Declassified E.O. 12356 Section 3.3/NND No. 785021

ORGANISation - E.N.A.C

Declassified E.O. 12356 Section 3.3/NND No. 785021

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2732

INTER OFFICE MEMO

2 March 1940

Tele : 478303

Our ref.: AG/74/En 3

SUBJECT : S.N.A.C.

TO : Chief Movements Division
Transportation Sub-Commission

At Appendix "A" is a summary of estimated load carrying capacity of vehicles registered with TAO in the area hitherto known as Southern Region. Figures for territory North of Southern Region and South of Northern boundaries of TERAMO-RIETI and VITERBO should be available during the next 10 days and will be notified to you as soon as known.

C. STAIT-GARDNER
Major,
Movements Division
(Roads Branch)

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SUMMARY OF TONNAGE CAPACITY

VEHICLES REGISTERED WITH M.A.C.

(Based on information supplied by S.E.A.C.)

	VEHS UNDER TWO TONS			VEHS OVER TWO TONS			
	RUNNING	REPAIRABLES	TOTAL	RUNNING	REPAIRABLES	TOTAL	RUNNING
TRUCKS	10364	1790	12154	15113	4189	19302	25477
TRAILERS	11	9	20	2696	1627	4323	2707
MOTOR TRICYCLES	1491	347	1838	—	—	—	1491
GRAND TOTAL	11866	2146	14012	17809	5816	23625	29675

1 March 1945

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APPENDIX "A"

Ref.: AC/74/Tn 3

SUMMARY OF TONNAGE CAPACITY

VEHICLES REGISTERED WITH MEAC

(Based on information supplied by S.N.A.C.)

VEHS		VEHS OVER TWO TONS			TOTAL		
REPAIRABLES	TOTAL	RUNNING	REPAIRABLES	TOTAL	RUNNING	REPAIRABLES	TOTAL
780	12154	15113	4189	19302	25477	5979	31456
9	20	2696	1627	4323	2707	1636	4343
347	1838	—	—	—	1491	347	1838
1146	14012	17809	5816	23625	29675	7962	37637

C. STAIT-CARTER
Major,
Movements Division
(Roads Branch)
Transportation Sub-Comm.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

/gs 21
2730

Tele: 478303

1 March 1945

Our Ref: AC/13/5/Tn.3. 74/21.

SUBJECT: Road Haulage Tariffs

TO : Regional Commissioner
HQ. TOSCANA Region
(For Chief Transportation Officer)

1. Your RVIII/35/10/8 dated 22 Feb. 1945 (20) is acknowledged.

2. ENAC Tariff has been received today and two copies have been handed to Sgt. Wakefield for delivery to you.

By Command of Rear Admiral Stone

for MERRITT H. TAYLOR
Director

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HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

RVIII/35/10/10/8.

22 Feb.'45.

SUBJECT: Tariff for civilian road haulage.

TO : Transportation Sub-Commission, (Roads), H.Q., Allied Commission.

1. Truck owners from Rome operating into Region report that the new tariff schedule of the E.N.A.C. decree of 1 Feb.'45 is now in effect in Rome and that the new rates are several times higher than the old rates in effect here.

2. Will copies of the new tariff schedule be furnished this office.

GEORGE B. SOWERS,
Major, AUS.,
Chief Transportation Officer.

PO.

Copy to: Regional Commissioner.

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Return of Vehs already registered

with

E. N. A. C.

Total 21.854

Type of goods carrying vehs.	Running	Repairable	Non repairable	Total	Privately owned	Owned by E.N.A.C.
TRUCKS	15.430	3.089	388	18.907	18.160	747
TRAILERS	404	249	43	696	685	11
MOTOR TRICYCLES	1.726	392	53	2.171	2.072	99
TRACTORS	40	34	6	80	78	2
	17.600	5.764	490	21.854	20.995	859

LEGEND

E - Running
R - Repairable
FU - Non repairable
T - Total
GP - privately owned
GE. Owned by ENAC

Completed to 1 Feb. 45.

/nf

TO : H.E. Cerabona
Minister of Transports
Rome.

Excellency,

We think it our duty to report the result of our practical experience of these six months of control of road transport and the deductions which can be drawn from them for future use.

We are of the opinion that this is of all the more interest in that the form of control used here in Rome (work ticket for all trucks, invoices passed through the Ufficio Trasporti of Rome, body which gives the authorization necessary to that road transport which is outside the U.T.R., etc.) is the nearest to that adopted by EMAC.

Basing our opinion on this experience, on our continual contact with the public (road haulage contractors and passengers), on the observation of the practical consequence of regulations prepared in the office, we think it inadvisable at least for the moment, to adopt such an all-embracing system of control as that anticipated by the Statute of EMAC.

We agree that theoretically the EMAC formula is very attractive; we illuded ourselves at first.

If it was possible so apply it, it would garantee that not a ton kilometer would be wasted or would be carried other than in its due order of precedence having regard to the various national needs; it would also permit, from one control office to add up all the billions of ton kilometers carried, divided among the different goods, the different provinces and the different distances; to keep account of all the sums paid, all the costs etc. etc.

It would be very convenient, but unfortunately in practice things are very different

Wewould point out that the actual transport situation in Italy is absolutely new, there is nothing to compare with it in the past; that it is very difficult to foresee the technical and political developments that may develops; that no blame can be given to the directors of EMAC for not having foreseen particularly at the beginning of August when the situation was still so fluid, the way things would go later; but that, for our part, it would be very wrong not to inform you, with complete sincerity, of our observations, the substance of which is

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(work ticket for all trucks, invoices passed through [illegible]
Trasporti of Rome, body which gives the authorisation necessary
to that road transport which is outside the U.T.R., etc.) is
the nearest to that adopted by SNAC.

Basing our opinion on this experience, on our continual contact with the public (road haulage contractors and passengers), on the observation of the practical consequence of regulations prepared in the office, we think it inadvisable at least for the moment, to adopt such an all-embracing system of control as that anticipated by the Statute of SNAC.

We agree that theoretically the SNAC formula is very attractive; we alluded ourselves at first.

If it was possible so apply it, it would garantee that not a ton kilometer would be wasted or would be carried other than in its due order of precedence having regard to the various national needs; it would also permit, from one control office to add up all the billions of ton kilometers carriad, divided among the different goods, the different provinces and the different distances; to keep account of all the sums paid, all the costs etc. etc.

It would be very convenient, but unfortunately in practice things are very different

We would point out that the actual transport situation in Italy is absolutely new, there is nothing to compare with it in the past; that it is very difficult to foresee the technical and political developments that may develops; that no blame can be given to the directors of SNAC for not having foreseen particularly at the beginning of August when the situation was still so fluid, the way things would go later; but that, for our part, it would be very wrong not to inform you, with complete sincerity, of our observations, the substance of which is herewith set out:

1°) It is quite untrue that a system of control of a totalitarian nature (for brevity's sake we will call it the SNAC System) heightens the technical efficiency of transport; on the contrary. Here are some practical examples:-

a) To oblige motor vehicles to go every day to fixed stations to fetch their work ticket means improfitable trips and a great loss of time. For example: we have been requested to open a wine station in Trastevere. The greater part of the wine

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comes from the Castelli Romani and many wine firms have their cellars and garages on the Via Appia; the trucks, to go and fetch their work tickets, will have to do a trip almost as long, (taking into consideration the greater consumption of petrol and loss of time driving in town) so that they will do fewer actual transportation. In this actual case, things could be improved by a different situation, but it would still be inconvenient for other reasons.

b) To the improfitable trips and long waits of the road haulage contractors are to be added the improfitable trips and long waits of the consignors. This also raises the actual cost. Sometimes the necessary office procedure is carried out by intermediaries who insist on being well paid for their services (sometimes pretending to have had to cope with more difficulties than was actually the case). With the actual lack of transport facilities the consignors often make an agreement with the driver that they should take them to the office where they have to do their business, so that there are other improfitable trips. This inconvenience will be made worse by the SNAO system, which is not only dealing with one town, such as Rome, but is extended to all Italy. As it wants a national central control, it has had to make complicated formule, so that, for example, a journey that starts in Reggio Calabria has to get permission from Rome, and a journey starting from Piedimonte d'Alife has to get permission from Naples.

c) One of the fundamental aims of SNAO is that of eliminating empty trips, as SNAO will try to arrange for each full out trip a full return trip. We can assure you, that in a regime of private initiative, no empty trip ever takes place, as the road haulage contractor will always find a return load (this being to his personal advantage) even getting a lower price so as not to return empty. As authority is required for every trip, there will inevitably be empty return trips, especially as the authority can be had only from the capital, from the chief town of the compartment or provinces. Therefore the alternatives are either to return empty, or take an illegal load, or else wait indefinately until there is a return load that the authorities have found and authorised. We have seen that in practice there are many empty return trips with this method; one could say that this could be prevented by a perfected organisation, long-distance telephones, more employees, etc, but it would require a large organisation and the disadvantages might be less but would not be eliminated;

d) Separating the consignor from the road haulage contractor there will inevitably be misunderstandings of a technical [illegible] on the place and hour of presentation

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(sometimes pretending to have had to cope with more difficulties than was actually the case). With the actual lack of transport facilities the consignors often make an agreement with the driver that they should take them to the office where they have to do their business, so that there are other improfitable trips. This inconvenience will be made worse by the SNAD system, which is not only dealing with one town, such as Rome, but is extended to all Italy. As it wants a national central control, it has had to make complicated formula, so that, for example, a journey that starts in Reggio Calabria has to get permission from Rome, and a journey starting from Piedimonte d'Alife has to get permission from Naples.

c) One of the fundamental aims of SNAD is that of eliminating empty trips, as SNAD will try to arrange for each full out trip a full return trip. We can assure you, that in a regime of private initiative, no empty trip ever takes place, as the road haulage contractor will always find a return load (this being to his personal advantage) even setting a lower price so as not to return empty. As authority is required for every trip, there will inevitably be empty return trips, especially as the authority can be had only from the capital, from the chief town of the compartment or province. Therefore the alternatives are either to return empty, or take an illegal load, or else wait indefinately until there is a return load that the authorities have found and authorised. We have seen that in practice there are many empty return trips with this method; one could say that this could be prevented by a perfected organisation, long-distance telephones, more employees, etc, but it would require a large organisation and the disadvantages might be less but would not be eliminated;

d) Separating the consignor from the road haulage contractor there will inevitably be misunderstandings of a technical nature, as, for example, on the place and hour of presentation (which means wasted trips) on the suitability of the vehicles, etc. In spite of the best will in the world it is inevitably that with orders that have to pass through so many channels, misunderstandings should arise. We know that this happens continually.

Are all these drawbacks, due to technical causes inevitable, even admitting absolute discipline on the part of the road haulage contractors in respecting the directions given?

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Actually the difficulties mentioned are made worse by the obstructionists. They will do anything in their power to boycott the directions issued because there is no category of persons more attached to their personal independance and it is to their financial advantage to do so and serious drawbacks result. For example:-

e) In the majority of cases the road haulage contractors refuse to do the trip that they are ordered to do. Sometimes they prefer to remain stationary for days, with the most improbable excuse, while they wait for a trip that suits them which leads to contention and a loss of time.

f) Some road haulage contractors are convinced that at the present moment, with the question of the prices and control, it is not to their interest to make trips; but that the day will inevitably come when they will be free to do what they like, so that they prefer to save the wear and tear of their vehicles and not put them into working order or pretend that they are out of order.

This is not difficult, and now everyone is expert at it, having had practice during the german occupation, when everybody was specialized in taking to pieces his own vehicle. Today they are being put together again, but the rapidity depends on the financial conditions offered to the owners. It is not always easy, even having at one's disposal lots of experts and police to know whether the damage is authentic.

g) There are also many other technical difficulties. often the roads are interrupted (sometimes unexpectedly by the flooding of a river), the warehouses of the Consorzio Agrario are just farms difficult of access; there are often not enough porters for loading to unloading, etc. It would need a great deal of good will on the part of the road haulage contractors to get over all these difficulties that have nothing to do with them. This good will is not foreseen by the tariff and the unwilling road haulage contractors take advantage of the situation and do nothing more than is strictly necessary; on the contrary they do everything they can to exasperate the difficulties or create them where necessary. they often come back with certificates, made out by the carabinieri (who are not all experts on transportation) and sometimes directly by the warehouse consignee (who are usually not interested in the good working of things), stating that the road was impracticable, that the warehouse was shut, that they couldn't load as there were no porters, that the tyres had burst, etc. The result is: innumerable empty trips, at least as to that commodity that was [illegible] exportations because the road

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the present scarcity, [illegible] control, it is not to their interest to make trips; but that the day will inevitably come when they will be free to do what they like, so that they prefer to save the wear and tear of their vehicles and not put them into working order or pretend that they are out of order.

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We are sorry to have digressed but we wanted to give some examples to explain the reality of the case, the subject is interminable; it is not very difficult to understand that with such a large field as road transport it is difficult to control the situation successfully; every thing can be studied arranged for, foreseen in the theoretical programme but if the individual will not help the practical results can not be good.

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2. If such a system as SNAC is seriously to be applied to the whole of Italy, it will be necessary to create large traffic and police organisations. 2724

The central predisposition of every single movement, the reception of all the requests and the arrenging for each to a vehicle, the accountancy of all the transactions asks for enormous work. Here in Rome, at the transport office, there are more then 300 employees; chiefly personnel from transportation and industry, who have worked tremendously hard and have done their utmost (as to the road haulage contractors and consignors, as well as Allied officers can witness). We have under our control about 300 lorries and we have followed a fairly liberal policy where the road haulage contractors are concerned. To apply the rigourous system of SNAC, to open the new stations, we have been asked for, to assume the control of the 7000 lorries there are in Rome, this personnel will have to be considerably increased. The same thing will happen all over Italy.

From the number of employees mentioned above is excluded the control personnel. This used to be carried out by means of food control posts; after they were abolished only a few remaining on the boundaries of the province and a few Guardie di Finanza patrols were left. There have always been many evasions (with the most varied strategems) even when there was very strict control by AMG, but after the authority passed to the Italian authorities the politician insisted on the abolition of the fixed control posts, they have increased enormously, so that now the illegal trips are certainly far more than the legal ones. If SNAC wishes to have its instructions respected, it will have to create fixed control posts and such a control organisation that, extending itself to the whole of Italy, will become an imposing police organisation. The personnel will have to be very trusted and highly trained as butery is easy, and its not easy to verify very complicated papers, which are often very cleverly altered and which are accompanied by declarations from political military and police authorities.

2. The psychological climate is not very favourable. The road haulage contractors are bonded together and are often backed up by the general public. There is no doubt that public opinion today is turned towards the abolition of control posts and all buresuerctic complications as far as possible. Here are some examples:-

Recently the Allied authority wanted to control the black market cars which had been running illegal passenger services in the city. The result was a strike, public demonstra-

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where the road haulage contractors are concerned. To apply the rigourous system of AMAC, to open the new stations, we have been asked for, to assume the control of the 7000 lorries there are in Rome, this personnel will have to be considerably increased. The same thing will happen all over Italy.

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2. The psychological climate is not very favourable. The road haulage contractors are bonded together and are often backed up by the general public. There is no doubt that public opinion today is turned towards the abolition of control posts and all bureaucratic complications as far as possible. Here are some examples:-

Recently the Allied Authority wanted to control the black market cars which had been running illegal passenger services in the city. The result was a strike, public demonstrations in the streets with placards asking not only for freedom for the black market cars but also the abolition of work tickets and every form of control on public transport. The conclusion was that even the Allied Authorities decided to return on its decisions and let out those drivers who had been arrested for illegal use of Allied petrol;

In a conference held at the Prefecture, with the press present, to discuss food questions, there was a general request for the abolition of control posts (to ask for the abolition of control posts is the same as asking for the abolition of permits)

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and a more liberal policy, so that the Prefect immediately decided to abolish the control posts, in spite of the opposition of the transport office, who thus had every possibility of control taken from them.

Another symptom was the hostility shown by the general public at the birth of SNAC.

4°) The general public is under the impression, not entirely wrong, that the subsistence of the control is that which raises the prices (especially for those goods that are free at their point of origin and not subject to the ammasso) and causes speculation. Without doubt the cost of control does affect the prices as well as the lesser output due to technical causes. But the speculation caused by the barriers is of far greater importance. For example, the black market prices in Rome (and the population has to go to it for practically all goods) are without doubt higher than they would be if the prices of goods bought free and the prices of transport (even if at black market prices) were added together.

As a permit for transport is required, the man who manages to get one can create a monopoly and can fix any price he likes. Hence speculation, which would be very much attenuated by free competition. It is all very well to unfreeze the goods at the place of origin, forbid provincials freezing, etc. if for the transportation of goods a work ticket is required; the work ticket substitutes the permits to introduce goods left free by the UNRRA and thus causes speculation.

The road haulage contractor sees his earnings controlled to the last cent by the tariffs (when it doesn't happen, as with the present ones, that they are below cost) while the intermediaries earn millions. If competition was free it is probable that the intermediaries would disappear altogether the consumer would pay less, the road haulage contractor, even the honest one, would earn more, as part of the earnings of the speculator would go to him. Even this would not be ideal, but it is advisable from the social point of view that any profits should go into the road haulage contractors pockets rather than those of the speculators; as the former will invest it to develope his business and improve his equipment.

The ideal solution of course would be that everyone earned what is right, but that would not be caused by control of transport. It is a question of general policy; if they want to adopt a system of total control on all goods, at either at the origin, or during transport or during the buying with the large bureaucracy involved and the necessary police, then transport control is logical. But only controlling transport

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the speculation caused by the barriers is of far greater importance. For example, the black market prices in Rome (and the population has to go to it for practically all goods) are without doubt higher than they would be if the prices of goods bought free and the prices of transport (even if at black market prices) were added together.

As a permit for transport is required, the man who manages to get one can create a monopoly and can fix any price he likes. Hence speculation, which would be very much attenuated by free competition. It is all very well to unfreeze the goods at the place of origin, forbid provincials freezing, etc. if for the transportation of goods a work ticket is required; the work ticket substitutes the permits to introduce goods left free by the AMGOT and thus causes speculation.

The road haulage contractor sees his earnings controlled to the last cent by the tariffs (when it doesn't happen, as with the present ones, that they are below cost) while the intermediaries earn millions. If competition was free it is probable that the intermediaries would disappear altogether the consumer would pay less, the road haulage contractor, even the honest one, would earn more, as part of the earnings of the speculator would go to him. Even this would not be ideal, but it is advisable from the social point of view that any profits should go into the road haulage contractors pockets rather than those of the speculators; so the owner will invest it to develope his business and improve his equipment.

The ideal solution of course would be that everyone earned what is right, but that would not be caused by control of transport. It is a question of general policy; if they want to adopt a system of total control on all goods, xx either at the origin, or during transport or during the buying with the large bureaucracy involved and the necessary police, then transport control is logical. But only controlling transport means the same speculations and holding up as there would be by a general binding system, without obtaining any results. A system such as EAC will not stand by itself, but has an effect on the whole general policy.

5°) It must be born in mind that one situation varies from month to month and from region to region; and that what may seem most suitable at one period and for one region is not so at another. The transport situation varies enormously from Sicily to Rome, from Rome to Florence, and cannot possibly be treated

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in the same manner.

It is a fact that the control applied to road transport lowers its efficiency xxxxxxxxxxxxxxxx but sometimes it may be necessary to accept this as a lesser evil in the case of unprofitable goods which otherwise would not be moved. This was the case in Rome in June, July and August, with the railways not in working order and only a few trucks available. Probably Florence is in the same situation now.

In Rome the situation is changing. In practice only the transport office vehicles that are outside Rome transporting grain to be loaded at the railway stations and those that go to Avezzano to load potatoes (these latter very often can't load as the peasants don't bying the potatoes) are working. In the unprofitable goods category much stuff is bought by rail (all coal, all grain); a lot of goods are unloaded at Civitavecchia and sent on by rail. The bids that come in are principally for goods that would be free here it not for the work ticket and therefore the drawbacks referred to above are more evident. The more the real need diminishes the more difficult becomes the control of transport and clearer become the drawbacks described above.

Even in Rome there is not a large number of trucks. The registered number of trucks is 7-8000 against the few hundred registered in June and 11.000 fra-war (which were larger and better); but if the means of transport have deteriorated compared to before the war, the goods to be transported are also less and the trucks in use might be better exploited with a more rational form of control and would thus give a better output.

We were preparing to cope with the new situation taking into account the limited means of control and repression at our disposal, when AMAC came on the scene.

We have given out sincere opinion on the subject.

It is for your Excellency to take a decision on this matter. If we are ordered to set in motion the AMAC system we shall naturally do so willingly; we will apply to this new corporation our own organisation, which we believe to be the biggest, most complete and most efficient existing in Italy today in this field, although far from perfect, and certainly that which most resembles the AMAC system.

We would point out, however, that the drawbacks mentioned above cannot be eliminated because they are inherent in any totalitarian system of control; they will, on the contrary, be accentuated given the sterner and more complex AMAC system.

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We were preparing to cope with the new situation taking into account the limited means of control and repression at our disposal, when [redacted] came on the scene.

We have given our sincere opinion on the subject.

It is for your Excellency to take a decision on this matter. If we are ordered to set in motion the [redacted] system we shall naturally do so willingly; we will apply to this new corporation our own organisation, which we believe to be the biggest, most complete and most efficient existing in Italy today in this field, although far from perfect, and certainly that which most resembles the [redacted] system.

We would point out, however, that the drawbacks mentioned above cannot be eliminated because they are inherent in any totalitarian system of control; they will, on the contrary, be accentuated given the sterner and more complex [redacted] system.

We would also point out that to apply the [redacted] system or only to continue the present organization, we would need all the necessary means of repression and control (control posts, etc.) put at our disposal, so that the documents required should not become simply scraps of paper and the orders given just fiction.

We are of the opinion that it would be a mistake to apply the [redacted] system only theoretically it would lead to our being accused, quite rightly, of being only parasites and only collecting the contributions due to the corporation without carrying out any useful social activity.

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...s should be equally a dangerous and retarding obstacle because there would still remain the complicated machinery of permits, although more fictitious than anything else and speculation would remain rife.

It would be an illusion, as Government control would be entirely lacking where road transport is concerned and on the contrary it is extremely necessary that there should still be a regulating Government influence so as to insure, among other things the transport of unprofitable goods that prices should be fixed by authority on the market and to generally superintend and help the road haulage contractors out of their difficulties.

Such an institution, according to the opinion we have formed of it, should to be really efficacious, be based on the following principles:-

a) stimulate, instead of suffocating, private interests. Invert the principle that each single trip must be controlled and fix instead that road transport is free and given over to private enterprise; though the transport authority should reserve the right to periodically summon all x trucks for the time required to effect the transport of unprofitable goods of essential public e usefulness or for any other essential requirement.

b) While it is self-evident that in free work the road haulage contractor will automatically think of working in the most rational and profitable manner, it is necessary to induce them to work as quick as possible, getting over the great difficulties that often exist, even during the period of obligatory work. For instance establish a fixed price for fixed work and let the trucks free after each trip is finished. Lately we have been experimenting in this fashion, in agreement with the General Grain and the Food Commission, with the work in connection with the collecting of grain in the various railway stations and also for the unloading of ships at Civita-vecchia and the results have been good, actually obtaining lower prices (sometimes half of those obtained by the exact application of the tariff to such operation) and much rapider work. While before the road haulage contractors were in agreement with the porters and janitors of the warehouses so that the work should go slowly and they could calculate the pauses, now they force the janitors to keep the warehouses open all night, making arrangements themselves for the necessary illumination, they protest with the porters when the work is not carried out quick enough and tip them out of their own pockets to encourage them to work willingly.

of their difficulties.

Such an institution, according to the opinion we had formed of it, should to be really efficacious, be based on the following principles:-

a) stimulate, instead of suffocating, private interests. Invert the principle that each single trip must be controlled and fix instead that road transport is free and given over to private enterprise; though the transport authority should reserve the right to periodically summon all x trucks for the time required to effect the transport of improfitable goods of essential public x usefulness or for any other essential requirement.

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c) It would be a good thing to apply sanctions to the owner especially the requisition of the truck and the withdrawal of the drivers' driving license for the skirkers.

d) apply fair tariffs, proportional to the actual costs sustained for each job. Fix tariffs as well for free work allowing however direct contact between buyer and road haulage

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contractor. The fixed tariffs will always be a restraint giving the buyer a legal arm to use against the road haulage contractor if he is too exorbitant.

e) One must not think one can regulate everything from the central office but must leave the greatest possible freedom of action and decision to the provincial offices, under the supervision of the local authorities (Ispettorato Motorizzazione, Prefecture, [illegible]). Rely upon as far as possible, both technically and morally, the men who are given a job and not just treat them as mechanical carriers-out of instructions received from Rome, which would be absurd, especially in the present situation.

The central co-ordination to be carried out either through a special body or directly by means of the Inspectorate of motorization, will consist principally of legal activity so as to give the Provincial offices the necessary giuridical means to act, to supervise the Provincial offices, appoint the heads who must be proposed by the local authorities, give general directions and contact A.C.

f) The control organisation must be as simple as possible and the technical aid organisation must be very highly developed (spare parts, tyres, work shops, etc.) with practical action and men who really know their job.

g) Where it doesn't exist, (as for example the I.M.T. in Sicily, also the U.T.H. in Rome has an operating pool in formation) an operating truck pool must be organised (for example those trucks coming from the Allies and possible Italian ones, requisitioned trucks etc.) both for moral reasons as it is not a fair that these trucks should become objects of private speculation and because the only effective way of keeping prices at a fixed price is to be able to compete where there is need.

h) Create an organisation capable of dealing with any new or local situation that may arise and not one of rigidly fixed projects that cannot adopt itself.

