Milano and liaison with PBO. The head officer of the Pirelli tyre plant was contacted. Provisional estimate of 2,000 new tyres in stock ("frozen") - chiefly German sizes for light trucks - detailed stock list and future production capabilities are to be supplied to Colonel Crump (Trade & Industry) within the next few days.

8. General Situation, May 8th. i. Transport required for an
and 200 tons of supplies daily. Regional Food Officer negotiating
Fifth Army re location of food dumps and use of Fifth Army trucks.

ii. Two orders, relating to U. A. di Milano, declaration of
vehicles and "freezing" of spare parts are being posted in the city and will
be distributed in the Provinces.

iii. Many additional trucks (estimated number, 500 trucks
and cars) will be obtained when the Partisans are disbanded.

iv. The Traffic Control Cadre has not been called for in
order to avoid any friction which would certainly be caused by Partisan
vehicles being stopped and checked. The Partisan question is being handled
by the requisite authorities, who are expected to make a decision within
the very near future.

v. Approximately 400 load carrying vehicles are now in operation
and the daily tonnage carried is increasing.

vi. Capt. Coleman is now operating in Milan Province and will
be setting up sub-offices of the U.A. di Milano in the communes.

vii. The administrative organization of the U. A. di Milano
(head office in the City) is reported to be functioning adequately and a
similar report has been received concerning the accounting and issuing of
POL by AGIP.

viii. RACI have supplied (copy, Appendix "A", attached)
figures showing bulk capacity of vehicles, which from their records should
be available, and types of fuel used by these trucks.

2. TURIN CITY & PIEMONTE REGION.

Visited Major Saunders at Turin May 9, 1945, and the situation
there is as follows:

A. A civilian road transport organization known as UDT has been
operating since November, 1943. This company has its head office in Milan
and a sub-office in each Province. The head office is well organized and
the Managing Director is Director of the Road Section of the Italian
Ministry of Communications and also cooperates with RACI. This company
will now be known as U. A. di Torino.

B. The Provincial offices will be checked up in the near future.

C. The financial situation is reported to be sound and an audited
financial statement has been called for.

D. Particulars of available trucks in Turin Province (supplied by RACI) are:

3 - 50 Quintale	1,824 -	Petrol	875
		Diesel	51
		Coal	85
		Wood	510
		Methane	115
		Electric	88

5 - 10 Quintale, 5 Wheelers ...	450: -	Petrol	387
		Methane	11
		Electric	52

20 - 50 Quintale, with trailers 171 Breakdown on fuel not available.

E. Inventories from spare part stores have been called for.

F. Partisans have many civilian trucks but are being requested to register same with U. A. di Torino.

G. The pre-occupational freight rates are being used pending the issue of a new rate by the Transportation Sub-Commission. Proposed AC rate 50% too low for Milan and it is essential that all the three Regions, Liguria, Piemonte and Lombardia work with the same rates or vehicles will be switched from one region to another, in order to work at a higher rate.

H. POL is being handled by AGIP pending arrival of GIP representative. POL is hauled by road from Genoa, but Fifth Army has been contacted re future supplies and the setting up of AC dumps nearer Turin. The AMG (Turin) garage is at present the only petrol point in the city.

3. LIGURIA REGION.

Major James, Reg Tn C, contacted May 11th, 1945, and the following information obtained.

A. GENOA PROVINCE.

i. Genoa City entered 28th April 1945.

ii. U. A. di Genoa, formed by 30th April.

iii. 1,500 trucks registered up to May 10th. Breakdown of 1,226 of these vehicles is:

Public Utilities (specially adapted vehicles)	134
1 to 10 Quintale	394
11 to 20 Quintale	302

21 to 50 Quintale	523
Over 50 Quintale	66
tractors	7

Included in the above are 165 unserviceable trucks which require repair prior to availability:

1 to 10 Quintale	15
11 to 20 Quintale	23
21 to 50 Quintale	97
Over 50 Quintale	24

iv. POL has been obtained from civilian sources through the Partisans. After repeated requests, the 92nd Division arranged on May 11th to make available POL supplies for seven days. The Reg Commerce Division are in contact with Fifth Army AMG re future POL supplies. A CIP representative is in charge of distribution at the ACIP depot.

v. RACI has been re-organized and now working efficiently. Temporary circulation permits are being issued.

vi. List of spare part stores and inventories of stocks have been called for.

vii. Estimate of tyres and tubes required (in requisite sizes) will be forwarded at a later date.

viii. It is anticipated that the supply of trucks will be sufficient to meet the demand for haulage of civil supplies. 1,755 tons carried (100% food) period May 4th - 10th inclusive.

ix. AC, freight rates (CO 42) have been enforced and with the exception of a few minor complaints there appears to be no objection to this tariff.

