

Declassified E.O. 12356 Section 3.3/NND No.

785016

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10000/105/549

GENERAL ORDER NO. 42
MAY-JULY 1945

2339

MINUTE SHEET.

(1)

TO: Executive Commission

The attached notice is forwarded for the approval and signature of the Chief Commissioner. This will be printed in the form of a notice as per the new rates, which is the form which is recommended by the Sub-Commission.

The Italian copy indicates the recommended layout.

The new rates have not been enclosed as the notice has already gone down to the printers for proof setting.

A. D. Boman-Carter
A.D. BOMAN-CARTER, Lt. Col.
CSG CA Section.

18 Jun 45
Civil Affairs Section.

2

Executive Commission:

The notice for signature by Chief Commissioner is in effect an amendment to GO.42, article 3 - see folio 4.

Minute of folio 1 also refers. The new rates are at p. 4 in the new booklet.

19 June 45. *C.S.O.*

3

CA Section

Notice signed as requested.

6024

21 June 45.

Enlight 1. Col
C. S. O. to Section

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HEADQUARTERS ALLIED COMMISSION
APO 394
CIVIL AFFAIRS SECTION

5A

Ref 6/5.11/CA

4 July 45

SUBJECT : Amendment to GO 42

TO : RC PIEDMONT Region RC ABRUZZIA Region
 RC LIGURIA Region RC VENETIA Region

- 1 It has been pointed out that a small but unfortunately effective error has been passed in the Italian text of the notice publishing the new Transportation Tariffs.
- 2 The use of the word 'dal' in place of 'al' before 'prospetto' has the result of making the old and obsolete tariff take the place of the new one instead of the other way round.
- 3 It is not proposed to reprint at this HQ as it may be felt that the meaning is sufficiently clear for practical purposes. One Region, it is believed, is reprinting the whole order with the new tariff on the bottom.
- 4 This unfortunate error is much regretted and action, if any, is left to you for your own Region.

BY ORDER OF THE CHIEF COMMISSIONER

G.R. URSCHEN Brig,
VP CA Section

Copy to : Legal S/O
 RC Lombardia Region
 Transportation S/O

6020

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ALLIED MILITARY GOVERNMENT
OF OCCUPIED TERRITORY

NOTICE

Pursuant to Article 3 of General Order No. 42 of the Allied
Military Government

NOTICE is hereby given that with effect from the date of
publication of this notice, the schedule appearing hereunder
shall be substituted for the schedule contained in the said
General Order No. 42.

FOR THE SUPREME ALLIED COMMANDER AND MILITARY GOVERNOR:

W. H. Stone

WILLIAM W. STONE,
Rear Admiral,
United States Naval Reserve,
Chief Civil Affairs Officer.

Dated: June 1945.

SCHEDULE

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GO NO. 42
10000/105/549

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E. N. A. C.

ENTE NAZIONALE AUTOTRASPORTI COSE

SOLE TARIFF

FOR

ROAD HAULAGE TRANSPORTS

(Ministerial Decree of 30 January 1945, published
in the *Gazzetta Ufficiale* of 8 February 1945, No. 17)

ROME MAY 1945

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E. N. A. C.

ENTE NAZIONALE AUTOTRASPORTI COSE

SOLE TARIFF
FOR
ROAD HAULAGE TRANSPORTS

(Ministerial Decree of 30 January 1945, published
in the *Gazzetta Ufficiale* of 8 February 1945, No 17)

ROME MAY 1945

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(TRANSLATION)

MINISTERIAL DECREE 30 JANUARY 1945
Sole tariff for road haulage transports.

THE MINISTER OF INDUSTRY, COMMERCE
AND LABOUR
IN AGREEMENT WITH
THE MINISTER OF TRANSPORTS

Having seen Ministerial Decree of 31 May 1944,
which established the rates for road haulage transport;
and

Having seen Lieutenantcy Decree of 17 August 1944
(No. 188), which established the constitution of ENAC
(Ente Nazionale Autotrasporti Cose); and

Having considered the necessity to adjust the above
rates to suit present conditions; and

Having heard the inter-Ministerial Price Committee.

