

GHQ/SCAP Records (RG 331, National Archives and Records Service)

Description of contents

- (1) Box no. **2881**
- (2) Folder title/number: **(11)**
Transportation
- (3) Date: **Dec. 1947 - Sept. 1949**

(4) Subject:

Classification	Type of record
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(5) Item description and comment:

(6) Reproduction: Yes No

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HEADQUARTERS EIGHTH ARMY
United States Army
Office of the Commanding General
APO 345

LEGAL
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CENTRAL
SEP. 23 1949

AGJW 567 (8 Sept 49)

SUBJECT: Limitation on Activities of Japanese Steamship Agents

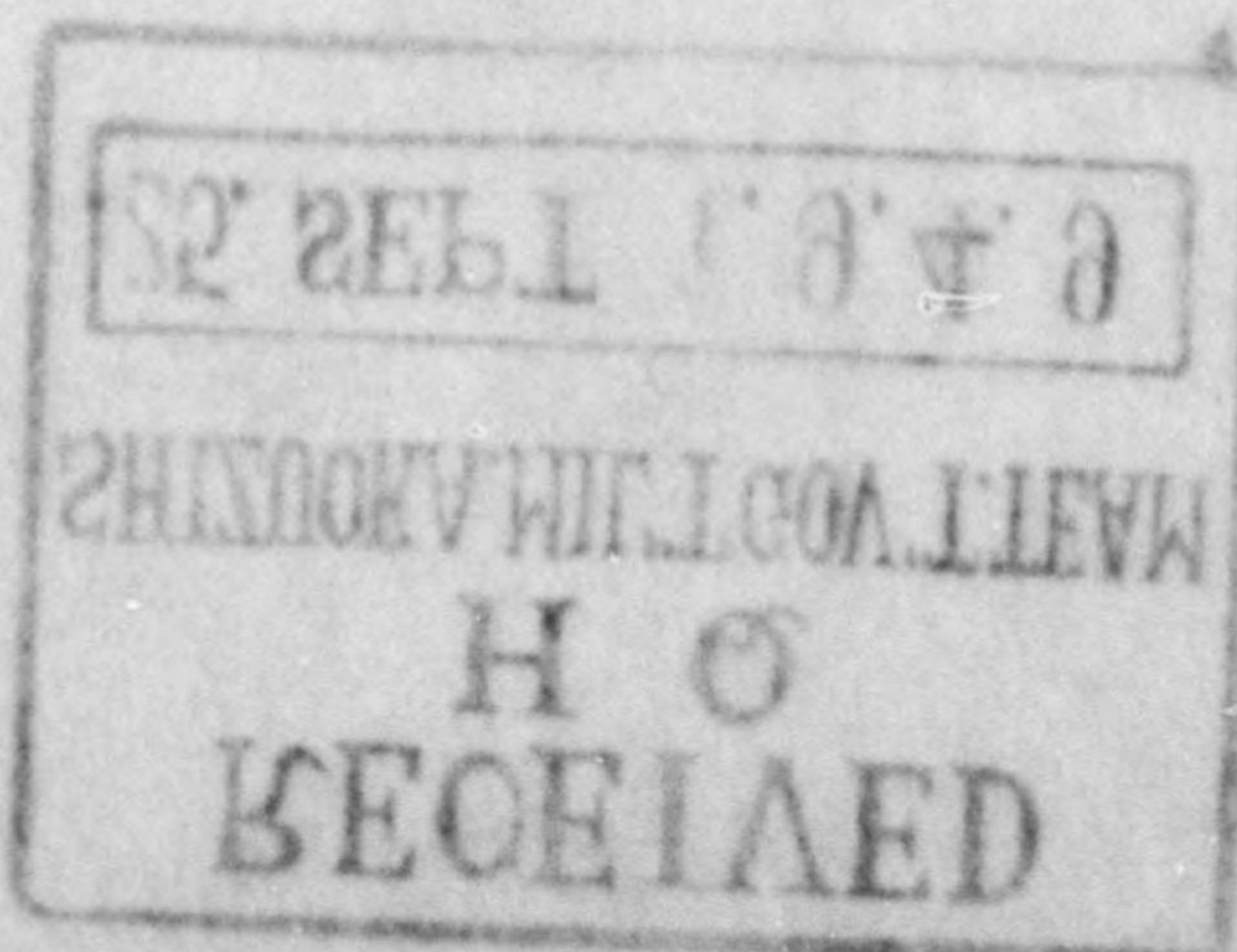
TO: Commanding General, I Corps, APO 301
Commanding General, IX Corps, APO 309
Commanding General, Yokohama Command, APO 503
Chief, Shizuoka Civil Affairs Team, APO 1007
Chief, Kanagawa Civil Affairs Team, APO 503
Chief, Tokyo Civil Affairs Team, APO 503

