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

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GENERAL
APR. - 3

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Declassified E.O. 12356 Section 3.3/NND No. 785016

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GENERAL ORDER NO. 42, HIGHWAY TARIFF
APR. - JULY 1945

(U)

Allied Military Government

of occupied Territory

GENERAL ORDER No. 42

Transportation Rates

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 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 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 tricycles.

ARTICLE 5

4 The rate to be charged in respect of any motor

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Governo Militare Alleato
del Territorio occupato
ORDINANZA GENERALE N.
Traffico dei Trasporti

Io, ELLERY WHEELER STONE, Contrammiraglio nella Riserva della Marina degli Stati Uniti, in nome e per conto del Comandante Supremo Alleato e Governatore del Territorio occupato, con la presente ordino quanto segue:

ARTICOLO 1

La presente Ordinanza si applica a tutto il territorio soggetto al Governo Militare Alleato, a nord dei confini settentrionali delle Province di Ravenna, Firenze, Pistoia, Lucca e Apuana, e d'ora in avanti nella presente denominato « territorio settentrionale ».

La presente Ordinanza entra in vigore in ogni Provincia o parte di essa nel territorio occupato alla data della sua prima affissione nella medesima.

ARTICOLO 2

La presente Ordinanza si applica a tutti quei contratti per il trasporto con qualunque mezzo appresso precisato, di merci, carichi e articoli nei quali le cose da trasportare siano e si trovino in quella parte del territorio settentrionale indipendentemente dall'esistenza o meno di un contratto di trasporto in funzione in quella parte del territorio settentrionale nonchè dall'itinerario da seguire e dal luogo di destinazione.

ARTICOLO 3

La tariffa massima da applicare in tali contratti è quella da computare secondo la Tabella o ad una successiva variazione di essa, pubblicamente compilata e pubblicamente divulgata dal Governo Militare Alleato.

ARTICOLO 4

Agli effetti della presente Ordinanza fra i mezzi che effettuano autotrasporti sono compresi tutti gli autoveicoli a trazione meccanica, destinati e idonei al trasporto di merci, carichi ed a tutti gli auto-treni, autocarri, autocarri rimorchi, trattori e rimorchi, autotreni.

ARTICOLO 5

Governo Militare Alleato

del Territorio occupato

ORDINANZA GENERALE N. 42

Trasporto dei Trasporti

MERY WHEELER STONE, Contrammiraglio nella Riserva della Marina degli Stati Uniti, Ufficio Affari Civili, in nome e per conto del Comandante Supremo Alleato e Governatore Militare, fa l'ordine quanto segue:

ARTICOLO 1

La presente Ordinanza si applica a tutto il territorio soggetto al Governo Militare Alleato situato a sud delle Province di Ravenna, Firenze, Pistoia, Lucca e Apuania. Tale territorio è nella presente denominato « territorio settentrionale ».

La presente Ordinanza entra in vigore in ogni Provincia o parte di essa nel territorio settentrionale dalla sua prima affissione nella medesima.

ARTICOLO 2

La presente Ordinanza si applica a tutti quei contratti per il trasporto con qualunque automezzo, compreso di merci, carichi e articoli nei quali le cose da trasportare siano giacenti in qualunque territorio settentrionale indipendentemente dall'esistenza o meno di un consorzio di autotrasporto in quella parte del territorio settentrionale nonché dall'itinerario da percorrere in tali luoghi di destinazione.

ARTICOLO 3

La tariffa massima da applicare in tali contratti è quella da computare secondo quanto prescritto dalla presente Ordinanza ed in base all'unità Tabella o ad una successiva variazione di tale Tabella debitamente pubblicata e pubblicamente divulgata dal Governo Militare Alleato.

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ARTICOLO 4

Le macchine della presente Ordinanza fra i mezzi che effettuano autotrasporti sono compresi tutti gli autotrasporti a trazione meccanica, destinati e idonei al trasporto di merci, carichi ed articoli e particolarmente gli auto-treni, autocarri, autocarri rimorchi, trattori e rimorchi, automobili e mototricicli.

ARTICOLO 5

by mechanical means and which are designed and intended for the carriage of 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 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 vehicles 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.

- B. 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.
 - (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 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 Q.li	30 to 120 Q.li	Over 120 Q.li
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
ELLERY WHEELER STONE,

autoveicoli a trazione meccanica, destinati e idonei al trasporto di merci, carichi e persone, e in particolare, ma non limitatamente, a tutti gli auto-treni, autocarri, autocarri rimorchi, trattori e rimorchi, aut...