B. SAVONA PROVINCE.

i. Prov Tn O reported for duty May 2nd, 1945.

ii. 220 Trucks registered and available on May 4th.

iii. All transport bids for civil supplies have been met.

iv. 2 POL not available from military sources. First consignment of petrol, 6,000 litres, dispatched to ACIP, Genoa, 11 May.

v. Work tickets and temporary circulation permits in use.

C. LA SPEZIA.

- i. Prov Tn O reported for duty April 30th.
- ii. 38 Trucks registered and available May 2nd.
- iii. All transport bids for civil supplies have been met.
- iv. POL available.
- v. Work tickets and temporary circulation permits in use.

4. GENERAL SITUATION.

A. Civilian companies are being forced on standard lines as laid down by Tn Sub-Commission.

B. The question of a uniform freight rate will, I hope, be settled within the next few hours.

C. POL supplies are difficult now, but should improve within a few days.

D. Vehicles generally seem to be in a fair condition.

E. Two important plants, the FIAT works at Turin, which is still producing small vehicles and the Pirrelli tyre plant at Milan, which requires fuel and raw materials, should be a considerable asset to civilian transport in the future.

J. F. D. HALSFORD
Captain, R.A.S.C.
Transportation Officer
A.M.G., IV Corps

Copies to: The Director, Transportation Sub-Commission, H.Q., Allied Commission
Movements Section " " " " "
Lt. Colonel Harris " " " " "
File (3)

2411

SPECCHIO RIEPILOGATIVO AUTOGARRI CIRCOLANTI A TUTTO II 30/4/45
CON PORTATA SUP. AI 20 Q. LI

CARBURANTE	NUMERO	Q.LI
Benzina	185	5407
Nafta	5376	9560
Gas Legna	200	6540
Gas Carbone	262	9040
Metano	294	8614
Elettrico	98	3762
Totale	N.1314	Q.LI42923

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. (Attn. Transportation S/C) ✓

1. Reference your AC/R/83/TN dated 13 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.

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

Para 4(a). With the exception of LECCE and BRIN= DISI 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 to limited lines ~~one~~ no telephonic communication ~~difficulty in liaison~~ by ~~the~~ ^{means} is not always practical.

Para 5(c). Patrols are ~~ready~~ ^{unable} to operate ~~the~~ ^{personnel} are engaged on records. ~~for~~ ^{by} ~~Carabinieri~~.

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

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.

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For the Regional Commissioner:

B.G. Jefferson

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

BGJ/njs

Copy to : Adjutant's File.

RECEIVED
25 JAN 1945

C.

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

R/83 file
clerk

IMC/cp

3 February 1945

In reply
refer to: RTC 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 strenght-Organic A.C. transportation, pooling of cars well under way in the latter part of the month.

None of the requirements of parts and tyres for cars (re. AFHQ report, para.8 (a) (III) have been furnished this region.

2. The Director General I.N.T. Dr. Salini is studying instructions and making plans to comply with AC/Tn/55/R 24.9 December 1944 (re. AFHQ report, para.8 (c)(I)); noted once again is the Italian Armed Forces attempt at return of ex-military vehicles (90% I.N.T.) with apparent pretext of "full war effort" on their part with I.N.T. trucks. Should this happen, unless A.C. provides other transport for 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 or good - running order trucks in general, and specifically I.N.T.; actually the decline has been from (600) six hundred to (450 - 475) four hundred fifty - four hundred seventy five, daily operation (December). This comes as no surprise as no parts and quantity of tyres, tubes, batteries is forthcoming; as well as an unequitable allocation of fuel and lubricants existing.

4. The Director General I.N.T., pleading I.N.T. case for an increased allotment of fuel and lubricants personally to the Ministero-to the Ministero Industria e Commercio, Sezione

Carburanti in Rome, was advised to forward I.N.T. monthly requirement directly to said Ministry, hoping that a more equitable allocation be made in that manner. Having presented the case time and again from this office, the hope is that he will have more luck than this officer hasⁱⁿ in the past.