Inclosed for your information and compliance is copy of letter, General Headquarters, Supreme Commander for the Allied Powers, file AG 567 (31 Aug 49)CTS, 31 August 1949, subject as above.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

1 Incl:
Cpy ltr. SCAP 31 Aug

CHARLES A. HULE
Captain AGD
Asst. Adj. Gen.



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HEADQUARTERS
SHIZUOKA CIVIL AFFAIRS TEAM
APO 1007

Central File JWJ/ky
2 September 1949

SUBJECT: "Petition for Additional Bus Service
in the Izu Peninsula"

*RWA
AFB*

TO: Commanding General
Eighth Army
APO 343
Attn: Civil Affairs Section

1. The attached petition for increased bus service in the Izu peninsula area of this prefecture is forwarded without comment as this Headquarters does not have facilities for verifying traffic requirements.

2. Several hotels in this area have recently been placed on limits to Occupational Forces. Busses are the only means of transportation available to personnel without private vehicles.

FOR THE CHIEF:

1 Incl:
Petition dated
31 Aug. 49.

ROBERT F. BARBOUR
WOJG USA
Adjutant

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HEADQUARTERS
SHIZUOKA MILITARY GOVERNMENT TEAM
APO 1007

18 May 1949

JBR
JMB
BY

SUBJECT: "Purchase of Bicycle"

THRU: Detachment Commander
Shizuoka Military Government Team
APO 1007

TO: Japanese Liaison Office, Shizuoka Prefecture.

Request the undersigned be given priority to purchase a Japanese bicycle.

JOHN F. STAY
PFC RA-32747823

1st Ind

HQ. DETACHMENT, SHIZUOKA MILITARY GOVERNMENT TEAM, APO 1007, 18 May 1949.

TO: Japanese Liaison Office, Shizuoka Prefecture.

Recommend approval.

J. B. Broadway
J. B. BROADWAY
1st Lt. Inf
Detachment Commander

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GENERAL HEADQUARTERS
 SUPREME COMMANDER FOR THE ALLIED POWERS
 CIVIL TRANSPORTATION SECTION
 APO 500

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Letter No. 2

Abbreviations:

- CTS - Civil Transportation Section
- SCAF - Supreme Commander for the Allied Powers
- JGR - Japanese Government Railways
- GMB - General Maritime Bureau
- ESS - Economic and Scientific Section, GHQ, SCAF
- ESB - Economic Stabilization Board

General

Transportation Plan: The first quarter plan for the movement of tonnage by the major transportation media follows: rail 35,637,600 tons (including 1,350,000 tons by private railway), ships 14,054,640 tons and motor vehicles 54,531,900 tons, or a total of 104,224,140 tons. The program for rail and water transportation exceeds both the schedule and performance of these media in the first quarter of fiscal year 1948-1949. Highway schedule is 6,387,100 tons below the schedule for the first quarter of last year, which was later determined to be an excessive forecast. The total plan is 58,360 tons under the amount scheduled for the first quarter of last year. Performance during the first quarter of last year fell approximately 11,963,240 tons short of goal. It is anticipated that performance in 1949 will more nearly approximate the goal as it is now recognized that in 1948 plans were unrealistically high. The transportation plan for the fiscal year 1949-50 is geared to a coal production of 42 million tons for the year. Failure of coal production to meet this goal will result in less tonnage offered to railways (possibly as much as 200,000 tons per month).