ESTABLISHES
(in this Article)

Rates for road haulage transport, which cannot be
higher than those shown in attached prospectus and direc-
tion.

This present Decree becomes effective on 1 February
1945.

(Dated) Rome, 30 January 1945.

The Minister of Transport
(signed) CERABONA

*The Minister of Industry,
Commerce and Labour*
(signed) GRONCHI

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TABLE OF RATES

APPENDIX A.

CAPACITY OF VEHICLE	Fixed charge for vehicle Liras	Charge per Kilometre per quintal Liras
Up to 5 quintals	210	2.150
" 6 "	234	2.107
" 7 "	258	2.064
" 8 "	282	2.021
" 9 "	306	1.979
" 10 "	330	1.937
" 11 "	356	1.900
" 12 "	383	1.862
" 13 "	408	1.824
" 14 "	434	1.787
" 15 "	460	1.750
" 16 "	486	1.714
" 17 "	512	1.679
" 18 "	538	1.645
" 19 "	564	1.612
" 20 "	590	1.580
" 21 "	614	1.550
" 22 "	638	1.520
" 23 "	662	1.491
" 24 "	686	1.462
" 25 "	710	1.434
" 26 "	734	1.407
" 27 "	758	1.381
" 28 "	782	1.356
" 29 "	806	1.332

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CAPACITY OF VEHICLE	Fixed charge for vehicle Liras	Charge per Kilometre per quintal Liras
Up to 30 quintals	830	1.309
" 31 "	854	1.287
" 32 "	878	1.265
" 33 "	902	1.244
" 34 "	926	1.225
" 35 "	950	1.207
" 36 "	974	1.189
" 37 "	998	1.172
" 38 "	1.022	1.156
" 39 "	1.046	1.141
" 40 "	1.070	1.126
" 41 "	1.094	1.112
" 42 "	1.118	1.099
" 43 "	1.142	1.086
" 44 "	1.166	1.074
" 45 "	1.190	1.062
" 46 "	1.214	1.051
" 47 "	1.238	1.040
" 48 "	1.262	1.030
" 49 "	1.286	1.021
" 50 "	1.310	1.012
From 51 to 52 quintals	1.333	1.004
" 53 " 54 "	1.379	0.988
" 55 " 56 "	1.425	0.974
" 57 " 58 "	1.471	0.960
" 59 " 60 "	1.517	0.948
" 61 " 62 "	1.561	0.937

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CAPACITY OF VEHICLE				Fixed charge for vehicle Liras	Charge per Kilometre per quintal Liras
From	63 to	64 quintals		1.603	0.927
"	65	" 66	"	1.645	0.917
"	67	" 68	"	1.687	0.909
"	69	" 70	"	1.729	0.901
"	71	" 73	"	1.769	0.893
"	74	" 76	"	1.826	0.883
"	77	" 79	"	1.883	0.874
"	80	" 82	"	1.940	0.865
"	83	" 85	"	1.991	0.856
"	86	" 88	"	2.042	0.848
"	89	" 91	"	2.093	0.842
"	92	" 94	"	2.144	0.836
"	95	" 97	"	2.195	0.832
"	98	" 99	"	2.246	0.829
"	100	" 109	"	2.289	0.827
"	110	" 119	"	2.430	0.820
"	120	" 129	"	2.570	0.815
"	130	" 139	"	2.700	0.812
"	140	" 149	"	2.800	0.809
"	150	" 159	"	2.900	0.806
"	160	" 169	"	2.990	0.804
"	170	" 179	"	3.070	0.802
"	180	and above	"	3.150	0.800

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APPENDIX B.

**DIRECTIONS FOR THE APPLICATION
OF TABLE OF RATES**

1. GENERAL INSTRUCTIONS.

For the application of fore-going rates, the following definitions are established:

(a) *Truck and trailer* is a motor vehicle made up of a truck and a trailer, to be used for the carriage of freight.