5. There is no change, on the ENAC status, from that reported in December 1944.

6. Data is being collected^{on trucks} with the possibility that Sicily may be able to exchange them for usables, or have them retreated; or that some ~~kind~~ tyre repair facilities may be able to accomplish some work in Sicily.

For the Regional Commissioner:

I. M. Calvanese

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

2408

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
AFS 334

R/83
CWAD/ngd

6 Feb. 1945

IC/R/79/TN.5

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

TO : AFHQ 2-5 (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-15 dated 14 Nov. 1944. This report deals entirely with road haulage. Copy of report from Capt. A. E. 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 Eng. 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.

Ref. Para 5 (d) Maintenance.

With reference to complaints of no action on the part of A.S. 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 liras 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.

Ref. Para 7 Road Transport. The officer in charge of road transport states that the freight-car situation is critical; therefore, road transport will be taxed and pressed hard to move more goods. 243-6

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.S. H.Q. Note:- Most of these are being taken care of). With regard to (b)(i) I strongly believe that Dott. Salini, 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 ENAS 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:

CHP
MERRITT H. TAYLOR
Director

Copy to: Economic Section.

H

R/79
File
clerk IMC/cp

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394.

27 January 1945

In reply
refer to: RTC 451.9

Subject: A.F.H.Q. Inspection Report (Road Haulage)
December 1944.

To : Headquarters Allied Commission
Transportation Sub-Commission
Att: Colonel J.J. Carnes (Roads Section)

Reference:

- a. AFHQ, Combined Inspection Team, Report on Road Transport in Sicily, A.C. Sicilia Region.
- b. AC/R/83/Tn 12 January 1945.
- c. AC/R/83/Tn 5 19 January 1945.

1. This officer having discussed with Colonel J.J. Carnes, while at headquarters, the Inspection Team's Report; is in a position to comment insofar as regional road haulage transport is concerned, while Captain A.E. Warner, is charged with organic transport along with other duties.

2. Having spent most of December 1944 at Headquarters A.C. not having had the opportunity to study the AFHQ report until a few days ago, whence I returned from an urgent transport investigation in the Eastern part of the Island; the December 1944 comments will be limited to what was discussed planned and concluded with AC/Tn/R/55 "Advanced Planning for I.N.T." 27 December 1944.

3. Commenting on specific paragraphs of the AFHQ report; it should be clearly stated in para.4 (a) of same that, the specific authority for I.N.T. as an operating organization, rests in AMG Sicilia Region, Numbered Memoranda No.56 31/12/43, signed RCAF, Lt. Colonel Poletti. Para.4 (g) III, authority for sale of scrap has been given I.N.T. this week, plans are being made to execute same; the 700 tyres and 310 tubes have

arrived, are being rationed out proportionally and with care throughout I.N.T. Sicily.

4. Para. (a) when I last conferred with Ing. Costa at the Ministero dei Trasporti, he informed me that until EMAC's experiment, in a well defined mainland area, was a success he preferred to go along with the Italian authorities in Sicily and not introduce EMAC in Sicily in view of the already delicate political situation there. Registration was well under way in December, however Para. 5 (c) wherein Prefects are supposed to requisition from the private to supplement I.N.T., it has seldom netted any such implied results. I know of no requisitioned vehicles in December by the Prefects. Para. 5 (d), in reference to complaints of no action on A.C.'s part to unearth stock of parts and control price of same, is of course another example of the contemptuous Sicilian, who pilfers all and anybody's parts tyres etc., then makes such statement. I.N.T. alone spends millions of lire trying to uncover, purchase and keep from stealing what there is in Sicily, the Italian Armed Forces in Sicily as well have issued strict orders on punishments of those holding parts abusively or illegally, etc.

5. Para. 6 POL is supervised by the supply and Economics Division and is directly under the Italian provincial authorities; receiving out - of - line - instructions from Rome, in many instances, at the same time working from hand - to - mouth in a constantly shifting local needs situation, I am not in position to verify their statements at every turn; however, I register firm and constant complaints, at times not unsuccessful.

6. Para. 7, the officer in charge of Railroad Transport ²⁴⁰¹ stated recently that the freight - cars situation was critical, therefore the roads will be taxed and pressed hard to move more goods.