ARTICOLO 5

- A. La tariffa da applicare in ogni contratto di autotrasporto è sempre computata della unità Tabella salvo che in un determinato contratto
 - (i) il committente del trasporto con gli automezzi convenga che la tariffa da applicare sia computata in base alla Tavola II della detta Tabella; e
 - (ii) la distanza che l'automezzo deve percorrere sia inferiore ai 100 chilometri nel qual caso per quel determinato contratto, la tariffa viene computata in base alla Tavola I della detta Tabella.
- B. Per il computo delle tariffe in base alle suddette Tavole si osservano le seguenti regole:
 - (i) La portata dell'automezzo è quella indicata sul libretto di circolazione dell'automezzo e ad essa si deve far riferimenti per il conteggio di tutte le tariffe nei riguardi del trasporto senza tener conto del volume o peso del carico da esso trasportato.
 - (ii) In base alla Tavola I il costo totale del trasporto risulta costituito di un importo determinato unicamente in relazione alla portata dell'automezzo (colonna A) moltiplicata per l'aliquota quintale-chilometro (colonna C) applicabile al caso e moltiplicata per la distanza percorsa (in chilometri).
 - (iii) In base alla Tavola II il costo totale del trasporto risulta pari all'importo determinato dalla moltiplicazione della portata dell'automezzo (colonna A) per l'aliquota quintale-chilometro (colonna C) applicabile al caso e moltiplicata per il numero delle ore impiegate senza nessun riferimento alla distanza percorsa, giungendo ad alcuna quota base.
 - (iv) In ogni territorio dove funziona un consorzio di auto-trasporti per conto del cliente, si applica la tariffa di detto consorzio, tendente quella dall'Ufficio spedizioni del Consorzio di autotrasporti al luogo di destinazione, seguendo l'itinerario ragionevolmente necessario al trasporto di cui trattasi, con le varianti e deviazioni. E' esclusa la distanza fra il detto Ufficio spedizioni e il luogo di destinazione dell'automezzo.
 - (v) In ogni contratto cui si applica la Tavola I la quota quintale-chilometro applicabile è del 50% per ogni frazione di distanza percorsa a vuoto.
 - (vi) In ogni contratto cui si applica la Tavola I e in relazione al quale le merci sono trasportate per conto di due o più committenti, sia per tutto il tempo di trasporto, il costo totale del trasporto viene determinato secondo quanto stabilito nel paragrafo (ii) e deve essere pagato dai predetti committenti in proporzione al tempo di trasporto per la distanza percorsa, in quintale-chilometri, rispettivamente dei committenti stessi.
 - (vii) In ogni contratto cui si applica la Tavola I la quota base viene computata per ogni giorno, senza tener conto del numero dei viaggi effettuati fra il luogo di partenza e quello di arrivo.
 - (viii) In ogni contratto cui si applica la Tavola II ogni frazione di ora si computa come un'ora.
 - (ix) In ogni contratto si aggiunge una addizionale quota di L. 400 per ogni ora di ritardo, a mezzo per giustificato motivo e in relazione all'esecuzione del contratto, la cui somma non sarà superiore alla normale rimessa; l'aggiunta di tale quota tuttavia non avrà luogo se il ritardo è dovuto al fatto che l'automezzo è in riparazione.
- C. Lo scarico, l'immagazzinamento e lo scarico delle merci competono allo spediente e sono a loro rischio e carico e non vanno computati come spesa nel contratto.
- D. In ogni contratto in cui si applica la Tavola I si aggiunge al costo totale determinato in base alla lettera B (ii) una quota relativa a tutto il tempo impiegato nel carico e nello scarico, calcolarsi come segue:

PORTATA DELL'AUTOMEZZO

	fino a 30 Q.li	da 30 a 120 Q.li
Prima ora	0 lire	0 lire
Ogni ora successiva o frazione di essa	200 *	250 *

Per il Comandante Supremo Alleato
WHEELER STONE
ELLERY WH

allers, tractors and trailers,
all be computed in accord-
any particular contract
all be computed in accord-
meters in a period of 8
in accordance with the said
following rules shall apply:
the circulation booklet of
rates in connection with
d thereby.
which shall be determined
tion to the basic charge, of
tion of the said capacity by
e distance (in kilometers)
by a multiplication of the
er hour (Column D) and by
he distance travelled and
avelled shall be computed
to the unloading point and
rtation involved and inclu-
atch office and the garage
be made in the quintal-
rriage of any goods, freight
eight, or merchandise are
or part only of the distance
in rule (ii) hereof and shall
ght carried multiplied by the
s respectively.
e included once only per day
g and unloading points.
shall count as one hour.
each night that the motor
he contract prevented from
all not be made if such non-
of being repaired.
the risk and expense of the
transportation contract.
total tariff in clause b (ii)
ng of motor vehicles which

Over 120 Q.li
0 lire
300 *

nder and Military Governor:
WHEELER STONE

...meccanica, destinati e idonei al trasporto di merci, carichi ed articoli e particolar-
o-treni, autocarri, autocarri rimorchi, trattori e rimorchi, automobili e mototricicli.

ARTICOLO 5

applicare in ogni contratto di autotrasporto è sempre computata in base alla Tavola I
salvo che in un determinato contratto
tente del trasporto con gli automezzi convenga che la tariffa da applicare debba essere
a in base alla Tavola II della detta Tabella; e

za che l'automezzo deve percorrere sia inferiore ai 100 chilometri in 8 ore di tempo.
nel determinato contratto, la tariffa viene computata in base alla Tavola II sopracitata.
to delle tariffe in base alle suddette Tavole si osservano le seguenti norme:

za dell'automezzo è quella indicata sul libretto di circolazione del rispettivo automezzo
si deve far riferimenti per il conteggio di tutte le tariffe nei riguardi di tale automezzo
per conto del volume o peso del carico da esso trasportato.

alla Tavola I il costo totale del trasporto risulta costituito di una quota base (colonna
minata unicamente in relazione alla portata dell'automezzo (colonna A) e, in aggiunta
a base, di una quota per quintale-chilometro che è calcolata moltiplicando la detta por-
l'aliquota quintale-chilometro (colonna C) applicabile al caso e per la distanza da esso
(in chilometri).

alla Tavola II il costo totale del trasporto risulta pari all'importo derivante dalla mol-
ne della portata dell'automezzo (colonna A) per l'aliquota quintale-ora (colonna D) e
mero delle ore impiegate senza nessun riferimento alla distanza percorsa e senza l'ag-
alcuna quota base.

territorio dove funziona un consorzio di auto-trasporti per «distanza percorsa» si in-
ella dall'Ufficio spedizioni del Consorzio di autotrasporti al luogo di scarico e ritorno
l'itinerario ragionevolmente necessario al trasporto di cui trattasi e comprendente tutte
ti e deviazioni. E' esclusa la distanza fra il detto Ufficio spedizioni e la rimessa dell'au-

contratto cui si applica la Tavola I la quota quintale-chilometro deve essere ridotta
per ogni frazione di distanza percorsa a vuoto.

