

RESTRICTED

HANDBOOK
FOR
KREIS RESIDENT OFFICERS

PART II
(Technical)

PAMPHLET No. 10

TRANSPORT

CONTENTS

	PAGE
1. General	1
2. Highways and Highway Transport	4
Appendix "A": Organisation of Transport Division .	5
Appendix "B": List of Restrictive Legislation affecting Highways and Highway Transport Branch	8
Appendix "C": Licences for Motor Vehicles, Permits, POL issues, etc.	9
Appendix "D": Locations of Transport Division Control Teams	13
Appendix "E": Organisation of British-U.S. Transport Control	15

I. GENERAL

1. Transport is a national Service and in many cases with international obligations, consequently, and in accordance with the Potsdam Agreement, it is one of the four fields of activity in which the central administration for Germany as a whole is the ultimate goal. Pending the formation of a German central administration, it has, in general, been controlled zonally and reserved from the authority of governmental organisation below zonal level, except in the case of Highway Transport, where the day to day operation and repair has been decentralised to Land control.

2. With the economic fusion of the British and American Zones, transport has become one of the subjects which are controlled bi-zonally. At the same time, in accordance with the policy of Military Government, responsibility has been and is being delegated more and more to the German authorities.

With effect 1st Jan 1947, transport in the British Zone is controlled as follows :—

(a) *German Control.* This consists of an Executive Committee for Transport, comprising a permanent non-voting Chairman and Deputy Chairman and, at present, three voting members from the American Zone and three voting members from the British Zone. The members are Ministers for Traffic or other nominees from the Länder in each Zone. A permanent Secretariat is attached to the Committee. Acting under the Executive Committee for Transport are four German administrations covering :—

(i) *Railways.* Hauptverwaltung der Eisenbahnen des Amerikanischen und Britischen Besatzungsgebietes (HVE). To control centrally all activities in the fields of Railway transport, including Kleinbahnen.

(ii) *Highways and Highway Transport.* Hauptverwaltung Strassen im britischen und amerikanischen Besatzungsgebiet (HVST). To formulate general policy for Highways and Highway

Transport—to promulgate amendments or additions to the general law relating to Highways and Highway Transport—uniform tariff and rates policy—allocation of stores in short supply—uniform regulations for construction and maintenance of Highways required for inter-Lander, interzonal-Lander, interzonal, and (where not controlled by the Allied Authorities) international Highway transport.

- (iii) *Inland Water Transport.* Hauptverwaltung für Wasserstrassen und Binnenschiffahrtsverkehr (HVWB). To control all Inland Waterways concerned with international, inter-zonal, and inter-Lander traffic, and to issue regulations concerning the registration and operation of Inland water craft.
- (iv) *Maritime Ports and Shipping.* At present Shipping and Ports are separate organisations known as Seeschiffahrtsamt and Seehafen Generaldirektion respectively. They will, however, be re-organised under one Hauptverwaltung whose function will be to control the administration of sea-ports, together with all matters pertaining to navigational aids, buoys, lighthouses, etc., in coastal waters, and to control the registration and operation of coastal shipping. All these authorities, with the exception of Highways, have a series of subsidiary offices throughout the Zone through which they exercise the powers conferred on them by the Control Commission through the Transport Division. In the case of Highways legislation formulated by the zonal administration is translated into executive form by the Land authorities.
- (b) *Bi-zonal Control.* Acting under the Bipartite Board in Berlin (British and American Deputy Military Governors) is a Bipartite Transport Panel consisting of the respective Chiefs of the American and British Transport Divisions. This Panel is responsible for the formulation of Bipartite Transport policy. Its decisions are communicated to the German Executive Committee for Transport through the medium of a Bipartite Transport Control Group located at Bielefeld but moving shortly to Frankfurt. The

functions of this Control Group are to pass to the German Committee policy rulings of the Bipartite Panel and implement them with executive instructions where necessary.

- (c) *British Control.* Inspectorates are being set up, based on the existing Branches and Control Teams, whose areas of responsibility do not, of course, except in the case of Highways, correspond with Regional/Länder boundaries. These inspecting Teams will come under the control of the respective Directors of the four Transport Branches who also will be the British representatives on the Bipartite Control Group for the respective Branches of Transport.

TRANSPORT DIVISION REPRESENTATION AT AT REGIONAL HQ

3. A small Transport Division staff is located at each Land HQ in the British Zone, whose function is principally advisory.