Transportation Facilities Utilization: Recommendations resulting from studies made in GHQ, SCAF, are being implemented by the Japanese to effect the most efficient utilization of transportation facilities by diverting short-haul traffic from rail to highways. Bulk commodities moving over long distances are planned to be carried by water transportation and expensive short-haul traffic diverted from rail to highway transportation. An adjustment in rail freight rates is economically desirable to permit government railroads to be self-supporting, and to ease the taxpayers' burden in supporting subsidized transportation. However, due to other stringent economic measures, an adjustment of freight rates awaits further economic stability. The Diet is presently acting on passenger fare increases; possibly a 60 percent increase will result. As a matter of information, it is necessary for the Diet to pass on rate and fare adjustments for the Japanese National Railway Corporation.

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Private Commercial Entrants: With the availability of 1st class sleeper service on Japanese Railways from Tokyo to Sapporo and Tokyo to Shimonoseki, SCAP regulations which permitted the use of Occupation Force rail and bus facilities by commercial entrants, are being amended to preclude the use of Allied Military Trains by commercial entrants.

Rail

Rolling Stock Construction Program: Due to budgetary limitations the new construction of rolling stock for the Japanese Government Railways will be limited to 1,956 freight cars (all types) and 242 passenger cars. Private railways are expected to build a total of 256 rolling stock items including 76 freight cars, 32 locomotives and 148 miscellaneous cars.

The condition of rolling stock, although improved over last year, is still not up to standards required for safe and efficient operation. Revolutionary changes in rolling stock repair methods are presently being instituted. This will include rebuilding and reconditioning based on actual condition of equipment and will eliminate periodical shopping of equipment and present tendency toward patchwork. To increase production in JGR shops rolling stock will be scheduled by types and series. Only one type and series of cars will go through the shops at a time. This will enable assembly line production. If this system can be successfully implemented, there will be no necessity to enlist private industry for repair work. Military Government surveillance will not be necessary.

Construction of Tracks and Facilities: A total of 16,548,399,000 yen was estimated by JGR for the fiscal year 1949-50 as necessary for construction and improvement of permanent ways, stations, yard tracks, operation equipment, station buildings, terminal and harbor facilities and colliery equipment. The proposal is being screened by SCAP at the present time.

Estimated Revenue, JGR Fiscal Year 1949-50: CTS, SCAP anticipates that JGR will balance its operating revenue against its estimated expenses of 115,203,372,000 yen for the fiscal year 1949-50. In order to increase railway income SCAP approved an increase of 60 percent in passenger fares which is now being considered by the Diet. Three-month and six-month commuter tickets will most likely be abolished. Allowing for a possible 10 percent decrease in number of travelers because of increased fares, it is anticipated that the additional revenue obtained from the increase will balance the fiscal year 1949-50 budget. If it is determined, after about six months, that the estimates are not met, the situation will be reevaluated and further adjustments made at that time necessary to balance the JGR budget in accordance with the "nine-point economic program."

Surplus Trackage and Facilities: Surveys have been made of all trackage and facilities formerly used for military purposes by the Japanese army and navy which was acquired at the beginning of the occupation to determine how much was serving a useful purpose. All tracks which

are not being utilized to serve some Occupation Forces requirement will be released to the Japanese to provide critical materials for use in essential maintenance and construction work.

Water

Decentralization of Shipping Control: On 1 April 1949, all cargo vessels under compulsory bareboat charterage to the Japanese Government were released to respective steamship owners to be employed on a time charterage basis by the Japanese Government agency known as the Civilian Merchant Marine Committee. By this action, ship owners for the first time since 1942, have the responsibility for manning, supplying and repairing their own ships. This action affects 915 vessels totaling 1,367,200 tons. This was the last step in the implementation of SCAPIN 1931, dated 2 September 1948. Progressive phases of the program contained in that directive were carried out as follows:

- a. All vessels to which complete title was held by the Japanese Government and engaged in special service of the government have been returned to respective ministries having jurisdiction.
- b. Privately owned special service vessels, such as salvage ships, barges and tugs, have been returned to their respective private owners.
- c. Fishing vessels have been returned to their respective private owners.
- d. All steel vessels formerly under the operation of the Government Civilian Merchant Marine Committee, totaling some 697 cargo ships were changed from bareboat to time charterage as indicated above.