We think, if what we have suggested is approved of that it would not be difficult to give a legal aspect to what is suggested above and to draw up the regulations. Also in this case the U.T.H. will be ready to collaborate, jointly with the transport offices of the other provinces of Italy, having at its disposal experienced men, who during the last six months have had practical experience of the present transport situation, which is, as we have already pointed out, entirely new in the whole history of transport.

We believe that your Excellency will appreciate the sincerity with which we have expressed our opinion.

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f) The control organisation must be as simple as possible and the technical aid organisation must be very highly developed (spare parts, tyres, work shops, etc.) with practical action and men who really know their job.

g) Where it doesn't exist, (as for example the I.N.T. in Sicily, also the U.T.A. in Rome has an operating pool in formation) an operating truck pool must be organised (for example these trucks coming from the Allies and possible Italian ones, requisitioned trucks etc.) both for moral reasons as it is not x fair that these trucks should become objects of private speculation and because the only effective way of keeping prices at a x fixed price is to be able to compete where there is need.

h) Create an organisation capable of dealing with any new or local situation that may arise and not one of rigidly fixed projects that cannot adopt itself.

We think, if what we have suggested is approved of that it would not be difficult to give a legal aspect to what is suggested above and to draw up the regulations. Also in this case the U.T.A. will be ready to collaborate, jointly with the transport offices of the other provinces of Italy, having at its disposal experienced men, who during the last six months have had practical experience of the present transport situation, which is, as we have already pointed out, entirely new in the whole history of transport.

We believe that your Excellency will appreciate the sincerity with which we have expressed our opinion.

sgd. The Director (L. Tonfoni)

F 4301

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(17)

DECRETO INTERMINISTERIALE : 30 Gennaio 1945 3719

Tariffe unica per i trasporti di cose su strada con automezzi

IL MINISTRO PER L'INDUSTRIA, COMMERCIO E LAVORO

di concerto con

IL MINISTRO PER I TRASPORTI

VISTO il Decreto Ministeriale 31 Maggio 1944 che fissa i corrispettivi per i trasporti di cose su strada con automezzi;

VISTO il decreto legislativo luogotenenziale 17 Agosto 1944, n.198, che stabilisce l'istituzione dell'Ente Nazionale Autotrasporti Cose (E.N.A.C.);

RITENUTA la necessità di adeguare i corrispettivi stessi alla situazione contingente:

D E C R E T A :

Articolo unico

I corrispettivi per i trasporti di cose con automezzi non potranno superare quelli indicati nelle unite tabelle e norme di applicazione.

Il presente Decreto ha effetto dal 1° Febbraio 1945.

Roma, addì 30 Gennaio 1945

IL MINISTRO PER L'INDUSTRIA COMMERCIO E LAVORO

GRONCHI

IL MINISTRO PER I TRASPORTI

CERABONA

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IL MINISTRO PER L'INDUSTRIA, COMMERCIO E LAVORO

di concerto con

IL MINISTRO PER I TRASPORTI

VISTO il Decreto Ministeriale 31 Maggio 1944 che fissa i corrispettivi per i trasporti di cose su strada con automezzi;

VISTO il decreto legislativo luogotenenziale 17 Agosto 1944, n.188, che stabilisce l'istituzione dell'Ente Nazionale Autotrasporti Cose (E.N.A.C.);

RITENUTA la necessità di adeguare i corrispettivi stessi alla situazione contingente:

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IL MINISTRO PER I TRASPORTI

CERABONA

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ALLEGATO A

T A B E L L A

QUOTE DI INGAGGIO E QUOTE CHILOMETRICHE

2718

Portata degli automezzi	Quota fissa di ingaggio Lire	Quota Chilometrica lire per q.le x Km. Indivisibile
Fino a 5 q.li	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 "	382	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
30 "	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 "	1022	1,156
39 "	1046	1,141
40 "	1070	1,125
		1,112
		1,099

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Time	5	yds	210	2,150
	6	"	234	2,107
	7	"	258	2,064
	8	"	282	2,021
	9	"	306	1,979
	10	"	330	1,937
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	37	"	998	1,172
	38	"	1022	1,156
	39	"	1046	1,141
	40	"	1070	1,126
	41	"	1094	1,112
	42	"	1118	1,099
	43	"	1142	1,086
	44	"	1166	1,074
	45	"	1190	1,062
	46	"	1214	1,051
	47	"	1238	1,040

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ALLEGATO A

2717

T A B E L L A

LINEE DI LARGO E TARIFFE CHILOMETRICHE

Portata degli automezzi			Quota fissa di impianto Lire	Tariffa Chilometrica Lire per q.le x Km. Indivisibile
	46	Q.li	1202	1,130
	48	"	1286	1,021
	50	"	1310	1,012
da	51	a 52	1333	1,004
"	53	" 54	1379	0,988
"	55	" 56	1425	0,974
"	57	" 58	1471	0,960
"	59	" 60	1517	0,948
"	61	" 62	1561	0,937
"	63	" 64	1603	0,927
"	65	" 66	1645	0,917
"	67	" 68	1687	0,909
"	69	" 70	1729	0,901
"	71	" 73	1789	0,893
"	74	" 76	1826	0,883
"	77	" 79	1883	0,874
"	80	" 82	1940	0,865
"	83	" 85	1961	0,856
"	86	" 88	2012	0,848
"	89	" 91	2063	0,842
"	92	" 94	2144	0,836
"	95	" 97	2195	0,832
"	98	" 99	2246	0,829
"	100	" 109	2280	0,827
"	110	" 119	2430	0,820
"	120	" 129	2570	0,815
"	130	" 139	2700	0,812
"	140	" 149	2800	0,809
"	150	" 159	2900	0,806
"	160	" 169	2990	0,804
"	170	" 179	3070	0,802
"	180	65 oltre	3150	0,800

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ALLEGATO B

NORME PER L'APPLICAZIONE

2716

I - NORME GENERALI -

Agli effetti dell'applicazione delle tariffe di cui al presente Decreto, s'intende:

a) - per autotreno un autoveicolo atto al trasporto di cose composto congiuntamente di motrice e di rimorchio.

b) - per autocarro un veicolo atto al trasporto di cose costituito dalla sola motrice.

c) - per motocarro un autoveicolo a tre ruote, atto al trasporto di cose, avente portata utile compresa fra 350 e 1000 Kg. e gli eventuali tipi di portate superiore, ancora eccezionalmente in circolazione.

d) - per motofurgone un autoveicolo a tre ruote, atto al trasporto di cose, avente portata utile inferiore o eguale a 350 Kg.

e) - per automezzo indistintamente l'autotreno, l'autocarro, il motocarro od il motofurgone.

f) - per portata utile quella indicata nella licenza di circolazione e solo ad essa bisogna riferirsi nel calcolare il corrispettivo dovuto al trasporto (salvo le eccezioni più sotto elencate).

g) - per sosta, il tempo intercedente tra il momento in cui l'automezzo giunge al luogo di carico o scarico e quello in cui riparte da detto luogo.

h) - per luogo di ingaggio, il luogo dove è la stazione o l'ufficio dell'ENAC dalla quale il trasporto dipende.

II - STRUTTURA DELLA TARIFFA -

La tariffa è composta:

a) - da una quota di ingaggio, dovuta indipendentemente dalla distanza che l'automezzo deve percorrere e comprensiva del compenso per il percorso autorimessa - luogo d'ingaggio e ritorno;

b) - da una quota chilometrica;

c) - da una maggiorazione di £. 0,06 per ogni q.le-Km. effettuato, non applicabile ai motofurgoni;

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b) - per autocarro un veicolo atto al trasporto di cose costituito dalla sola motrice.

c) - per motocarro un autoveicolo a tre ruote, atto al trasporto di cose, avente portata utile compresa fra 350 e 1000 Kg. e gli analoghi tipi di portate superiore, ancora eccezionalmente in circolazione.

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g) - per sosta, il tempo intercedente tra il momento in cui l'automezzo giunge al luogo di carico o scarico e quello in cui riparte da detto luogo.

h) - per luogo di ingaggio, il luogo dove è la stazione o l'ufficio dell'ENAC dalla quale il trasporto dipende.

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b) - da una quota chilometrica;

c) - da una maggiorazione di £. 0,06 per ogni q.le-Km. effettuato, non applicabile ai motofurgoni;

d) - dell'imposta sull'entrate.

- le quote di cui alle lettere a) e b) risultano dalle allegate tabelle;

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- le quote di cui alle lettere c) e d) devono essere computate in effettiva a quelle risultanti da dette tabelle.

Pertanto, salvo le eccezioni di cui ai punti seguenti, a ciascun trasporto si applica:

a) la quota fissa di imbarco;

b) la quota chilometrica o la maggiorazione di cui alla precedente lettera c), sul percorso di andata e ritorno, sia su quello di ritorno a vuoto o viceversa;

c) l'aumento sull'ammontare sul totale delle voci precedenti, dovuta per ogni trasporto nella misura stabilita dalle leggi.

Dette tariffe sono le massime in ogni caso applicabili ed i Prefetti, sentiti i Direttori Compartimentali dell'ENAC, hanno facoltà di ridurre le quote di imbarco e le quote chilometriche nei limiti del 10% per quelle previste nelle quali il minor costo della vita giustifichi tale riduzione.

Per i trasporti di merci e specialmente per quelli che interessano l'alimentazione, i Prefetti Provinciali o Compartimentali provvederanno specifici accordi tariffari con gli Enti interessati, in diminuzione delle predette tariffe, eventualmente indicando la gestione gli autotrasportatori per l'appalto di tali trasporti.

III - PARTO, CONSEGNA E RESA -

Il carico, la sistemazione e la scarico delle merci devono essere eseguite rispettivamente a cura e spese del mittente e del destinatario.

IV - PESO TASSABILE -

Salvo le eccezioni di cui ai punti seguenti, la tariffa si applicano sulla portata utile dell'autoveicolo.

V - MINIMO TASSABILE -

Salvo le eccezioni di cui ai punti seguenti, la tariffa si applicano sul peso reso, luogo di imbarco - luogo di sbarco del trasporto.

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lettere b), sia sul percorso da andata a ritorno, sia su quello di ritorno a vuoto o viceversa;

c) l'imposta sull'entrata sul totale delle voci precedenti, dovuta per ciascun aeroporto nella misura stabilita dalla legge.

Dette tariffe sono le massime in ogni caso applicabili ed i Prefetti, avuti i Direttori Compartimentali dell'ENAC, hanno facoltà di ridurre le quote di imbarco e le quote chilometriche nei limiti sul 10% per quelle provincie nelle quali il minor costo della vita giustifichi tale riduzione.

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III - PARCO, STIVATURA E SCARICO -

Il carico, la stivatura o lo scarico delle merci devono essere eseguite rispettivamente a cura e spese del mittente e del destinatario.

IV - TEMPO TRASCORSO -

Salvo le eccezioni di cui ai punti seguenti, le tariffe si applicano sulla portata utile dell'autovettura.

V - ITINERARIO PERCORSO -

Salvo le eccezioni di cui ai punti seguenti, le tariffe si applicano sul percorso, luogo di imbarco - luogo di scarico del trasporto e ritorno.

L'itinerario tariffabile è quello effettivamente seguito dall'autovettura tenendo conto delle necessarie deviazioni e delle circonvallazioni.

Le distanze si desumono dalla carta automobilistica al 200.000

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della Confederazione Turistica Italiana (T.C.I.).

VI - RAPPRESENTAZIONE DI PIU' TRASPORTI CON LO STESSO AUTOMEZZO -

Se con lo stesso automezzo vengono contemporaneamente effettuate più spedizioni, da caricare e scaricare nello stesso luogo, le tasse si applicano, come se si trattasse di un unico trasporto, sulla portata utile dell'automezzo e si ripartiscono poi tra i vari trasporti in proporzione al peso di ciascuno.

Quando invece il carico e lo scarico non avvengono negli stessi luoghi, ma tuttavia trattasi di spedizioni da effettuare con lo stesso automezzo e nello stesso itinerario (il cui termine sarà stabilito dal trasporto destinato più lontano) per ciascun trasporto sarà dovuta la quota di impiego che competerebbe per un automezzo di portata utile pari al peso reale del trasporto medesimo, mentre la quota chilometrica sarà calcolata sulla portata utile del mezzo e ripartita poi, così come la maggiorazione sui punti II lettera c), tra i vari trasporti in proporzione dei q.li-Km. di ciascuno.

Qualora la somma delle varie quote di impiego calcolate come è detto sopra, risulti inferiore alle quote di impiego che sarebbero dovute sulla portata utile dell'automezzo, si applicherà quest'ultima, ripartendola poi, come avviene per le quote chilometriche, fra i vari trasporti proporzionalmente ai q.li-Km di ciascuno.

VII - TRASPORTI EFFETTUATI UTILIZZANDO PERCORSI A VUOTO -

L'automezzo che, in relazione ad un primo trasporto, deve effettuare un determinato percorso a vuoto, può essere utilizzato per un altro trasporto da effettuare sul percorso medesimo.

Al nuovo trasporto si applica la tariffa che competerebbe per un automezzo di portata utile pari al peso reale del trasporto medesimo e per la distanza che questo effettivamente deve percorrere.

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la portata utile dell'automezzo e si ripartiscono poi tra i vari trasporti in proporzione ai pesi di ciascuno.

Quando invece il carico e lo scarico non avvengono negli stessi luoghi, ma tuttavia trattasi di spedizioni da effettuare con lo stesso automezzo e sullo stesso itinerario (il cui termine sarà stabilito dal trasporto destinato più lontano) per ciascun trasporto sarà dovuta la quota di ingaggio che competerebbe per un automezzo di portata utile pari al peso reale del trasporto medesimo, mentre la quota chilometrica sarà calcolata sulla portata utile del mezzo e ripartita poi, così come la maggiorazione sul punto II lettera c), tra i vari trasporti in proporzione dei q.li-Km. di ciascuno.

Qualora la somma delle varie quote di ingaggio calcolate come è detto sopra, risulti inferiore alle quote di ingaggio che sarebbero dovute in base alla portata utile dell'automezzo, si applicherà quest'ultima, ripartendola poi, come avviene per le quote chilometriche, fra i vari trasporti proporzionalmente ai q.li-Km di ciascuno.

VII - TRASPORTI EFFETTUATI UTILIZZANDO PERCORSI A VUOTO -

L'automezzo che, in relazione ad un primo trasporto, deve effettuare un determinato percorso a vuoto, può essere utilizzato per un altro trasporto da effettuare sul percorso medesimo.

Al nuovo trasporto si applica la tariffa che competerebbe per un automezzo di portata utile pari al peso reale del trasporto medesimo e per la distanza che questo effettivamente deve percorrere.

Il mittente del primo trasporto pagherà in tal caso la quota chilometrica e la maggiorazione di cui al punto II lettera c) afferente al percorso che si sarebbe dovuto effettuare a vuoto, diminuite delle quote chilometriche e sulla maggiorazione sopra detta che viene a pesare il nuovo trasporto.

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VIII - TRASPORTI IN SERIE -

Se l'autoveicolo, effettuato il primo trasporto, anziché rientrare direttamente al luogo d'ingaggio, viene utilizzato per altre spedizioni poste su itinerario diverso da quello di ritorno, la tariffa da applicare a ciascun trasporto deve essere computata come segue:

a) calcolando la quota di ingaggio in rapporto alla portata utile del mezzo;

b) calcolando la quota chilometrica e la maggiorazione di cui al punto II lettera c) per il percorso di ciascuno effettuato a carico, pure in base alla portata utile dell'autoveicolo;

c) attribuendo a ciascuno una parte della quota chilometrica e della maggiorazione di cui al punto II lettera c) competente al percorso od ai percorsi a vuoto (sempre calcolata in base alla portata utile dell'autoveicolo) in proporzione dei chilometri da ciascuno effettuati a carico.

IX - EFFETTUAZIONE DI PIÙ TRASPORTI NELLA MEDESIMA GIORNATA -

Se un autoveicolo effettua più trasporti nella medesima giornata la quota di ingaggio deve essere riscossa una sola volta (calcolata naturalmente sulla portata utile dell'autoveicolo) e ripartita in parti proporzionali ai q.li-Km di ciascun trasporto effettuato.

X - MAGGIORAZIONE DELLA TARIFFA -

Quando, per disposizione del mittente, che dovrà tassativamente risultare da un documento scritto, il trasporto venga effettuato nelle ore notturne (cioè da 2 ore dopo il tramonto del sole alla 1'alba) e dopo 5 ore dal momento in cui l'autoveicolo è stato posto a disposizione, le quote di ingaggio e le quote chilometriche saranno aumentate del 7% nel primo caso e del 4,5% nel secondo caso. Tale maggiorazione non si applica nel caso di prestazione di ingaggio e di ritorno a vuoto.

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b) calcolando le quote chilometriche e la maggiorazione di cui al punto II lettera a) per il percorso di ciascun effettuato a carico, pure in base alla portata utile dell'automezzo;

c) attribuendo a ciascuno una parte delle quote chilometriche e delle maggiorazione di cui al punto II lettera c) competente al percorso od ai percorsi a vuoto (sempre calcolate in base alla portata utile dell'automezzo) in proporzione dei chilometri da ciascuno effettuati a carico.

II - EFFETTUAZIONE DI PIU' TRASPORTI NELLA MEDESIMA GIORNATA -

Se un automezzo effettua più trasporti nella medesima giornata la quota di impiego deve essere riscossa una sola volta (calcolata naturalmente sulla portata utile dell'automezzo) e ripartita in parti proporzionali ai q.li-km di ciascun trasporto effettuato.

X - MAGGIORAZIONE DELLA TARIFFA -

Quando, per disposizione del mittente, che dovrà tassativamente risultare da un documento scritto, il trasporto venga effettuato nelle ore notturne (cioé da 2 ore dopo il tramonto del sole all'alba) e dopo 5 ore dal momento in cui l'automezzo é stato posto a disposizione, la quota di ingaggio e le quote chilometriche saranno aumentate del 7% nel primo caso e del 4,5% nel secondo caso. Tale maggiorazione non si applica nel caso di prestazione di viaggio e di ritorno a vuoto.

Per gli automezzi costruiti con attrezzature fisse e destinati al trasporto continuo ed esclusivo di determinate cose, la cui natura risulterà da apposita annotazione sulla licenza di circolazione, si applicheranno le quote di ingaggio e le quote chilometriche aumentate del 10%.

Per i colli di straordinario peso,cioé per quelli eccedenti la metà, della portata utile dell'automezzo,le quote di ingaggio e le

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quote chilometriche saranno pure aumentate del 10%

Per gli autotreni cisterna e le autocisterne saranno invece aumentate del 20%.

XI - TEMPO A DISPOSIZIONE PER IL CARICO E LO SCARICO -

Le precedenti tariffe s'intendono comprensive del tempo occorrente per le operazioni di carico e scarico, che devono effettuarsi nel tempo massimo di 80 q.li all'ora per gli autotreni e di q.li 40 all'ora per gli altri autoveicoli.

Ogni sovratempo dovuto ad operazioni di carico e scarico oltre i limiti sopra indicati, e ad altre ragioni comunque imputabili al mittente od al destinatario, è penalizzato nella misura seguente per ogni ora o frazione di ora:

£. 300 per gli autotreni di portata utile superiore a 120 q.li;
£. 250 " " " " " " fino " 120 " ;
£. 200 " " autocarri " " " superiore " 30 " ;
£. 150 " i motocarri ed i motofurgoni

XII - PERNOTTAMENTI -

Se un autoveicolo resta impegnato durante la notte, cioè da due ore dopo il tramonto all'alba del giorno successivo, deve essere corrisposto al vettore, in aggiunta alla tariffa, la somma di Lire 400.= per ogni pernottazione.

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ENTE NAZIONALE AUTOTRASPORTI COSE

E.N.A.C.

ISTRUZIONI PER L'APPLICAZIONE DELLA TARIFFA

- PREMESSE -

Agli effetti dell'applicazione delle tariffe di cui al Decreto Interministeriale 30.I.'45 s'intende:

a) - per autotreno un autoveicolo atto al trasporto di cose composto costantemente di motrice e di rimorchio.

b) - per autocarro un veicolo atto al trasporto di cose costituito dalla sola motrice.

c) - per motocarro un autoveicolo a tre ruote, atto al trasporto di cose, avente portata utile compresa fra 350 e 1000Kg. e gli analoghi tipi di portata superiore, ancora eccezionalmente in circolazione.

d) - per motofurgone un autoveicolo a tre ruote, atto al trasporto di cose, avente portata utile inferiore o eguale a 350 Kg.

e) - per automezzo indistintamente l'autotreno, l'autocarro, il motocarro ed il motofurgone.

f) - per portata utile quella indicata nella licenza di circolazione e solo ad essa bisogna riferirsi nel calcolare il corrispettive dovute al trasporto (salvo le eccezioni più sotto elencate).

g) - per sosta, il tempo intercedente tra il momento in cui l'automezzo giunge al luogo di carico o scarico e quello in cui riparte da detto luogo.

h) - per luogo di impiego, il luogo dove è la stazione o l'ufficio dell'ENAC dalla quale il trasporto dipende.

I° - Tariffa di applicazione

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Agli effetti dell'applicazione delle tariffe di cui al Decreto Interministeriale 30.I.'45 s'intende:

a) - per autotreno un autoveicolo atto al trasporto di cose composto costantemente di motrice e di rimorchio.

b) - per autocarro un veicolo atto al trasporto di cose costituito dalla sola motrice.

c) - per motocarro un autoveicolo a tre ruote, atto al trasporto di cose, avente portata utile compresa fra 350 e 1000Kg. e gli analoghi tipi di portata superiore, ancora eccezionalmente in circolazione.

d) - per motofurgone un autoveicolo a tre ruote, atto al trasporto di cose, avente portata utile inferiore o eguale a 350 Kg.

e) - per automezzo indistintamente l'autotreno, l'autocarro, il motocarro ed il motofurgone.

f) - per portata utile quella indicata nella licenza di circolazione e solo ad essa bisogna riferirsi nel calcolare il corrispettive dovute al trasporto (salvo le eccezioni più sotto elencate).

g) - per soste, il tempo intercedente tra il momento in cui l'automezzo giunge al luogo di carico o scarico e quello in cui riparte da detto luogo.

h) - per luogo di impiego, il luogo dove è la stazione o l'ufficio dell'ENAC dalla quale il trasporto dipende.

I° - Tariffe da applicare.

I trasporti effettuati dagli iscritti all'ENAC devono essere tassati tenendo presente le istruzioni che seguono, in base alla "Tariffa Unica per i trasporti di cose su strada con automezzi" di cui al Decreto Interministeriale 30.1.45 pubblicato sulla Gazzetta Ufficiale n. 17 dell'8.2.45 ed alle relative norme di applicazione.

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2° - Struttura della tariffa

Detta tariffa è composta come segue:

a) - da una "quota di ingaggio", dovuta indipendentemente dalla distanza che l'automezzo deve percorrere e comprensiva del compenso per il percorso autorimessa - luogo di ingaggio e ritorno (vedasi tabella A colonna 2) -

b) - da una quota chilometrica (vedasi tabella A colonna 3) -

c) - da una maggiorazione di L. 0,06 per ogni q.le/Km. effettuato -

d) - dall'imposta sull'entrata.

Pertanto, salve le eccezioni di cui ai punti seguenti, a ciascun trasporto si applicano: (vedi esempio n. I)

a) - la quota fissa di ingaggio, in base alla portata utile dell'automezzo adoperato -

b) - la quota chilometrica pure in base alla portata dell'automezzo adoperato, sia sul percorso di andata e carico, sia su quello di ritorno a vuoto -

c) - la maggiorazione di L. 0,06 per ogni q.le/Km, effettuato in relazione ad un determinato trasporto, sia sul percorso di andata e carico, sia su quello di ritorno a vuoto, e viceversa -

d) - l'imposta sull'entrata sul totale delle voci precedenti, nella misura stabilita dalla legge.

3° - Peso tassabile

Salvo le eccezioni di cui ai punti seguenti, la quota di ingaggio e la quota chilometrica si applicano sulla portata utile dell'automezzo (cioè quella indicata nella licenza di circolazione).

4° - Distanza tassabile

Salvo le eccezioni di cui ai punti seguenti, la quota chilometrica e la maggiorazione di L. 0,06 si applicano sul percorso " luogo

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e) - da una maggiorazione di L. 0,06 per ogni q.le/Km. effettuato -

d) - dell'imposta sull'entrata.

Pertanto, salvo le eccezioni di cui ai punti seguenti, a ciascun trasporto si applicano: (vedi esempio n. I)

a) - la quota fissa di ingaggio, in base alla portata utile dell'automezzo adoperato -

b) - la quota chilometrica pura in base alla portata dell'automezzo adoperato, sia sul percorso di andata a carico, sia su quello di ritorno a vuoto -

c) - la maggiorazione di L. 0,06 per ogni q.le/Km. effettuato in relazione ad un determinato trasporto, sia sul percorso di andata a carico, sia su quello di ritorno a vuoto, e viceversa -

d) - l'imposta sull'entrata sul totale delle voci precedenti, nella misura stabilita dalla legge.