They are responsible for keeping the Regional Commissioner and the Senior Economic Controller fully informed on the movement of the principal commodities. They act as the normal link between the Regional Commissioner's staff and the German Ministers for Traffic and also with the Transport Division's Inspectorate Teams, except in the case of Highways and Highway Transport.

REGIONAL TRANSPORT BOARDS

4. These Boards, which are under the supervision of the TD Staff at Land HQ, have been set up to ensure that the best use is made of the Transport resources available within the Land to cover the requirements of Trade & Industries and other Divisions. They arrange local priorities and ensure that traffic is allocated in accordance with the overall policy.

ALLOCATION OF TRAFFIC

5. As a matter of general policy, the movement of traffic should be encouraged by Inland Water Transport, Coastal Shipping, and Railways, in that order of preference. The use of road transport is to be avoided in all cases where a practical alternative exists.

RAILWAYS, I.W.T., PORTS AND COASTAL SHIPPING

6. Subject to the overriding control of the Bipartite Control Group, Transportation services are operated on a normal commercial basis. The German user is served by Station-masters, Shipping or Forwarding agents, etc., in the normal manner. These agencies are aware of current regulations and can give information accordingly.

II. HIGHWAYS AND HIGHWAY TRANSPORT

7. This subject requires to be dealt with in rather more detail as, being organised partly in conjunction with German local administrative channels, it is the branch of Transport with which the Kreis officer will most frequently come in contact.

In general, the policy governing the operation of road Transport and also the maintenance of the necessary roads and bridges is restrictive in purpose, and details of legislation of a restrictive nature are attached at Appendix "B". The main purpose behind these restrictions is to satisfy the fundamental principles set out in paragraph 9 and also to avoid unnecessarily heavy demands on imported fuel, tyres, spare parts, etc., which the present economic position makes it necessary to reduce to a minimum.

INFORMATION

8. The control of work on Roads and Bridges and the operation of all road vehicles, including municipal Tramways and certain Underground and small-gauge Railways, is the responsibility of Highways and Highway Transport Branch of the Bipartite Control Group. The actual day to day operations have been decentralised and, under the terms of Mil Gov Ordinance No. 57 are now within the Legislative powers of the Länder. Certain aspects of the function, relating mainly to standards, safety measures, licensing of vehicles and drivers, control of material in short supply, and international questions, have been reserved for Central Legislation, either by the Allied Authorities or by the German Central Authorities.

ORGANISATION

9. (a) *British Control.* Control of the German authorities responsible for Highways, Bridges and Road Transport is exercised by technical inspectors of Highways and Highway Transport Branch located at HQ and on the Staff of each Regional Commissioner.
- (b) *German Execution.* The Hauptverwaltung Strassen im Britischen und Amerikanischen Besatzungsgebiet (HVSt) is a bi-zonal organisation and functions as the highest Highways and Highway Transport Authority for the two Zones, under the German Executive Committee for Transport. It is situated at Bielefeld, whence it legislates on all aspects of the Highways and Highway Transport function specifically reserved from Land competence. It has no subordinate bodies which it controls directly, but relies for the implementation of its decrees upon the Strassenbau- und Verkehrs-Direktionen (SVD) in each Land Traffic Ministry, and the lower offices Strassenverkehrs-Hauptämter (SVHA) (Regierungsbezirk level), Strassenverkehrsämter (SVA) (Kreis level), and Strassenbau-Ämter (SBA) (conforming to the old geographical boundaries of the Landesbauämter).

LICENCES FOR MOTOR VEHICLES, PERMITS POL ISSUES ETC.

10. Details of the correct procedure for licensing vehicles, the necessary documentation and permits, together with the manner of procuring POL, are set out at Appendix "C".

REPAIR AND MAINTENANCE FACILITIES FOR VEHICLES

11. M.T. Workshops, conducted upon normal civilian lines, have been established in all Kreise for the repair and maintenance of German road transport. Workshops have also been established for the repair of trams and buses.

The Main Distributor and Dealer Organisation has been organised throughout the British Zone for the distribution of spare parts, including tyres, tubes and

batteries. Tyres, tubes and batteries can only be obtained from distributors and dealers after the approval of the Strassenverkehrsamt has been given.

The supply of building materials, steel, timber, and other restricted articles for use by these workshops is centrally controlled.

REPAIR AND MAINTENANCE FACILITIES FOR ROADS AND BRIDGES

12. The German Highway Authorities reconstruct and maintain Highways and Bridges in accordance with the fundamental principles fixed by the Bipartite Control Authorities and on the following basis of priority :—

- (a) Priority A Military Network.
- (b) Priority B Military Network.
- (c) By employing remaining resources and labour on work designed to raise the standards of German economy to the limits prescribed by quadripartite agreement.