7. Para. 8, the pool system is used in part. On (a) (III), Capt. Warner is endeavoring to obtain specific information from Catania on requirements of "Carbide" 1/16 to 3/4 drills, metal saw blades and metal files for workshops. (b) (I) Please refer to AC/Tn R/55 "Advanced Planning for I.N.T." 27 December 1944. I strongly believe Dr. Salini, General Director I.N.T., and his co-workers, to be better prepared to cope with larger motor - transport organization, problems, from the practical point of view, than any other group of men, including those in the Ministero dei Trasporti.

(6) (III), as EMAC is a paper organization not delivering goods throughout Sicily, I do not feel that any such quantities of vehicles should be withdrawn. (b) (IV) I would strongly urge any assistance in obtaining same. (c) (d) Have been discussed above. (e) Any assistance in our efforts would be appreciated.

For the Regional Commissioner:

I. M. Calvanese

I. M. CALVANESE

Captain, Q.M.C.

Regional Road Haulage

Transport Control Officer.

Incl.- 1

1 - Incl. "A" signed Capt. A.E. Warner.

2403

"A"

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

27 January 1945

A.F. H.Q. G5 Inspection Teams Report

December 1944

1. 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.

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.

Albany
Cost

C O F Y

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION

APG 394

MOTOR TRANSPORTATION DIVISION

MT/3372/28

29 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 reinstituting state 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 criticize the policy dictated by HQ AC.

Para 11. Dependent on the Transportation Sub-Commission

Para 12. Coordination is being effected.

For the Regional Commissioner

R/823

2401

MI/3372/28

29 January 1945

TO : Transportation Sub-Commission

SUBJECT : AWHQ 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 organisation has deteriorated in most instances and advice is 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.M. GILES
Lt. Colonel
Chief of Division

JG/sm

*Despatched AWHQ 7/2/45.
Pec concerning letter file R/79*

HEADQUARTERS
SOUTHERN REGION, ALLIED ~~CONTROL~~ COMMISSION
OFFICE OF THE REGIONAL COMMISSIONER
APO 394

HEADQUARTERS
114 DEC 1944
C. R. 11/66

R/1277

12 December 1944

SUBJECT: WD Transport in Southern Region.

TO: Headquarters, Allied Commission,
(For the attention of TRANSPORTATION SUB-COMMISSION). ✓

1. Reference your AC/TN/R/9 of 24 November.
2. The main comment upon the recommendations made by the AFHQ Inspection Team is contained in an Aide Memoire submitted by the Regional Commissioner on the occasion of his visit to Rome, Tuesday, December 5. A copy of this Aide Memoire is submitted for easy reference.
3. It is clear that a clear cut distinction must be made between
 - a. Those vehicles, either WD or civilian requisitioned which form part of the organic equipment of the Region
 - and
 - b. Those vehicles which do NOT form part of the organic equipment of the Region but are operated for the benefit of civilian supply.
4. In the case of (a) every effort is being made to approximate our methods to those of normal military running and maintenance. So far as is possible WD vehicles, whether American or British are driven by soldier drivers. Owing to the withdrawal of military type vehicles to Northern Regions, this Region has to rely to a great extent on civilian type Italian vehicles driven by Italian drivers. Again every effort is being made to attain a proper standard of maintenance and to reduce the number of cars in use (para 6 of report). It is felt that the paragraph under reference in the report does NOT take into consideration the many arrivals by courier of Subcommittee Officers from Rome, who, on arrival in Naples request transport for their lawful occasions.
5. In the case of (b) WD civilian supply trucks, I am in complete agreement with the opinions expressed in para 4 (d) of the report and a plan has already been submitted to you for the sale of WD trucks to Italian agencies.

I feel that this Region does not dispose of sufficient Allied personnel to maintain the strict control over the operation of the trucks consonant with complete Allied financial liability.

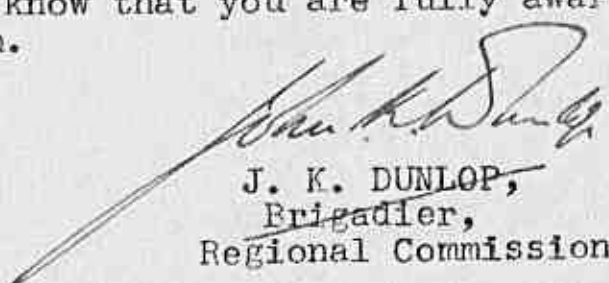
It is noted, para 10 (a) of report, that comment is made on the high proportion of trucks unserviceable. It is felt that in order to present a complete picture to any reader not familiar with the conditions under which A.C. operate, it might have been made clear that all the vehicles were class five when issued.