3° - Peso tassabile

Salvo le eccezioni di cui ai punti seguenti, la quota di ingaggio e la quota chilometrica si applicano sulla portata utile dell'automezzo (cioè quella indicata nella licenza di circolazione).

4° - Distanza tassabile

Salvo le eccezioni di cui ai punti seguenti, la quota chilometrica e la maggiorazione di L. 0,06 si applicano sul percorso " luogo di ingaggio - luogo di scarico del trasporto e ritorno".

L'itinerario tassabile è quello effettivamente seguito dall'automezzo, che deve risultare dal foglio di via, tenendo conto delle necessarie deviazioni e circonvallazioni.

Le distanze si desumono dalla carta automobilistica al 200.000 della Consociazione Turistica Italiana (T.C.I.).

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b° - Effettuazione di più trasporti con lo stesso automezzo

Se con uno stesso automezzo vengono contemporaneamente effettuate più spedizioni da caricare e scaricare negli stessi luoghi (es.più spedizioni di farina da caricare nello stesso mulino e da scaricare nello stesso magazzino) si applicano le quote di ingaggio, la quota chilometrica e la maggiorazione di L. 0,06 al q.le/Km. come se si trattasse di un unico trasporto e si ripartiscono poi fra i veri trasporti in proporzione al peso di ciascuno (vedi esempio n. 4/A).

Quando invece trattisi di spedizioni da effettuare con lo stesso automezzo e sullo stesso itinerario (il cui termine sarà stabilito dal trasporto destinato più lontano) ma il carico e lo scarico non avvengono negli stessi luoghi e contemporaneamente, a ciascun trasporto si applica:

- la quota di ingaggio che competerebbe per un automezzo di portata utile pari al peso del trasporto medesimo (vedi esempio n. 3) -
- una parte della quota chilometrica, calcolata sulla portata utile dell'automezzo e sull'intero itinerario, proporzionale ai q.li/Km. di ciascun trasporto (vedi esempio n. 3) -
- una parte della maggiorazione di L. 0,06 di cui al punto 2 lettera c calcolata sull'intero itinerario, proporzionale ai q.li/Km. di ciascun trasporto (vedi esempio n. 3).-

Se però la somma delle varie quote di ingaggio così calcolate risulti inferiore alla quota di ingaggio che sarebbe dovuta in base alla portata utile dell'automezzo, si applicherà quest'ultima, ripartendola poi in base ai q.li/Km. di ciascuno (vedi esempio n. 4/b).

c° - Trasporti effettuati utilizzando percorsi a vuoto

L'automezzo che, in relazione ad un determinato trasporto deve effettuare un percorso a vuoto, può essere utilizzato per un altro trasporto da effettuarsi sul percorso medesimo.

Al nuovo trasporto si applicano le quote di ingaggio e le quote chilometriche che competerebbero ad un automezzo di portata utile pa-

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Quando invece trattisi di addizioni da effettuare con lo stesso automezzo e sullo stesso itinerario (il cui termine sarà stabilito dal trasporto destinato più lontano) ma il carico e lo scarico non avvengano negli stessi luoghi e contemporaneamente, a ciascun trasporto si applica:

- la quota di ingaggio che competerebbe per un automezzo di portata utile pari al peso del trasporto medesimo (vedi esempio n. 3) -
- una parte della quota chilometrica, calcolata sulla portata utile dell'automezzo e sull'intero itinerario, proporzionale ai q.li/Km. di ciascun trasporto (vedi esempio n. 3) -
- una parte della maggiorazione di L. 0,06 di cui al punto 2 lettera c calcolata sull'intero itinerario, proporzionale ai q.li/Km. di ciascun trasporto (vedi esempio n. 3).-

Se però la somma delle varie quote di ingaggio così calcolate risultasi inferiore alla quota di ingaggio che sarebbe dovuta in base alla portata utile dell'automezzo, si applicherà quest'ultima, ripartendola poi in base ai q.li/Km. di ciascuno (vedi esempio n. 4/b).

Dei trasporti effettuati utilizzando percorsi a vuoto

L'automezzo che, in relazione ad un determinato trasporto deve effettuare un percorso a vuoto, può essere utilizzato per un altro trasporto da effettuarsi sul percorso medesimo.

Al nuovo trasporto si applicano le quote di ingaggio e le quote chilometriche che competerebbero ad un autoveicolo di portata utile pari al peso reale del trasporto medesimo. La quota chilometrica e la maggiorazione di L. 0,06 a q.le/Km. si applica sulla distanza che il nuovo trasporto effettivamente percorre (vedi esempio n. 2) -

Tale ipotesi avrà pratica importanza una conseguenza anche rispetto al trasporto che ha dato luogo all'ingaggio del mezzo: questo infatti si

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tassarà secondo quanto è detto al punto 2° ma, dalle tasse così ottenute dovrà essere sottratte le quote chilometriche e la maggiorazione di L. 0,06 a q.le/Km. che viene a pagare il secondo trasporto (vedi esempio n. 2).

7° - Trasporti in serie

Se l'automezzo, effettuato un primo trasporto, anzichè rientrare direttamente al luogo di ingaggio, viene utilizzato per altre ed altre spedizioni da eseguire su itinerario diverso da quello di ritorno, le tasse da applicare a ciascun trasporto saranno formate come segue:

a) - dalla quota di ingaggio dovuta in base alla portata utile dell'automezzo (vedi esempio 5/a) -

b) - dalla quota chilometrica dovuta in base alla portata utile dell'automezzo, per il percorso di ciascun trasporto effettuato a carico (vedi esempio 5/a) -

c) - dalla maggiorazione di L. 0,06 a q.le/Km. computata in base al numero di quintali pari alla portata utile dell'automezzo ed ai Km. di ciascun trasporto effettuati a carico (vedi esempio 5/a) -

d) - da una parte della quota chilometrica e della maggiorazione di L. 0,06 (sempre calcolate dalla base della portata utile dell'automezzo), nonchè delle eventuali permottazioni competenti al percorso od ai percorsi eventuali, proporzionale ai q.li/Km. di ciascun trasporto effettuati a carico (vedi esempio 5/a) -

Sui percorsi a carico parziale le quote chilometriche vanno computate sulla portata utile dell'automezzo indipendentemente dal peso della merce caricata (vedi esempio 5/b).

Se l'ipotesi dei trasporti in serie, (considerata nel presente punto 7°) si confonde con quella di più trasporti contemporanei con lo stesso automezzo (considerata nel punto 5°), la ripartizione deve essere fatta dapprima come è detto nel presente punto, considerando l'itinerario sul quale è avvenuto il trasporto di più spedizioni contemporaneamente come un unico trasporto, e quindi ripartendo ulterior

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spedizioni da eseguire su itinerario diverso da quello di ritorno, le tasse da applicare a ciascun trasporto saranno formate come segue:

a) - dalla quota di ingaggio dovuta in base alla portata utile dell'automezzo (vedi esempio 5/a) -

b) - dalla quota chilometrica dovuta in base alla portata utile dell'automezzo, per il percorso di ciascun trasporto effettuato a carico (vedi esempio 5/a) -

c) - dalla maggiorazione di L. 0,06 a q.le/Km. computata in base al numero di quintali pari alla portata utile dell'automezzo ed ai Km. di ciascun trasporto effettuanti a carico (vedi esempio 5/a) -

d) - da una parte della quota chilometrica e della maggiorazione di L. 0,06 (sempre calcolate sulla base della portata utile dell'automezzo), nonchè delle eventuali permettazioni competenti al percorso ed ai percorsi a vuoto, proporzionale ai q.li/Km. di ciascun trasporto effettuati a carico (vedi esempio 5/a) -

Sui percorsi a carico parziale le quote chilometriche vanno computate sulla portata utile dell'automezzo indipendentemente dal peso delle merci caricate (vedi esempio 5/b).

Se l'ipotesi dei trasporti in serie, (considerata nel presente punto 7°) si combini con quella di più trasporti contemporanei con lo stesso automezzo (considerata nel punto 5°), la ripartizione deve essere fatta dapprima come è detto nel presente punto, considerando l'itinerario sul quale è avvenuto il trasporto di più spedizioni contemporaneamente come un unico trasporto, e quindi ripartendo ulteriormente la somma che su questo grava in base ai criteri di cui al punto 5° -

6° - Effettuazione di più trasporti nella medesima giornata

Se un automezzo effettua più trasporti nella medesima giornata, la quota di ingaggio, da computare sempre sulla portata utile dell'au

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tomezzo, deve essere ripresa una sola volta e ripartita in parti proporzionali ai q.li/Km. di ciascun trasporto effettuato. Tale criterio non si applica peraltro nel caso di cui al punto 6 anche se il trasporto effettuato utilizzando il percorso a vuoto abbia luogo nella medesima giornata.

Nessuna particolare conseguenza ha la presente ipotesi sulle quote chilometriche e sulla maggiorazione di L. 0,06.

ge - Riduzioni e maggiorazioni di tariffa

La riduzione del 10% prevista, su deliberazione dei Prefetti, nelle Provincie nelle quali ciò sia giustificato dal minor costo della vita, si applica: a) sulla quota di ingaggio; b) sulle quote chilometriche.

Oltre sulle quote di ingaggio e sulle quote chilometriche si applicano le maggiorazioni:

a) - del 7%, quando per disposizione ~~scritta del mittente~~, il trasporto venga effettuato nelle ore notturne, cioè da due ore dopo il tramonto all'alba; tale maggiorazione non si applica nel caso di prosecuzione di viaggio o di ritorno a vuoto;

b) - del 4,50% quando, pure per disposizione scritta del mittente, il trasporto venga effettuato dopo otto ore dal momento in cui l'automezzo è stato messo a disposizione; tale maggiorazione non si applica nel caso di prosecuzione di viaggio o di ritorno a vuoto;

c) - del 10% per i trasporti effettuati con automezzi costruiti con attrezzature fisse o destinati al trasporto continuo ed esclusivo di determinate cose, le cui natura risulterà da apposite annotazioni sulla licenza di circolazione;

d) - del 10% per i colli di straordinario peso, cioè per quelli eccedenti la metà della portata utile dell'automezzo;

e) - del 20% per gli autotreni cisterne e le autocisterne.

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ge - Riduzioni e maggiorazioni di tariffa

La riduzione del 10% prevista, su deliberazione dei Prefetti, nelle Provincie nelle quali ciò sia giustificato dal minor costo della vita, si applica: a) sulle quote di ingaggio; b) sulle quote chilometriche.

Così pure sulle quote di ingaggio e sulle quote chilometriche si applicano le maggiorazioni:

a) - del 7%, quando per disposizione scritta del mittente, il trasporto venga effettuato nelle ore notturne, cioè da due ore dopo il tramonto all'alba; tale maggiorazione non si applica nel caso di prosecuzione di viaggio o di ritorno a vuoto;

b) - del 4,50% quando, pure per disposizione scritta del mittente, il trasporto venga effettuato dopo otto ore dal momento in cui l'automezzo è stato messo a disposizione; tale maggiorazione non si applica nel caso di prosecuzione di viaggio o di ritorno a vuoto;

c) - del 10% per i trasporti effettuati con automezzi costruiti con attrezzature fisse o destinati al trasporto continuo ed esclusivo di determinate cose, la cui natura risulterà da apposite annotazioni sulla licenza di circolazione;

d) - del 10% per i colli di straordinario peso, cioè per quelli eccedenti la metà della portata utile dell'automezzo;

e) - del 20% per gli autotreni cisterne e le autocisterne.

10° - Interruzione dei trasporti

Se i trasporti siano interrotti per cause non imputabili al vettore, le quote chilometriche e la maggiorazione di L. 0,06 a q.le/Km. devono essere applicate in relazione al percorso compiuto ed al ritorno a vuoto; se però l'interruzione del trasporto sia dovuta alla perdita totale delle cose derivante da caso fortuito non si può far luogo alla riscossione di tasse di porto.

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II° - Permottazioni

Quando l'automezzo resti impegnato nel periodo di tempo di due ore dopo il tramonto all'alba del giorno successivo, od anche in parte di esse, deve essere gravata su ogni trasporto la somma di L.400,= per ogni permottazione.

Nei casi di cui al punto 5° (effettuazione di più trasporti con lo stesso automezzo) l'importo delle permottazioni viene ripartito fra i vari trasporti in proporzione dei q.li/Km. da ciascuno effettuati.

I2° - Carico e scarico dei trasporti

Il carico e la stivatura del trasporto devono essere eseguiti a cura e spese del mittente, lo scarico a cura e spese del destinatario.

Il carico e lo scarico delle cose devono essere eseguiti nel tempo massimo di un'ora per ogni 80 q.li o frazione di 80 q.li per gli autotreni e di un'ora per ogni 40 q.li o frazione di 40 q.li per gli altri automezzi.

Quando il carico e lo scarico non siano ultimati entro tali termini e quando di fatto qualsiasi perditempo dovuto al mittente od al destinatario, si applicano le seguenti penalità per ogni ora o frazione di ora di ritardo:

- L. 300 per gli autotreni di portata superiore a I20 q.li
- " 250 " " " " " fino " " " "
- " 200 " " autocarri " " superiore " 30 "
- " 200 " " " " " fino " 30 "
- " I50 " i motocarri ed i motofurgoni.

I3° - Perdita per irregolari dichiarazioni

Quando, da irregolari o inesatte dichiarazioni fatte dal mittente, sia derivato o potesse derivare l'applicazione di tasse o corrispettivi minori a quelli dovuti, deve essere gravata sul trasporto la differenza fra i due prezzi, computata sull'intero percorso sia a carico sia a vuoto, più una sopratassa pari a 5 volte la differenza medesima.

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T A R E L L A

QUOTE DI INGAGGIO E QUOTE CHILOMETRICHE

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Portate degli autoveicoli	Quota fissa di ingaggio Lire	Quota Chilometrica lire per q.le x Km. Indivisibile
Fino a 5 q.li	210	2,150
6 "	234	2,107
7 "	258	2,064
8 "	282	2,021
9 "	306	I,979
10 "	330	I,937
11 "	356	I,900
12 "	382	I,852
13 "	408	I,824
14 "	434	I,787
15 "	460	I,750
16 "	486	I.714
17 "	512	I,679
18 "	538	I,645
19 "	564	I.612
20 "	590	I,580
21 "	614	I,550
22 "	638	I,520
23 "	662	I.491
24 "	686	I.462
25 "	710	I,434
26 "	734	I,407
27 "	758	I,381
28 "	782	I,356
29 "	806	I,332
30 "	830	I,309
31 "	854	I,287
32 "	878	I,265
33 "	902	I.244
34 "	926	I,225
35 "	950	I,207
36 "	974	I;189
37 "	998	I,172
38 "	I022	I,156
39 "	I046	I,141
40 "	I070	I,126

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Film c 5	c.li	210	2,150
6	"	234	2,107
7	"	258	2,064
8	"	282	2,021
9	"	306	I,979
I0	"	330	I,937
II	"	356	I,900
I2	"	382	I.862
I3	"	408	I,824
I4	"	434	I,787
I5	"	460	I,750
I6	"	486	I.7I4
I7	"	5I2	I,679 "
I8	"	538	I,645 "
I9	"	564	I.6I2
20	"	590	I,580
2I	"	6I4	I,550
22	"	638	I,520
23	"	662	I.49I
24	"	686	I.462
25	"	7I0	I,434
26	"	734	I,407
27	"	758	I,38I
28	"	782	I,35[illegible]
29	"	806	I,332
30	"	830	I,309
3I	"	854	I,287
32	"	878	I,265
33	"	902	I,244
34	"	926	I,225
35	"	950	I,207
36	"	974	I,I89
37	"	998	I,I72
38	"	I022	I,I56
39	"	I046	I,I4I
40	"	I070	I,I26
4I	"	I094	I,II2
42	"	III8	I,099
43	"	II42	I,086
44	"	II66	I,074
45	"	II90	I,062
46	"	I2I4	I,05I
47	"	I238	I,040

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T A B E L L A

QUOTE DI INGAGGIO E QUOTE CHILOMETRICHE

Portata degli automezzi	Quota fissa di ingaggio Lire	Quota Chilometrica lire per q.le x Km. Indivisibile
48 Quli	I262	I,030
49 "	I2[illegible]	I,02I
50 "	I3I0	I,0I2
da 5I a 52 "	I3a3	I,004
" 53 " 54 "	I379	0,988
" 55 " 56 "	I425	0,974
" 57 " 58 "	I47I	0,960
" 59 " 60 "	I5I7	0,948
" 6I " 62 "	I56I	0,937
" 63 " 64 "	I603	0,927
" 65 " 66 "	I645	0,9I7
" 67 " 68 "	I687	0,909
" 69 " 70 "	I729	0,90I
" 7I " 73 "	I[illegible]69	0,893
" 74 " 76 "	I826	0,883
" 77 " 79 "	I883	0,874
" 80 " 82 "	I940	0,865
" 83 " 85 "	I99I	0,856
" 86 " 88 "	2042	0,848
" 89 " 9I "	2093	0,842
" 92 " 94 "	2I44	0,836
" 95 " 97 "	2I95	0,832
" 98 " 99 "	2246	0,829
" I00 "I09 "	2280	0,827
" II0 "II9 "	2430	0,820
" IX[illegible] [illegible] "	2570	0,8I5
" I30 "I39 "	2700	0,8I2
" I40 "I49 "	2800	0,809
" I50 "I59 "	2900	0,806
" I60 "I69 "	2980	0,804
" I[illegible]0 "I79 "	3070	0,802
" I[illegible]0 ed oltre	3I50	0,800

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ESEMPIO N. I

TRASPORTO SENZA UTILIZZAZIONE DEL PERCORSO A VUOTO

- Andata a carico e ritorno a vuoto -

- La Direzione Provinciale dell'ENAC di Roma ordina all'autocarro targato xxx, della portata di q.li 70, di recarsi a Napoli per trasportarvi per conto del mittente A un carico di cereali.
- L'autocarro effettua il carico a Roma, giunge a Napoli, scarica la merce, e ritorna a Roma a vuoto - Distanza Roma-Napoli Km. 237 -
- La liquidazione del trasporto si fa secondo il seguente conteggio:

- Quota ingaggio -(relativa alla portata di q.li 70)- (istruzioni per l'applicazione della tariffa punto 2 - lettera a)	L. I.729,==
- Quota chilometrica (relative alla portata di q.li 70) per viaggio di andata e ritorno (istruzioni per l'applicazione della tariffa punto 2 - lettera b) 0,90I x 70 x 237 x 2	" 29.895,I8
Importo da liquidare al trasportatore	L. 3I.624,I8
- Contributo E.N.A.C. 0,06 x 70 x 237 x 2 (istruzioni per l'applicazione della tariffa punto 2 - lettera c)	" I.990,80
	L. 33.6I4,98
Imposta Entrate 4% (istruzioni per l'applicazione della tariffa punto 2 -lettera d)	" I.344,60
Importo totale che deve pagare il mittente A	L. 34.959,58

ESEMPIO N. 2

TRASPORTI EFFETTUATI UTILIZZANDO PERCORSI A VUOTO

- Andata e carico e ritorno sullo stesso itinerario a carico parziale

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di ritorno per conto del mittente A un carico di cereali.

- L'autocarro effettua il carico a Roma, giunge a Napoli, scarica la merce e ritorna a Roma a vuoto - Distanza Roma-Napoli Km. 237 -
- La liquidazione del trasporto si fa secondo il seguente conteggio:

- Quota impegno -(relativa alla portata di q.li 70)- (istruzioni per l'applicazione della tariffa punto 2 - lettera a)	L. I.729,==
- Quota chilometrica (relativa alla portata di q.li 70) per viaggio di andata e ritorno (istruzioni per l'applicazione della tariffa punto 2 - lettera b) 0,90I x 70 x 237 x 2	" 29.895,I8
Importo da liquidare al trasportatore	L. 3I.624,I8
- Contributo E.N.A.C. 0,06 x 70 x 237 x 2 (istruzioni per l'applicazione della tariffa punto 2 - lettera c)	" I.990,80
	L. 33.6I4,98
Imposta Entrata 4% (istruzioni per l'applicazione della tariffa punto 2 -lettera d)	" I.344,60
Importo totale che deve pagare il mittente A	L. 34.959,58

ESEMPIO N. 2

TRASPORTI EFFETTUATI UTILIZZANDO PERCORSI A VUOTO

- Andata a carico e ritorno sullo stesso itinerario a carico parziale

Gli stessi dati dell'esempio n. I con la variante che l'autocarro carica a Napoli q.li 30 di sostanze da trasportare a Roma -
Distanza Roma-Napoli Km. 237

- Al trasportatore dovrà essere liquidato:

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- Quota ingaggio (della portata di q.li 70) viaggio di andata			L. I.729,==
- Quota chilometrica (relativa alla portata di q.li 70) - viaggio di andata e ritorno - 0,90I x 70 x 237 x 2			" 29.895,I8
- Quota ingaggio (della portata di q.li 30) - (viaggio di ritorno)			" 830,==
		Totale	L. 32.454,I8

Il I° mittente dovrà pagare:

Quota ingaggio			L. I.729,==
Quota chilometrica 0,90Ix70x237x2	29.895,I8		
Contributo ENAC 0,06x70x237x2	I.990,80	3I.885,98	

a dedurre: quota chilometrica pagata dal 2° mittente (istruzioni per l'applicazione della tariffa punto 6 - III capoverso) e cioè:

Quota chilometrica (sulla portata di q.li 30) I,309x30x237	9.306,99		
Contributo ENAC 0,06x30x237	426,60	9.733,59	" 22.I52,39
			L. 23.88I,39
	Imposta Entrata 4%		" 955,25
	Importo totale dovuto dal I° mittente		L. 24.836,64

Il 2° mittente dovrà pagare: (istruzioni per l'applicazione della tariffa - punto 6 - II° capoverso)

Quota ingaggio (della portata di q.li 30)		L. 830,==
Quota chilometrica (della portata di q.li 30) I.309 x 30 x 237		" 9.306,99
Contributo ENAC 0,06 x 30 x 237		" 426,60
		L. I0.563,59
	Imposta Entrata 4%	" 422,55
	Importo totale dovuto dal 2° mittente	L. I0.986,I4

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Il I° mittente dovrà pagare:

Quota ingaggio			L. I.729,==
Quota chilometrica 0,901x70x237x2	29.895,18		
Contributo ENAC 0,06x70x237x2	I.990,80	31.885,98	
a dedurre: quota chilometrica pagata dal 2° mittente (istruzioni per l'applicazione della tariffa punto 6 - III capoverso) e cioè:			
Quota chilometrica (sulla portata di q.li 30) I,309x30x237	9.306,99		
Contributo ENAC 0,06x30x237	426,60	9.733,59	" 22.152,39
			L. 23.881,39
Imposta Entrata 4%			" 955,25
Importo totale dovuto dal I° mittente			L. 24.836,64

Il 2° mittente dovrà pagare: (istruzioni per l'applicazione della tariffa - punto 6 - II° capoverso)

Quota ingaggio (della portata di q.li 30)	L. 830,==
Quota chilometrica (della portata di q.li 30) I.309 x 30 x 237	" 9.306,99
Contributo ENAC 0,06 x 30 x 237	" 426,60
	L. 10.563,59
Imposta Entrata 4%	" 422,55
Importo totale dovuto dal 2° mittente	L. 10.986,14

ESEMPIO N. 3

EFFETTUAZIONE DI PIU' TRASPORTI CON LO STESSO AUTOMEZZO

- Più luoghi di carico e scarico - andata a carico - ritorno a vuoto

La Direzione Provinciale dell'ENAC di Roma ordina all'autocarro medio targato xxx portata q.li 35 di recarsi a Napoli per trasportarvi

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per conto del mittente A q.li I5 di tessuti e per conto del mittente B q.li 20 di cuoio. Il carico si effettua a Roma in due punti diversi della Città e lo scarico si effettua a Napoli in due punti diversi della Città. Scaricate le merci l'autocarro ritorna a Roma a vuoto.