(b) *Truck* is a single motor vehicle to be used for the carriage of freight.

(c) *Motor cycle truck* is a three-wheeled motor vehicle, intended for the carriage of freight, having a loading capacity of between 350 and 1,000 kilos. Other similar motor vehicles, having higher loading capacity may be included in this category.

(d) *Motor cycle van* is a three-wheeled motor vehicle intended for the carriage of freight, having a loading capacity equal to, or less than 350 kilos.

(e) *Motor vehicles* are all those vehicles mentioned above - see (a), (b), (c), and (d).

(f) *Loading capacity* is the loading capacity established in the circulating permit. Only this capacity must be considered when calculating the cost of the haul (except where provided for in the following instructions.)

(g) *Stay* is the time from arrival at the loading or unloading place until time of departure therefrom.

(h) *Place of hire* is the location of ENAC's station or office, under whose jurisdiction the vehicle operates.

2. COMPOSITION OF THE CHARGES.

The charges are arrived at from the following:

(a) The rate of hire, which must be paid regardless of the distance to be covered by the motor vehicle, covering also the charge (if any) for the running of the vehicle from its garage to the place of hire and return.

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(b) The "mileage rate" (i. e. charge per Kilometre per quintal.)

(c) Extra rate of 0.06 lire per quintal per Kilometre (NOT to be applied when the vehicle used is a motor cycle van.

(d) Income-tax.

The charges mentioned in (a) and (b) above, are tabulated in Appendix A and B.

The following rates must be applied in respect of each haul of freight, except where modified under subsequent paragraphs.

(i) Fixed rate of hire.

(ii) Mileage rate per quintal per Kilometre, plus additional charge mentioned in para 2 (c), above.

(iii) Income tax on the gross charge applied as above, to be reckoned in accordance with present laws and regulations.

Above rates represent a maximum for all transportation of freight, but the Prefects, having previously contacted the Compartmental Directors of ENAC, are empowered to reduce the rate of hire and the mileage rate, by a maximum of 10 %, in those provinces where the lower cost of living justifies a reduction.

For transportation in bulk and especially for the haulage of food and such like, all provincial and compartmental directors shall arrange for special rates to be established in agreement with concerned bodies; these special rates may be arranged by tender with the haulage contractors.

3. LOADING, STOWAGE AND UNLOADING.

Loading, stowage and unloading shall be carried out by the consignor and consignee respectively.

4. LOAD CHARGEABLE.

Apart from exceptions in the following instructions, the rates chargeable shall be according to the loading capacity of the motor vehicle.

5. MILEAGE CHARGEABLE.

Apart from exceptions in the following instructions, the mileage chargeable shall be from place of hire to the unloading point and return.

Mileage to be accounted for, is the actual distance covered by the motor vehicle, including all necessary by-passes and circum-navigations. Distances to be reckoned in accordance with maps 1/200,000, published by the Touring Club.

6. OPERATION OF MORE THAN ONE HAUL BY THE SAME MOTOR VEHICLE.

If more than one consignment is carried at the same time by the same motor vehicle, all consignments to be loaded and unloaded at the same places, the rate must be reckoned according to the entire loading capacity of the motor vehicle, as though it were only one consignment, and the charges sub-divided among the various consignments, according to their individual weights.

When loading and unloading are effected in different places, but the consignments are carried by the same motor-vehicle, and along the same route (the distance reckonable as for the longest haul) the rate of hire to be paid for each consignment is that of a motor vehicle of the capacity corresponding to the actual weight of the consignment, while the mileage rate will be reckoned according to the loading capacity of the vehicle actually carrying the freight, and the charge will be shared between the various consignments according to the quintal per Kilometre run. The same will apply to the extra charge shown in para 2 (c) above.

Whenever the sum of the various rates of hire, reckoned as above, is lower than the rate of hire according to the loading capacity of the vehicle, the latter will be applied, sub-divided between the various consignments on the quintal per Kilometres basis as established for the mileage rate.