The decentralization of shipping control is designed to utilize more efficiently the existing fleet for the benefit of the national economy; effect economies in the Japanese budget; and to introduce further private incentive into the shipping industry, which should ultimately increase the lifting capacity of the fleet.

Highway

Small Passenger Car Production: Increased production of small-size passenger cars from 300 to 3,000 per annum has been approved by SCAP for domestic use in Japan to replace 3,818 aged cars of over 1,600 cc capacity which are exorbitant consumers of gasoline and no longer of value to the economy.

Japanese Road Maintenance Program Fiscal Year 1949-50: The fiscal year budget approved by SCAP for the maintenance and repair of roads under SCAPIN No. 1943 has been established as 5.6 billion yen and the Ministry of Construction is revising its road repair and maintenance program accordingly which will be submitted to CTS and ESS of SCAP for approval. SCAP, CTS, has received plans submitted by the 8th Army Engineer showing the streets and roads of interest to the military, which have been checked against the plans submitted by the Japanese Government. The 8th

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Army will be fully informed as to which roads of interest to the 8th Army will be repaired and maintained.

Disposal of Surplus Vehicles: By a memorandum to the Japanese Government, dated 12 April 1949, SCAP removed all controls previously imposed by SCAP on the disposition of surplus United States Government vehicles sold to the Japanese Government.

Diversion of Short-Haul Freight to Highways: CTS, SCAP, has been assisting and advising the Japanese Government in the promotion of a program to divert the short-haul traffic from rail to highways. A National Committee of affected interests has been organized and activated. The committee has implemented a plan for diversion of traffic within the Tokyo-Yokohama, Nagoya, Osaka-Kobe and Fukuoka areas which is to be extended to include all industrial and shipping centers. It is estimated that 2,000,000 tons are expected to be diverted from rail to highways during the fiscal year 1949-50.

G. Barnes Lt Col TC

For
H. T. Miller
Colonel, TC
Chief, Civil Transportation Section

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FUKUOKA MILT GOV'T TEAM

10 MAY. 1949

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Central File

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Report Control Symbol QCTS-(OT)-04

HEADQUARTERS
SHIZUOKA MILITARY GOVERNMENT TEAM
APO 1007

15 February 1949

SUBJECT: "Transportation Control of Critical Materials"

TO: Commanding General
Eighth Army
APO 343
Attn: Military Government Section

Handwritten notes:
[Signature]
(1st) [unclear]
by [unclear]
WP
[Signature]
[Signature]

1. Reference is made to letter, Headquarters Eighth Army, File AGMOEM 500, 13 January 1949, Subject: "Transportation Control".

2. In compliance with above reference subject report is transmitted herewith.

FOR THE COMMANDING OFFICER:

Incl
Transportation
Control Report (3)

ANDREW E. FARRELL
Major, Cav
Adjutant

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Central File

Report Control Symbol QCTS-(OT)-04

HEADQUARTERS
SHIZUOKA MILITARY GOVERNMENT TEAM
APO 1007

15 February 1949

"TRANSPORTATION CONTROL OF CRITICAL MATERIALS"

Covering the surveillance and supervision of Transportation Control of Critical Materials for this prefecture (Shizuoka), the "Transportation Certificate Ordinance", apparently does not effect the utilization of the available transportation facilities.

The certification system on all critical materials prevents illegitimate flow of Blackmarket Goods and especially the provisions of PD Food Memorandum No. 15, which restricts all petty Blackmarketees operating on shuttle trips.

All available transportation is being utilized and is operating very effectively with the coordination of the activities of the various Japanese agencies concerned with freight. However it is believed that there will be some shortage of transportation when the landings of marine product are unexpectedly heavy.