contratto cui si applica la Tavola I e in relazione al quale le merci, i carichi o gli arti-
trasportati per conto di due o più committenti, sia per tutto il percorso che per parte
il costo totale del trasporto viene determinato secondo quanto stabilito al precedente
o (ii) e deve essere pagato dai predetti committenti in proporzione fra essi al peso tra-
per la distanza percorsa, in quintale-chilometri, rispettivamente per conto di ciascuno
mittenti stessi.

contratto cui si applica la Tavola I la quota base viene computata una sola volta al
senza tener conto del numero dei viaggi effettuati fra il luogo di carico e quello di sca-

contratto cui si applica la Tavola II ogni frazione di ora si considera come ora intera.
contratto si aggiunge una addizionale quota di L. 400 per ogni notte per la quale l'auto-
er giustificato motivo e in relazione all'esecuzione del contratto non può rientrare alla
male rimessa; l'aggiunta di tale quota tuttavia non avrà luogo se tale mancato rientro
al fatto che l'automezzo è in riparazione.

immagazzinamento e lo scarico delle merci competono allo speditore e al consegnatario
oro rischio e carico e non vanno computati come spesa nel contratto di trasporto.

tratto in cui si applica la Tavola I si aggiunge al costo totale di cui alla precedente
quota relativa a tutto il tempo impiegato nel carico e nello scarico degli automezzi da
gue:

PORTATA DELL'AUTOMEZZO

	fino a 30 Q.li	da 30 a 120 Q.li	Oltre i 120 Q.li
	0 lire	0 lire	0 lire
o frazione	200 »	250 »	300 »

Per il Comandante Supremo Alleato e Governatore Militare

ELLERY WHEELER STONE,

2227

Each additional hour or portion thereof	200 »	250 »	300 »
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For the Supreme Allied Commander and Military Governor:
ELLERY WHEELER STONE,
 Chief Civil Affairs Officer.
 Rear Admiral,
 United States Naval Reserve,

THE SCHEDULE

Rated Capacity of Vehicle (Quintals) A	TABLE I		TABLE II
	Basic Charge (lire)	Rate per Q.li Km. (lire)	Rate per Q.li per Hour (lire)
	B	C	D
From 1 to 10 Q.li	110	1,05	16,82
» 11 » 15 »	210	0,91	15,30
» 16 » 20 »	320	0,82	14,35
» 21 » 22 »	350	0,78	13,67
» 23 » 24 »	380	0,74	13,08
» 25 » 26 »	400	0,71	12,56
» 27 » 28 »	420	0,68	12,10
» 29 » 30 »	430	0,66	11,69
» 31 » 32 »	440	0,64	11,32
» 33 » 34 »	450	0,62	10,98
» 35 » 36 »	470	0,60	10,67
» 37 » 38 »	500	0,58	10,39
» 39 » 40 »	540	0,56	10,13
» 41 » 42 »	570	0,55	9,89
» 43 » 44 »	580	0,54	9,66
» 45 » 46 »	590	0,53	9,45
» 47 » 48 »	620	0,52	9,25
» 49 » 50 »	630	0,51	9,07
» 51 » 55 »	740	0,49	8,90
» 56 » 60 »	760	0,48	8,75
» 61 » 65 »	800	0,47	8,61
» 66 » 70 »	850	0,46	8,48
» 71 » 80 »	910	0,45	8,37
» 81 » 90 »	1000	0,44	8,27
» 91 » 100 »	1100	0,43	8,18
» 101 » 120 »	1220	0,42	8,10
» 121 » 140 »	1380	0,41	8,05
» 141 and over	1580	0,40	8,00

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er and Military Governor:
HEELER STONE,
Affairs Officer.
al,
es Naval Reserve,

Per il Comandante Supremo Alleato

ELLERY WHEELER
Contrammiraglio
Riserva della Marina
Ufficiale Capo Armata

TABELLA

TABLE II

Rate per Q.li per Hour (lire)
D

TAVOLA I

Portata dell'Automezzo (in quintali)	TAVOLA I	
	Quota base (in lire)	Aliquota per Quintale Chilometro (in lire)
A	B	C
da 1 a 10 Q.li	110	1,05
» 11 » 15 »	210	0,91
» 16 » 20 »	320	0,82
» 21 » 22 »	350	0,78
» 23 » 24 »	380	0,74
» 25 » 26 »	400	0,71
» 27 » 28 »	420	0,68
» 29 » 30 »	430	0,66
» 31 » 32 »	440	0,64
» 33 » 34 »	450	0,62
» 35 » 36 »	470	0,60
» 37 » 38 »	500	0,58
» 39 » 40 »	540	0,56
» 41 » 42 »	570	0,55
» 43 » 44 »	580	0,54
» 45 » 46 »	590	0,53
» 47 » 48 »	620	0,52
» 49 » 50 »	630	0,51
» 51 » 55 »	740	0,49
» 56 » 60 »	760	0,48
» 61 » 65 »	800	0,47
» 66 » 70 »	850	0,46
» 71 » 80 »	910	0,45
» 81 » 90 »	1000	0,44
» 91 » 100 »	1100	0,43
» 101 » 120 »	1220	0,42
» 121 » 140 »	1380	0,41
» 141 ed oltre	1580	0,40

16,82
15,30
14,35
13,67
13,08
12,56
12,10
11,69
11,32
10,98
10,67
10,39
10,13
9,89
9,66
9,45
9,25
9,07
8,90
8,75
8,61
8,48
8,37
8,27
8,18
8,10
8,05
8,00

Per il Comandante Supremo Alleato e Governatore Militare

ELLERY WHEELER STONE,

Contrammiraglio,

Riserva della Marina degli Stati Uniti,

Ufficiale Capo Affari Civili.