7. TRANSPORTS EFFECTED DURING EMPTY RETURN TRIPS.

A motor-vehicle, having completed a loaded trip and returning empty, may be utilised for the carriage of other freight on the return trip along the same route.

The utilized "return empty trip" is to be paid for according to the rate for a motor vehicle having the loading

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capacity of the actual weight of the freight itself, and for the actual distance to be covered.

The consignor of the outward trip will pay the mileage rate and the extra charge shown in para. 2 (c), less the mileage rate and the extra charge to be paid by the consignor of the utilized "empty return trip".

8. SERIES OF HAULS.

When a motor vehicle, upon completion of a first trip, is utilised for other hauls along routes other than the direct way back, each haul must be paid for according to the following:

(a) The rate of hire must be reckoned according to the loading capacity of the motor vehicle.

(b) The mileage rate and the extra charge shown in para. 2 (c) must be reckoned for the distance covered under load for each haul according to the loading capacity of the motor vehicle.

(c) As for the "return empty trip" (or trips), the mileage rate and the extra charge, reckoned according to the loading capacity of the motor vehicle, will be shared between the various hauls proportionate to the distance covered under load for each haul.

9. FURTHER HAULS OPERATED DURING THE SAME DAY.

When further hauls are carried out by the same motor vehicle on the same day, the rate of hire must be paid only once (according of course to the loading capacity of the motor vehicle), and it must be shared between the various hauls effected, proportionate to the number of quintals per Kilometre run in each case.

10. EXTRA CHARGES.

When by order of the consignor (to be given in writing) a haul is carried out at night time (that is between 2 hours after sunset and sunrise on following day) or after having

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completed 8 hours from the time the motor vehicle was put at the disposal of the consignor, the rate of hire and the mileage charge will be increased by 7 % in the first case, and 4.5 % in the second case. These increases are not to be applied when a trip is extended, or on a return empty run.

When the motor vehicles are, by previous arrangement, specially constructed for the carriage of particular freight (such details to be shown on the circulating permit), the rate of hire, and the mileage rate will be increased by 10 %.

For the handling of packages, weight exceeding half the loading capacity of the motor vehicle, the mileage rate will be increased by 10 %.

For road tankers (both truck and truck and trailers) the rate of hire and the mileage rate will be increased by 20 %.

11. TIME AVAILABLE FOR LOADING AND UNLOADING.

Above rates include also, the time required for loading and unloading the motor vehicle, these operations to be carried out at the rate of 80 quintals per hour when handling truck and trailers, and when handling other motor vehicles, 40 quintals per hour.

Time extra employed in loading and unloading or other operations beyond the above limits, must be paid for at the following rates per hour or fraction of an hour:

300 lire for truck and trailer having a loading capacity of more than 120 quintals.

250 lire for truck and trailer having a loading capacity up to 120 quintals.

200 lire for truck having a loading capacity of more than 30 quintals.

150 lire for motor cycle trucks and motor cycle vans.

12. NIGHT HAULS.

When a motor vehicle remains engaged during the night (i. e. between two (2) hours after sunset and sunrise the following day) the sum of 400 lire for each night haul, must be paid to the forwarding agent, besides the usual charges.

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HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: Revised G.O.42

No.	Date	To	REMARKS	From
1	17/6	Civil Affairs Section Legal S/C	1. Attached hereto is a draft of G.O.42 revised to include a new Tariff Rate for AMG Territory. 2. It has been found that the charges for road haulage contained in G.O.42 are below those in operation in the North before Liberation. After discussion with 15 Army Group it has been decided to introduce a higher rate, which, though lower than that applied before Liberation, is more closely related to costs of Transport than the existing G.O.42 Tariff. 3. The new charges are based on the ENAC Tariff, now in operation in Italian Govt. Territory, with certain reductions amounting to approximately 30%. The application of the proposed new rates will be the first stage in equalising charges as between North and South. Efforts are being made to reduce the ENAC Tariff charges in the South to the same level as those now proposed for the North. 4. Your concurrence is requested.	Tpt.S/C

in certain cases

6021

[Signature]
L. Col.