The effectiveness of the ration and price control system is somewhat interrupted by the small allocation of gasoline, oil and replacement parts for trucks and it is presumed that all shortages are obtained through the Blackmarket.

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HEADQUARTERS EIGHTH ARMY
 United States Army
 Office of the Commanding General
 APO 343

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FILE COPY
 13 JAN 1949

AGNGEM 500

SUBJECT: Transportation Control

**TO: Commanding Officer
 Shisuka Military Government Team
 APO 1007**

1. Reference: Operational Directive 70, this headquarters, 9 December 1947, subject: "Transportation Control."

2. A report, "Transportation Control of Critical Materials," (Report Control Symbol QCTS-(OT)-04) will be submitted to reach this headquarters by 20 February 1949 by regional Military Government units and separate Military Government Teams operating directly under this headquarters. Reports will show the following:

a. Findings of prefectural military government teams as to effect the operation of the "Transportation Certificate Ordinance" has had on the utilization of the available transportation capacity. Such findings will be supported by citations of actual cases, including pertinent details.

b. Recommendations for modification of the transportation certificate controls for expediting the movement of freight without unduly jeopardizing the effectiveness of rationing and price control systems.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

MONROE H. HINEY
 Major, AGD
 Asst. Adj. Gen.

17 JAN 49
 SHISUKA MILITARY GOVERNMENT
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HEADQUARTERS EIGHTH ARMY
 United States Army
 Office of the Commanding General
 APO 343

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AGMGEM 500

SUBJECT: Reporting Transportation Activities in the Monthly Military
 Government Activities Report

TO: Commanding Officer
 Shizuoka Military Government Team
 APO 1007

1. References:

- a. Operational Directive 53, this headquarters, 8 October 1948, subject: "Military Government Operational Report".
- b. Operational Directive 70, this headquarters, 9 December 1947, subject: "Transportation Control".
- c. Operational Directive 34, this headquarters, 16 May 1948, subject: "Transportation Coordination".

2. In the normal follow-up of activities reported upon in Annex D, Economics Summary (Reports Control Symbol MG 11 (R 2) of the various teams' Monthly Activities Reports, it has been noted that:

- a. Many comments have been made relative to transportation difficulties in the course of reporting on subjects other than transportation.
- b. Information which has been given is inadequate for corrective action at a higher level.

3. In reviewing cases where failure to move goods is reportedly due to transportation shortage, it is found that frequently other factors predominate in retarding movements, such as:

- a. Lack of purchasers for available stocks.
- b. Failure of buyers to call freight forward or shippers to offer because of speculative interests.

JAN 349

BASIC: Ltr, Hqs Eighth Army, APO 343, ACGMEM 500, subject: "Report in Transportation Activities in the Monthly Military Government Activities Report", dated

c. Delay or failure to move goods (otherwise available for movement) resulting from lack of transportation certificates, allocations and other economic controls.

d. Failure to synchronize allocations, transportation certificates, and stocks offered for movement with the planned orderly availability of transportation space.

4. Definite transportation difficulties do exist. Certain goods may materialize in excess of plans, which could move, within the limits of allocations, only if excess transportation is available. Also, excess transportation can develop from the failure of booked freight to materialize on time. Rate differentials may cause overburdening of the least costly medium of transportation, leaving excess capacity in other available methods.

5. In order to facilitate handling, activities reports may be improved by:

a. Referring to those matters which pertain to civil transportation, particularly freight movement problems, in the section of Annex D devoted to transportation.

b. When so commented upon, making a brief specific statement as to what is impeding the movement of freight. For instance, a statement that a plant is "operating at two-thirds capacity due to transportation difficulties encountered in the shipments of raw materials for processing at the plant", is inadequate to permit corrective measures without additional information as to:

- (1) Location of goods to be moved (in this instance raw materials).
 - (a) Geographical
 - (b) Proximity to public carriers
- (2) Whether or not reasonable time was allowed carrier to make equipment available for loading material after freight covered by necessary documents was offered.