TABELLA

dell'Automezzo (in quintali)	TAVOLA I		TAVOLA II
	Quota base (in lire)	Aliquota per Quintale Chilometro (in lire)	Aliquota per Quintale Ora (in lire)
A	B	C	D
		1,05	16,82
10 Q.li	110	0,91	15,30
15 »	210	0,82	14,35
20 »	320	0,78	13,67
22 »	350	0,74	13,08
24 »	380	0,71	12,56
26 »	400	0,68	12,10
28 »	420	0,66	11,69
30 »	430	0,64	11,32
32 »	440	0,62	10,98
34 »	450	0,60	10,67
36 »	470	0,60	10,39
38 »	500	0,58	10,13
40 »	540	0,56	9,89
42 »	570	0,55	9,66
44 »	580	0,54	9,45
46 »	590	0,53	9,25
48 »	620	0,52	9,07
50 »	630	0,51	8,90
55 »	740	0,49	8,75
60 »	760	0,48	8,61
65 »	800	0,47	8,48
70 »	850	0,46	8,37
80 »	910	0,45	8,27
90 »	1000	0,44	8,18
100 »	1100	0,43	8,10
120 »	1220	0,42	8,05
140 »	1380	0,41	8,00
ed oltre	1580	0,40	

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

785016

FILE CLOSED : 4 July 1945

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9A

HEADQUARTERS ALLIED COMMISSION
APO 394
CIVIL AFFAIRS SECTION

Handwritten initials

4 July 45

Ref 6/5.11/CA

SUBJECT : Amendment to GO 42

TO : RC ~~PIEMONTE~~ Region RC ~~EMILIA~~ Region
RC ~~LIGURIA~~ Region RC ~~VENEZIA~~ 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 COMMAND OF THE CHIEF COMMISSIONER

R. S. Bonham
G.R. URJOHN ERIG,
VF CA Section

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Copy to : Legal S/C ✓
RC Lombardia Region
Transportation S/C



Handwritten: hu

DIR	
DCLO	
Chief Clerk	
CJO	
Italian Section	<i>Handwritten: H</i>
CL RKS	
5 JUL 1945	

Handwritten: we didn't do it!

file
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SA

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:

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

Dated: June 1945.

SCHEDULE

original taken by Tm S/C. 18 June 45

2 copies

4074/26 ✓

RESTRICTED

Legal ^{7A}

CAS/569
MAY 311900

E/3125
MAY 312000
ROUTINE

15TH ARMY GROUP
ALCOM FOR ECONOMIC SECTION, INFO: AMG FIFTH ARMY, AMG EIGHTH ARMY
AFHQ FOR G-3 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 ZNAC rates. These can then be inserted into General Order 42 for use in northern ITALY according to prearranged plan with Legal Sub Commission.

LEG SUB-COMMISSION



CIO
DCIO
Chief

Will Distribution

- Action: Econ Sec
- Info: Chief Commissioner
- Ex Commissioner
- CA Sec
- Finance S/C
- Legal S/C
- Float

NA.
17

HEADQUARTERS
1 JUN 1945
A. C. J. JUN 1945

RESTRICTED

6A

ALLIED MILITARY GOVERNMENT

OF OCCUPIED TERRITORY

GENERAL ORDER NO. 42

TRANSPORTATION RATES

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 Apuanie. 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

Government and situated north of the northern territory. Such Provinces of Ravenna, Firenze, Pistoia, Luce 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.

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

4. 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 vehicles 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.

B. 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 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,

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 necessarily 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 merchandises.

(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. 40% 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

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:

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

Dated:

"	29	"	30	"	430	0.66	11.09
"	31	"	32	"	440	0.64	11.32
"	33	"	34	"	450	0.62	10.98
"	35	"	36	"	470	0.60	10.67
"	37	"	38	"	500	0.58	10.39
"	39	"	40	"	540	0.56	10.13
"	41	"	42	"	570	0.55	9.79
"	43	"	44	"	580	0.54	9.66
"	45	"	46	"	590	0.53	9.45
"	47	"	48	"	620	0.52	9.25
"	49	"	50	"	630	0.51	9.07
"	51	"	55	"	740	0.49	6.90 ¹⁴
"	56	"	60	"	750	0.48	8.75
"	61	"	65	"	800	0.47	8.61
"	66	"	70	"	850	0.46	8.48
"	71	"	80	"	910	0.45	8.37
"	81	"	90	"	1000	0.44	8.27
"	91	"	100	"	1100	0.43	8.12
"	101	"	120	"	1220	0.42	8.10
"	121	"	140	"	1380	0.41	8.05
"	141	"	over	"	1580	0.40	8.00

GOVERNO MILITARE ALLEATO
DEL TERRITORIO OCCUPATO

ORDINANZA GENERALE No. 42

Traffico dei Trasporti.

Io, ELBERT MUMMER SMITH, Contrammiraglio nella Riserva della Marina degli Stati Uniti, Ufficiale Capo degli Affari Civili, in nome e per conto del Comandante Supremo Alleato e Governatore Militare, con la presente ordino quanto segue :

ARTICOLO 1

La presente Ordinanza si applica a tutto il territorio soggetto al Governo Militare Alleato situato a nord dei confini settentrionali delle Provincie di Ravenna, Firenze, Pistoia, Lucca e Apuania. Tale territorio e' d'ora in avanti nella presente denominato "territorio settentrionale".

La presente Ordinanza entra in vigore in ogni Provincia o parte di essa nel territorio settentrionale alla data della sua prima affissione nella medesima.

ARTICOLO 2

La presente Ordinanza si applica a tutti quei contratti per il trasporto con qualunque automezzo, come appreso precisato, di merci, carichi e articoli nei quali le cose da trasportate siano giacenti in qualunque parte del territorio settentrionale indipendentemente dall'esistenza o meno di un consorzio di auto-transporti in funzione in quella parte del territorio settentrionale nonche' dall'itinerario da percorrere in tali trasporti e dal luogo di destinazione.

