

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Hungary	REPORT	
SUBJECT	Organization of Road Transportation	DATE DISTR.	10 November 1953
DATE OF INFO.		NO. OF PAGES	5
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	50X1-HUM

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1. General

- a. Up to 1948 about 80 - 85% of the road transportation in Hungary was privately owned. The only state enterprises then in existence were Mavaut, Autoker, Mogürt, and Belsped. These enterprises had about 300 - 400 trucks at their disposal with which they helped out railroad traffic and made special deliveries.
- b. After nationalizing the railroad transportation the Communists decided that the time was ripe to take over the road transportation too. Accordingly, almost all private road transfer companies had been nationalized. The few remaining vehicles were nationalized between 1950 - 1953.
- c. Two periods can be distinguished during these events. The first period of centralization (1948 - 1950) when Tefu (Teher Autófuvarozási vállalat or Truck Goods Transport Enterprise) was founded; the second was a period of decentralization (1950 - 1953) when the so-called "special purposes enterprises" (Célvállalatok) were founded.
- d. After ~~Mav~~ had been established an agreement was concluded between Tefu and MAV (Hungarian State Railroads) the object of which was to prevent harmful competition. It was agreed (and this principle still stands today) that the railroad would operate over long distances and Tefu over short distances (up to 51 km.) and would also carry out urgent deliveries.

2. Organization of Tefu

- a. The organization of Tefu was carried out with due regard to the following principles:
- (1) Close cooperation with Mav
 - (2) Emphasis on the so-called "transverse traffic".

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- (3) Preparation and planning for assisting the main railroad lines especially in connection with urgent special deliveries, e.g. Budapest - Ozd, Budapest - Zahony, Budapest - Szjalinvaros.
- (4) Local reinforcements for industrial junctions, e.g., Miskolc, Pécs.
- (5) The organization of road transport according to districts (without any gaps).
- (6) Provision of trucks and truck pools best suited for a particular type of work in a particular area.
- (7) Organization in collaboration with Mav of a good signals system.

b. The organization of Tefu on the basis of the above principles had been completed by the fall of 1949.

3. The original organization of Tefu was as follows:

Tefu Budapest General Directorate (Vezérigazgatóság).

a. Tefu Budapest Managements:

(Főnksegek)

- (1) Forgach Street
- (2) Pillangó Street
- (3) 2 Kőstelek Street
- (4) 2 Ceglédi Street
- (5) 3 Papai Street

b. Tefu County Managements:

- (1) Békéscsaba
- (2) Debrecen
- (3) Kecskemét
- (4) Miskolc
- (5) Nyiregyháza
- (6) Nagykanizsa
- (7) Pécs
- (8) Szeged

4. The General Directorate was in communication with both the Budapest and provincial managements via the Mav signals system (teleprinter to Miskolc, Debrecen, Pécs and Szeged).
5. In addition to the eight county managements mentioned above, there were also 87 county branch offices.
6. Reorganization of Tefu.

a. During 1950 - 1953 Tefu was decentralized and Hungarian road transportation was increased in size, partly by further nationalization, and partly by the setting up of the so-called "Special Purpose" enterprises.

b. Tefu suffered from over-centralization; it was not capable of executing provincial orders correctly, and factories were left with goods on their hands. There was a great shortage of vehicles as no more were being imported from the West and because most Hungarian -manufactured vehicles were destined for the armed forces. For these reasons it was decided to decentralize Tefu; this decentralization was carried out as follows:

- (1) The Tefu county managements were reorganized as independent branch offices. They still communicated with the Tefu Central Office but received their tasks on the basis of a quarterly plan; their local tasks had to be carried out independently. They also continued to receive their technical installations, etc., from the central office.
- (2) When traffic is particularly heavy, the provincial branch offices make daily situation reports by telephone or teleprinter to the central office. In this way the central office is enabled to appreciate the situation and arrange suitable transfers of trucks.