Distanza Roma - Napoli Km. 237

Al trasportatore dovrà essere liquidato:

(Istruzioni per l'applicazione della tariffa - punto 5 - II° capoverso)

Quota ingaggio del mittente A per q.li I5 (relativa alla portata di q.li I5)	L.	460,==
Quota ingaggio del mittente B per q.li 20 (relativa alla portata di q.li 20)	"	590,==
Quota chilometrica (relativa alla portata di q.li 35) % I.207 x 35 x 237 x 2	"	20.024,I3
Importo da corrispondere al trasportatore	L.	2I.074,I3

- Importo da ripartire tra i diversi mittenti

Quota chilometrica I.207 x 35 x 237 x 2	L.	20.024,I3
Contributo ENAC 0,06 x 35 x 237 x 2	"	995,40
Totale da ripartire	L.	2I.0I9,53

La ripartizione tra i mittenti A e B dovrà farsi in proporzione dei q.li/Km. di ciascuno (istruzioni per l'applicazione delle tariffe - punto 5 - II° capoverso): in questo caso poichè le distanze percorse per conto dei due mittenti sono valutate entrambe in Km. 237 basterà fare la ripartizione in proporzione ai q.li trasportati per conto di ciascuno e cioè in totale q.li I5 + 20 = q.li 35

- Il mittente A dovrà pagare:

Quota ingaggio	L.	460,==
Quota parte della quota chilometrica e contributo ENAC: $\frac{2I.0I9.53}{35} \times I5$	"	9.008,37
	L.	9.468,37

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Quota ingaggio del mittente A per q.li I5 (relative alle portate di q.li I5) L. 460,==

Quota ingaggio del mittente B per q.li 20 (relative alle portate di q.li 20) " 590,==

Quota chilometrica (relative alle portate di q.li 35) = I.207 x 35 x 237 x 2 " 20.024,I3

Importo da corrispondere al trasportatore L. 2I.074,I3

- Importo da ripartire tra i diversi mittenti

Quota chilometrica I.207 x 35 x 237 x 2 L. 20.024,I3

Contributo ENAC 0,06 x 35 x 237 x 2 " 995,40

Totale da ripartire L. 2I.0I9,53

La ripartizione tra i mittenti A e B dovrà farsi in proporzione dei q.li/Km. di ciascuno (istruzioni per l'applicazione delle tariffe - punto 5 - II° capoverso): in questo caso poichè le distanze percorse per conto dei due mittenti sono valutate entrambe in Km. 237 basterà fare la ripartizione in proporzione ai q;li trasportati per conto di ciascuno e cioè in totale q.li I5 + 20 = q.li 35

- Il mittente A dovrà pagare:

Quota ingaggio L. 460,==

Quota parte delle quote chilometrica e contributo ENAC: $\frac{2I.0I9.53}{35} \times I5$ " 9.008,37

L. 9.468,37

Imposta Entrata 4% " 378,75

L. 9.8[illegible]7,I2

- Il mittente B dovrà pagare:

Quota ingaggio L. 590,==

a riportare L. 590,==

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	riporto	L. 590,==
Quota parte della quota chilometrica e contributo ENAC: 21.019,53 x 20 / 35		L. 12.011,16
		L. 12.601,16
Imposta Entrata 4%		" 504,05
		L. 13.105,21

ESEMPIO N. 4/a

EQUIPARAZIONE DI PIU' TRASPORTI CON LO STESSO AUTOMEZZO

- Più trasporti con lo stesso automezzo - unico luogo di carico e scarico - andata e carico - ritorno sullo stesso itinerario e carico parziale -

- La Direzione Provinciale dell'ENAC di Roma ordina all'autotreno pesante di q.li 160 di portata di recarsi a Napoli per trasportarvi le seguenti merci:

- per conto del mittente A - q.li 90 - di carta

- " " " " B - " 70 - " "

- Il carico si effettua a Roma nello stesso luogo; lo scarico si effettua a Napoli nello stesso luogo - Nel viaggio di ritorno l'autocarro trasporta da Napoli a Roma q.li 100 di scatolame per conto del mittente C -

- Distanza Roma-Napoli Km. 237 -

- Al trasportatore dovrà essere liquidato:

- quota ingaggio relativa alla portata di q.li 160 (viaggio di andata)	L. 2.990,==
quota chilometrica (relativa alla portata di q.li 160) viaggio di andata e ritorno 0,804 x 160 x 237 x 2	" 60.975,36
- quota ingaggio relativa alla portata di q.li 100 (viaggio di ritorno)	" 2.280,==
Totale	L. 66.245,36

- Importo da ripartire tra i due mittenti del viaggio di andata:

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ESEMPLIFICAZIONE DI PIU' TRASPORTI CON LO STESSO AUTOMEZZO

- Più trasporti con lo stesso automezzo - unico luogo di carico e scarico - a vuoto a carico - ritorno sullo stesso itinerario e carico parziale -

- La Direzione Provinciale dell'ENAC di Roma ordina all'autotreno pesante di q.li 160 di portata di recarsi a Napoli per trasportarvi le seguenti merci:

- per conto del mittente A - q.li 90 - di carta
- " " " " B - " 70 - " "

- Al carico si effettua a Roma nello stesso luogo; lo scarico si effettua a Napoli nello stesso luogo - Nel viaggio di ritorno l'autocarro trasporta da Napoli a Roma q.li 100 di scatolame per conto del mittente C -

- Distanza Roma-Napoli Km. 237 -

- Al trasportatore dovrà essere liquidato:

- quota ingaggio relative alla portata di q.li 160 (viaggio di andata) L. 2.990,==

quota chilometrica (relative alla portata di q.li 160) viaggio di andata e ritorno
0,804 x 160 x 237 x 2 " 60.975,36

- quota ingaggio relative alla portata di q.li 100 (viaggio di ritorno) " 2.280,==

Totale L.66.245,36

- Importo da ripartire tra i due mittenti del viaggio di andata:

Quota ingaggio L. 2.990,==

Quota chilometrica	0,804xI60x237x2	60.975,36	
Contributo ENAC	0,06 xI60x237x2	4.550,40	65.525,76
a dedurre: la quota chilometrica pagata dal mittente C (istruzioni per l'applicazione delle tariffe -			
	a riportare	65.525,76	L. 2.990,==

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punto 6 - III° capoverso) 65.525,76 2.990,==

Quota chilometrica relativa alla portata di q.li I00- 0,827xI00x237 I9.599,90

Contributo ENAC 0,06xI00x237 I.422,00 2I.02I,90 L. 44.503,86

Totale da ripartire L. 47.493,86
==========

- La ripartizione tra i mittenti A e B dovrà farsi in proporzione ai pesi di merce trasportati per conto di ciascuno (norme per l'applicazione della tariffa - punto 5° - I° capoverso) poichè in totale i pesi sono di q.li 90 + 70 = I60 - si avrà:

- il mittente A dovrà pagare:

47.493,86 x 90
I60

L. 26.7I5,30

Imposta Entrata 4% " I.068,65

L. 27.783,95
==========

- il mittente B dovrà pagare:

47.493,86 x 70
I60

L. 20.778,56

Imposta Entrata 4% " 83I,I5

L. 2I.609,7I
==========

- Liquidazione del mittente del viaggio di ritorno

- il mittente C dovrà pagare:

Quota imballaggio (relativa alla portata di q.li I00) L. 2.280,==

Quota chilometrica 0,827 x I00 x 237 " I9.599,90

Contributo ENAC 0,06 x I00 x 237 " I.422,==

L. 23.30I,90

Imposta Entrata 4% " 932,I0

L. 24.234,==
==========

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- La ripartizione tra i mittenti A e B dovrà farsi in proporzione ai pesi di merce trasportati per conto di ciascuno (norma per l'applicazione della tariffa - punto 5° - I° capoverso) poichè in totale i pesi sono di q.li 90 + 70 = I60 - si avrà:

- il mittente A dovrà pagare:

47.493,86 x 90
I60

	L. 26.7I5,30
Imposta Entrata 4%	" I.068,65
	L. 27.783,95

- il mittente B dovrà pagare:

47.493,86 x 70
I60

	L. 20.778,56
Imposta Entrata 4%	" 83I,I5
	L. 2I.609,7I

- Liquidazione del mittente del viaggio di ritorno

- il mittente C dovrà pagare:

Quota ingaggio (relativa alla portata di q.li I00)	L. 2.200,==
Quota chilometrica 0,827 x I00 x 237	" I9.599,90
Contributo ENAC 0,06 x I00 x 237	" I.422,==
	L. 23.3CI,90
Imposta Entrata 4%	" 932,I0
	L. 24.234,==

ESEMPIO N. 4/b

TRASPORSI EFFETTUATI UTILIZZANDO PERCORSI A VUOTO

- Più trasporti con lo stesso automezzo - andata a carico - ritorno a carico parziale sullo stesso itinerario con più trasporti - la somma delle quote di ingaggio è inferiore alla quota d'ingaggio relativa alla portata utile dell'autocarro -

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- La Direzione Provinciale dell'ENAC di Roma ordina all'autocarro me dio tarato xxx portata q.li 40 di recarsi a Napoli per trasportarvi, per conto del mittente A, q.li 40 di rottami metallici.

- L'autocarro scarica la merce a Napoli carica per conto dei mittenti B e C, in due punti diversi della Città le seguenti merci da scaricar si a Roma -

per conto del mittente B - q.li IO di calzature

per conto del mittente C - " I2 di tessuti

- Distanza Roma-Napoli Km. 237 -

Al trasportatore dovrà essere liquidato:

Quota ingaggio del mittente A - (relativa alla portata di q.li 40)	L.	I.070,==
Quota chilometrica (relativa alla portata di q.li 40) I,I26 x 40 x 237 x 2	"	2I.348,96
Quota ingaggio dei mittenti B e C (in questo caso siccome la somma delle quote di ingaggio (330+382) relative al peso dei trasporti è inferiore alla quota di ingaggio relativa alla portata utile dell'autocarro di L. I.070,==, si applica la quota maggiore - (istruzioni per l'applicazione della tariffa- punto 5 - IIIº capoverso)	"	I.070,==
Importo da liquidare al trasportatore	L.	23.488,96

Il mittente A dovrà pagare:

Quota ingaggio		L. I.070,==
Quota chilometrica I,I26 x 40 x 237 x 2	2I.348,96	
Contributo ENAC C,06 x 40 x 237 x 2	I.I37,60	22.486,56

e dedurre: (le quote chilometriche pagate dai mittenti B e C - istruzioni per l'applicazione della tariffa - punto 6 - IIIº capoverso)

Quota chilometrica del mittente B (relativa alla portata di q.li IO) I,037xIOx237	4.590,69

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per conto del mittente C = " 12 di tessuti

- Distanza Roma-Napoli Km. 237 -

Al trasportatore dovrà essere liquidato:

Quota ingaggio del mittente A - (relativa alla portata di q.li 40)	L.	I.070,==
Quota chilometrica (relativa alla portata di q.li 40) I,I26 x 40 x 237 x 2	"	2I.348,96
Quota ingaggio dei mittenti B e C (in questo caso siccome la somma delle quote di ingaggio (330+382) relative al peso dei trasporti è inferiore alla quota di ingaggio relativa alla portata utile dell'autoveicolo di L. I.070,==, si applica la quota maggiore - (istruzioni per l'applicazione della tariffa punto 5 - IIIº capoverso)	"	I.070,==
Importo da liquidare al trasportatore	L.	23.488,96

Il mittente A dovrà pagare:

Quota ingaggio			L. I.070,==
Quota chilometrica I,I26 x 40 x 237 x 2	2I.348,96		
Contributo ENAC 0,06 x 40 x 237 x 2	I.I37,60	22.486,56	
a dedurre: (le quote chilometriche pagate dai mittenti B e C - istruzioni per l'applicazione della tariffa - punto 6 - IIIº capoverso)			
Quota chilometrica del mittente B (relative alla portata di q.li IO) I,937xIOx237	4.590,69		
Contributo ENAC 0,06xIOx237	I42,20	4.732,89	
		4.732,89 22.486,56	L. I.070,==

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riporto	4.732,89	22.486,56	I.	I.070,-
Quota chilometrica del mittente C (relative alla portata di q.li I2) I,862 x I2 x 237	5.295,53			
Contributo ENAC del mittente C - 0,06xI2x237	I70,64	5.466,I7	I0.I99,06	I2.207,50
				L. I3.357,50
		Imposta Entrata 4%		" 534,30
		Totale		L. I3.89I,80

- Il mittente B dovrà pagare:

Quota parte delle quote di ingaggio (la 2^ quota di ingaggio di L. I.070- riconosciuta al trasportatore va ripartita in proporzione ai quintali di merce caricate da ciascun mittente e cioè:

q.li I0+I2x22 - I.070 x I0 / 22		L. 486,36
Quota chilometrica	I,937xI0x237	" 4.590,69
Contributo ENAC	0,06 x I0 x 237	" I42,20
		L. 5.219,25
	Imposta Entrate 4%	" 208,80
		L. 5.428,05

- Il mittente S dovrà pagare:

Quota parte delle quote d'ingaggio come sopra detto - I.070 x I2 / 22		L. 583,64
Quota chilometrica	I.862xI2x237	" 5.295,53
Contributo ENAC	0,06xI2x237	" I70,64
		L. 6.049,8I
	Imposta Entrata 4%	" 242,--
		L. 6.29I,8I

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Totale L. I3.89I,80

- Il mittente B dovrà pagare:

Quota parte della quota di ingaggio (la 2^quota di ingaggio di L. I.070-- riconosciuta al trasportatore va ripartita in proporzione ai quintali di merce caricata da ciascun mittente e cioè:

q.li I0+I2=22 - I.070 / 22 x I0 L. 486,36

Quota chilometrica I,927xI0x237 " 4.590,69

Contributo ENAC 0,06 x I0 x 237 " I42,20

L. 5.2I9,25

Imposta Entrata 4% " 208,80

L. 5.428,05

- Il mittente C dovrà pagare:

Quota parte delle quote d'ingaggio come sopra detto - I.070 / 22 x I2 L. 583,64

Quota chilometrica I.852xI2x237 " 5.295,53

Contributo ENAC 0,06xI2x237 " I70,64

L. 6.049,8I

Imposta Entrata 4% " 242,--

L. 6.29I,8I

ESEMPIO N. 4/c

ESECUZIONE DI PIU' TRASPORTI CON LO STESSO AUTOMEZZO - UTILIZZAZIONE PERCORSI A VUOTO

- Più trasporti sullo stesso itinerario - scarico e carico in diverse

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Località di ritorno sullo stesso itinerario a carico -

- La Direzione dell'ENAC di Roma ordina all'autocarro targato xxx,portata q.li 60, di recarsi a Napoli per effettuare i seguenti trasporti:

per conto del mittente A - q.li 40 di stampati da scaricare a Formia

" " " " B - " 20 " lamiere di ferro da scaricare a Napoli -

Il carico delle merce avviene a Roma nello stesso luogo.

L'autocarro giunto a Formia carica, per conto del mittente C, q.li 25 di compensati da trasportare a Napoli -

A Napoli scaricate le merci l'autocarro carica q.li 60 di lamiere ottone da trasportare a Roma per conto del mittente D -

Distanza Roma-Napoli Km.237 - Distanza Roma-Formia Km. 141 -

Formia- Napoli Km. 96 -

Al trasportatore dovrà essere liquidato:

Quota impegno del mittente A (relativa alla portata di q.li 40)	L.	1.070,==
Quota impegno del mittente B (relativa alla portata di q.li 20)	"	590,==
Quota impegno del mittente C (relativa alla portata di q.li 25)	"	710,==
Quota impegno del mittente D (relativa alla portata di q.li 60)	"	1.517,==
Quota chilometrica (relativa alla portata di q.li 60) 0,948 x 474 x 60	"	26.961,12
Importo da liquidare al trasportatore	L.	30.848,12

- Importo da ripartire tra i mittenti del viaggio di andata:

Quota chilometrica (relativa alla portata di q.li 60)		
0,940 x 474 x 60	26.961,12	
Contributo ENAC 0,06x474x60	1.706,40	28.667,52

a dedurre: la quota chilometrica pagata dal mittente D (istruzioni per l'applicazione della tariffa- punto 6 - IIº capoverso)

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di compensati da trasportare a Napoli -

A Napoli scaricate le merci l'autocarro carica q.li 60 di lamiere ottone da trasportare a Roma per conto del mittente D -

Distanza Roma-Napoli Km.237 - Distanza Roma-Formia Km. 141 -

Formia- Napoli Km. 96 -

Al trasportatore dovrà essere liquidato:

Quota ingaggio del mittente A (relativa alla portata di q.li 40)	L.	1.070,==
Quota ingaggio del mittente B (relative alla portata di q.li 20)	"	590,==
Quota ingaggio del mittente C (relativa alla portata di q.li 25)	"	710,==
Quota ingaggio del mittente D (relativa alla portata di q.li 60)	"	1.517,==
Quota chilometrica (relative alla portata di q.li 60) 0,948 x 474 x 60	"	26.961,12
Importo da liquidare al trasportatore	L.	30.848,12

- Importo da ripartire tra i mittenti del viaggio di andata:

Quota chilometrica (relativa alla portata di q.li 60)		
0,948 x 474 x 60	26.961,12	
Contributo ENAC 0,06x474x60	1.706,40	28.667,52
a dedurre: la quota chilometrica pagata dal mittente D (istruzioni per l'applicazione della tariffa- punto 6 - IIº capoverso)		
Quota chilometrica (relative alla portata di q.li 60)		
0,948x237x60	13.480,56	
Contributo ENAC 0,06x237x60	853,20	14.333,76

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- La ripartizione tra i mittenti del viaggio di andata dovrà farsi in proporzione dei q.li/Km. di ciascuno (norme di applicazione punto 5°- IIº capoverso -

- I q.li/Km. effettuati per conto di ciascun mittente del viaggio di andata sono:

- Mittente A - q.li 40 x 141 Km. =	q.li/Km.	5.640,==		
- Mittente B - " 20 x 237 Km. =	"	4.740,==	10.380,==	
- Mittente C - " 25 x 96 Km. =	"		2.400,==	
			12.780,==	

- Il mittente A dovrà pagare:

Quota ingresso (relativa alla portata di q.li 40 vedi istruzioni per l'applicazione delle tariffe - punto 5° - IIº capoverso) L. 1.070,==

Quota chilometrica e contributo ENAC
14.333,76 x 5.640 / 12.780 " 6.325,75

L. 7.395,75

Imposta Entrate 4% " 295,85

L. 7.691,60

- Il mittente B dovrà pagare:

Quota ingresso (relativa alla portata di q.li 20) (come sopra) L. 590,==

Quota chilometrica e contributo ENAC
14.333,76 x 4.740 / 12.780 " 5.316,25

L. 5.906,25

Imposta Entrata 4% " 236,25

L. 6.142,50

- Il mittente C dovrà pagare:

Quota ingresso L. 770,==

Quota chilometrica e contributo ENAC " 2.691,76

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- Mittente C - " 25 x 96 Km. = " 2.400,==

12.780,==

Il mittente A dovrà pagare:

Quota impiego (relativa alla portata di q.li 40 vedi istruzioni per l'applicazione della tariffa - punto 8° - IIº capoverso) L. 1.070,==

Quota chilometrica e contributo EMAC
14.333,76 x 5.640
12.780 " 6.325,75

L. 7.395,75

Imposta Entrate 4% " 295,85

L. 7.691,60

- Il mittente B dovrà pagare:

Quota impiego (relativa alla portata di q.li 20). (come sopra) L. 590,==

Quota chilometrica e contributo EMAC
14.333,76 x 4.740
12.780 " 5.316,25

L. 5.906,25

Imposta Entrate 4% " 236,25

L. 6.142,50

- Il mittente C dovrà pagare:

Quota impiego " L. 770,==

Quota chilometrica e contributo EMAC
14.333,76 x 2.400
12.780 " 2.691,76

L. 3.461,75

Imposta Entrate 4% " 136,10

L. 3.597,86

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- Il mittente D dovrà pagare:

Quota ingaggio		L. I.5I7,==
Quota chilometrica	0,946 x 237 x 60	" I3.480,5[illegible]
Contributo E.N.A.C.	0.06 x 237 x 50	" 853.20
		L. I5.[illegible]50,7[illegible]
Imposta Entrata 4%		" 634,05
		L. I6.484,8I

ESEMPIO N. 5/a

TRASPORTI IN SERIE

- Un percorso a carico - un percorso a vuoto - un percorso a carico - ed itinerario diverso -

- La Direzione dell'ENAC di Roma ordina all'autocarro pesante targato [illegible]; q.li 80 di portata, di recarsi a Napoli per effettuare i seguenti trasporti:

- Per conto del mittente A - q.li 80 di rottami metallici

- L'autocarro giunto a Napoli viene inviato a Salerno per caricarvi [illegible] carico di q.li 80 di ortaggi da portare a Roma per conto del mittente B - (Distanza Roma-Napoli Km. 237 - Napoli-Salerno Km. 50)

- Al trasportatore dovrà essere liquidato:

Quota ingaggio del mittente A (relativa alla portata di q.li 80)	L. I.940,==
Quota chilometrica (relativa alla portata di q.li 80) 0,865 x 80 x 237 x 2	" 3[illegible].[illegible]20,80
Quota ingaggio del mittente B (relativa alla portata di q.li 80)	" I.940,==
	L. 43.600,80

- Importo da ripartire tra i diversi mittenti:

- Tra i diversi mittenti si deve ripartire la quota chilometrica, ed il

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L. 16.484,81

ESEMPIO N. 5/a

TRASPORTI IN SERIE

- Un percorso a carico - un percorso a vuoto - un percorso a carico - su itinerario diverso -

- La Direzione dell'ENAC di Roma ordina all'autocarro pesante targato xxxx; q.li 80 di portata, di recarsi a Napoli per effettuare i seguenti trasporti:

- per conto del mittente A - q.li 80 di rottami metallici

- L'autocarro giunto a Napoli viene inviato a Salerno per caricarvi xxx xxxxxxxxxxxxxx q.li 80 di ortaggi da portare a Roma per conto del mittente B - (Distanze Roma-Napoli Km. 237 - Napoli-Salerno Km. 50)

- Al trasportatore dovrà essere liquidato:

Quota ingaggio del mittente A (relativa alla portata di q.li 80)	L. 1.940,==
Quote chilometriche (relative alla portata di q.li 80) 0,865 x 80 x 287 x 2	" 39.720,80
Quota ingaggio del mittente B (relativa alla portata di q.li 80)	" 1.940,==
	L. 43.600,80

- Importo da ripartire tra i diversi mittenti:

- Tra i diversi mittenti si deve ripartire la quota chilometrica ed il contributo ENAC relativi al percorso a vuoto (Napoli - Salerno) e che si effettua in base ai chilometri da ciascuno effettuati a carico - (istruzioni per l'uso delle tariffe - punto 7° - lettera d)

- L. 0,865 x 80 x 50	L. 3.460,==
- L. 0,08 x 80 x 50	" 240,==
Totale da ripartire	L. 3.700,==

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- Il mittente A dovrà pagare:

Quota ingaggio	L. I.940,==
Quota chilometrica 0,865 x 80 x 237	" I6.400,40
Contributo ENAC 0,06 x 80 x 237	" I.I37,60
Aliquota quota chilometrica e contributo ENAC per percorso a vuoto 3.700/524 x 237	" I.673,50
	L. 2I.I5I,50
Imposta Entrata 4%	" 846,I0
	L. 2I.997,60

- Il mittente B dovrà pagare:

Quota ingaggio	L. I.940,==
Quota chilometrica 0,865 x 80 x 287	" I9.860,40
Contributo ENAC 0,06 x 80 x 287	" I.3I7,60
Aliquota quota chilometrica e contributo ENAC per percorso a vuoto 3.700/524 x 287	" 2.026,50
	L. 25.204,50
Imposta Entrata 4%	" I.008,20
	L. 26.212,70

ESEMPIO N. 5/b

TRASPORTI IN SERIE

- Un percorso a carico - un secondo percorso a carico itinerario diverso - un percorso parziale a carico -

- La Direzione Provinciale dell'ENAC di Roma ordina all'autocarro pesante targato xxx portata q.li 80 di recarsi a Napoli per trasportarvi per conto del mittente A q.li 80 di legname - L'autocarro giunto a Napoli viene inviato a Cassino per trasportarvi per conto del mittente B q.li 80 di cemento - A Cassino l'autocarro carica per conto del mittan-

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Imposta Entrate 4% " 846,10

L. 21.997,50

- Il mittente B dovrà pagare:

Quota ingaggio L. 1.940,==

Quota chilometrica 0,865 x 80 x 287 " 19.860,40

Contributo ENAC 0,06 x 80 x 287 " 1.377,60

Aliquota quota chilometrica e contributo ENAC per percorso a vuoto 3.700 x 287 / 524 " 2.026,50

L. 25.204,50

Imposta Entrate 4% " 1.008,20

L. 26.212,70

ESEMPIO N. 5/b

TRASPORTI IN SERIE

- Un percorso a carico - un secondo percorso a carico itinerario diverso - un percorso parziale a carico -

- La Direzione Provinciale dell'ENAC di Roma ordina all'autocarro pesante targato xxx portata q.li 80 di recarsi a Napoli per trasportarvi per conto del mittente A q.li 80 di legname - L'autocarro giunto a Napoli viene inviato a Cassino per trasportarvi per conto del mittente B q.li 80 di cemento - A Cassino l'autocarro carica per conto del mittente C q.li 50 di ortaggi da Cassino a Roma -

- Distanza Roma - Napoli (Via Formia) Km. 237

- " Napoli - Cassino " 93

- " Cassino - Roma " 140

Al trasportatore dovrà essere liquidato:

Quota ingaggio del mittente A (relativa alla portata q.li 80) I.940,==

a riportare I.940,==

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riporto	L.	I.940,==
Quota ingaggio del mittente B (relativa alla portata di q.li 80)	"	I.940,==
Quota ingaggio del mittente C (relativa alla portata di q.li 80)	"	I.940,==
Quota chilometrica (relativa alla portata di q.li 80) 0,865 x 80 x (237 + 233)	"	32.524,==
Totale	L.	38.344,==

- In questo caso non essendoci il percorso a vuoto non si deve effettuare nessuna ripartizione tra i mittenti, in quanto ogni mittente pagherà la quota chilometrica per il percorso effettuato a carico -

- Il mittente A dovrà pagare -

Quota ingaggio	L.	I.940,==
Quota chilometrica 0,865 x 80 x 237	"	I6.400,40
Contributo ENAC 0,06 x 80 x 237	"	I.I37,60
	L.	I9.478,00
Imposta Entrata 4%	"	779,I5
	L.	20.257,I5

- Il mittente B dovrà pagare:

Quota ingaggio	L.	I.940,==
Quota chilometrica 0,865 x 80 x 93	"	6.435,60
Contributo ENAC 0,06 x 80 x 93	"	446,40
	L.	8.822,00
Imposta Entrata 4%	"	352,90
	L.	9.I74,90

- Il mittente C dovrà pagare:

Quota ingaggio	L.	I.940,==
Quota chilometrica (°) 0,865 x 80 x I40	"	9.688,==
Contributo ENAC (°) 0,06 x 80 x I40	"	672,==

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- In questo caso non essendoci il percorso a vuoto non si deve effettuare nessuna ripartizione tra i mittenti, in quanto ogni mittente pagherà la quota chilometrica per il percorso effettuato a carico -

- Il mittente A dovrà pagare -

Quota ingaggio		L. I.940,==
Quota chilometrica	0,8-5 x 80 x 237	" I6.400,40
Contributo ENAC	0,06 x 80 x 237	" I.I37,60
		L. I9.478,00
	Imposta Entrata 4%	" 779,I5
		L. 20.257,I5

- Il mittente B dovrà pagare:

Quota ingaggio		L. I.940,==
Quota chilometrica	0,885 x 80 x 93	" 6.439,60
Contributo ENAC	0,06 x 80 x 93	" 446,40
		L. 8.822,00
	Imposta Entrata 4%	" 352,80
		L. 9.I74,80

- Il mittente C dovrà pagare:

Quota ingaggio		L. I.940,==
Quota chilometrica (°)	0,885 x 80 x I40	" 9.680,==
Contributo ENAC (°)	0,06 x 80 x I40	" 672,==
		L. I2.300,==
	Imposta Entrata 4%	" 492,==
		L. I2.792,==

(°) trattandosi di trasporti in serie, su itinerario diverso dal prec

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sul mittente C dovrà pagare la quota chilometrica ed il contributo ENAC, in base alla portata utile dell'autoveicolo indipendentemente dal peso della merce caricata (vedi istruzione per l'applicazione delle tariffe - punto 7° - ultimo capoverso)

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E. N. A. C.