ARTICOLO 3

La tariffa massima da applicare in tali contratti e' quella da computare secondo quanto prescritto dalla presente Ordinanza ed in base all'unita Tabella o ad una successiva variazione di tale Tabella debitamente compilata e pubblicamente divulgata dal Governo Militare Alleato.

ARTICOLO 4

Agli effetti della presente Ordinanza fra i mezzi che effettuano autotrasporti sono compresi tutti gli autoveicoli a trazione meccanica, destinati e idonei al trasporto di merci, carichi ed articoli e particolarmente tutti gli auto-treni, trattori e rimorchi, autoveicoli, autoveicoli o mototricicli.

La presente Ordinanza entra in vigore in ogni Provincia o parte di essa nel territorio settentrionale alla data della sua prima affissione nella medesima.

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La presente Ordinanza si applica a tutti quei contratti per il trasporto con qualunque automezzo, come appreso precisato, di merci, carichi e articoli nei quali le cose da trasportare siano giacenti in qualunque parte del territorio settentrionale indipendentemente dall'esistenza o meno di un consorzio di autotrasporti in funzione in quella parte del territorio settentrionale nonché dall'itinerario da percorrere in tali trasporti e dal luogo di destinazione.

ARTICOLO 3

La tariffa massima da applicare in tali contratti e' quella da computare secondo quanto prescritto dalla presente Ordinanza ed in base all'unita Tabella e ad una successiva variazione di tale Tabella debitamente compilata e pubblicamente divulgata dal Governo Militare Alleato.

13

ARTICOLO 4

Agli effetti della presente Ordinanza fra i mezzi che effettuano autotrasporti sono compresi tutti gli autoveicoli a trazione meccanica, destinati e idonei al trasporto di merci, carichi ed articoli e particolarmente tutti gli auto-treni, autocarri, autocarri e rimorchi, trattori e rimorchi, autoveicoli e mototricicli.

ARTICOLO 5

A. La tariffa da applicare in ogni contratto di autotrasporto e' sempre computata in base alla Tavola I della unita Tabella salvo che in un determinato contratto

- (i) il committente del trasporto con gli automezzi convenga che la tariffa da applicare debba essere computata in base alla Tavola II della detta Tabella; e
- (ii) la distanza che l'automezzo deve percorrere sia inferiore ai 100 chilometri in 8 ore di tempo.

nel qual caso per quel determinato contratto, la tariffa viene computata in base alla Tavola II sopraccitata.

B. Per il computo delle tariffe in base alle suddette Tavole si osservano le seguenti norme:

- (i) La portata dell'automezzo e' quella indicata sul libretto di circolazione del rispettivo automezzo e ad essa si deve far riferimento per conteggio di tutte le tariffe nei riguardi di tale automezzo senza tener conto del volume o peso del carico da esso trasportato.

- (ii) In base alla Tavola I il costo totale del trasporto risulta costituito di una quota base (colonna B) determinata unicamente in relazione alla portata dell'automezzo (colonna A) e, in aggiunta alla quota base, di una quota per quintale-chilometro che e' calcolata moltiplicando la detta portata per l'aliquota quintale-chilometro (colonna C) applicabile al caso e per la distanza da esso percorsa (in chilometri).
- (iii) In base alla Tavola II il costo totale del trasporto risulta pari all'importo derivante dalla moltiplicazione della portata dell'automezzo (colonna A) per l'aliquota quintale-ora (colonna D) e per il numero delle ore impiegate senza nessun riferimento alla distanza percorsa e senza l'aggiunta di alcuna quota base.
- (iv) In ogni territorio dove funziona un consorzio di auto-transporti per "distanza percorsa" si intende quella dall'Ufficio spedizioni del Consorzio di autotransporti al luogo di scarico e ritorno seguendo l'itinerario ragionevolmente necessario al trasporto di cui trattasi e comprendente tutte le varianti e deviazioni. E' esclusa la distanza fra il detto Ufficio spedizioni e la rimessa dell'automezzo.
- (v) In ogni contratto cui si applica la Tavola I la quota quintale-chilometro deve essere ridotta del 50% per ogni frazione di distanza percorsa e vuoto.
- (vi) In ogni contratto cui si applica la Tavola I e in relazione al quale le merci, i carichi o gli articoli sono sono trasportati per conto di due o piu' committenti, sia per tutto il percorso che per parte di esso, il costo totale del trasporto viene determinato secondo quanto stabilito al precedente paragrafo (ii) e deve essere pagato dai predetti committenti in proporzione fra essi al peso trasportato per la distanza percorsa, in quintale-chilometri, rispettivamente per conto di ciascuno dei committenti stessi.
- (vii) In ogni contratto cui si applica la Tavola I la quota base viene computata una sola volta al giorno, senza tener conto del numero dei viaggi effettuati fra il luogo di carico e quello di scarico.
- (viii) In ogni contratto cui si applica la Tavola II ogni frazione