It is the function of Highways and Highway Transport at Regional HQs to ensure, by inspection, that the work is undertaken in accordance with the above.

CONCLUSION

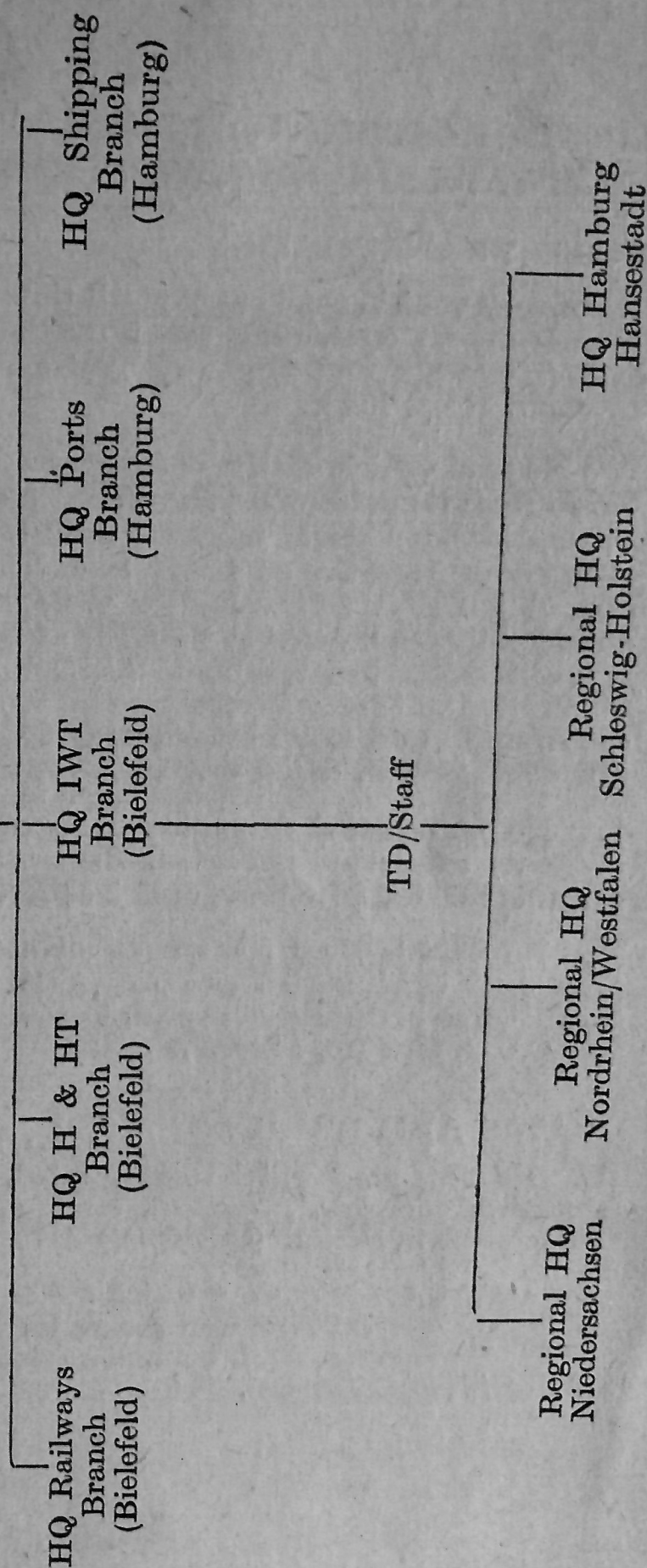
13. At Appendix "D" will be found details of Transport Division Team locations.

14. At Appendix "E" is a chart showing the chain of control and inspection by the US-British Divisional Staffs.

Appendin "A"

Headquarters, Transport Division, Control Commission for Germany (British Element)
(Berlin)

Zonal Executive Offices of the Headquarters, Transport Division, Control Commission
for Germany (British Element), (Herford)



APPENDIX 'B'