The regrounding of vehicles, by types, as recommended in the report has already been carried out by us.

6. The most important recommendations contained in Lt. Col. FERNYMOUGH's report are concerned with the increase of Allied Officer and EM/OR personnel and with the supply of tyres. These subjects are so well known to you that it is felt that no further comment by us would be valuable. In view of the possible early demands for North Italy and Austria it appears more likely that we should envisage a steady decrease in the number of Allied personnel.

In respect of tyres we know that you are fully aware of the critical nature of this problem.

JKD/jh
Incls.


J. K. DUNLOP,
Brigadier,
Regional Commissioner.

2399

HEADQUARTERS
SOUTHERN REGION, ALLIED COMMISSION
APO 394

JKD/am

WD TRANSPORT IN SOUTHERN REGION

1. In as much as Southern Region is built up from four separate former Regions, diverse systems of handling WD transport apply.
 - (a) Former Region III. 90 British, 60 American (total 150) vehicles operated by an Italian agency U.T.C. (Ufficio Trasporti della Campania) Company has paid for depreciation and retains at disposal of A.C. the profits made.
All Italian drivers, Italian maintenance, spares through A.C., ENAC tariff POL through CIP.

- (b) Formerly Region V. Two truck pools. Campobasso 49 trucks Foggia 106 (total 155). Profits retained by A.C. All Italian drivers, Italian maintenance. Allocation by Consorzio Agrario Foggia pool gets its POL from A. Air Force.

- (c) Formerly Region II. Two Italian firms operate, S.I.T.A. 66 trucks, Sud Est 29 trucks (total 95). They have paid to A.F.A. depreciation cost of 2.02 Lire per kilometer. Profit has remained in hands of operating firms.
There are also a number of WD vehicles on a free loan basis to Public Utilities bodies, etc.

- (d) Formerly Region VII. Ten vehicles (7 British 3 Italian) operated by transport section for food movement etc. free of charge. Now being reinforced by vehicles from Naples on the normal Naples (Para (a) above) system of charges.

2. It will be seen that there is a need of rationalisation. There is, however, the further consideration that it would be even more satisfactory to reach a more complete solution by handing over property and financial operation of these trucks to Italian agencies.

The present position is that there are some 400 WD trucks moving about South Italy bearing A.C. markings, for whose ownership, good conduct, and wise use, Southern Region is theoretically responsible. Very considerable sums of money are being earned and substantial sums are now lying to credit.

In spite of all our efforts to the contrary, it is thought likely that many of these vehicles do, in fact, draw WD petrol on long runs, thereby inflating operating profits.

3. It is clear that Transportation Section, Southern Region, does not possess the necessary staff to exercise a really close supervision over the operation of these 400 trucks. Moreover, it is questionable whether it is not desirable that AC should embark upon large scale commercial operation. The situation is clearly different to that obtaining in Central Italy where transport must be organised into mobile units ready to proceed to the North. Experience has shown that in Southern Region, it is now possible to distribute available M.T. on a localised provincial basis using local drivers and local

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- (b) Formerly Region V. Two truck pools. Campobasso 49 trucks Foglia 106 (total 155). Profits retained by A.C. All Italian drivers, Italian maintenance. Allocation by Consorzio Agrario Foglia pool gets its POL from A. Air Force.
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4. It is therefore strongly urged that a method be speedily devised whereby these vehicles be sold to Italian agencies to be operated by Italian agencies, and that they cease to be A.C. vehicles in any respect. It is believed that if a decision in principle could be reached early, it would be possible to fix the target date of February 1, 1945 for the transfer of ownership.

5. June 1946

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO - 394

R/2705

6 December 1944

SUBJECT: Inspection Report

TO : Transportation Sub-Commission
Headquarters, Allied Commission

1. It may not be fully realized that all but two provinces of the Lazio-Umbria Region are now under the Italian Government and that this Headquarters operates in an advisory capacity only. All Italian agencies, therefore, including those concerned with transport, receive direct orders and organize under the direction of Italian Officials.

2. The following comments are numbered to correspond with the above mentioned report.

4.(a) Inasmuch as we have never seen a WE/TE for this Region, we are unable to comment.

(b) WD vehicles are not under control of Transportation Division but are operated and maintained as a function of Co. D. 2675th Regiment. The various Divisions of this Region pool their personnel transport within their own Divisions. In the near future, a central pool will be established in accordance with instructions now being prepared at AC HQ.