- (v) In ogni contratto cui si applica la Tavola I la quota quintale-chilometro deve essere ridotta del 50% per ogni frazione di distanza percorsa a vuoto.
- (vi) In ogni contratto cui si applica la Tavola I e in relazione al quale le merci, i carichi o gli articoli sono sono trasportati per conto di due o più committenti, sia per tutto il percorso che per parte di esso, il costo totale del trasporto viene determinato secondo quanto stabilito al precedente paragrafo (ii) e deve essere pagato dai predetti committenti in proporzione fra essi al peso trasportato per la distanza percorsa, in quintale-chilometri, rispettivamente per conto di ciascuno dei committenti stessi.
- (vii) In ogni contratto cui si applica la Tavola I la quota base viene computata una sola volta al giorno, senza tener conto del numero dei viaggi effettuati fra il luogo di carico e quello di scarico.
- (viii) In ogni contratto cui si applica la Tavola II ogni frazione di ora si considera come ora intera.
- (ix) In ogni contratto si aggiunge una addizionale quota di L.400 per ogni notte per la quale l'automezzo per giustificato motivo e in relazione all'esecuzione del contratto non può rientrare alla sua normale riserva; l'aggiunta di tale quota tuttavia non avrà luogo se tale mancato rientro è dovuto al fatto che l'automezzo è in riparazione.
- C. Lo scarico, l'immagazzinamento e lo scarico delle merci competono allo spedite e al consegnatario di esse e sono a loro rischio e carico e non vanno computati come spesa nel contratto di trasporto.
- D. In ogni contratto in cui si applica la Tavola I si aggiunge al costo totale di cui alla precedente lettera B (ii) una quota relativa a tutto il tempo impiegato nel carico e nello scarico degli automezzi da calcolarsi come segue:

PORTATA DELL'AUTOMEZZO

Prima ora	fino a 30 qli	da 30 a 120 qli	Oltre i 120 qli.
	8 lire	0 lire	0 lire

Ogni ora successiva o frazione di essa

200 lire	250 lire	300 lire
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PER IL COMANDANTE SUPREMO ALIATO E GOVERNATORE MILITARE

MILNY WILLIAM STONE,
 Contrammiraglio,
 Riserva della Marina degli Stati Uniti,
 Ufficiale Capo Affari Civili.

TABELLA
TAVOLA I

TAVOLA II

PORTATA DELL'AUTOME- ZO (in quintali)	QUOTA BASE (in lire)	ALIQUOTA PER QUINTALE CHILOMETRO (in lire)	ALIQUOTA PER QUINTALE CPA (in lire)
A	B	C	D
da 1 e 10 Q.11	110	1,05	16,82
" 11 " 15 "	210	0,91	15,30
" 16 " 20 "	320	0,82	14,35
" 21 " 22 "	350	0,78	13,67
" 23 " 24 "	380	0,74	13,08
" 25 " 26 "	400	0,71	12,56
" 27 " 28 "	420	0,68	12,10
" 29 " 30 "	450	0,66	11,69
" 31 " 32 "	440	0,64	11,32
" 33 " 34 "	450	0,62	10,98
" 35 " 36 "	470	0,60	10,67
" 37 " 38 "	500	0,58	10,39
" 39 " 40 "	540	0,56	10,13
" 41 " 42 "	570	0,55	9,89
" 43 " 44 "	580	0,54	9,66
" 45 " 46 "	590	0,53	9,45
" 47 " 48 "	620	0,52	9,25
" 49 " 50 "	630	0,51	9,07
" 51 " 55 "	740	0,49	8,90

10

10

25 " 26 "	400	0,71	12,56
" 27 " 28 "	420	0,68	12,10
" 29 " 30 "	450	0,66	11,69
" 31 " 32 "	440.	0,64	11,32
" 33 " 34 "	450	0,62	10,98
" 35 " 36 "	470	0,60	10,67
" 37 " 38 "	500	0,58	10,39
" 39 " 40 "	540	0,56	10,13
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" 45 " 46 "	590	0,53	9,45
" 47 " 48 "	620	0,52	9,25
" 49 " 50 "	630	0,51	9,07
" 51 " 55 "	740	0,49	8,90
" 56 " 60 "	760	0,48	8,75
" 61 " 65 "	800	0,47	8,61
" 66 " 70 "	850	0,46	8,48
" 71 " 80 "	910	0,45	8,37
" 81 " 90 "	1000	0,44	8,27
" 91 " 100 "	1100	0,43	8,18
" 101 " 120 "	1220	0,42	8,10
" 121 " 140 "	1380	0,41	8,05
" 141 ed oltre	1580	0,40	8,00

4A

LEON-SP

4074, 26, 7/16

INCOMING MESSAGE.

FROM ATOLINI
TO LEGAL SUB COMMISSION A.C.

Please use every effort to expedite issuance of General Order covering Highway Traffic for Northern Italy.

It is imperative that this Order be in the possession of FOUR CORPS at earliest possible date.

This telephone message was received at 1930 hrs 20 April 1945. by the duty Officer.

*This message should be
sent to Legat, Legation, Madrid
the first thing tomorrow morning.*

W. Limerick

2249

4074/06 ✓ file

3A

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

Tel. 220

18th. April 1945

140/M/TN2

Memo to : Legal Sub-Commission

Subject : Highway Tariff Schedule.

1. This refers to your copy of our letter file 125/M/TN2 dated 12th. April 1945, in regard proposed General Order setting forth highway tariff schedule for Northern Italy.

2. No criticisms warranting any change in our original draft have been received by this office.

3. It is now in order for your Sub-Commission to prepare printers copy at your earliest opportunity. It is suggested that this order be printed in poster size and an initial issue of 5,000 copies printed.

4. Detailed discussions may be arranged with Lt. Col. Harris, Room 11, 6th. Floor, Ext. 220 and final draft will be accepted by him for this Sub-Commission.

MBT/gc.

LEGAL SUB-COMMISSION	
CEO	
DEFO	W
Chief Counsel	
CIO	
Ballou	
CL RRS	
18 APR 1945	

M. B. Thomas

M. B. THOMAS
Colonel
Deputy Director

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2A

ALLIED MILITARY GOVERNMENT

OF OCCUPIED TERRITORY

GENERAL ORDER NO. 42

TRANSPORTATION RATES

I, ELLMY WHEELER STONE, Rear Admiral, United States Naval Reserve, Chief Civil Affairs Officer, for and on behalf of the Supreme Allied Commander and Military Government, 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, Livorno, 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 Schedules hereto or any later variation of such Schedules 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 used for the transportation of goods, merchandise or

This Order shall come into effect on the date of its first posting 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, tractors and trailers, tractors and trailers, motor cars and motor tricycles.