**LIST OF RESTRICTIVE LEGISLATION AFFECTING
HIGHWAYS AND HIGHWAY TRANSPORT BRANCH
ROAD TRANSPORT**

1. Every vehicle shall carry at all times a special Log Book (Fahrtenbuch) containing exact details of its journey and load (Highways and Highway Transport Branch Technical Instruction No. 70A).
2. No road vehicle shall operate over a distance of more than 80 km from its point of origin without a special authorisation. Exemptions for single journeys may be obtained from the Strassenverkehrsamt at Kreis level. Exemptions covering several journeys and valid for three months can only be obtained by application to the SVD at Land level. The SVD, acting as a Secretariat, submits these applications to a German Committee which has been set up by the Ministerpräsident of each Land. (Mil Gov notice dated 13 Oct 45 and HQ letter HQ/06801/Sec E, dated 8 August 46, refer).
3. No motor car shall operate on Sundays or public holidays without a special authorisation. Exemptions to, and authority for, this rule are as in paragraph 2 above.
4. No vehicle shall operate at all unless licensed by the Transport Organisation as an essential vehicle. (Highways and Highway Transport Branch Technical Instruction No. 7 and C.C.G. Law No. 14 refer).

ROADS AND BRIDGES

1. No new road will be constructed, or road under construction completed, without reference to the Transport Directorate in Berlin. (CORC/P(45)119 refers.)
2. Only those Highways which are necessary for the needs of the Occupation Forces of the Allied Powers or the agreed German economy shall be maintained in good condition. (CORC/P(45)119 refers.)

APPENDIX 'C'

LICENCES FOR MOTOR VEHICLES, PERMITS
POL ISSUES ETC.

LICENSING OF MOTOR VEHICLES

1. All vehicles licensed to operate must carry vehicle registration plates of a certain design. For the year 1947 the letters and figures of these plates are embossed in black on a light blue background. Each plate carries two letters representing the district of origin, then two figures representing the number of the Kreis in that district, and four figures representing the registration number of the vehicle. The year 1947 is embossed in black beneath these figures. Trailers carry a separate number plate to their tractors; the letters and figures are on the same basis as for prime movers, with the addition of the letter 'A' in the centre of the plate. Certain types of vehicles used for official duty are exempt from taxation and, in the case of these vehicles, the number plates are issued free. The rates of taxation are scheduled in Mil Gov Law No. 14 which amends, in certain respects, the main German Law governing the taxation of motor vehicles - the Kraftfahrzeugsteuergesetz.

METHOD OF OBTAINING LICENCES

2. Application, together with the following documents, must be made to the Strassenverkehramt of the Kreis in which the vehicle is based.

- (a) Fahrtenbuch.
- (b) Evidence that an Insurance Cover is held in accordance with German Law.
- (c) Kraftfahrzeugschein or Mil Gov Form of Registration
- (d) Kraftfahrzeugbrief or Vehicle Registration Book.

FAHRTENBUCH

3. All operators of motor vehicles are required to maintain a Vehicle Log Book (Fahrtenbuch). On the inside cover of this book will be found details of the uses for which the particular vehicle can be put. The notice on the cover of the book constitutes a valid Military Government Notice, and any person not complying with the notice may be prosecuted.

4. All demands for liquid fuel coupons for motor vehicles are submitted to the SVA at Kreis level.

Fuel coupons are provided on a scale sufficient for the purposes for which the vehicle is allowed to operate as shown in the Vehicle Log Book (Fahrtenbuch).

GERMAN ORGANISATION

5. In every Kreis there is a Strassenverkehrsamt (SVA) which deals with all road transport matters both operating and maintenance, and includes the Kreis Engineer. The SVA is directly under the Strassenbau- und Verkehrsdirektion (SVD) which is a Department of the Land Ministry of Transport. SVA's are staffed and paid by the SVD and are not part of the Kreisausschuss, but they take advice on such matters as granting of licenses, petrol allotments etc., from a Sub-Committee of the Kreistag.

Road repairs and maintenance are carried out by Strassenbauämter (SBA) which are also departments of the SVD. SBA districts do not conform to Kreis boundaries. They are further subdivided into Strassenmeister districts which bear no relation to administrative boundaries.

TRANSFER OF VEHICLES

6. Transfer of ownership of vehicles from one German to another follows normal trade practice subject to consent of the SVA and to observance of price control. Under existing German law there is no authority below the level of the Land Government which can legally requisition a vehicle from one German for the benefit of another or for the benefit of a public authority.

MANDATORY DEMANDS

7. Demands for transport on behalf of BAOR must emanate from CRASC of the formation concerned and must be made to H and HT Branch at Region who will implement them by means of an order issued by the Regional Commissioner to the Land Government. No unit or formation may directly requisition transport from the local authorities at Kreis level. Similarly, transport required by Divisions of CCG, e.g. PW/DP, RD and R etc., must be demanded through H and HT

Branch at Region. The responsibility for preparing 80 G procurement forms rests with the demanding formation/division who forward them to the Kreis Resident Officer for issue.