(c) No comment due to lack of specific knowledge of such usage.

(d) No comment.

5.(a) The inspecting officer has answered his own criticism. Inexperienced assistants must be trained before they are in a position to train others. 2397

(b) We do not agree. The system under discussion was instituted after months of thought and experimentation with other methods of control, and is not one which was lightly instituted without a real knowledge of the work to be done and of the civilian agencies which have to carry out the job. In order for the Transportation Division to logically decide on priority of movement it would be necessary for them to be in possession of all the facts and data assembled by all the various divisions of this Region. This is beyond the scope of any transportation set-up. From practical experience it has been found that the supply Officers are competent to decide which commodity must be moved and in what sequence and in what quantity. Normally, this function is performed by the Provincial Supply Officer, but in Rome it was found expedient to set up a separate Division that has functioned perfectly.

If any thought for the future has been given this problem, it is at once apparent that no one Italian agency should be allowed to have both the power to decide on what is to be moved and to allocate the vehicles for that movement, for the reason that corruption would permeate that organization immediately if allowed to operate without our control.

The inspecting officer's recommendation is not agreed to, because priorities change at a moment's notice and are not static for any length of time. This same idea was tried by ACC early last spring and immediately found to be unworkable.

(c) No system of two-way loading will provide for loads that are non-existent. Rome is an importing city, for example, and drives its existence from those producing centers that have commodities for export. Commodities that move out of Rome are very few and handled in connection with return loads. The same argument is also true of most centers throughout Italy. The system is not lacking, but the loads are. As to telephone communication, it might be pointed out that all provincial capitals are still not connected to Rome, much less those grain warehouse in hilltop communes that supply this city with its grain.

(d) Agreed

(1) Considerable improvement has been made in dispatching by installing a planned system that was being devised to suit the circumstances at the time of inspection. Unfortunately, our control has been abrogated and it is to be presumed that the U.T.R. will fall back upon its old system with the withdrawal of our men. It is not understood how a limited amount of petrol sufficient for a complete journey can be issued prior to dispatch without knowing where the truck is to be dispatched.

(2) Agreed

(3) This process of reasoning seems to be very sound!

(4) This is all quite puzzling. In our experience an empty truck requires petrol for movement in much the same manner that a loaded truck does. If U.T.R. has been paying full tariff for empty return trips, it is knowingly violating a national tariff decree.

(e) Agreed. But the Italian officials in Rome, the Prefect and Mayor, wished to abolish road blocks and did. Under advisory conditions under which this Headquarters works, there was no way to gainsay this decision, nor was this Headquarters inclined to since responsibility is in the hands of Italian authorities.

(f) We disagree. Where trucks are hired on a trip to trip basis, they are issued fuel on the basis of a carefully estimated minimum that will accomplish the journey along a planned itinerary. A very few trucks that are engaged in regular service by their owners and not for hire, such as milk trucks, repair trucks and special service trucks, are given a "B" type trip ticket covering the carriage of their particular commodity within a prescribed area and for a prescribed length of time. These trucks are issued coupons for their fuel and may draw it at any convenient time. If it is used for unauthorized purposes,

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obviously the truck cannot carry on its service.

(g) Complete information on all trucks registered in Rome as well as in several of the provinces are on file in this office and available for inspection.

(h) The E.N.A.C. decree was published by the Italian government, with the approval of AC HQ, without publicity on the 8th of September 1944. The inspection was made the 12th of October 1944.

6.(a) No comment.

(b) Requisitioned vehicles are being called in every 10 days for inspection and service.

7.(a) Agreed

(b) Agreed

(c) No mention of manpower is made to implement the correction necessary. We are of the opinion that Italian business should be allowed to function to some slight extent.

(d) Not true. Tires are being issued to U.T.R. if and when available. Furthermore, the Perelli plant has stopped retreading operations for six (6) weeks due to lack of materials. The plant is operated by REMI and AC HQ receives a certain allotment of tires. This Headquarters has nothing to do with the operation of the Perelli plant.

(e) These facts are well known by our Industry and Commerce Division. Reactivation of these facilities is subject to power and materials. Materials are either non-existent or blocked. Power is one-third of normal in the Region and priority in all cases is naturally given to the military.

John D. Ames
JOHN D. AMES
Lt. Colonel
Acting Regional Commissioner

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