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 vehicles 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.

B. 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 B) 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 hire 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

... 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.

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(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

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 50 gll.	30 to 120 gll.
	Over 120 gll.	
1st hour	0 lire	0 lire
Each additional hour or portion thereof	200 "	250 "
		300 "

FOR THE SUPREME ALLIED COMMANDER AND MILITARY GOVERNOR:

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

Dated:

THE SCHEDULE

TABLE I

LOAD CAPACITY OF VEHICLES (Quintals)	BASIC CHARGE (lire)	RATE PER Q. LI KM. (lire)	RATE PER .LI PER HOUR (lire)
A	B	C	D
From 1 to 10 Q. LI	110	1.05	16.82
" 11 " 15 "	210	0.91	15.30
" 16 " 20 "	320	0.82	14.35
" 21 " 22 "	350	0.78	13.67
" 23 " 24 "	380	0.74	13.08
" 25 " 26 "	400	0.71	12.56
" 27 " 28 "	420	0.68	12.10
" 29 " 30 "	450	0.66	11.69
" 31 " 32 "	470	0.64	11.32
" 33 " 34 "	450	0.62	10.98
" 35 " 36 "	470	0.60	10.67
" 37 " 38 "	500	0.58	10.39
" 39 " 40 "	540	0.56	10.13
" 41 " 42 "	570	0.55	9.89
" 43 " 44 "	580	0.54	9.66
" 45 " 46 "	590	0.53	9.45
" 47 " 48 "	620	0.52	9.25
" 49 " 50 "	630	0.51	9.07

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25	26	400	0.71	12.30
"	27	420	0.68	12.10
"	29	430	0.66	11.69
"	31	440	0.64	11.32
"	33	450	0.62	10.98
"	35	470	0.60	10.67
"	37	500	0.58	10.39
"	39	540	0.56	10.13
"	41	570	0.55	9.89
"	43	580	0.54	9.66
"	45	590	0.53	9.45
"	47	620	0.52	9.25
"	49	630	0.51	9.07
"	51	740	0.49	8.90
"	56	760	0.48	8.75
"	61	800	0.47	8.61
"	66	850	0.46	8.48
"	71	910	0.45	8.37
"	81	1000	0.44	8.27
"	91	1100	0.43	8.18
"	101	1220	0.42	8.10
"	121	1380	0.41	8.05
"	141 and over	1580	0.40	8.00

New file 4074/26.

1A

COMMITTEE
ALLIED COUNTRIES
TRANSPORTATION SUB-COMMITTEE
ASO 304

12th April 1946

Tel. 230

125/11/312

Memo to : Acting Vice-President
Economic Section

Subject : Highway Tariff Schedule.

1. Pursuant to agreement reached in conference of 9th April, it is suggested a General Order be issued for use in Liguria, Piemonte, Lombardia and Venetia Regions, covering the following tariff schedules :

ORDER

Article I

The maximum rates to be charged for the haulage by motor transport shall be computed from the following table:

(See Attached)

Article II

Definitions

" Motor Transport " shall include all auto-trains, trucks, trailers, tractors and trailers, motor cars, motor tricycles or any other motor vehicle of any other description propelled by mechanical means which are designed and suitable for the transportation of goods, merchandise or freight.

" Capacity " is that indicated in the vehicle's circulation booklet.

Article III

Structure of Tariff

The maximum tariff that may be charged for any movement shall consist of

(See Attached)

Article III

Definitions

" Motor Transport " shall include all auto-camions, trucks, trucks and trailers, tractors and trailers, motor cars, motor tricycles or any other motor vehicle of any other description propelled by mechanical means which are designed and suitable for the transportation of goods, merchandise or freight.

" Capacity " is that indicated in the vehicle's circulation booklet.

Article III

Structure of Tariff

The maximum tariff that may be charged for any movement shall consist of either that shown in TABLE I, composed of:

- (a) A fixed charge called the " Base Rate " which is a charge that is independent of the distance covered by the vehicle and includes expenditures for the trip from the garage to dispatch office of the truck pool and return plus
- (b) A rate based on the quintal-kilometers covered.

OR

that shown in TABLE II if the distance covered in 6 hours is less than 100 kilometers, and is agreed to prior to dispatch by the driver.

Base rate will not be applied to TABLE II

Article IV

Loading - Stowing and Unloading

Loading, stowing and unloading of goods shall be at the risk and expense of the employer and employee.

TABLE II

Capacity of Vehicle (Quintals)	Basic Charge Base Rate (Lire)	Rate per QLI/Km. (Lire)	Rate per QLI. per Hour (Lire)
From 1 to 10 QLI.	110	1,05	16,82
" 11 " 15 "	210	0,91	15,30
" 16 " 20 "	320	0,82	14,35
" 21 " 22 "	350	0,78	13,67
" 23 " 24 "	380	0,74	13,08
" 25 " 26 "	400	0,71	12,56
" 27 " 28 "	420	0,68	12,10
" 29 " 30 "	430	0,66	11,69
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" 35 " 36 "	470	0,60	10,67
" 37 " 38 "	500	0,58	10,39
" 39 " 40 "	540	0,56	10,13
" 41 " 42 "	570	0,55	9,89
" 43 " 44 "	580	0,54	9,66
" 45 " 46 "	590	0,53	9,45
" 47 " 48 "	620	0,52	9,25
" 49 " 50 "	630	0,51	9,07
" 51 " 55 "	740	0,49	8,90
" 56 " 60 "	760	0,48	8,75
" 61 " 65 "	800	0,47	8,61