2703

1. - Report of the General Manager to the Board of Directors 13. XI. 1944

2. - Letter of July 1944 to the Minister of Communications about coordination of road transport of goods

3. - Organization of E.N.A.C. (19. VIII. 1944)

4. - Organization of Provincial Offices (31. X. 1944)

5. - Organization and duties of the Compartmental Offices (20. XI. 1944)

6. - Organization and working of the Movement Services of the Provincial Offices (15. XI. 1944)

7. - Opening of the Stations (2. XII. 1944)

8. - Rules for registering with the Corporation (18..VIII.1944)

9. - Permits for the circulation of auto-vehicles registered with the E.N.A.C. (2. XII. 1944)

10. - Authorisation to transport goods on personal account (18. XI. 1944)

11. - Request for transport

12. - Bill of freight

13. - Conditions of transport

14. - The use of auto-vehicles of small capacity (9. XII. 1944)

15. - Accountancy regulations

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2702

NATIONAL CORPORATION FOR THE AUTO-TRANSPORT OF GOODS

(N.M.A.C.)

B O A R D O F D I R E C T O R S

First Meeting (Nov. 15,1944)

REPORT OF THE GENERAL DIRECTION

Engr. MICHELE COSTA.

Declassified E.O. 12356 Section 3.3/NND No. 782021

In December 1943 His Exc. Di Raimondo, then Under-Secretary of State for the Railways and Civil Motorisation, instructed me to set up in the liberated territories the General Inspectorate of Civil Motorisation and Leased Transports. I at once realised that the most serious and urgent problem before us was, as it still is, that of providing for transportation, as it is a problem intimately connected with the physical life of our people, so severely affected by the war.

I also realised that as the railway system had been destroyed almost the whole burden of providing for transportation by land rested on motor trafficdwhich among other losses had also suffered from the wanton destruction inflicted on it by the German army during its retreat.

There was therefore urgent need of ascertaining the consistency of the auto-vehicles which we still possessed and I therefore submitted the draft of a Royal Decree for a general census of all the auto-vehicles in circulation. Unfortunately a whole series of difficulties of a bureaucratic and contingent description made it impossible to publish this Decree in the *Gazzetta Ufficiale* before May of this year, while the rules for its applic ation were only published in August, and the census is

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[illegible] territories the General Inspectorate of Civil Motorisation and Leased Transports. I at once realised that the most serious and urgent problem before us was, [illegible] as it still is, that of providing for transportation, as it is a problem intimately connected with the physical life of our people, so severely affected by the war.

I also realised that as the railway system had been destroyed almost the whole burden of providing for transportation by land rested on motor traffic which among other losses had also suffered from the wanton destruction inflicted on it by the German army during its retreat.

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In February of this year the Allied Control Commission offered 500 auto-trucks to the Italian Government to be used for ci-

700

vilian transports, asking in exchange that all the auto-vehicles in the country should be assigned for the use of the civilian population in conformity with the provisions it would itself lay down.

The 500 auto-trucks vanished like a soap-bubble, and the urgent need of providing for all transportation needs exclusively with our own available means became ever more manifest.

Until all 1940 nearly 12 billion kilometer-tons of freight were carried each year in Italy by the State Railways, besides those carried by privately owned auto-vehicles.

Obviously, now that the State Railways have been almost completely destroyed, our available auto-vehicles are unable to meet all needs in full.

The only way of making up for such deficiencies is to secure the rational and intensive use of all available auto-vehicles so as to make the fullest possible use of their potential, co-ordinating transportation so as to avoid empty return journeys and incomplete loads and giving priority to the carriage of essential commodities.

And here the question arises, can private enterprise subject itself spontaneously to the requisite discipline? If the carriers were left free, would they all renounce speculative business to serve the interests of the community?

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lay down.

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And here the question arises, can private enterprise subject itself spontaneously to the requisite discipline? If the carriers were left free, would they all renounce speculative business to serve the interests of the community?

Recent experiences in the matter have been too unfortunate to allow of an affirmative reply.

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Even if all the carriers were models of rectitude and honest the reply could not but be in the negative, as free enterprise, precisely because it is free and private, cannot act as a co-ordinating factor in the interest of the community.

As long as the present conditions last, that is to say as long as there present discrepency between the volume of freight to be carried and the tonnage available for its transport continues, private enterprise, if left to itself, will be unable to assure the satisfaction of all requirements in the public interest which now demand that priority be given to the transportation of the goods essential to life, regardless of whether they be more or less remunerative to the carriers, and that the cost of carriage be reduced to reasonable limits.

This given rise to the need of setting up an organization for co-ordinating the movement of all the auto-vehicles availl in the country, and this organisation is the National Corporation for the Auto-Transport of Goods, set up on the initiativ of His Exc. Minister Cerabona, but desired and demanded by the needs of the times.

The Enac will work through a Provincial Office in each Province, a Compartmental Office at the head offices of the Compart

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precisely because it is free and private, cannot act as a co-ordinating factor in the interest of the community.

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This gives rise to the need of setting up an organization for co-ordinating the movement of all the auto-vehicles available in the country, and this organization is the National Corporation for the Auto-Transport of Goods, set up on the initiative of His Exc. Minister Cerabona, but desired and demanded by the needs of the times.

The Enac will work through a Provincial Office in each Province, a Compartmental Office at the head offices of the Compartmental Inspectorates of Civil Motorisation and Leased Transports, and a General Direction at the Ministry of Communications, Inspectorate of Civil Motorisation and Leased Transports.

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When we take into account and consider the huge volume of freight to be carried and the weighty and intricate tasks which have to be faced one can safely assert that the organisation of the RNAC is the simplest that can be imagined as it is reduced to t. the purely indispensible minimum.

On the other hand, it would not have been possible to do away with the regional organisation and to exclude the Compartmental Offices and the General Directions without repeating the errors of the past and neglecting one of the most important aims the RNAC has in view which is that of favouring the exchange of products between the several parts of the country, exchanges which are often hindered by local interests which try to prevent the rational solution of the food problem which is a national problem whose solution demands the use of all the means and all the products existing in the country.

It will be possible to reduce the organisation of the Rnac still further as soon as the traffic has been directed and established on regular routes and when it is possible to rely on the automatic working of the system.

It will not be possible in the first stage of the work to think of setting up real and proper auto-services similar to those of the railways, indeed, it will be necessary to make use

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to the purely indispensible minimum.

On the other hand, it would not have been possible to do away with the regional organisation and to exclude the Compartmental Offices and the General Direction without repeating the errors of the past and neglecting one of the most important aims the MNAC has in view which is that of favouring the exchange of products between the several parts of the country, exchanges which are often hindered by local interests which try to prevent the rational solution of the food problem which is a national problem whose solution demands the use of all the means and all the products existing in the country.

It will be possible to reduce the organisation of the MNAC still further as soon as the traffic has been directed and established on regular routes and when it is possible to rely on the automatic working of the system.

It will not be possible in the first stage of the work to think of setting up real and proper auto-services similar to those of the railways, indeed, it will be necessary to make use of the mobility and characteristic independence of auto-vehicles so as to concentrate them in the centres of production and assure their movement towards those places where the scarcity of essential commodities is most keenly felt.

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Unlike the Corporations of the Fascist period, the ENAC is not a profit making concern. When it closes its balance-sheet it has not got to distribute a dividend to its members or shareholders, but only to provide for the expenses required for its working which represent an insignificant percentage of the cost of transportation per kilometer-ton.

The administration of the Corporation is entrusted to the Board of Directors formed by persons nominated by the Government Administration and by representatives of the carriers.

The care taken in forming the Board of Directors is undoubtedly inspired by the firm wish to create and organisation which shall be morally and politically sound.

The mode of working of the ENAC is clear and simple.

T The Compartmental Inspectorates of Motorisation and the Provincial Commissions receive the applications, and after sorting them and establishing the order of priority to be given to the transports in consideration of their urgency and the needs of the moment, they forward them to the qualified offices of the ENAC which attend to arranging rationally the movement of the autovehicles, distributing the freight equitably between the carriers.

Besides this delicate and intricate work, other tasks are assigned to the ENAC, chief among which are the following :

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it has not got to distribute a dividend to the

holders, but only to provide for the expenses required for its working which represent an insignificant percentage of the cost of transportation per kilometer-ton.

The administration of the Corporation is entrusted to the Board of Directors formed by persons nominated by the Government Administration, and by representatives of the carriers.

The care taken in forming the Board of Directors is undoubtedly inspired by the firm wish to create and organisation which shall be morally and politically sound.

The mode of working of the RMAC is clear and simple.

The Compartmental Inspectorates of Motorisation and the Provincial Commissions receive the applications, and after sorting them and establishing the order of priority to be given to the transports in consideration of their urgency and the needs of the moment, they forward them to the qualified offices of the RMAC which attend to arranging rationally the movement of the auto-vehicles, distributing the freight equitably between the carriers.

Besides this delicate and intricate work, other tasks are assigned to the RMAC, chief among which are the following :

- the distribution of motor-fuel, lubricants, tyres and exchange parts in conformity with the rules issued by the General

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Inspectorate of Motorisation;

- the collection on behalf of the carrier of the sums due for the transport, avoiding dangerous contacts between the consigner and the carrier;

- the study of the currents of traffic and the establishment of regular routes;

- the promotion of forms of collective insurance, the erection of garages, workshops, store-houses, filling stations and road first aid stations.

By some of the newspapers of Rome the following questions have been asked :

Is it reasonable to grant the Corporation the possibility and to place on it the responsibility of accepting or rejecting applications for transports, applications arising from the needs of our daily life and connected with all kinds of agricultural, industrial and commercial activities of the Country?

Will the ENAC be qualified to fulfil these functions thus acting as a real and proper economic super-government of the Country?

These questions do not call for an answer as the functions of the ENAC are limited to those of organising and co-ordinating

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signor and the carrier;

- the study of the currents of traffic and the establishment of regular routes;

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Will the ENAC be qualified to fulfil these functions thus acting as a real and proper economic super-government of the Country?

These questions do not call for an answer as the functions of the ENAC are limited to those of organising and co-ordinating transports on national lines, and it is not its business to accept or reject the applications, a task assigned to the qualified

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government organs, such as the Provincial Commissions in the case of transports between one or two bordering provinces, and the Compartmental Inspectorates in the case of those between more than two/Provinces or two Compartments.
Bordering

Thus considered, the RHAC is essentially an executive organ working under the Provincial Commissions and Compartmental Inspectorates of Civil Motorisation which are the deliberating organs. The outlining of policies, supervision and control are reserved to the General Inspectorate of Civil Motorisation and Leased Transports of the Ministry of Communications.

It is thus evident that the RHAC cannot become an economic super-government, but is an organ directed and controlled by the State.

Having thus defined the duties, purposes and mode of procedure of the RHAC for attaining the ends it has in view, let us now examine the work so far accomplished thanks to its organisation.

The General Direction has organised the following services to ensure the working of the Corporation :

(1) - Service of General Affairs and Staff

(2) - Service of Administration and the Control of Products

(3) - Service of Movement and Traffic

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(3) - Service of Movement and Traffic

(4) - Service of Studies and Statistics

(5) - Technical Service

(6) - Legal an Insurance Service

while the Compartmental Offices have organised the following sections :

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- Movement and Traffic Section

- Products Control Section

- Legal and Insurance Section

- Technical Section.

The Provincial Offices have been classified in three classes, 1st, 2nd, and 3rd, according to their importance and the number of auto-vehicles they handle.

It should be noted that the number of 1st class Provincial Offices is limited to a maximum of 10.

Service of General Affairs and Staff.

Needless to say, the formation of the Staff of the RNAC is essential to its existence.

During the period of organisation a group of officers belonging to the General Inspectorate of Civil Motorisation and Leased Transports and to the State Railways had to be placed at its service while another group has been recruited from among the staff of other corporation or officers, great care being taken in their selection.

To enable the General Direction and the Compartmental Office of Rome to perform the duties assigned them in the early stages of the work it is deemed essential that the appointments already

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- Technical Section.

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It should be noted that the number of 1st class Provincial Offices is limited to a maximum of 10.

Service of General Affairs and Staff.

Needless to say, the formation of the Staff of the EMAC is essential to its existance.

During the period of organisation a group of officers belonging to the General Inspectorate of Civil Motorisation and Leased Transports and to the State Railways had to be placed at its service while another group has been recruited from among the staff of other corporation or offices, great care being taken in their selection.

To enable the General Direction and the Compartmental Office of Rome to perform the duties assigned them in the early stages of the work it is deemed essential that the appointments already made be ratified and that a second contingent be engaged. Of course when this new group of employees has been engaged steps will have to be taken to recruit the staff of the several Compartmental and Provincial Offices and the proposals of the quali-

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fied Directors are now awaited; the staff of the General Direction will also have to be increased.

In view of these further needs and in relation to the engagement of new persons, attention is called to the following matters :

As is known, under present conditions the Government Departments are in a great many cases over-staffed for the work they are now called on to perform. The Corporation might utilise to great advantage part of this staff. In this way it the administrative and technical capacity and moral requisites of its employees would be secured and and the Corporation would secure many advantages of a general description both in the case in which it might be called on to supplement the salaries to which these employees would be entitled, and in the case in which the salaries due to them were chargedin full to its account.

As the Corporation is not a profit making concern, any saving which might be secured in the former case would lead to a reduction of the contributions the registered members would have to make; in the second case a considerable benefit would accrue to the Treasury.

In any case it must be clearly understood that the rule suggested would only be a general one, as the Corporations would always have the right to engage specially qualified persons for

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As the Corporation is not a profit making concern, any saving which might be secured in the former case would lead to a reduction of the contributions the registered members would have to make; in the second case a considerable benefit would accrue to the Treasury.

In any case it must be clearly understood that the rule suggested would only be a general one, as the Corporations would always have the right to engage specially qualified persons for filling special positions, from where ever it may find them.

To save time and avoid delays, which are particularly harmful in the early stages of the work, we think it advisable to

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to propose that your Board delegate to your President the duty of engaging and appointing the staff deemed indispensable.

You should likewise delegate to your President the duty of appointing the members of the Provincial Commission spoken of in art. 24 of the Statutes.

The Service of General Affairs and Staff has drawn up and made arrangements for the annexed regulations for the staff which is now submitted for the examination of your Board, before forwarding it to the Department of the Treasury, as in conformity with the provisions of art. 8 of the Decree Law of the Lieutenancy these regulations must be approved by the Minister of Communications jointly with the Minister of the Treasury.

In this connection we would point out that, as stated in the report accompanying the regulations, the figures proposed for the salaries have been fixed taking into account the present real cost of living and the industrial character of the Corporation. By fixing salaries at remunerative rates, not only will it be possible to select persons of proved ability and experience, but it also be possible to assure that relative tranquility to the individual employees which is so necessary in view of the delicate nature of the duties assigned them. The success of the Corporation will depend more especially on the technical and moral qualities of its staff.

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appointing the members of the Provincial Commission spoken of in art. 34 of the Statutes.

The Service of General Affairs and Staff has drawn up and made arrangements for the annexed regulations for the staff which is now submitted for the examination of your Board, before forwarding it to the Department of the Treasury, as in conformity with the provisions of art. 5a 8 of the Decree Law of the Lieutenancy these regulations must be approved by the Minister of Communications jointly with the Minister of the Treasury.

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We would also call attention to the fact that Major Harris of the 5th Region attaches special importance to this matter and

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propose to your Board that the engagement and appointment of the staff which is considered indispensible be

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and wishes to raise the rates of pay as is shown by the report sent in to His Exc. the Minister by the Compartment Manager of the Rome Compartment.

Service of Administration and the Control of Products.

As at the present stage of the work this Section has no funds to administer and no products to control, it has attended to preparing the rules for regulating the said service at the General Direction and the offices depending on it.

For this purpose a double entry accountancy plan has been provided which is as simple as possible but at the same time complete To avoid superfluous duplications the Compartmental offices are no assigned administrative sections, and work of that kind will be attended to for them by Provincial Office opened in the same town at the head quarters of the Compartment.

And here it may be stated that in the less important Compartments the Compartmental and the Provincial offices will be amalgamated.

The systematic supervision of the transports invoiced by the Provincial offices is entrusted to the Compartmental Offices; the business supervision (overhead expenses, profit and loss, contributions due to the ENAV), will be exercised by the General Direction.

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The Banca Nazionale del Lavoro has been appointed as cashier t to the ENAC under a special agreement forming part of the ratification resolution. The practical rules regulating the relations between the Bank and the offices of the ENAC will soon by settled in all their details. The work of the cashier will be carried

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on the premises of the Bank of of its agencies. In the larger towns however, the cashier's office will, whenever possible, be located in the premises occupied by the INAC, the work being attended to by employees of the Bank assigned for that purpose.

Since the cash service has been opened with the Banco Nazionale del Lavoro has made the INAC an advance of three million lire which will enable it to meet the expenses incurred for organisation, installation and starting the business.

A matter of the utmost importance for this service is that of utilising existing transport offices, as their assets and liabilities undoubtedly amount to tens of millions of lire. It is therefore desirable in the early stages of the work to make use of the staff and equipment of these offices and to delegate the work of winding them upt to a liquidating office (ufficio stralcio) the task of winding them up , acting in this respect in the interest of the said offices and not of the INAC.

To avoid difficulties met with in the recovery of credits for shipments already made, such as the Rome Transport Office has already experienced, it has been decided that a deposit a of an amount equal to the expected cost of the transportation majored by any expenses or fines which likely to be incurred, must be made.

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To avoid difficulties met with in the recovery of credits for shipments already made, such as the Home Transport Office has already experienced, it has been decided that a deposit of an amount equal to the estimated cost of the transportation majored by any expenses or fines which likely to be incurred, must be made.

Service of Movement and Traffic.

This Service has studied all the means for facitating and dispatching the work of the Corporation. Special care has been

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taken to reduce to the inapressable minimum the time intervening between the forwarding of the application and the filling of order.

I will briefly refer in this report to the fact that to avoid excessive loss of time transports have been classified in two groups, those of a continuous description, and those of an occasional description.

In the case of the former it will not be necessary to consult each time the Provincial Comissions and the Inspectorates of Civil Motorisation (the former for short distance transportation and the latter for average distances) they need only give their opinion once when the application is first forwarded.

Transports of an occasion description are classified under the headings "very urgent", "urgent","ordinary", "postponable", and "unacceptable".

Applications for transports coming under the first two headings can be sent by the parties concerned direct to the Movement and Traffic Section or even to the Station concerned (the Stations will be owned as offices de ordient on the more important Provincial Offices). Applications made by the Allied Authorities are classified under these two first headings, unless those Authorities should themselves order otherwise.

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It will thus be possible to avoid a useless waste of time which might be harmful in the case of perishable goods.

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Applications for the transport tion of goods coming under the other three headings must be addressed to the qualified Provincial Commissions to the Inspectorates of Motorisation or to the General Inspectorate, respectively in the case of short, average length, o. long distance transports.

No auto-vehicle may leave the garage for transports of any description unless it has been supplied with the proper Road Sheet containing the particulars of the route to be followed, the validity of the said Sheet, the hour of departure, that of arrival, and the other particulars required. The purpose of this is to avoid as far as possible the evasion of the rules laid down by the ENAC.

The goods will be accompanied by a Bill of Freight specially drawn up for the auto-vehicles whose circulation is authorised by the Ministry of Communications in conformity with art. 4 of the Decree Law of the Lieutenanet GC August 17, 1944, N° 198.

For goods transported by the carrier on his own account a special business agenda has been prepared on which the carrier will note each time the leading particulars of the journey taken and the freight carried.

The traffic will have to be carefully supervised to assure the respect of the rules laid down by the ENAC. The Corporatio[n] [for] this purpose of the services of the Cara-

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For goods transported by the carrier on his own account a special business agenda has been prepared on which the carrier will note each time the leading particulars of the journey taken and the freight carried.

The traffic will have to be carefully supervised to assure the respect of the rules laid down by the INAC. The Corporation will avail itself for this purpose of the services of the Carabinieri, the customs officers, the police forces, etc. Under present conditions it will not however be easy for the police to u

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dertake what the ENAC requires and the possibility of enrolling a special corps of sworn inspectors who would supervise the traffic on behalf of the ENAC, has been studied. The qualified police authorities and the Prefetures have been consulted on this matter. These inspectors will be provided with their own motor-cycles, either belonging to them or hired by them, but the cost of hire would be defrayed by the ENAC.

Technical Service and Service of Studies and Statistics.

During this first period of organisation the Technical Service, though unable to perform its task of organising the transport services, has made preparations for doing so later on.

So far in Italy we have had no regular tariff of rates for the carriage of freight by road, drawn up on the basis of complete and accurate studies.

The only rates in force were those published in 1942 by the Ministry of Corporations in consultation with the Ministry of Communications.

That tariff classified auto-vehiwles in medium and light auto-trains, light, medium and heavy auto-trucks, motor-cycle trucks and motor-cycle carts. This very rough classification led to mush over-lapping. Not infrequently, for instance, a 20 quintal

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That tariff classified auto-vehicles in medium and light auto-trains, light, medium and heavy auto-trucks, motor-cycle trucks and motor-cycle carts. This very rough classification led to much over-lapping. Not infrequently, for instance, a 20 quintal (medium) auto-vehicle collected less than an auto-vehicle of 12 qls (light), and similar drawbacks were noted at each passage from one category to another and also within a certain level fxx between one category and another.

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For these reasons it was necessary to study a new tariff of rates which would be fairer and in keeping with ruling market prices for commodities, overhead expenses and running expenses. These rates, which were discussed at length with the offices of the Allied Control which considered them high, have been approved by it, and also by the Minister of Industry, Commerce, and Labour.

The respective inter-ministerial decree will soon be published in the Gazzetta Ufficiale of the Kingdom. Meantime a ready-reckoner for rates has been prepared so that each office of the ENAC may readily ascertain the total cost of transportation. The rates are illustrated by a series of examples showing their application in the case of transports made with a partial load with empty return journey, when the vehicle is engaged by the day of eight hours and for a maximum distance of 50 km, in the case of chain transports, etc.

The tariff, the ready-reckoner, and the examples illustrating the rates are some of the publications the ENAC purposes distributing to the Offices dependent on it.

The Technical Service has also made a timely study of the need of making with the means available in liberated Italy the exchange-parts required by the auto-vehicles in circulation. [illegible] with the manufacturers and the Al-

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The Technical Service has also made a timely study of the need of making with the means available in liberated Italy the exchange-parts required by the auto-vehicles in circulation. After getting into touch with the manufacturers and the Allied Control a systematic plan for manufacturing them has been studied; to carry it out considerable quantities of raw materi-

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als will be required which the Allied Authorities have promised to import from the United States.

Special estimates have been studied and drawn up which are now being examined by the Allied Control.

An American engineer who has just arrived from Washington for this purpose has visited with one of our officers the workshops of the Alfa Romeo and the torpedo factory of the IRAN at Rome and Naples, where he found a plan which justified our requests.

A matter of no less importance for assuring the circulation of the auto-vehicles is that of securing supplies of tyres and rubber tyres.

In the liberated territory some firms are already at work regenerating the worn out rubber tyres but the whole need cannot be thus met as not all the rubber thus available is susceptible of being regenrated? For this reason, under arrangements made with the Allied Authorities the first consignements of rubber tyres have been received; so far 700 have been consigned to the Neapolitan Consortium of Auto-transports, and another 150 will be delivered to the Compartmental Office of the RNAC at Bari. Other consignments of like importance are expected shortly. To assure the best use of this valuable supplies the RNAC is opening depots in connection with the Compartmental Offices which will also take

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on prescribed conditions seas to avoid waste and loss due to dishonesty or other causes

The duties assigned to the Section for Technical Assistance are of special interest: it has got into touch with some workshops with which it has made arrangements for the repair of the auto-vehicles at rates fixed by the ENAC and which will check the rise in prices for this kind of work.