2.

DO NOT WRITE BELOW THIS LINE

4P
ALLIED MILITARY GOVERNMENT

OF OCCUPIED TERRITORY

GENERAL ORDER NO. 42

TRANSPORTATION RATES

I, ELBERT WHEELER STONE, Rear Admiral, United States Naval Reserve, Chief Civil Affairs Officer, for and on behalf of the Supreme Allied Commander and Military Governor, hereby order as follows:

ARTICLE 1

This Order applies to all territory subject to Allied Military Government and situated north of the northern boundaries of the Provinces of Ravenna, Firenze, Fisticia, Lucca and Apuania. Such territory is hereinafter referred to as the northern territory.

This Order shall come into effect in any province or part thereof in the northern territory on the date of its first posting therein.

ARTICLE 2

This Order applies to all contracts for the transportation by any motor vehicle, as hereinafter defined, of goods, freight or merchandise, in which the goods, freight or merchandise to be transported are situated within any part of the northern territory whether or not a truck pool is operating in that part of the northern territory and irrespective of the route to be covered in such transportation and the point of destination.

ARTICLE 3

The maximum freight rate to be charged in respect of any such contract shall be calculated as laid down in this Order and in accordance with the Schedule hereto or any later variation of such Schedule duly made and publicly notified by the Allied Military Government. C020

ARTICLE 4

For the purpose of this Order, motor transport shall include all motor vehicles which are propelled by mechanical means and which are designed and suitable for the transportation of goods, merchandise or freight and in particular shall include all such auto-trains, trucks, trucks and trailers, tractors and trailers, motor cars and motor tricycles.

ARTICLE 5

A. The rate to be charged in respect of any motor transportation con-

TRANSPORTATION FLATES

I, ELLERY WHEELER STONE, Rear Admiral, United States Naval Reserve, Chief Civil Affairs Officer, for and on behalf of the Supreme Allied Commander and Military Governor, hereby order as follows:

ARTICLE 1

This Order applies to all territory subject to Allied Military Government and situated north of the northern boundaries of the Provinces of Ravenna, Firenze, Pistoia, Lucca and Apuana. Such territory is hereinafter referred to as the northern territory.

This Order shall come into effect in any province or part thereof in the northern territory on the date of its first posting therein.

ARTICLE 2

This Order applies to all contracts for the transportation by any motor vehicle, as hereinafter defined, of goods, freight or merchandise, in which the goods, freight or merchandise to be transported are situated within any part of the northern territory whether or not a truck pool is operating in that part of the northern territory and irrespective of the route to be covered in such transportation and the point of destination.

ARTICLE 3

The maximum freight rate to be charged in respect of any such contract shall be calculated as laid down in this Order and in accordance with the Schedule hereto or any later variation of such Schedule duly made and publicly notified by the Allied Military Government.

ARTICLE 4

For the purpose of this Order, motor transport shall include all motor vehicles which are propelled by mechanical means and which are designed and suitable for the transportation of goods, merchandise or freight and in particular shall include all such auto-trains, trucks, trucks and trailers, tractors and trailers, motor cars and motor tri-cycles.

ARTICLE 5

A. The rate to be charged in respect of any motor transportation contract shall be computed in accordance with Table I of the Schedule hereto in all cases except where in respect of any particular contract

(i) the hirer of the motor vehicle agrees that the rate to be charged shall be computed in accordance with Table II of the said Schedule, and

(ii) the distance to be travelled by the motor vehicle is less than 100 kilometers in a period of 8 hours,

in which case in respect of that particular contract the rate shall be computed in accordance with the said Table II.