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4 JAN 1949

BASIC: Ltr, Hqs Eighth Army, APO 343, AGMCEM 500, subject: "Reporting Transportation Activities in the Monthly Military Government Activities Report", dated

- (3) Reason for failure of carrier to move freight offered (carrier's statement).

BY COMMAND OF LIEUTENANT GENERAL WALKER:

MONROE N. HINEY
Major, AGD
Asst. Adj. Gen.

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HEADQUARTERS I CORPS
APO 301 (Kyoto, Honshu)

ABH/ay

2 January 1948

AG 500 - BA

SUBJECT: Coordination of Japanese Transportation Facilities

TO : See Distribution

1. It is recognized that there is much room for improvement in the utilization by the Japanese of available rail and water transportation, and the Supreme Commander for the Allied Powers has undertaken, and caused Japanese agencies to undertake, studies intended to produce more efficient operation.

2. At present, discrepancies exist between rail and water freight rates. It is cheaper to ship by government railway than by coastal steamer, although the government railways are greatly overburdened, and in many instances, coastal steamers are sailing empty or with only half cargoes. It is expected that new rate adjustments will encourage the shipping of bulky commodities by water instead by rail, and studies are being made concerning the rate differentials among:

- a. Railroad.
- b. Steel vessels.
- c. Small wooden vessels.

3. Education programs are being initiated to encourage the owners and operators of small wooden vessels to break away from their present practice of booking cargo in one direction only. There is no reason why ceiling rates for shipments by water must be maintained and, even though handling costs may be higher, it is probable that bulky cargo can be carried by vessels that would otherwise be sailing empty, and at a total cost under the cost of shipping by rail. The Ministry of Transportation is undertaking studies concerning the booking of return cargoes by vessels at present under the control of the Civilian Merchant Marine Committee.

4. Through the Ministry of Transportation, the Japanese Government Railway has been instructed to discourage the sending of empty railway cars to the port areas to pick up cargoes for which water transportation is already available.


~~14~~ 5 JAN 1948

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Itr, Hq I Corps, AG 500 - BA, subj: "Coordination of Japanese Transportation Facilities", dtd 2 January 1948. cont'd.

5. In the near future, it is planned to establish central coordinating committees which will be charged with the integration of all Japanese transportation facilities. In the meantime, it is desired that local military government teams give all possible encouragement and aid to the Japanese in effecting an equitable distribution of the transportation load between truck, rail and water transportation agencies. It is suggested that military government teams can coordinate work in this field with the surveillance now required over the use of transportation certificates under the provisions of Operational Directive 70 for 1947. Local military government team commanders should discuss immediate transportation problems with local railway and maritime officials in order to work out solutions on a prefectural level insofar as is possible. Particular attention should be given to the most expeditious means of transporting staple foodstuffs.

BY COMMAND OF MAJOR GENERAL WOODRUFF:

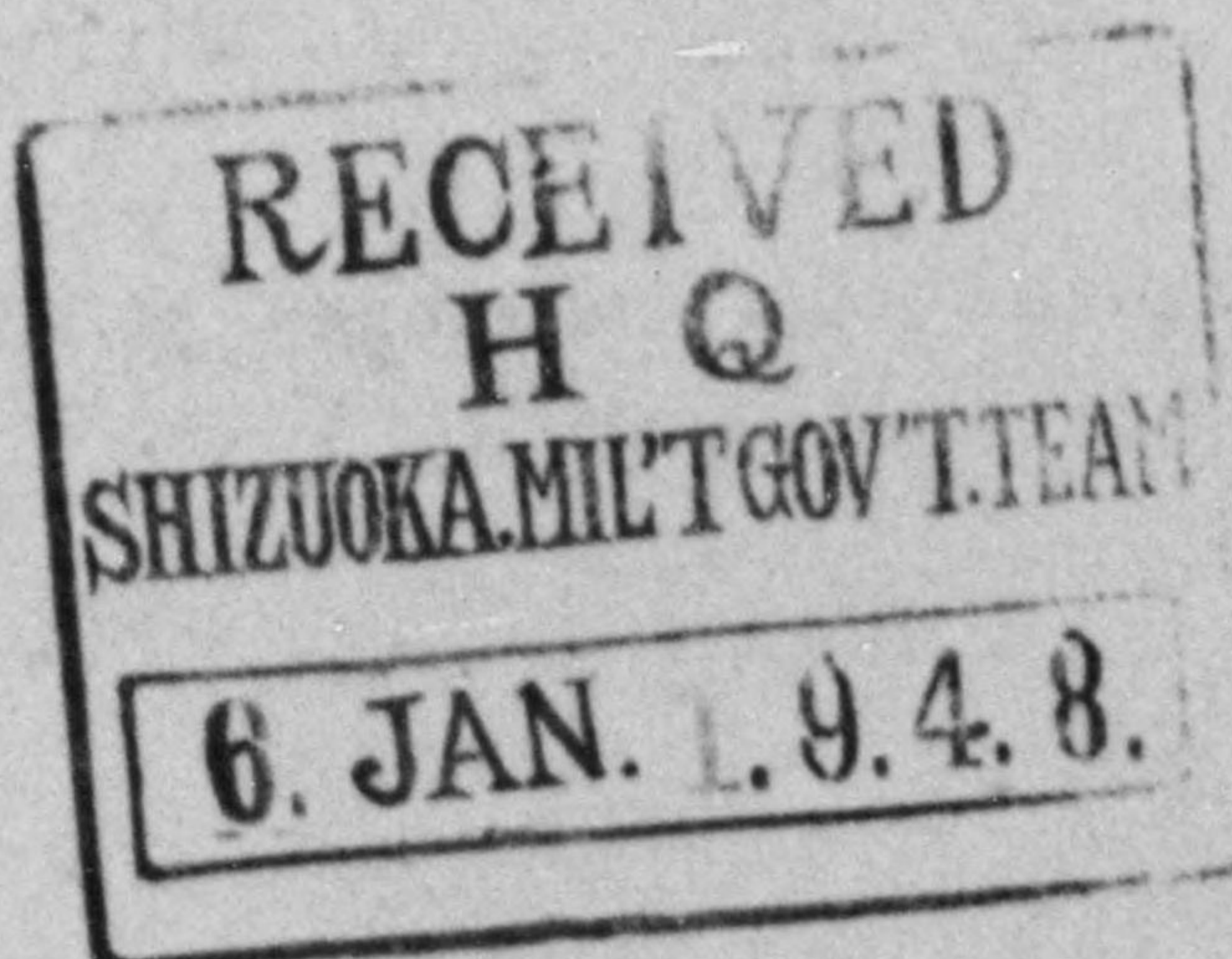

C. C. CARTER
Colonel, AGD
Adjutant General

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2 CG, Eighth Army, APO 343



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HEADQUARTERS
SHIZUOKA MILITARY GOVERNMENT TEAM
APO 1007

29 December 1947

SUBJECT : "TRANSPORTATION CONTROL".
THROUGH : Japanese Liaison Office, Shizuoka.
TO : Shizuoka Prefecture Economic Stabilization Board.

1. Reference : Economic Stabilization Board Instruction 14 dated 3 September 1947, Subject : "General Policy of the Certification System of the Transportation of Important Materials".

2. It is directed that a report of "Transportation Control" be submitted to this Headquarters, Attention: Economic Section on or before 3rd each month covering the activities of the preceding month.

3. This report will include the following information:

- a. Location of Inspections and dates in operation.
- b. Description of violations encountered, including type and quantity of materials, names and address of the consignors and consignees.
- c. Whether or not the materials were confiscated and if so, the agency to whom the materials were turned over.
- d. Other corrective action taken.
- e. Name of issuing agency of Transportation Certificates.
- f. Number of Transportation Certificates issued for each class of Transportation facilities (Railroad, Steamboat, Truck, Sailboat or Barge)

FOR THE COMMANDING OFFICER:

FINIS B. JEFFERY
Major, TC.
Executive Officer