The Technical Service has also drawn up the table showing the consumption of supplies which will be distributed to the Provincial Offices which will have to observe strictly the rules laid down in makingthe assignments to the several carriers for each journey.

The Statistical Section which began work as soon as the several Compartments had forwarded to the ENAC the applications for registration, has drawn up a statement of the consistency of the capital represented by the auto-vehicles which will come under the control of the ENAC.

It has thus been ascertained that the following vehicles are available :

COMPARTMENT OF BARI.

Auto-trucks	N° 143	ofw which 136	in good conditi		
Tenders	81	34	"	"	"
Motor-cycle trucks	92	63	"	"	"
Tractors	8	5	3	"	"

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Tenders	81	34	"	"	"
Moter-cycle trucks	92	83	"	"	"
Tractors	6	5	"	"	"

COMPARTMENT OF CATANZARO

Auto-trucks	N° 712	of which	566	in good	condition
Tenders	89	" "	22	" "	"
Moter-cycle trucks	33	" "	14	" "	"
Tractors	5	" "	none	" "	"

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COMPARTMENT OF NAPLES

Auto-trucks	N° 1,910	of which	1541	in good	conditions		
Tenders	60	" "	43	"	"	"	
Motor-cycle trucks	70	" "	47	"	"	"	
Tractors	3	" "	4	"	"	"	

The number and description of the auto-vehicles in the Compartment of Rome is now being ascertained.

At the request of the Allied Commission this same Section has made calculations to determined the number of auto-vehicles required for carrying the food supplies of North Italy when that part of the country is liberated. The Allied Command has expressed its appreciation of this work in an official testimonial which will be At a meeting of the Ministries concerned in questions of transportation this question has been studied, and each Deapetment will forward to the Ministry of Communications its estimated need of means of transport.

The Service for Legal Matters and Insurance has studied first of all the advisability of insuring the goods carried by the registered carriers so that the Corporation, which in conformity with art. 28 of its Statutes is responsible for the freight undert the provisions of the civil code now in force, should, in practice, be relieved of this responsibility.

After consulting the leading Insurance Companies the follow-

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The number and description of the auto-vehicles in the Compartment of Rome is now being ascertained.

At the request of the Allied Commission this same Section has made calculations to determined the number of auto-vehicles which will be required for carrying the food supplies of North Italy when that part of the country is liberated. The Allied Command has expressed its appreciation of this work in an official testimonial At a meeting of the Ministries concerned in questions of transportation this question has been studied, and each Deapetment will forward to the Ministry of Communications its estimated need of means of transport.

The Service for Legal Matters and Insurance has studied first of all the advisability of insuring the goods carried by the registered carriers so that the Corporation, which in conformity with art. 28 of its Statutes is responsible for the freight undert the provisions of the civil code now in force, should, in practice, be relieved of this responsibility.

After consulting the leading Insurance Companies the following solutions were considered possible :

(1) The Corporation might insure itself against the risk of compensation for damages to the goods carried;

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(2) Insurance might be taken out on behalf of the owner of the goods transported either against all risks, or only against those for which, under the provisions of the civil code, the carrier is responsible making insurance against any other risks optional;

(3) The EWAC might insure itself against the insolvency of the carriers from whom it is entitled to claim the sums it may have to pay in compensation for damages.

In any case the Corporation would have taken out a subscription policy with all the Insurance Companies insuring transport risks, who would all have a share in the business with shares proportionate to the amount of business done by each in that branch of insurance.

The Assicurazioni Generali would have superintended the management of the policy, guaranteeing the EWAC against the insolvency of any of the co-insurance companies, and handling - except in the case foreseen under point 3 - the questions relating to claims and for the recovery from the carriers of any sums paid for damages in the claims accepted.

The first of these solutions would have entailed the payment of a premium which would necessarily be a high one as the Company would not have been entitled to recover such outlays from

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carrier is responsible making insurance against any other risks optional;

(3) The EMAC might insure itself against the insolvency of the carriers from whom it is entitled to claim the sums it may have to pay in compensation for damages.

In any case the Corporation would have taken out a subscription policy with all the Insurance Companies insuring transport risks, who would all have a share in the business with shares proportionate to the amount of business done by each in that branch of insurance.

The Assicurazioni Generali would have superintended the management of the policy, guaranteeing the EMAC against the insolvency of any of the co-insurance companies, and providing - except in the case foreseen under point n3 - the questions relating to claims and for the recovery from the carriers of any sums paid for damages on the claims accepted.

The first of these solutions would have entailed the payment of a premium which would necessarily be a high one as the Company would not have been entitled to recover such outlays from its registered carriers, who, moreover, would not longer have an incentive to avoid irregularities with the consequences to which they may give rise.

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Although the amounts for which the ENAC might be liable as compensation for irregularities in the transports are not included among the items covered by the rates charged for carriage, the second of the above solutions might have given the impression that the consignor would have to bear the cost of an insurance premium against a risk which did not concern him, as the ENAC cannot be considered less solvent than the Insurance Companies.

The case which foresaw the insurance of all risks provided a system under which the Corporation would bear the share of the premium covering the risk of those damages for which it might be liable while in practice reducing the cost incurred to modest proportions by the grant of timely rebates, in the form of commissions paid by the insurance company.

The public would, however, have been required to pay the premium taken out against the risk of those damages for which the Corporation is not bound to pay compensation, while the only benefit this latter would have derived from such an extension of the insurance would have been that of avoiding disputes in those cases in which its responsibilities might seem doubtful.

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Both these forms of insurance would have had the advantage of exonerating the Corporation from financial burdens which might be considerable for the insolvency of the carriers, but its expenses would

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its expenses would have been increased by the costly and complicated organisation of the offices required for handling the disputes.

The third form was dismissed by the Companies because it is not in use in Italy.

We have also examined the advisability of a form of self-insurance under which the consignor would pay a quota which would be set aside to form a fund for meeting any cases of insolvency among the carriers; but this system also would give rise to the impression that the public was burdened with an unjustifiable charge and at the same time it would not have relieved the Corporation from the need of handling disputes.

All these possible solutions were illustrated in detail, showing their several advantages and disadvantages, and submitted to His Exc. the Minister, who has decided that, at least for the time being, no insurance be taken out nor quotas charged and set aside to cover the payment of compensation for loss.

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Naples, 2679.

July 1924

His Exc. the Minister of
Communications,
Salerno.

Service 2
22615/
2 Exhibits.

The Co-Ordination of Road Transports of Goods.

The introduction of the internal combustion motor into auto-traction marked a notable progress in heavy motor traffic in the field of transports.

The 18 BL carrying a load of 35 quintals was succeeded by the Fiat auto-trains 634, 666, the Alfa Romeo 800 model, the O.M. Titanus and Ursus models, etc., carrying loads of over 200 qls. at an average speed per hour of 30/30 km.

When in addition to this progress we consider the advantages of an independent range of action and the possibility of receiving and delivering the goods carried at the door of the consignor and consignee without expensive transfers, it is easy to see that heavy motor traffic was threatening to become a dangerous competitor for the railways.

The Railway Administrations, and more especially the General Direction of the State Railways, [illegible]

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2PG15/
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The Railway Administrations, and more especially the General Direction of the State Railways rightly viewed this situation with anxiety, as they saw the threat of losing their supremacy in the field of transports advancing.

They therefore had to seek for remedies and to select be-

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tween an active policy for increasing railway facilities so as to adapt them to the new needs and beat motor traffic at least in speed and economy, and a passive policy which would limit by legal enactments the development of industrial motor-transp orts.

The choice made favoured the latter policy as it was easier and quicker to carry it out.

This led to the Royal Decree Law of June 20, 1935, N° 1349, regulating the transport of goods, and to the R. Decree Law of Dec. 2, 1935, N° 2097, enacting a tax on transports first on the basis of the qls. per km. of goods carried, and later on amalgamated with the single tax on circulation.

These laws however had neither the time nor the opportunity for acting in the desired manner for protecting the railways, as the Ethiopian War, and Spanish War and this war essentially modified the competition between the two means of transport. Thus while on the one hand the railways were found insufficient to meet the ever growing needs of the traffic, the many requisitions of auto-vehicles on the other hand greatly limited the transport possibilities of automobilism.

During the present war the inadequate supply of motor vehicles has been felt more and more and led to the issue of

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During the present war the inadequate supply of motor vehicles has been felt more and more and led to the issue of the R. Decree Law of May 22, 1943, N° 772, providing rules for the co-ordination and better use of all means of road transport of goods.

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This provision, however, was not successful; the rules laid down found scanty application and were interpreted differently in the several provinces of the Kingdom.

At the present time, as a result of the destruction of the railway rolling stock and plants, practically the whole burden of land transports rests on motor traffic, which, however, did not escape from the want of destruction wreaked by the German army.

It has therefore become essential to provide with the utmost urgency for the reorganisation of transport services with the motor vehicles which remain and to issue rules which by well planned organisation will make up for the deficiency of available means.

In this connection we would call attention to the fact that the Allied Control Commission urgently insists that all the means of transport now existing should be brought under one uniform organisation so as to provide for the imperious needs of the civilian population.

It would give great satisfaction to this General Inspectorate if it could propose to Your Excellency the return to the so much wished for freedom of transports, but it is obvious that actual conditions do not allow of this and they make it necessary that

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It would give great satisfaction to this General Inspectorate if it could propose to Your Excellency the return to the so much wished for freedom of transports, but it is obvious that actual conditions do not allow of this and they make it necessary that all private enterprise in the field of motor traffic be utilised for collective needs which must take precedence of all others.

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After making a thorough study of the situation this General Inspectorate has decided to submit to Your Excellency the enclosed draft of a law which, while regulating the activities of carriers would not injure their interests, but would instead afford them a reliable guarantee and would equalise the work, while, on the other hand, it would put a stop to the well known abuses complained of and deplored.

The proposal is for the formation of a public law institute which, under the supervision of the Ministry of Communications, would regulate and coordinate motor transports of goods and would distribute them fairly among all the carriers.

All owners of motor-vehicles would be enrolled in the Institute, as it would be dangerous to leave any outside it, as that would inevitably lead to counterband transports which it is absolutely necessary to avoid.

The Royal Decree which it is proposed should be issued under art. 5 would empower the Ministry of Communications to authorise and to carry out itself the transport of goods with auto-vehicles of its own, but this optional right would only be exercised in cases of recognised and ascertained need.

One of the duties of the Institute would be that of studying traffic currents and encouraging measures for directing and sta-

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One of the duties of the Institute would be that of studying traffic currents and encouraging measures for directing and stabilising them on preestablished routes thus laying the foundations for establishing an systematic system of autotransports co-

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ordinated with the railways that are working. 2875

The Administration would be entrusted to a special Board on which would sit responsible representatives of the Ministry of Communications, of Finance, industry, Labour and Commerce, of the Solicitor General's Department (Avvocatura Generale dello Stato), along with three representatives of the groups concerned; technical supervision would be exercised by the Inspectorate of Civil Motor Services and of leased Transport Services.

The Institute would be set up for a period to last until six months after the conclusion of peace, and could be prolonged by a decision of the Ministry of Communications. It would therefore be of a definitely contingent character, and would not preclude the return to a system of free transports.

The Head of the Department.

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MINISTRY OF COMMUNICATIONS
GENERAL INSPECTORATE OF CIVIL MOTOR=
ISATION AND OF LEASED TRANS=
PORTS

Rome, August 19, 1944.

Prot. N° 22375/3793 Exhibits 3
ENAC PG/Circ.2

TO THE COMPARTMENTAL INSPECTORATES OF
ROME = NAPLES = BARI = CATANZARO
PALERMO= CAGLIARI

Re : Organisation of the ENAC.

To ensure the uniform interpretation of the of the Legislative Decree of the Lieutenancy in course of publication, which sets up the National Corporation for the Auto-Transport of Goods (Ente Nazionale autotrasporti di Cose) and approves its respective Statutes, the following particulars are specified :

I. - Offices of the Corporation.

The Corporation works through the following offices :

(a) as many Provincial Offices as there are Provinces administered by the Italian Government;

(b) as many Compartmental Offices as there are Compartmental Inspectorates with like jurisdiction;

Declassified E.O. 12356 Section 3.3/NND No. 780021

GENERAL INSPECTORATE OF CIVIL MOTORISATION AND OF LEASED TRANSPORTS

Rome, August 19, 1944.

Prot. N° 2P215/4293 Exhibits 3
ENAC IG/Circ.2

TO THE COMPARTMENTAL INSPECTORATES OF
ROME - NAPLES - BARI - CATANZARO
PALERMO - CAGLIARI

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(b) as many Compartmental Offices as there are Compartmental Inspectorates with like jurisdiction;

(c) a General Direction.

II. - Working of the Corporation from the Consignors to the Carriers.

As shown by the schedule hereto annexed (exhibit 1) in conformity with article 5 of the aforesaid Decree of the Lieutenancy,

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the consignors must send in their applications :

(1) to the Provincial Commissions should the transports concern one province only or two borderding provinces;

(2) to the Compartmental Inspectorates should the transports concern more than two provinces of the same Compartment or bordering Compartments;

(3) to the General Inspectorate should the transports concern more than two Compartments.

These offices, after examining the application, will fix, in agreement with the qualified provincial, regional and central transport offices of the Allied Control Commission, the order of precedence to be given to the transports and will transmit the said applications to the qualified offices of the ENAC, which in their turn will arrange the order for the movement of the auto-vehicles in conformity with the provisions of paragraphs (a) (b) and (c) of art. 3 of the Statutes.

In this way the duties assigned to the organs whose business it is to arrange for the transports will be quite distinct from those assigned the offices of the ENAC which must be considered as executive organs.

III. - Supervision - Schedule (4)

The General Inspectorate, through its Compartmental Inspectorates exercises supervision and control over the ENAC.

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(c) to the Compartmental Inspectorates should the transports concern more than two provinces of the same Compartment or bordering Compartments;

(d) to the General Inspectorate should the transports concern more than two Compartments.

These offices, after examining the application, will fix, in agreement with the qualified provincial, regional and central transport offices of the Allied Control Commission, the order of precedence to be given to the transports and will transmit the said applications to the qualified offices of the ENAC, which in their turn will arrange the order for the movement of the auto-vehicles in conformity with the provisions of paragraphs (a) (b) and (c) of art. 3 of the Statutes.

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III. - Supervision - Schedule (4)

The General Inspectorate, through its Compartmental Inspectorates exercises supervision and control over the ENAC.

Among these duties of supervision are the following :

(a) to see that a rational use is made of the auto-vehicles suited to their respective characteristics, and so as to avoid as far as possible incomplete loads and empty returning journeys;

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(b) to see that all the transports and only the transp ordered by the aforesaid Authorities are carried out in th order of precedence they have established.

For this purpose the Offices of the ENAC will issue speci Road Sheets for each transport which will show all the facts relating thereto.

In this way any auto-vehicle circucating without/such a Road Sheet or carrying freight or or following a route other than that stated on the Road Sheet, will be liable to the penalties provided under art. 6 of the Decree of the Lieutenancy. For this purpose the stations of the R. Carabineers will be asked to set up block posts and road controls which will also be made by the officers of the Compartmental Inspectorates authorised for that work.

While waiting to send the aforesaid Road Sheets, you are requested to inform us of the approximate number required for a quarter and for each province;

(c) to see that the rates fixed by this Ministry are strictly enforced;

(d) to see that the consumption of motor-fuel is limited to the strictly necessary quantity and that the said fuel, exchange parts and rubber tyres are distributed on the basis of

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(c) to see that the rates fixed by this Ministry are strictly enforced;

(d) to see that the consumption of motor-fuel is limited to the strictly necessary quantity and that the said fuel, exchange parts and rubber tyres are distributed on the basis of the actual quantities consumed by the auto-vehicles.

IV. - Administration.

As stated in Schedule (3), each Office will have an ad-

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ainistrative department which, besides managing the capital of the Corporation, consisting of the items mentioned under art. 23 of the Statutes, will collect from the consignors the amounts due for the transports at the approved rates, and will settle the payments due to the carriers, thus acting as intermediary between consignor and carrier.

The Board of Auditors will supervise the administration, but this does not exclude supervision by the Compartmental Inspectorates.

The Board of Directors (see schedule 5) is a purely administrative body which is not qualified to give instructions of a technical nature, which are reserved exclusively to the General Inspectorate.

V.- Line of Action for the Formation of the E.N.A.C.

In organising the ENAC it will be necessary to decide in view of the respective importance of each Province, what departments will have to be opened in each office, besides those mentioned in schedule (3). It would appear advisable to add to these, at least in the more important places, a supply department, to receive applications for exchange parts and rubber tyres, and possibly for the distribution of such materials, and of motor-fuel and lubricants.

The Inspectorates must forward at the sar-

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The Compartmental Inspectorates must forward at the earliest moment possible proposals for the appointment of Provin-

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cian and Compartmental Directors, to be selected among persons possessing a special knowledge of transport business and of absolute and indisputable respectability and political suitability.

In making these proposals it should be borne in mind that if the N.N.A.C. is to achieve the purposes it has in view the General Inspectorate must be able to count on directors and officers who are competent to carry out with thorough competency and strict honesty the delicate tasks entrusted to them.

To afford this Ministry all the facts required for coming to a decision on the matter and to give it ample faculty of selection, a larger number of proposals must be made than are required to cover the positions to be filled, and on each candidate proposed the Instpectorates must supply detailed information.

Please give telegraphic confirmation of receipt.

THE MINISTER
(sd) C a r a b o n a .

certified correct copy
The Head of Department.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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THE MINISTER
(sd) C a r a b o n a .

certified correct copy
The Head of Department.

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4

Rome, October 31, 1944.

NATIONAL CORPORATION FOR THE AUTO TRANSPORT OF

GOODS.

The Compartmental Offices of the
N.N.A.C.
Rome - Naples - Bari - Cagliari - Palermo.

The Provincial Offices of the
N.N.A.C.

Prot. No.03/883
Exhibits : 3.

Re : Organisation of the Provincial Offices.

With a view to outlining the general principles for the organisation of the provincial offices of the N.N.A.C. the three plans annexed as exhibits to this circular have been studied.

In each case the plan best suited to the locality will be adopted taking into consideration the volume of the traffic which will have to be moved and the total tonnage of the means of transport to be used. We must therefore await the results of the returns so as to know the number of auto-transport vehicles available in each Province before deciding to whi which group the respective offices will belo,g.

Ist. class Provincial Office

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The Compartmental Offices of the
E.N.A.C.
Rome - Naples - Bari - Cagliari - Palermo.

The Provincial Offices of the
E.N.A.C.

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1st. class Provincial Office

The Provincial Office has at its head a Director and includes :

(a) A Section of General Affairs and Staff
(b) A Section for Movement and Traffic.
(c) A Section for Administration.
(d) A technical Section.
(e) A Secretariat

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I. - The Section of General Affairs and Staff.

The Section of General Affairs and Staff attends to usual business discharged by such offices in any administration.

During the period of organisation it will have to deal more especially with the search for premises and the engagement of the staff, submitting definite proposals to the Compartmental Office which in its turn will report on the matter to the General Direction.

As a rule where Transport Offices and Associations exist already they should continue to occupy the premises they have and to employ the staff already in their service.

The Compartmental Offices, after communicating with the Provincial Offices will therefore forward to the General Direction a detailed report on the premises already occupied and on the staff, giving a complete list of the persons, stating what school diplomas each possesses, their qualifications, the pay they receive and their additional qualifications. In the case of each employee the specific duties discharged should be stated, accompanied by a brief estimate of his capacity and aptitudes.

Where such organisations do not already exist, the Compartmental Offices conform with the following rules :

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Where such organisations do not already exist, the Compartmental Offices conform with the following rules :

(1) They should get into touch with the Prefectures so that suitable premises maybe requisitioned for use as the offices Compartmental offices and of the Provincial Offices.

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In Compartmental seats it is desirable that the Compartmental offices and the Provincial offices have their premises in the same building.

(2) The members of the staff should be of recognised capacity, of good moral and political conduct, and should be engaged without accepting binding conditions, and on the understanding that the appointment will have to be ratified by the Board of Directors.

(3) Art. 5 of the staff regulations now in course of acceptance is here given so that it may be taken into consideration when making proposals and appointments.

Art. 5

Appointment of the Staff.

The Minister of Communications appoints the Director General the Compartmental Directors and the Provincial Directors, in conformity with art° 23 of the statutes.

The other staff appointments to the various groups are made by the Board of Directors after a comparative examination of the qualifications of each candidate.

The appointment is made for an unspecified period.

The general requirements for admission to the service are :

1 - Italian citizenship.

2 - a good moral, civil and political

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[illegible] of the staff should be of recognised capacity, of good moral and political conduct, and should be engaged without accepting binding conditions, and on the understanding that the appointment will have to be ratified by the Board of Directors.

(3) Art. 8 of the staff regulations now in course of acceptance is here given so that it may be taken into consideration when making proposals and appointments.

Art. 5

Appointment of the Staff.

The Minister of Communications appoints the Director General the Compartmental Directors and the Provincial Directors, in conformity with art. 33 of the statutes.

The other staff appointments to the various groups are made by the Board of Directors after a comparative examination of the qualifications of each candidate.

The appointment is made for an unspecified period.

The general requirements for admission to the service are :

1 - Italian citizenship.

2 - a good moral, civil and political record.

3 - Candidates must be not less than 18 and not more than 60 years of age.

4 - The physician of the Corporation must certify that they

are of sound and robust constitution.

5 - They must possess the following diplomas :

(a) the managing staff : a university degree or equivalent diploma;

(b) the other officers, college diplomas

(c) the clerical staff, high school diplomas.

(d) the staff running the motor-vehicles and the other workers and labourers, primary school diplomas.

The staff of inspectors and supervisors must present documents showing that they possess an adequate degree of education and xxx care must be taken to ascertain the technical ability and physical fitness of each, their trustworthiness and morality for which personal references must be given.

The Board of Directors may decide in each case whether the required diplomas may be dispensed with when the candidates possess the requisite capacity and qualifications, and when it is considered that their services would be of particular value to the Corporation.

The conditions of employment of the Director General are set forth in a special contract, similar contracts may be drawn up with the members of the managing staff should it be found necessary in their case to make the appointment for a specified le

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(b) the other officers, college diplomas

(c) the clerical staff, high school diplomas.

(d) the staff running the motor-vehicles and the other workers and labourers, primary school diplomas.

The staff of inspectors and supervisors must present documents showing that they possess an adequate degree of education and xxx care must be taken to ascertain the technical ability and physical fitness of each, their trustworthiness and morality for which personal references must be given.

The Board of Directors may decide in each case whether the required diplomas may be dispensed with when the candidates possess the requisite capacity and qualifications, and when it is considered that their services would be of particular value to the Corporation.

The conditions of employment of the Director General are set forth in a special contract, similar contracts may be drawn up with the members of the managing staff should it be found necessary in their case to make the appointment for a specified length of time instead of for an unspecified time as provided in paragraph 1 of this article.

The contracts referred to in the above paragraph are made for the N.N.A.C. by its President and are ratified by the Board of

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Directors; apart from any special conditions which it may be f necessary to lay down in them, these contracts make the prese regulations fully applicable to the officers concerned.

II. - The Section for Movement and Traffic.

The Section for Movement and Traffic deals with and gives effect to the purposes of the Corporation as laid down in paragrap (a), (b), (c), (d) and (e) of art. 3 of the Statutes.

Its duties are therefore clearly specified and are discharged by the following departments :

Movement Department
Decentralised Services Department
Traffic Control Department
Motor Fuel and Lubricants Department
Statistical Department.

(A) The Movement Department.

(1) it arranges for and co-ordinates each day the autotransports ordered by the Provincial Commission;

(2) it assures the best and most rational use of the autovehicles;

(3) It makes a fair distribution of the transports among the applicants listed.

To decentralise its work and lighten and speed up its services the Movement Department can avail itself of a number of stations in keeping with the volume of traffic which each office

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II. - The Section for Movement and Traffic.

The Section for Movement and Traffic deals with and gives effect to the purposes of the Corporation as laid down in paragraph (a), (b), (c), (d) and (e) of art. 2 of the Statutes.

Its duties are therefore clearly specified and are discharged by the following departments :

Movement Department
Decentralised Services Department
Traffic Control Department
Motor Fuel and Lubricants Department
Statistical Department.

(A) The Movement Department.

(1) it arranges for and co-ordinates each day the auto-transports ordered by the Provincial Commission;

(2) it assures the best and most rational use of the auto-vehicles:

(3) It makes a fair distribution of the transports among the applicants listed.

To decentralise its work and lighten and speed up its services the Movement Department can avail itself of a number of stations in keeping with the volume of traffic which each office is called on to handle, and which attend to the several branches of transports.

A group of auto-vehicles of as uniform a description as possible is entrusted to each station, selected with a view to the kind of goods to be transported, the volume of traffic to be

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handled, and the routes to be covered.

Thus for instance, the stations handling fruit and vegeta-

bles will be assigned a group of swift motor vehicles for me

average loads, suited to long range traffic to be delivered at

the wholesale markets, and a group of small motor trucks and mo-

tor cars for neighbourhood traffic and for sorting the products

between wholesale markets and retail dealers.

Motor-trains and motor trucks for heavy loads will be assign-

ed to the stations handling wheat and cereals and auto-vehicles

of limited speed to the stations shipping wood, coal, etc.

This distribution is of great importance as it would evident-

ly be a great mistake to send motor-cars distances of 200-300

kms while using heavy auto-trucks for collecting milk from the

neighbouring farms.