TABLE I

Capacity of Vehicle (Quintals)	Basic Charge Base Rate (Lire)	Rate per QLI/Km. (Lire)	Rate per QLI. per Hour (Lire)
From 1 to 10 QLI.	110	1,05	16,82
" 11 " 15 "	210	0,91	15,30
" 16 " 20 "	320	0,82	14,35
" 21 " 22 "	350	0,78	13,67
" 23 " 24 "	380	0,74	13,08
" 25 " 26 "	400	0,71	12,56
" 27 " 28 "	420	0,68	12,10
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" 39 " 40 "	540	0,56	10,13
" 41 " 42 "	570	0,55	9,89
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" 45 " 46 "	590	0,53	9,45
" 47 " 48 "	620	0,52	9,25
" 49 " 50 "	630	0,51	9,07
" 51 " 55 "	740	0,49	8,90
" 56 " 60 "	760	0,48	8,75
" 61 " 65 "	800	0,47	8,61

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" 35	" 36	470	0,60	10,67
" 37	" 38	500	0,58	10,39
" 39	" 40	540	0,56	10,13
" 41	" 42	570	0,55	9,89
" 43	" 44	580	0,54	9,66
" 45	" 46	590	0,53	9,45
" 47	" 48	620	0,52	9,25
" 49	" 50	630	0,51	9,07
" 51	" 55	740	0,49	8,90
" 56	" 60	760	0,48	8,75
" 61	" 65	800	0,47	8,61
" 66	" 70	850	0,46	8,48
" 71	" 80	910	0,45	8,37
" 81	" 90	1000	0,44	8,27
" 91	" 100	1100	0,43	8,18
" 101	" 120	1220	0,42	8,10
" 121	" 140	1380	0,41	8,05
" 141	and over	1580	0,40	8,00

2

partial return of the further part of the route deposited as per part B the distance provided.

Article V

Application of Rates

Tariff rates shall be computed on the rated capacity of the vehicle, irrespective of the bulk or weight of the load.

Distance travelled shall be computed from the dispatch office to unloading point and return, using the distance actually traversed and including all diversions and detours.

The distance covered between the dispatch office and the destination.
A. Partly for the central destination.
Exempt trips shall be charged for under Table I at the full rate less 50% for that portion of the journey run empty.

Tariff on loads comprising goods shipped by more than one consignor shall be pro-rated on the ratio of quintal-kilometers covered for each consignor to the total quintal-kilometers covered. The same method of pro-rating tariffs shall be used for ascertaining charges for shipments picked up or dropped enroute.

Wherever more than one trip per day is made between loading and unloading points, a single base rate shall be charged, if charges are levied under Table I.

If a vehicle is forced to remain away from its headquarters over night while carrying cargo, an additional flat charge of 400 Lare may be added to the tariff whether *the driver is sleeping or the vehicle is being repaired or absent* under Table I or Table II. This does not apply to vehicles undergoing repairs or absent without due cause away from its garage.

Article VI

Demurrage

Time lost in loading or unloading vehicles shall be charged for as follows under

TABLE I only

Vehicle Capacity

partial effect of the motor provisions
not computed as part of the
distance provided.

Article V

Application of Rates

Tariff rates shall be computed on the rated capacity of the vehicle, irrespective of the bulk or weight of the load.

Distance travelled shall be computed from the dispatch office to unloading point and return, using the distance actually traversed and including all diversions and detours.

The distance covered between the garage and the dispatch office shall be computed as if the vehicle were loaded with the full rated capacity.

Scrapage trips shall be charged for under TARIFF I at the full rate less 50% for that portion of the journey run empty.

Tariff on loads comprising goods shipped by more than one consignor shall be pro-rated on the ratio of quintal-kilometers covered for each consignor to the total quintal-kilometers covered. The same method of pro-rating tariffs shall be used for ascertaining charges for shipments picked up or dropped enroute.

Wherever more than one trip per day is made between loading and unloading points, a single base rate shall be charged, if charges are levied under TARIFF I.

If a vehicle is forced to remain away from its headquarters over night while carrying cargo, an additional flat charge of 400 Lira may be added to the tariff whether the consignor is present or absent. This does not apply to vehicles undergoing repairs or absent without the cause away from its garage.

Article VI

Demurrage

Time lost in loading or unloading vehicles shall be charged for as follows under

TARIFF I only

Vehicle Capacity

1

ascertaining charges for shipments picked up or dropped enroute.

Wherever more than one trip per day is made between loading and unloading points, a single base rate shall be charged, if charges are levied under ~~TABLE I~~.

If a vehicle is forced to remain away from its headquarters over night while carrying cargo, an additional flat charge of 400 Lira may be added to the tariff whether ~~under TABLE I or TABLE II~~. This does not apply to vehicles undergoing repairs or absent without due cause away from its garage.

Article VI

~~Demurrage~~

1

Time lost in loading or unloading vehicles shall be charged for as follows under

TABLE I only

1st. hour	Vehicle	Capacity
0 Lire	Up to 30 QM.	0 Lire
each additional hour or portion thereof	30 to 120 QM.	250 "
200 "	Over 120 QM.	300 "

2 All suggested changes and articles should be referred to this office not later than Tuesday, 17 April, at which time final draft will be submitted to Legal Commission for casting into printers copy.

3. The utmost urgency is required in light of operational developments.

Copy to: Chief Commissioner
 Civil Affairs Section
 Chief of Staff
 Establishment Section
 Finance Sub/Com.
 Food Sub/Com.

Labour Sub/Com.
 Legal Sub/Com.
 Col. Staff
 Mr. Gross
 Capt. Nytt

M. B. Williams

E. B. THOMAS
Colonel
Deputy Director

14 APR 1945

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