E. For the computation of rates in accordance with the said Tables, the following rules shall apply:

- (i) The capacity of the motor vehicle shall be the capacity as shown in the circulation booklet of the vehicle concerned, and shall be used for the computation of all rates in connection with that vehicle without regard to the bulk or weight of the load carried thereby.
- (ii) Under Table I the total tariff shall consist of a basic charge (Column B) which shall be determined solely by the capacity of the motor vehicle (Column A) and, in addition to the basic charge, of a quintal-kilometer charge which shall be calculated by a multiplication of the said capacity by the quintal-kilometer rate (Column C) applicable thereto and by the distance (in kilometers) travelled thereby.
- (iii) Under Table II the total tariff shall consist of a charge calculated by a multiplication of the capacity of the motor vehicle (Column A) by the rate per quintal per hour (Column D) and by the number of hours involved and shall be without reference to the distance travelled and without the addition of any basic charge.
- (iv) In any territory in which a truck pool is operating the "distance travelled" shall be computed to be the distance from the despatch office of the motor truck pool to the unloading point and return according to the route reasonably necessary for the transportation involved and including all detours and diversions. The distance between the said despatch office and the garage of the motor vehicle shall be excluded.
- (v) In any contract to which Table I applies, a 50% deduction shall be made in the quintal-kilometer charge for any part of the distance travelled without carriage of any goods, freight or merchandise.
- (vi) In any contract to which Table I applies and in which goods, freight, or merchandise are transported for more than one hirer and whether for the whole or part only of the distance travelled, the total tariff charged shall be determined as laid down in rule (ii) hereof and shall be payable by and between the said hirers in proportion to the weight carried multiplied by the distance travelled, in quintal-kilometers, for each of the said hirers respectively.
- (vii) In any contract to which Table I applies, the basic charge shall be included once only per day without regard to the number of journeys made between the loading and unloading points.

- (ii) Under Table I the total tariff shall consist of a basic charge (Column 5) which shall be determined solely by the capacity of the motor vehicle (Column 4) and, in addition to the basic charge, of a quintal-kilometer charge which shall be calculated by a multiplication of the said capacity by the quintal-kilometer rate (Column 6) applicable thereto and by the distance (in kilometers) travelled thereby.
- (iii) Under Table II the total tariff shall consist of a charge calculated by a multiplication of the capacity of the motor vehicle (Column 4) by the rate per quintal per hour (Column D) and by the number of hours involved and shall be without reference to the distance travelled and without the addition of any basic charge.
- (iv) In any territory in which a truck pool is operating the "distance travelled" shall be computed to be the distance from the despatch office of the motor truck pool to the unloading point and return according to the route reasonably necessary for the transportation involved and including all detours and diversions. The distance between the said despatch office and the garage of the motor vehicle shall be excluded.
- (v) In any contract to which Table I applies, a 5% deduction shall be made in the quintal-kilometer charge for any part of the distance travelled without carriage of any goods, freight or merchandise.
- (vi) In any contract to which Table I applies and in which goods, freight, or merchandise are transported for more than one hirer and whether for the whole or part only of the distance travelled, the total tariff charged shall be determined as laid down in rule (ii) hereof and shall be payable by and between the said hirers in proportion to the weight carried multiplied by the distance travelled, in quintal-kilometers, for each of the said hirers respectively.
- (vii) In any contract to which Table I applies, the basic charge shall be included once only per day without regard to the number of journeys made between the loading and unloading points.
- (viii) In any contract to which Table II applies, any fraction of an hour shall count as one hour.
- (ix) In any contract an additional charge of L. 400 shall be made for each night that the motor vehicle is with due cause and by reason of the performance of the contract prevented from

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being returned to its normal garage, provided that such charge shall not be made if such non-return is due to the fact that the said motor vehicle is in process of being repaired.

C. Loading, storage and unloading of goods shall be the obligation and at the risk and expense of the consignor and consignee thereof and shall not be included as a charge in a transportation contract.