These stations will be located and decentralised in the most

suitable places which are business centres for the dealers and

carriers interested in the particular branch of transports for

which they are intended to serve.

Thus, as a rule, the fruit and vegetable stations will be

located near the wholesale markets, while the wheat and cereal

stations will be opened near the warehouses of the S.I.I.R.I.L.

etc.

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the wholesale markets, and a group of small motor trucks and motor cars for neighbourhood traffic and for sorting the products between wholesale markets and retail dealers.

Motor-trains and motor trucks for heavy loads will be assigned to the stations handling wheat and cereals and auto-vehicles of limited speed to the stations shipping wood, coal, etc.

This distribution is of great importance as it would evidently be a great mistake to send motor-cars distances of 200-300 kms while using heavy auto-trucks for collecting milk from the neighbouring farms.

These stations will be located and decentralised in the most suitable places which are business centres for the dealers and carriers interested in the particular branch of transports for which they are intended to serve.

Thus, as a rule, the fruit and vegetable stations will be located near the wholesale markets, while the wheat and cereal stations will be opened near the warehouses of the S.I.I.R.A.L. etc.

In some cases, for instance in that of sundry transports, it is possible that the stations may be opened in the same premises

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occupied by the offices.

The system of allotting to each station a certain particular kind of work while facilitating and speeding up the service, might, if too strictly applied, hinder the full utilisation of the auto-vehicles. It would indeed be impossible to avoid return journeys empty, and at certain seasons some of the stations might receive more goods than they could handle with the means of transport at their disposal; again at other seasons the available autotonnage might exceed the requirements of the traffic.

It would, for instance, be irrational and uneconomic to apply the system so strictly as to prevent the wheat and cereal stations from carrying on their return trips fruit and vegetables, or to prevent auto-vehicles in excess of the number required at a given time by the stations for Sundry Transports from being used at the time when the wheat pools are being formed by the Wheat and Cereal Stations.

While recognising the general principle of assigning the auto-vehicles to stations, and assigning to each station a special branch of traffic, it should be clearly understood that the stations must be considered as reinforcing one another, and there is no reason why when the work is being planned out, groups of auto-vehicles should not be displaced from one station to another to meet special traffic needs and avoid empty journeys.

the responsibility of

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While reserving the general principle of assigning the auto-vehicles to stations, and assigning to each station a special branch of traffic, it should be clearly understood that the stations must be considered as reinforcing one another, and there is no reason why when the work is being planned out, groups of auto-vehicles should not be displaced from one station to another to meet special traffic needs and avoid empty journeys.

With a view to avoiding empty journeys, the possibility of using auto-trucks for carrying passengers, more especially refugees or evacuated persons will be studied.

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In this connection, precise directions will be given to assure the safety of the passengers and ~~xx~~ insurance policies will be taken out ~~xtmxtmmtx~~ to cover such risks.

The Stations are the offices which are in direct touch with the shippers and carriers. They issue the documents, (road sheet and bill of freight) and withdraw them when the goods are delivered, and they issue the warrants for motor fuel in conformity with the rules laid down by the Movement Department.

Every day at a fixed hour they will send in to the Movement Department a statement showing the situation of the ~~xx~~ auto-vehicles, t one which are travelling, ~~thosewhhhhmre~~ laid up for repair or for any other reason, those which are available and which are expected to be available on the following day.

B. - Decentralised Services Department.

Special agences placed directly under the Decentralised Services Department, and staffed by the E.N.A.C. will be opened in the more important Communes of the Province and where the traffic may make this desirable.

These agencies will also take over the auto-trucks of the neighbouring Communes.

When a Commune is at a considerable distance even from one of these Agencies, and providing it possess some means of trans-

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The Stations are the offices which are in direct touch with the shippers and carriers. They issue the documents, (road sheet and bill of freight,) and withdraw them when the goods are delivered, and they issue the warrants for motor fuel in conformity with the rules laid down by the Movement Department.

Every day at a fixed hour they will send in to the Movement Department a statement showing the situation of the ~~xx~~ auto-vehicles, t ose which are travelling, those which are laid up for repair or for any other reason, those which are available and which are expected to be available on the following day.

B. - Decentralised Services Department.

Special agencies placed directly under the Decentralised Services Department, and staffed by the R.M.A.C. will be opened in the more important Communes of the Province and where the traffic may make this desirable.

also

These agencies will/take over the auto-trucks of the neighbouring Communes.

When a Commune is at a considerable distance even from one of these Agencies, and providing it possess some means of transport registered with the R.M.A.C., the Mayor will represent the Corporation and will see that the best use is made of the au-

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to-vehicles at his disposal in conformity with instructions will be issued by the Department.

The Decentralised Services Department will also supervise the motor-trucks assigned for the use of public motor-services (Milk Centres, City Scavenger services, Postal Services, etc.), and those belonging to owners authorised to act as carriers on their own account.

All such motor-vehicles and those for which it is not possible to issue road permits for each journey, will be provided with a special "traffic book" in which the owner or driver will enter on starting, the day andhour of departure, the ~~xx~~ description and volume of the goods to be carried, the starting and terminal points and the length of the journey, the name and surname of the consignee, and when he has ~~xxxxxxxx~~ km arrived at his destination he will enter the day and hour of arrival and the quantity of motor fuel consumed.

It will thus be possible to control the activities of the owner, the extent to which the auto-vehicle is utilised, the value to the public of such transports, and the motor-fuels consumed.

C. - Traffic Control Department.

The Traffic Control Department, under the provisions of

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The Decentralised Services Department will control all the motor-trucks assigned for the use of public motor-services (Milk Centres, City Scavenger services, Postal Services, etc.), and those belonging to owners authorised to act as carriers on their own account.

All such motor-vehicles and those for which it is not possible to issue road permits for each journey, will be provided with a special "traffic book" in which the owner or driver will enter on starting, the day andhour of departure, the nature description and volume of the goods to be carried, the starting and terminal points and the length of the journey, the name and surname of the consignee, and when he has ~~completed~~ his arrived at his destination he will enter the day and hour of arrival and the quantity of motor fuel consumed.

It will thus be possible to control the activities of the owner, the extent to which the auto-vehicle is utilised, the value to the public of such transports, and the motor-fuels consumed.

C. - Traffic Control Department.

The Traffic Control Department, under the provisions of art. 5, par. (A) of the Statutes, is for the purpose of assuring that the auto-vehicles on its register be used all and only for

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the transports applied for by the officials authorised for that purpose, so as to avoid smuggling goods and the carriage of freight at higher rates than those allowed.

To this end the Department controls the traffic by means of block stations and by flying controls.

The block stations will be located at suitable points on the roads leading to the chief towns of the Provinces, so that all vehicles, whether going or coming, must pass along the established routes; the flying controls will be made at irregular intervals along the roads.

The block stations and the flying controls have the following duties :

(1) they control the authenticity of the road sheets and bills of freight;

(2) they assure themselves of the lawful character of the freight and of the identity of the driver and of any persons who may be escorting the freight.

Government agents carrying arms (carabineers, and Revenue officers) will be assigned to the block stations and a group of sworn watchmen in the employ of the E.N.A.C. mounted on their own motor-cycles, will accompany the flying road controls as ordered by the Traffic Control Department.

In this connection it should be noted that Circular No. [illegible]

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[illegible] exceed their areas allowed.

To this end the Department controls the traffic by means of block stations and by flying controls.

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Government agents carrying arms (carabineers, and Revenue officers) will be assigned to the block stations and a group of sworn watchmen in the employ of the E.M.A.C. mounted on their own motor-cycles, will accompany the flying road controls as ordered by the Traffic Control Department.

In this connection it should be noted that Circular Nº 2M/323 of October 12, 1944, has instructed the Compartmental In-

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Directors of Civil Motorisation, to make arrangements with the Prefectures with a view to forming such ag group of sworn agents, mounted on motor-cycles of their own. This circular fixes the number of agents to be assigned to each Province as follows :

25	for the Province of	Rome
5	" " "	Littoria
5	" " "	Frosinone
20	" " "	Naples
10	" " "	Salerno
5	" " "	Potenza
5	" " "	~~Catanzaro~~ Avellino
5	" " "	Benevento
~~125~~	" " "	Campobasso
12	" " "	Bari
10	" " "	Taranto
8	" " "	Brindisi
8	" " "	Foggia.
5	" " "	Lecce
5	" " "	Matera
6	" " "	Catanzaro
6	" " "	Cosenza
6	" " "	Reggio Calabria
10	" " "	Cagliari
8	" " "	Sassari
5	" " "	Nuoro
15	" " "	Palermo
10	" " "	Messina
16	" " "	Catania
6	" " "	Caltanissetta
6	" " "	Agrigento
6	" " "	Siracusa
6	" " "	Siracusa
6	" " "	Trapani
5	" " "	Ragusa
5	" " "	Enna.

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as follows :

25 for the Province of Rome

5 " " " " Littoria

5 " " " " Frosinone

30 " " " " Naples
10 " " " " Salerno
6 " " " " Potenza
5 " " " " ~~Xxxxxxx~~ Avellino
5 " " " " Benevento
~~12~~5 " " " " Campobasso
12 " " " " Bari
10 " " " " Taranto
8 " " " " Brindisi
9 " " " " Foggia.
5 " " " " Lecce
5 " " " " Matera
6 " " " " Catanzaro
6 " " " " Cosenza
6 " " " " Reggio Calabria
10 " " " " Cagliari
8 " " " " Sassari
5 " " " " Nuoro
15 " " " " Palermo
10 " " " " Messina
10 " " " " Catania
6 " " " " Caltanissetta
6 " " " " Agrigento
5 " " " " Siracusa
6 " " " " Siracusa
5 " " " " Trapani
5 " " " " Ragusa
5 " " " " Enna.

The Compartmental Offices will immediately get into touch with the Inspectorates of the motor-services to carry out speedily the aforesaid measures.

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(D). - Motor Fuel and Lubricants Department.

The Motor Fuel and Lubricants Department attends to the following matters :

(1) It draws up estimates of consumption needs and notifies them to the Supply Office;

(2) it informs the Stations of the quantities available so as to apportion and regulate consumption in re ation to the transport orders to be filled;

(3) it draws up a statement of the quantities consumed during the month and notifies any surplus which may remain to the Supply Department.

(E) Statistical Department.

The Statistical Department keeps in daily touch with the Technical Section, the Movement and Traffic Section, and the Administrative Section assembling continuously all the data which have to be considered.

(a) The description, number and efficiency of the auto-vehicles, the days of presence, the periods of inactivity, the mileage travelled, the volume of goods carried, the motor fuel, lubricants, rubber tyres and spare parts consumed and the cost of these distributed;

(b) the volume of traffic handled, the starting and de-

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(1) it draws up estimates of consumption needs and notifies them to the Supply Office;

(2) it informs the Stations of the quantities available so as to apportion and regulate consumption in relation to the transport orders to be filled;

(3) it draws up a statement of the quantities consumed during the month and notifies any surplus which may remain to the Supply Department.

(E) Statistical Department.

The Statistical Department keeps in daily touch with the Technical Section, the Movement and Traffic Section, and the Administrative Section assembling continuously all the data which have to be considered.

(a) The description, number and efficiency of the auto-vehicles, the days of presence, the periods of inactivity, the mileage travelled, the volume of goods carried, the motor fuel, lubricants, rubber tyres and spare parts consumed and the cost of those distributed;

(b) the volume of traffic handled, the starting and delivery points, the length of the routes travelled, the nature and volume of the goods carried on the several routes;

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(c) the commercial factors determining the real cost of the transports (price of consumption goods, cost of staff, commercial value of the auto-vehicles, rent of premises, etc.);

(d) Any incidents that may have occurred.

The duties above listed show the importance of this Department, which should also supply the Compartmental office and the General Direction with all the data in its possession which supply the basis for the the Corporation intends to make for the establishment of a suitable system of road transports of a permanent description for completing the railway system; they will also facilitate the study of rates and of all the problems connected with automobilism.

III. - The Administrative Section.

(a) This Section manages the staff in conformity with the policies laid down by the General Direction. In the several Compartments it also manages the staff of the Compartmental Offices;

(b) it collects the registration dues and the milage quotas as provided under letters (a) and (b) of art. 10 of the Statutes and accounts for them to the General Direction;

(c) at the beginning of each business year it prepares the data required for drawing up the ~~management~~ estimates;

(d) at the end of each business year it draws up its own ba

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(d) Any incidents that may have occurred.

The duties above listed show the importance of this Department, which should also supply the Compartmental Office and the General Direction with all the data in its possession which supply the basis for the the Corporation intends to make for the establishment of a suitable system of road transports of a permanet description for completing the railway system; they will also facilitate the study of rates and of all the problems connected with automobilism.

III. - The Administrative Section.

(a) This Section manages the staff in conformity with the policies laid down by the General Direction. In the several Compartmente it also manages the staff of the Compartmental Office;

(b) it collects the registration dues and the milage quota as provided under letters (a) and (b) of art. 10 of the Statutes and accounts for them to the General Direction;

(c) at the ~~close~~ beginning of each business year it prepares the data required for drawing up the ~~balance-sheet~~ estimates;

(d) at the end of each business year it draws up its own balance-sheet;

(e) it attends to all payments due for ordinary administrative expenses;

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(f) it collects from the consignors the sums due for transporting goods and and settles them with the carriers.

It has a special invoicing department for attending to the duties mentioned under letter (f).

In this connection it should be noted that to guarantee the payment of carriage costs, the consignors are required as soon as their application has been accepted, to deposit a sum as security with a bank, the amount of which is fixed in each case on the basis of the estimated amount of the invoice increased by 20%.

All payments and collections are made through the bank selected for this purpose by the General Direction.

IV. - Technical Section.

The Technical Section works through two offices, i.e.

The Department for Supervision and Assistance and the Supply Department.

Technical
(a) The Department for/Supervision and Assistance :

(1) supervises the ordinary and special up-keep of the motor vehicles;

(2) arranges for visits of inspection and verifications to ascertain the the importance and the causes of the damages reported by the motor-owners registered with the Corporation as provided under art. 2, par. (d) of the Statutes;

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duties mentioned under letter (f).

In this connection it should be noted that to guarantee the payment of carriage costs, the consignors are required as soon as their applica ion has been accepted, to deposit a sum as security with a bank, the amount of which is fixed in each case on the basis of the estimated amount of the invoice increased by 30%.

All payments and collections are made through the bank selected for this purpose by the General Direction.

IV. - Technical Section.

The Technical Section works through two offices, i.e.

The Department for Supervision and Assistance and the Supply Department.

Technical

(a) The Department for/Supervision and Assistance :

(1) supervises the ordinary and special up-keep of the motor vehicles;

(2) arranges for visits of inspection and verification to ascertain the the importance and the causes of the damages reported by the motor-owners registered with the Corporation as provided under art. 8, par. (d) of the Statutes;

(3) controls the weight of the load to make sure that it does not exceed the maximum allowded by the license for circula-

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tion and that in each case it is proportionate to the actual capacity of the auto-vehicle, the condition of the rubber tyres, and the xx nature of the journey to be made;

(4) settles the kind of motor-vehicle to be assigned to each station taking into account the services entrusted to the said stations;

(5) sees that the vouchers for the delivery of motor-fuel and lubricants are issued in conformity with the consumption tables and the rules issued by the superior authorities;

(6) controls the consumption of motor-fuel and lubricants, and carries out experiments to ascertain the best and most accurate way of fixing the assignments taking into consideration the condition of the motors nd the grading and nature of the roads;

(7) receives and selects with due care the applications for rubber tyres and spare parts. Gives its opinion on the applications which it transmits to the Supply Department for subsequent action;

(8) proposes arrangements to be made with an adequate number of well-equipped local workshops whereby thy undertake to repair the auto-vehicles at fixed rates which should steady market prices for work of this kind;

(9) is present when the repairs are being made and when

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(4) settles the kind of motor-vehicle to be assigned to each station taking into account the services entrusted to the said stations;

(5) sees that the vouchers for the delivery of motor-fuel and lubricants are issued in conformity with the consumption tables and the rules issued by the superior authorities;

(6) controls the consumption of motor-fuel and lubrifiants, and carries out experiments to ascertain the best and most accurate way of fixing the assignments taking into consideration the condition of the motors and the grading and nature of the roads;

(7) receives and selects with due care the applications for rubber tyres and spare parts. Gives its opinion on the applications which it transmits to the Supply Department for subsequent action;

(8) proposes arrangements to be made with an adequate number of well-equipped local workshops whereby thy undertake to repair the auto-vehicles at fixed rates which should steady market prices for work of this kind;

(9) is present when the repairs are being made and when the invoices are drawn up expresses its opinion on the same; and is a party to any dispute arising in connection therewith;

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(10) secures premises for the reception and custody of the auto-vehicles which have to pass the night outside their regular garage. In this connection it makes arrangements for keeping the cost of of reception and custody within narrow limits.

Simil r provision must be made for the drivers of the auto-vehicles;

(12) collects all data required for determining the cost of running the different types of auto-vehicles and studies the rates to be submitted to the examination of the superior organs;

(13) supplies the Statistical Office with all the information required for keeping up-to-date the card-index of the auto-vehicles;

(14) attends to and supervises the up-keep of the auto-vehicles which may ultimately be managed by the Corporation itself.

<u>The Supply Office.</u>

The Supply Office :

(1) estimates, along with the Movement and Traffic Section, the quantities of motor fuel and lubricants which are to be applied for to the A.C.C.;

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limits.

Simil r provision must be made for the drivers of the auto-vehicles;

(12) collects all data required for determining the cost of running the different types of auto-vehicles and studies the rates to be submitted to the examination of the superior organs;

(13) supplies the Statistical Office with all the information required for keeping up-to-date the card-index of the auto-vehicles;

(14) attends to and supervises the up-keep of the auto-vehicles which may ultimately be managed by the Corporation itself.

The Supply Office.

The Supply Office :

(1) estimates, along with the Movement and Traffic Section, the quantities of motor fuel and lubricants which are to be applied for to the A.C.C.;

(2) makes ar angements with the local agencies of the C.I.P. for reopening the supply stations which it considers

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it would be desirable to reopen to facilitate the supply of not
or fuels;

(3) along with the Office for Assistance, and awaiting the outcome of the steps now being taken with the A.C.C. for the supply of the materials required for manufacturing spare parts, it gets into touch with local producers and traders to encourage the mass production with the materials now available on the market.

It secures and stores the stocks now available;

(4) as soon as possible it will attend to the distribution of rubber tyres and spare parts withdrawing the old ones and the worn out parts.

The Provincial Commissions are formed, in conformity wi h the pr visions of art. 25 of the Statutes, of the following members :

- a representative of the Compartmental Inspectorate of Civil Motorisation and leased Transports;

- the Director of the R.A.C.I. or a delegate of his;

- a representative of the Provincial Economic Council or of the Chamber of Commerce;

- a representative of the Provincial Section for Food Supplies.

These Commissions are appointed under a resolution adopted

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outcome of the steps now being taken with the A.C.C. for the supply of the materials required for manufacturing spare parts, it gets into touch with local producers and traders to encourage the mass production with the materials now available on the market.

It secures and stores the stocks now available;

(4) as soon as possible it will attend to the distribution of rubber tyres and spare parts withdrawing the old ones and the worn out parts.

The Provincial Commissions are formed, in conformity wi h the provisions of art. 25 of the Statutes, of the following members :

- a representative of the Compartmental Inspectorate of Civil Motorisation and leased Transports;

- the Director of the R.A.C.I. or a delegate of his;

- a representative of the Provincial Economic Council or of the Chamber of Commerce;

- a representative of the Provincial Section for Food Supplies.

These Commissions are appointed under a resolution adopted by the Board of Directors, on a motion introduced by the Pre-

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fects, they elect from among their members their president who has a casting vote.

The Commissions are entrusted with the task of deciding the order of precede as to be given to the transports in accordance with the needs of the Province.

For the purposes of this order of precedence the transports are classified in two groups, those of a continuous character, and those which are only occasional.

In the case of transports of a continuous character the Commission gives its approval once and for all, reserving the right to suspend them to make room for others of a more urgent nature.

Transports belonging to the other group are subdivided as follows :

(1) Very Urgent
(2) Urgent
(3) Normal
(4) Deferrable
(5) Unacceptable

The Commission will state in advance which transports will be classified in the first group and which in the second, and will not therefore have to express an opinion on each case and for e each request relating thereto.

It can be stated at once that the carriage of fish, eggs, fresh meat, poultry, fresh vegetables, fruit, and other perishables

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(5) Unacceptable

The Commission will state in advance which transports will be classified in the first group and which in the second, and will not therefore have to express an opinion on each case and for e each request relating thereto.

It can be stated at once that the carriage of fish, eggs, fresh meat, poultry, fresh vegetables, fruit, and other perishables belongs to the first group and that requests for the transport of such goods will be sent in direct to the Section on Movement and

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Traffic, or should the case so require, to the Station concerned which will make arrangements by telephone with the Movement Department with a view to inserting the application in the day's programme of work.

The requests made by the Allied Authorities will also be classified in the first group unless the said Authorities should themselves give instructions to the contrary.

PROVINCIAL OFFICES OF THE II CLASS

The organisation of the Provisional Offices of the II class differs from that of the Offices of the I class in as much as the Administrative Section is amalgamated with the Section on General Affairs and Staff.

The number of stations and the staff assigned them as also to the several offices is reduced proportionately to the number of auto-vehicles.

PROVINCIAL OFFICES OF THE III CLASS.

Their organisation is similar to that of the Offices of the II class. The Sections are replaced by departments and in conformity with the rule above stated the staff will be in keeping with the number of auto-vehicles managed by the offices.

During the period of organisation, the Compartmental Offi-

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The number of stations and the staff assigned them as also to the several offices is reduced proportionately to the number of auto-vehicles.

PROVINCIAL OFFICES OF THE III CLASS.

Their organisation is similar to that of the Offices of the II class. The Sections are replaced by departments and in conformity with the rule above stated the staff will be in keeping with the number of auto-vehicles managed by the offices.

During the period of organisation, the Compartmental Offices will only open those offices which are required for [illegible] enabling the Corporation to get to work as soon as possible.

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THE DIRECTOR GENERAL.

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5

NATIONAL COOPORATION FOR THE MOTOR TRANSPORT

OF GOODS.

R o m e , November 20, 1944.

Prot. N° 03/955

Compartmental Offices of the N.A.M.C

Rome - Naples - Catanzaro - Palermo - Cagliari.

Re : Organisation and duties of the Compartmental Offices.

The coordination of transports, and the better use of the means of moter transport existing in the country are the chief objects the N.A.M.C. has in view.

It is evident that in order to coordinate transports, and above all to avoid journeys without a load the persons whose duty it is to organise the traffic must have a thorough knowledge of the goods waiting to be carried on the journey out and on the return journey.

It would indeed be a serious mistake to arrange for a column of motor transports to go from Rome to Florence without knowing whether there are goods in that city to be brought to Rome, or whether there are goods to be carried to Ancona

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It is evident that in order to coordinate transports, and above all to avoid journeys without a load the persons whose duty it is to organise the traffic must have a thorough knowledge of the goods waiting to be carried on the journey out and on the return journey.

It would indeed be a serious mistake to arrange for a column of motor transports to go from Rome to Florence without knowing whether there are goods in that city to be brought to Rome or whether there are goods to be carried to Ancona and from there others to be brought to Rome.

It is therefore necessary that all requests should be sent direct to a single centre of coordination which should give orders for the traffic movement.

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It may be remarked that with the present lack of means of communication, the adoption of such a system would entail a very serious loss of time in forwarding the requests for transport and a no less serious loss in giving orders for the traffic movement.

On the other hand, were the service decentralised and entrusted to provincial offices, the loss of time above referred to would indeed be considerably reduced, but on the other hand it would not then be possible to avoid taking journeys without a load, unless the several provincial offices were interconnected by a perfect organisation, and this is not now possible owing to the aforesaid lack of means of communication.

For this reason, the statutes of the Corporation have wisely provided for an intermediate organisation between the two above referred to by which all transports will be classified in the following groups : (a) -

(a) short distance transports within one or two bordering provinces;

(b) average distance transports between more than two provinces belonging to the same compartment, or to two bordering compartments;

(c) long distance transports between two or more compart-

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For this reason, the statutes of the Corporation have wisely provided for an intermediate organisation between the two above referred to by which all transports will be classified in the following groups : (a) -

(a) short distance transports within one or two bordering provinces;

(b) average distance transports between more than two provinces belonging to the same compartment, or to two bordering compartments;

(c) long distance transports between two or more compartments.

This organisation has the advantage of reducing to a minimum

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the loss of time between the forwarding of the requests and the transport of the goods, and of avoiding, more especially in the case of average and long distance transports return journeys without aload or with an incomplete load. it is also more in keeping with the needs of road transports which as a rule are of local or regional character.

The facts above set forth point to the importance of the organisation of the Compartmental Offices.

The Compartmental Offices.

The Compartmental Offices attend to the following duties :

(a) the coordination of average distance transports, i.e. of those between more than two provinces belonging to the same compartment or to two bordering compartments;

(b) the supervision of the working of the Provincial Offices within their jurisdiction;

(c) the definition and examination of traffic currents, with a view to stabilising them on prearranged routes of a continuous character;

(d) the handling of all matters of a legal character or related to insurance;

(e) the examination of all technical matters suggested or brought to their attention by the Offices dependent on

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as a rule are of local or regional character.

The facts above set forth point to the importance of the organisation of the Compartmental Offices.