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7. The organization of Tefu is now as follows:

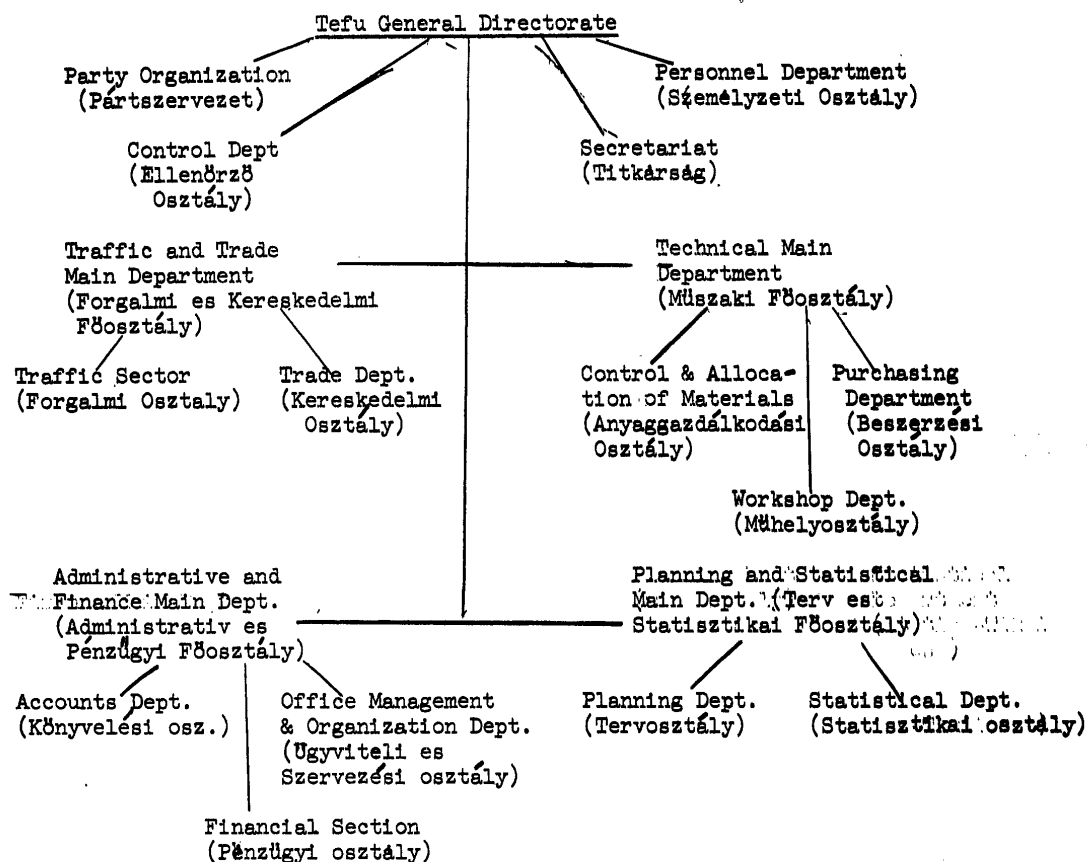
a. Budapest Managements

- (1) Tefu I: Budapest, Forgách Street
- (2) Tefu II: Budapest, Pillangó Street
- (3) Tefu III: Budapest, Köztelek Street
- (4) Tefu IV: Budapest, Papai Istvan Street
- (5) Tefu V: Budapest, Ceglédi Street

b. County Managements

- (1) Tefu Debrecen (Nyiregyháza)
- (2) Tefu Győr (Komárom)
- (3) Tefu Kecskemét
- (4) Tefu Miskolc
- (5) Tefu Nagykanizsa
- (6) Tefu Pécs (Branch offices: Mohács and Komló)
- (7) Tefu Szeged (Békéscsaba and Kiskunhalas)
- (8) Tefu Sztalinvaros

c. Each Tefu office was allotted to category A,B,C, or D according to the size of its vehicle park.

d. Organization of Tefu Central Office (Category A)

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- (1) The Party Organization, the Personnel Department, Control Department and Secretariat reported directly to the Tefu General Directorate.
- (2) The Party Organization was completely independent and was responsible only to Party Headquarters.
- (3) The top posts were all held by fanatical Communists, some of whom were former members of the AVH.
- (4) The Branch Offices (categories B,C, and D) were organized on similar lines.

e. The Technical Main Department consisted of the following groups:

- a. Technical Administrative Group (Műszaki Adminisztratív Csoport)
- b. Purchasing Group (Anyagbeszerzési Csoport)
- c. Control and Allocation of Materials Group (Anyaggazdalkodási Csoport)
- d. Fuel Accounting Group (Üzemanyagelszámolási Csoport)
- e. Supply Group (Spare parts and tires) (Anyagraktári Csoport, Alkatrész és Gumi)
- f. Workshop Service/Assembly (Műhelyszolgálat/Szerelés)