D. In any contract to which Table I applies there shall be added to the total tariff in clause b (ii) hereof a charge in respect of all time consumed in the loading and unloading of motor vehicles which shall be calculated as follows:

	Vehicle Capacity		
	Up to 30 Qli.	30 to 120 Qli.	Over 120 Qli.
1st hour	0 lire	0 lire	0 lire
Each additional hour or portion thereof	200 "	250 "	300 "

FOR THE SUPREME ALLIED COMMANDER AND MILITARY GOVERNOR:

ELERY WHEELER STONE,
Rear Admiral,
United States Naval Reserve,
Chief Civil Affairs Officer.

Dated:

GOVERNO MILITARE ALLEATO
DEL TERRITORIO OCCUPATO

AVVISO

In conformita' con Articolo 3 dell'Ordinanza No 42 del Governo Militare Alleato

Si avverte che, con effetto dalla data di pubblicazione di questo avviso, il prospetto qui sotto escluso sara' sostituito dal prospetto contenuto nella citata Ordinanza No 42.

PER IL SUPREMO COMANDANTE ALLEATO E GOVERNATORE MILITARE :

ELLERY W. STONE
Rear Admiral
United States Reserve,
Chief Civil Affairs Officer.

Leto : Giugno 1945

PROSPETTO

TAVOLA I			
CAPACITA' DEL VEICOLO (quintali)	TARIFFA BASE (Lire)	ALiquOTA PER Q.LI KM. (Lire)	ALiquOTA PER Q.LI PER ORA (Lire)
A	B	C	D

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CAS/622

JUNE 18/1930B

19018. 1845

E/5597

JUNE 18/1930B

ROUTINE

IN 15TH ARMY GROUP

ACTION: AND FIVE ARMY, AND EIGHTH ARMY, AND XIII CORPS INFO: REGIONAL
COMMISSIONERS LIGURIA, PIEMONTE, LOBBARDIA, VENUEZIA, EMILIA, ALCON

RESTRICTED.

1. subject is highway tariff rates.
2. pursuant to article 3. general order 42 the schedule attached thereto is being changed to agree with Appendix A. table of rates issued by ENAC.
3. issue of new schedule will be made direct to all addressees by ALCON.
4. please direct all concerned to post general order 42 with its new schedule of rates immediately upon receipt and vigorously prosecute any infractions

DISE

INFO-ACTION : TM SC (2)

INFO : CHIEF COMMISSIONER
ECOM SEC
CA SEC
FILE (2)
FLOAT



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RESTRICTED

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6/5-11/2A **RESTRICTED**

TN/32
JUNE 15 1025R

ALCON VENTIA
HQ ALCON

16 G.L. 1845

(Handwritten mark)

CAS

E/5170 2A
JUNE 15 1900B
IMMEDIATE

RESTRICTED

Is a new General Order 42 transportation rates in course preparation. If delay to be expected propose issuing provincial orders on lines of this office letter HCT/TN/11.12 dated 29 May. Reply requested earliest as consider essential for rates to be published.

Dist

Action - Tn SO 2
Info - Chief Commissioner
Econ Sec
CA Sec
File 2
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RESTRICTED

HEADQUARTERS
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ROUTINE

15TH ARMY GROUP
ALCOM FOR ECONOMIC SECTION, INFO: AMG FIFTH ARMY, AMG EIGHTH ARMY
AFHQ FOR G-5 SECTION.

RESTRICTED.

Reference General Order No 42 highway tariff rates northern ITALY and conversation HARRIS and DENSMORE 30 May. Imperative immediate action be taken to install uniform tariff through out ITALY earliest. Abrogation economic boundary nullifies present rates. Understand verbal instructions given to use MILAN rates. Do not concur in either rates or procedure. Suggest agreement with Italian Government for simplified and lowered ENAC rates. These can then be inserted into General Order 42 for use in northern ITALY according to prearranged plan with Legal Sub Commission.

HEADQUARTERS
11-JUN-1945
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Distribution

Action: Econ Sec
Info: Chief Commissioner
Ex Commissioner
CA Sec
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