PROCUREMENT OF VEHICLES

8. The procurement of vehicles for BAOR/CCG is carried out in the following manner. The demanding formation/division indicates which vehicle it requires to H and HT Branch at Region. If the vehicles are not considered essential to the German economy, H and HT Branch will prepare Appendix 'A', request for requisition, and forward it to Maint 2, LUBBECKE, who in turn approve and forward to Central Purchase Unit, BAOR, for implementation. CPU prepare the necessary 80 Gs and forward them to the Kreis Resident Officer for issue.

There is no other method whereby vehicles may legally be taken from a German owner by any British or Allied individual or formation.

The purchase of German cars by British and Allied personnel is forbidden by Ordinance 56.

The purchase of German cars by DPs is also forbidden by Ordinance 56 unless they have elected to leave their DP camp and engage in German industry and receive a German ration card. In the latter case they may also be granted a permit to operate the vehicle subject to the usual condition of essential service.

LIQUID FUEL

9. A bulk allotment of fuel for transport purposes is made monthly to each Kreis by the Landeswirtschaftsamt. A demand for fuel is made monthly by each user to the SVA who indicates to the Kreiswirtschaftsamt how many coupons should be issued based on the purposes for which the vehicle is licenced. Cases of doubt or dispute may be referred to the Kreis licencing committee. Thereafter the actual fuel coupons are issued by the KWA. This dual check is considered most important, and Kreis Resident Officers should, from time to time, examine the records of the KWA to ensure that issues do, in fact, correspond with SVA recommendations.

The actual fuel is delivered into dealers' pumps by the Zentralbüro für Mineralöl (ZB), who are responsible for keeping installations stocked.

The ZB are a commercial concern supplying the demands of the LWA, and in cases of breakdown in supply, action should be taken by the KWA.

PUBLIC SERVICES

10. The power to authorise bus services is vested in the SVD. Broad principles to be observed by the SVD in considering applications are :—

- (a) That preference will be given to the small operator rather than to the large combine.
- (b) That no service will be permitted where there are alternative rail facilities.
- (c) No long distance services except as a temporary expedient.

The interests to be considered first are those of school-children and workers. Thereafter provision may be made, as far as resources permit, for country people to travel to their nearest market or Kreis town.

Authorisation of tramway services similarly rests with the SVD, and is governed by the amount of current permitted to be used.

GERMAN WORKSHOP

11. Every motor repair workshop must be authorised to operate by the SVD and be in possession of a production permit issued by the LWA. The production permit entitles the holder to receive his due share of coal, steel and other controlled materials. It also entitles him to purchase spare parts, tryres, batteries, etc., through trade channels from the main distributors. Work undertaken by German workshops on behalf of BAOR/CCG is paid for by 80 G procurement.

APPENDIX 'D'

LOCATIONS OF TRANSPORT DIVISION CONTROL TEAMS

RAILWAYS

Railway Control Teams are situated at :

MUNSTER
HANNOVER
HAMBURG
ESSEN
WUPPERTAL
COLOGNE

An Eisenbahn—Zentralamt is situated at Gottingen.

HIGHWAYS AND HIGHWAY TRANSPORT

Land N. Rhine/Westfalen . . .	DUSSELDORF
Land Niedersachsen . . .	HANNOVER
Land Schleswig-Holstein . . .	KIEL
Hansestadt Hamburg . . .	HAMBURG

I.W.T.

Munster IWT Control Team . . .	HILTRUP, MUNSTER
Duisburg, IWT Control Team . . .	DUISBURG (Rhine Operating)
Hamburg IWT Control Team . . .	HAMBURG
IWT Engineering Inspectorate . . .	HQ, WINDELS- BLEICHE, BIELEFELD (Detach- ments at DUISBURG, MUNSTER and HAN- NOVER)

PORTS

Hamburg Port Control Team . . .	HAMBURG
Lubeck Port Control Team . . .	LUBECK (Covers whole of Schleswig-Holstein)
Emden Port Control Team . . .	EMDEN

SHIPPING

Shipping Representative	.	.	HAMBURG
Shipping Representative	.	.	EMDEN
Shipping Representative	.	.	LUBECK

NOTE :

Control Teams are Inspectorates and may only give executive orders in cases of emergency. Control Teams, however, deal with the problems concerning Allied and International Traffic.