8. Organization of "Special Purpose" Enterprises.

- a. When the organization of Tefu had been completed, the People's Economic Council (Népgazdasági Tanács) decreed the setting-up of the so-called "Transport Special Purpose Enterprises" (Szállítási Célvállalatok) because Tefu was still unable to meet all the transport requirements. The purpose of this was to create a separate transport enterprise with a fixed number of trucks for each "special purpose", e.g. reconstruction, food supply, etc.
- b. The following enterprises were organized:
 - (1) In the Ministry of Agriculture:
 - a) Forest Transport Enterprise (Erdőszállítási vál.)
 - b) Estates Transport Enterprise (Gazdaságok sz. vál.)
 - (2) In the Ministry of Internal and External Trade:
 - a) Metropolitan Truck Transport Enterprise (Fővárosi Teherautófuvarozási vál. abbr. Főteher).
 - b) Milling Transport Enterprise (Malomipari sz. vál.)
 - c) Beer Transport Enterprise (Sörszállítási vál.)
 - d) Cooperative Societies' National Transport Enterprise (Szövetkezetek országos sz. vál.)

Total vehicle strength: about 700 vehicles.
 - (3) Ministry of the Interior set up the Stone Industry Ministry Transport Enterprise (Kőipari miniszterium sz. vál., abbr. Kőmi). Vehicle strength about 120. Used for transport of stones quarried by forced labor, deportees etc.
 - (4) In the Ministry of Food Industry:
 - a) Poultry and Fruit Marketing Transport Enterprise (Baromfi és Gyümölcsértékesítő sz. vál.)

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- b) Meat and Preserves Marketing Transport Enterprise
(Hús és konzerv-értékesítő sz. vál.)
- c) Közért Transport Enterprise (Közért sz. vál.)
- d) Milk Marketing Transport Enterprise (Tejértékesítő sz. vál.)

Total vehicle strength: 900

(5) In the Ministry of Construction:

- a) Building Materials Transport Enterprise
(Épületanyagot Fuvarozó vál. abbr. EFU)
- b) Civil Engineering Transport Enterprise (Mélyépítő sz. vál.)

(6) In the Ministry of Metallurgy and Machine Industry:

- a) Vehicle Construction/Machine Construction Transport Enterprise
(Járműipari Gépipari sz. vál. abbr. Jifu or Gefu)
- b) Csepel Transport Enterprise (Csepel sz. vál.)

Total vehicle strength: 235

(7) In the Ministry of Transport and Mail:

- a) Bridge Building Transport Enterprise (being disbanded) (Hídépítési sz. vál.)
- b) Road Building Transport Enterprise (Útépítési sz. vál. abbr. Utefu)
- c) Truck Transport Enterprise (Teherautó Fuvarozási vál., abbr. Teifu)
- d) Underground Transport Enterprise (Földalatti sz. vál.)

Total vehicle strength: 7,400

(8) In the Ministry of Light Industry:

- a) Light Industry Transport Enterprise (Könnnyűipari sz. vál.)
- b) Iron Transport Enterprise (Vasszállítási vál.)

Total vehicle strength: 230

c. The total vehicle strength of the special purpose enterprises is estimated at 10,400 with an estimated tonnage of 85,000 - 100,000.

d. A vehicle park analysis is as follows:

1/4 - 3/4 ton trucks	2%
1 - 2 "	3%
3 - 3 1/2 "	65%
4 "	5%
5 - 9 "	20%
10 - 20 "	5%
(up to 25 tons)	

100%

e. In case of emergency, the vehicles at the disposal of one ministry could be used by another.

f. Every transport enterprise has to carry out daily permanent deliveries for which agreements are drawn up. Other deliveries must be requested 24 hours in advance. A certain percentage of the vehicles must be kept ready for special "ad hoc" deliveries.

g. All the enterprises work on the basis of quarterly and monthly plans, which are prepared by the traffic department. Daily plans are then passed by telephone (later in writing) to the garages. The traffic officer (Forgalmi tiszt) is then responsible for the fulfillment of the daily plan.

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