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(c) the,definition and examination of traffic currents, with a view to stabilising them on prearranged routes of a continuous character;

(d) the handling of all matters of a legal character or related to insurance;

(e) the examination of all technical matters suggested or brought to their attention by the Offices dependent on them.

For these purposes, the Compartmental Offices can avail themselves of the following sections :

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I. - Movement and Traffic Section.

This includes three departments with the following duties :

(A) The Movement Department with a view to coordinating the transports for which it is qualified to act (average distance) keeps in touch, making use also of the telephone, with the Compartmental Inspectorate of the M.T.C., with the Offices of the bordering Compartments, and the Provincial ~~Remontes~~ Offices.

When it has made up the transport programme it transmits the orders to the Provincial Offices which carry them out, including them in their own programmes.

Requests for transports between more than two provinces or two bordering Compartments, must, as a rule, and as provided by art. 5 of the D.L.L. 17/9/1944, N° 199, be forwarded to the Compartimental Inspectorates of Civil Motorisation, which establish the order of precedence and then return them to the Compartmental Offices of the R.H.A.C.

In this connection, and as provided by the Circular of October 31, 1944, N° 03/853, the transports for which the Compartmental Offices are qualified to act are classified into transports of a continuous description and those of a casual description.

In the case of transports of a continuous description the

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When it has made up the transport programme it transmits the orders to the Provincial Offices which carry them out, including them in their own programmes.

Requests for transports between more than two provinces or two bordering Compartments, must, as a rule, and as provided by art. 5 of the D.L.L. 17/9/1944, N° 188, be forwarded to the Compartimental Inspectorates of Civil Motorisation, which establish the order of precedence and then return them to the Compartmental Offices of the M.M.A.C.

In this connection, and as provided by the Circular of October 31, 1944, N° 03/853, the transports for which the Compartmental Offices are qualified to act are classified into transports of a continuous description and those of a casual description.

In the case of transports of a continuous description the Compartmental Inspectorates of the ~~M~~ M.C.T.C. give their general approval once and for all, reserving the right to order their suspension if needed to make room for others of a more urgent description.

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The Compartmental Inspectorates of the M.C.T.C. establish in advance what transports are to be considered very urgent and urgent. The respective requests must therefore be sent direct to the Compartmental Offices of the M.M.A.C. or to the Provincial Offices.

Requests coming from the Allied Authorities are included in the very urgent and urgent groups, unless those Authorities should themselves give counter instructions.

Requests for transports belonging to other groups must be made to the M.C.T.C. Inspectorates, and may be made through the Provincial Offices of the M.M.A.C., the District Agencies, and even by the Mayors of the Communes who have been instructed to that effect.

The Compartmental Offices will take measures to ensure that these requests reach the Inspectorates of the M.C.T.C. as soon as possible.

Besides the aforesaid duties, the Movement Department also controls and supervises the Movement Departments of the Provincial Offices.

(b) - The Control of Traffic Department supervises the efficiency of the road controls organised by the Provincial Offices.

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The Compartmental Offices will take measures to ensure that these requests reach the Inspectorates of the M.C.T.C. as soon as possible.

Besides the aforesaid duties, the Movement Department also controls and supervises the Movement Departments of the Provincial Offices.

(B) - The Control of Traffic Department supervises the efficiency of the road controls organised by the Provincial Offices.

This supervision is carried out by a group of sworn police mounted on motor-cycles, who make inspections at irregular dates to assure themselves of the regularity and efficiency of the supervision exercised by the Provincial Offices.

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This Department also issues orders for ensuring the regular working of the provincial centres, in conformity with those issued by the General Direction.

(c) - The Study and Statistical Department has the following duties :

(a) it studies and examines the traffic currents and proposes any measures required for stabilising it so as to form a uniform system of motor-services of as continuous a character as possible. For this purpose it coordinates the collection of statistical data supplied by the Provincial offices.

(b) It keeps in touch with the Compartments of the State Railways to avoid possible harmful competition with those railways which are running, to complete those which are insufficient to meet traffic needs, and to organise services for connecting the railway stations with the centres of production and consumption.

II. - Product Control Section.

All bills of freight will be sent to the Product Control Section which controls the products and verifies the settlement of the transport charges and the invoices. This Section has in its service an adequate number of travelling agents who carry out inspections at unestablished dates in the Provin-

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(c) - The Study and Statistical Department has the following duties :

(a) it studies and examines the traffic currents and proposes any measures required for stabilising it so as to form a uniform system of motor-services of as continuous a character as possible. For this purpose it coordinates the collection of statistical data supplied by the Provincial Offices.

(b) It keeps in touch with the Compartments of the State Railways to avoid possible hurtful competition with those railways which are running, to complete those which are insufficient to meet traffic needs, and to organise services for connecting the railway stations with the centres of production and consumption.

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All bills of freight will be sent to the Product Control Section which controls the products and verifies the settlement of the transport charges and the invoices. This Section has in its service an adequate number of travelling agents who carry out inspections at unestablished dates in the Provincial Offices.

III. - The Legal and Insurance Section.

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The Legal and Insurance Section gives advice on all questions of a legal character or which may in practice lead to legal proceedings and which are brought to the attention of the Compartmental Offices or their dependent Provincial Offices.

It endeavours to come to amicable settlements of disputes with shippers, consignees, carriers and third parties.

It collects the complaints sent through administrative channels against the Corporation and the carriers to the Provincial Offices or the Compartmental Office; it decides which of these the Compartmental Offices are qualified to act and forward on the others to the General Direction, after assuring itself, and after personally taking steps to see that each complaint is fully drawn up and accompanied by the requisite vouchers.

It acts on behalf of the Corporation before the judicial authorities before whom the parties may appear in person or be represented by delegates holding a general or specific power of attorney for each case to be decided.

It prepares all the material which may be required or may be useful to the solicitors or advocates who will act on behalf of the Corporation before other judicial authorities; and it keeps in touch with and supports their work.

It revises, draws up in due legal form, and completes con-

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mental Offices or their dependent Provincial Offices.

It endeavours to come to amicable settlements of disputes with shippers, consignees, carriers and third parties.

It collects the complaints ~~received~~ sent through administrative channels against the Corporation and the carriers to the Provincial Offices or the Compartmental Office; it decides which of these the Compartmental Offices are qualified to act and forwards on the others to the General Direction, after assuring itself, and after personally taking steps to see that each complaint is fully drawn up and accompanied by the requisite vouchers.

It acts on behalf of the Corporation before the judicial authorities before whom the parties may appear in person or be represented by delegates holding a general/power of attorney or specific for each case to be decided.

It prepares all the material which may be required or may be useful to the solicitors or advocates who will act on behalf of the Corporation before other judicial authorities; and it keeps in touch with and supports their work.

It revises, draws up in due legal form, and completes contracts and agreements which have been made by the Compartmental Offices or their dependent Provincial Offices, within the limits in which they are qualified to act.

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Should the carriage of the goods be prevented, or should they be consigned for sale under art. 1686 or 1690 of the Civil Code, and in cases of sequestration or seizure as pledge, the Section acts to safeguard and conciliate within the limits established by law and by the rules of the E.N.A.C. the interests of the Corporation, the claimants and the carriers.

It supervises the work of the Provincial Offices in relation to the enforcement of the conditions of transport and of the clauses contained in the insurance policies; in particular it supervises the compilation of the depositions and reports on irregularities in the transport service on the part of its dependent Offices, and when possible it takes a direct part in ascertaining the facts of major importance.

It calls to the attention of the General Direction any drawbacks which may arise in the practical enforcement of the conditions of transport, of the clauses of the insurance policies, and of the rules issued by the Corporation for the matters with which it is qualified to deal, and makes any suggestions relating thereto which it may deem advisable.

It attends to all relations with the agents of the Insurance Companies with which the E.N.A.C. has taken out policies.

IV. - The Technical Section.

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It calls to the attention of the General Direction any drawbacks which may arise in the practical enforcement of the conditions of transport, of the clauses of the insurance policies, and of the rules issued by the Corporation for the matters with which it is qualified to deal, and makes any suggestions relating thereto which it may deem advisable.

It attends to all relations with the agents of the Insurance Companies with which the E.M.A.C. has taken out policies.

IV. - <u>The Technical Section.</u>

The Technical Section has the two following departments :

(1) The Supply department which assembles the estimates for the consumption of motor fuel, lubricants, tyres, and

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spare parts, and forwards them to the General Direction accompanied by any remarks and suggestions it may have to make.

It supervises the work of the Provincial Offices as regards the distribution of the said materials, and looks into any complaints which may be made by the persons listed.

As it is foreseen that warehouses will be opened at the Compartmental Offices for steam spare parts and rubber-tyres, the Supply Department will take in charge the said stores providing for their conservation and accounting for them to the General Direction.

(2) The Technical Advisory Department collects, sorts and approves any technical proposals which may be presented to ~~the General Direction~~ by the Provincial Offices , and notifies them to the General Direction when they are of special interest.

To expedite matters the settlement of transport costs will be made by the Provincial Offices, which are in closer touch with the consignors and the carriers, and therefore the Provincial Offices will themselves have their own administrative offices the staff of which will be under their direct orders.

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(2) The Technical Advisory Department collects, sorts and approves any technical proposals which may be presented to ~~xxxxxxxxxxxxxxx~~ by the Provincial Offices , and notifies them to the General Direction when they are of special interest.

To expedite matters the settlement of transport costs will be made by the Provincial Offices, which are in closer touch with the consignors and the carriers, and therefore the Provincial Offices will themselves have their own administrative offices the staff of which will be under their direct orders.

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6

National Corporation
for the
Auto Transport of
Goods.
(N.N.A.C.)
General Direction
Service of Movement and
Traffic
N° 1/M/279

R o m e , November 15, .

To the Compartmental Offices
.the Provincial Offices

Communicated to
The General Inspectorate
N.C.T.C.
The Technical Service
The Administrative Service
Head Office.

Re : Organisation and Working of the Movement Services of the
Provincial Offices.

(A) Premises.

As already stated in our previous circular N° 03/653 of 31/10/ ult., the requests for transport, which the applicants make on the special forms (N.N.A.C. form 3), can be sent in in one of three ways :

(1) direct to the stations for perishable goods (fish, eggs, meat, fresh vegetables, fruit, etc.), or for other goods asuch as coal, charcoal, wood, which however, being transports of a continuous description must be authorised by the Provincial Commission or by the Inspectorate of Motorization, given once and for all, i.e. at the beginning of the supply service arranged between the Revictualling Offices and firms or private contract-

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N° 1/M/879

M.O.T.S.
The Technical Service
The Administrative Service
Head Office.

Re : Organisation and working of the Movement Services of the Provincial Offices.

(A) Premises.

As already stated in our previous circular N° 03/883 of 31/10/ ult., the requests for transport, which the applicants make on the special forms (M.M.A.C. form 3), can be sent in in one of three ways :

(1) direct to the stations for perishable goods (fish, eggs, meat, fresh vegetables, fruit, etc.), or for other goods asuch as coal, charcoal, wood, which however, being transports of a continuous description must be authorised by the Provincial Commission or by the Inspectorate of Motorisation, given once and for all, i.e. at the beginning of the supply service arranged between the Revictualling Offices and firms or private contractors.

(2) to the Movement Department for the transport of goods which while belonging to the "urgent" or "very urgent" groups are being handled in large quantities either required directly by the Allies or by the local Food Supply bodies, and must therefore be coordinated and distributed between the several

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fore be co-ordinated and distributed between the several stations by that Department:

(3) To the Office of the Provincial Commission for all those goods which do not come under one or other of these two groups above mentioned, for the transport of which the preliminary authorisation of the Provincial Commission or of the Motorisation Inspectorates is required. To reduce to a minimum the number of people coming to the offices of the Movement Department, the Offices of the Provincial Commission will however receive the requests for transport mentioned under par. 2, forwarding them immediately to the Movement Department.

The stations authorised to act ~~directly~~ on the requests presented directly to them are therefore only those specialised for transports belonging to the two groups above mentioned, but even in their case the Offices, in agreement with the Provincial Commissions and the Motorisation Inspectorates, will draw up a detailed list of the goods to be considered "urgent" and "very urgent".

The Provincial Commission will also, if need be, propose the ~~the~~ precautions which should be taken by the Stations when accepting the requests, that is to say how, and on behalf of which bodies they should be approved.

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mentioned, for the transport of which the preliminary authorisation of the Provincial Commission or of the Motorisation Inspectorates is required. To reduce to a minimum the number of people coming to the offices of the Movement Department, the Offices of the Provincial Commission will however receive the requests for transport mentioned under par. 2, forwarding them immediately to the Movement Department.

The stations authorised to act directly on the requests presented directly to them are therefore only those specialised for transports belonging to the two groups above mentioned, but even in their case the Offices, in agreement with the Provincial Commissions and the Motorisation Inspectorates, will draw up a detailed list of the goods to be considered "urgent" and "very urgent".

The Provincial Commission will also, if need be, propose the precautions which should be taken by the Stations when accepting the requests, that is to say how, and on behalf of which bodies they should be approved.

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(B). - Stations.

The Stations are the executive organs of the Movement Department. They are directly dependent on it and have at their disposal, as stated in a previous circular, a maximum of 500 auto-vehicles each.

On the basis of the requests they themselves accept and of the orders received from the Movement Department, the Stations distribute the transports between the auto-vehicles at their disposal draw up and deliver the prescribed documents for the journey and keep a tally of the actual daily whereabouts and use of each of the vehicles they handle.

At the time of departure, the Station delivers for each auto-vehicle the following documents :

(a) A Road Sheet

This is the document authorising the vehicle to make the journey and to carry the goods stated on the said sheet. It must be shown to the fixed control stations and to the agents assigned to the flying controls.

Only the first page of the Road Sheet is filled by the Station Master.

The mileage must be that of the shortest route, majored by

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ment. They are directly dependent on it and have at their disposal, as stated in a previous circular, a maximum of 300 auto-vehicles each.

On the basis of the requests they themselves accept and of the orders received from the Movement Department, the Stations distributes the transports between the auto-vehicles at their disposal draw up and deliver the prescribed documents for the journey and keeps a tally of the actual daily whereabouts and use of each of the vehicles they handle.

At the time of departure, the Station delivers for each auto-vehicle the following documents :

(a) A Road Sheet

This is the document authorising the vehicle to make the journey and to carry the goods stated on the said sheet. It must be shown to the fixed control stations and to the agents assigned to the flying controls.

Only the first page of the Road Sheet is filled by the Station Master.

The mileage must be that of the shortest route, majored by the distances to be covered in the town.

The dates and hours fixed by the Station Master for the de-

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parture, arrival at destination, the,departure from the place of destination and the return to the garage must be properly calculated, taking into account the time required for the actual journey, for loading and unloading, for refilling, and for giving the drivers a rest at the place of destination.

In the space reserved for "instructions to the ~~driver~~ carrier" the Station Masters will give any special instructions for the driver, should the auto-vehicle be supplie with only one Road Sheet - for the journey out only - the instructions must state at which station of the N.S.A.C. in the place of destination, the auto-vehicle must present itself for the return journey.

Should the Station from which the start is m de use the vehicle both for the outward and for the return journey, two t Road Sheets must be issued.

The Road Sheet is drawn up in duplicate: one copy is handed to the carrier, who on finishing the journey returns it to the Station w ich issued it, and the other remains with the Station.

(b) Bill of Freight.

This document accompanies the goods and is therefore not required when the vehicle makes a journey empty. It is handed into the station of departure in four copies filled in by the

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journey, for loading and unloading, for refilling, and for giving the drivers a rest at the place of destination.

In the space reserved for "instructions to the ~~driver~~ carrier" the Station Masters will give any special instructions for the driver, should the auto-vehicle be supplie with only one Road Sheet - for the journey out only - the instructions must state at which station of the E.N.A.C. in the place of destination, the auto-vehicle must present itself for the return journey.

Should the Station ~~from~~ which the start is m de use the vehicle both for the outward and for the return journey, two t Road Sheets must be issued.

The Road Sheet is drawn up in duplicate: one copy ic handed to the carrier, who on finishing the journey returns it to the Station w ich issued it, and the other remains with the Station.

(b) Bill of Freight.

This document accompanies the goods and is therefore not required when the vehicle makes a journey empty. It is handed into the station of departure in four copies filled in by the consignor, in the upper part reserved for him. The Station Master fills in the space reserved for the E.N.A.C.; he keeps

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the first copy and hands the other three to the carrier.

Should the station of departure arrange also for the return load it must hand over a bill of lading for each shipment.

(c) Vouchers for Motor Fuel

The assignment of motor-fuels and lubricants is made on the basis of the mileage entered on the Road Sheet and of the consumption table which this Head Office will sent out very soon. One or more vouchers (E.N.A.C. form 16 and 17) are handed to the carrier according to the length of the journey and the capacity of the reservoir (tank) of the auto-vehiclewhich determine whether the refilling will be required once or more during the journey.

The daily business transacted by the Stations must be summarised and entered in the following station registers :

1 - register of available means (E.N.A.C. form 10);

2 - register of shipments (E.N.A.C. form 11);

(3) register of the movement of auto-vehicles (E.N.A.C. form 12).

The register of availble means is the rough material used by the Station Master in preparing his daily movement plan; in the register of shipments he enters and lists the bills of freight in the order of precedence in which they are accepted by the stations; in the register of movement he enters the means of

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2 - register of shipments (E.E.A.C. form 11);

3 - register of the movement of auto-vehicles (E.E.A.C. form 13).

The register of availble means is the rough material used by the Station Master in preparing his daily movement plan; in the register of shipments he enters and lists the bills of freight in the order of precedence in which they are accepted by the stations; in the register of movement he enters the means of transport as they leave the station or when their return is notified.

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Besides keeping these registers, the stations prepare each day and transmit to the offices of the B.N.A.C. concerned, the following statements :

1 - the departures of the day (Bnac.form 13)

2 - the arrivals of the day (BNAC form 14)

3 - the motor-vehicle situation of the day (BNAC form 15).

The data required for preparing the motor-vehicle situation as regards those vehicles which are not available by the carriers themselves.

The station is not required to ascertain whether a vehicle reported as laid up in a workshop is really unavailable; the duty of making the necessaryenquiries is assigned to the Assistance and Technical Control Department ~~xxxx

following statements :

1 - the departures of the day (Enac.form 13)

2 - the arrivals of the day (ENAC form 14)

3 - the motor-vehicle situation of the day (ENAC form 15).

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The station is not required to ascertain whether a vehicle reported as laid up in a workshop is really unavailable; the duty of making the necessarynenquiries is assigned to the Assistance and Technical Control Department ~~xxxx

The Movement Department must therefore take into account the transport possibilities of these stations when making the daily distribution of work, as they may make a very valuable contribution, especially after the initial organisation period, that is to say when the inter-provincial traffic has begun to be stabilised and when it will consequently be possible to count daily on a fairly steady number of motor-vehicles belonging to other offices.

The stations of the N.N.C.A. which are thus enabled to avail themselves of the auto-vehicles coming from other stations do not generally possess parking and garage facilities for such extra vehicles, and therefore, unlike the stations which can only avail themselves of local means of transport, they must be provided with a garage or at least with an enclosed yard with a custodian in which the auto-vehicles can be kept awaiting orders for the return load.

It would be very desirable that one or more workshops should be reserved for the said extra auto-vehicles for carrying out small repairs to be paid for by the carrier at rates approved previously by the N.N.A.C.; it should also be possible for the drivers to secure board and lodging at fair rates. The machines and the men would thus receive from the N.N.A.C. that technical and moral assistance which is in conformity with the spirit and

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The stations are open from 6 a.m. to 10 p.m. and are pro-

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vided with the following staff :

1 Station Master of the 1st class.

4 " " " " 2nd or 3rd class

2 clerks

The head station master is on duty from 8 a.m. till noon and from 5 p.m. till 10 p.m. The other 4 station masters will be on duty, two at a time, from 6 a.m. till 2 p.m. and from 2 p.m. till 10 p.m. The clerks whose duty is only that of assisting the stations' masters in keeping the books and compiling the daily reports are on duty from 8 a.m. till noon and from 5 p.m. till 7 p.m.

(c) The Movement Department.

The stations are the executive organs of the traffic movement, but it is the duty of the Movement Department to draw up each day the whole plan for the movement of the auto-vehicles, giving the requisite instructions to the stations, and exercising supervision to see that they are properly carried out.

Two offices with complementary but distinct duties will be set up. The first office will attend to the actual movement of the auto-vehicles: it therefore establishes the order to be given to the requests for transport facilities and the number of auto-vehicles available each day, and distributes the

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The head station master is on duty from 8 a.m. till noon and from 3 p.m. till 10 p.m. The other 4 station masters will be on duty, two at a time, from 6 a.m. till 2 p.m. and from 2 p.m. till 10 p.m. The clerks whose duty is only that of assisting the stations masters in keeping the books and compiling the daily reports are on duty from 8 a.m. till noon and from 3 p.m. till 7 p.m.

(c) The Movement Department.

The stations are the executive organs of the traffic movement, but it is the duty of the Movement Department to draw up each day the whole plan for the movement of the auto-vehicles, giving the requisite instructions to the stations, and supervising exercising supervision to see that they are properly carried out.

Two offices with complementary but distinct duties will be set up. The first office will attend to the actual movement of the auto-vehicles: it therefore established the order to be given to the requests for transport facilities and the number of auto-vehicles available each day, and distributes the transports between the several stations. The second Office supervises the execution of the orders given to the Stations using for this purpose the daily reports of departures and

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arrivals sent in by the stations as above described.

On the basis of the data supplied by the stations the second Office drews up a daily report on the "general traffic movement situation" (ENAC form 6) which summarises the daily movement of all the auto-vehicles at the disposal of/the ~~stations~~ all Provincial Offices. Moreover, and until the Statistical Department contemplated is set up, the second Office will also keep the card-ind x of auto-vehicles.

On the card (ENAC form 8) all the journeys made by each auto-vehicles must be entered, as also the materials consumed, the periods spent in the workshops for repairs, etc., so as to provide all the data required for ascertaining at any moment the actual situation of the motor-vehicle.

So as to keep in close touch with and exercise a daily supervision over the work performed by each station, the Traffic Movement Department will avail itself of the services of the officers of the same rank as Heads of Office whose duty it will be to supervise the work of four stations each, and to make a daily report on same to the Head of the Department.

These officers will also report on the conduct of the staff of the Stations, will fix the turns for the weekly day of rest, replacements, leave of absence, dismissal, etc.

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(B) - Sequence of the Operations for the acceptance of the applications for transports.

The Stations accept requests for transports for which they are qualified to act in the afternoon of the day before the departure of the motor-vehicles concerned, and they immediately ask the consignors to deposit with the Banca Nazionale Del Lavoro or to pay into the Postal Current Account in its name the amount of their security deposit which the said Station fixes on the basis of the actual costs of transport majored by 20% as security for the payment of any interruptions of the journey, penalties, etc. which may be incurred. At a given hour the acceptance of applications stops; in the meantime the station has ascertained from what means of transport will presumably be availble on the next day and in the evening informs the Traffic Movement Department of the number and tonnage capacity of the available vehicles and of the tonnage of goods to be carried.

While the Stations are attending to these duties, the Traffic Movement Department in its turn receives from the Office of the Provincial Commission the applications approved by the said Commission and by the Motorisation Inspectorate and those which do not need this approval;

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The Stations accept requests for transports for which they are qualified to act in the afternoon of the day before the departure of the motor-vehicles concerned, and they immediately ask the consignors to deposit with the Banca Nazionale Del Lavoro or to pay into the Postal Current Account in its name the amount of their security deposit which the said Station fixes on the basis of the actual costs of transport majored by 30% as security for the payment of any interruptions of the journey, penalties, etc. which may be incurred. At a ~~ex~~ given hour the acceptance of applications stops; in the meantime the station has ascertained ~~the~~ what means of transport will presumably be availble on the next day and in the evening informs the Traffic Movement Department of the number and tonnage capacity of the available vehicles and of the tonnage of goods to be carried.

While the Stations are attending to these duties, the Traffic Movement Department in its turn receives from the Office of the Provincial Commission the applications approved by the said Commission and by the Motorisation Inspectorate and those which do not need this approval.

Having arranged the applications in order of precedence and having received from all the stations the statements of the vehicles available, the Department is able to have a ge-

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neral review of the situation.

Should the requests for transport accepted by the stations not exceed the means available for the said stations, the Department will at once authorise by telephone the acceptances of the requests and for the other requests it will itself prepare the ~~xxxxx~~ written instructions entered on the special forms (ENAC form 6) for transmission to the other stations. Should the requests however exceed available means the Department will decide which transports are to be deferred until the morrow or which and how many transports can be directed on other stations.

It is hardly necessary to add that when the "very urgent" and "urgent" requests have been satisfied, the Department will authorise all the others should available means of transport allow of this.

The filling in of the documents accompanying the goods, and the departure of the auto-vehicles will begin from 6 a.m. and will proceed on as the drivers come in and report on the number of motor-vehicles actually available, and the and the consignors hand in the bills of freight and show the receipts for their deposits.

Should the motor-vehicles whose return was expected during the day not reenter, or should they not be in a condition to start again during the day, the transport of the goods they were

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Should the motor-vehicles whose return was expected during the day not reenter, or should they not be in a condition to start again durinb the day, the transport of the goods they were to have carried will inevitably have to be postponed until the morrow.

As regards the preliminary deposit, the stations as already

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stated, will, in the case of those transports for which they are qualified to act, ask the consignors to make them at once s so as to be able to show the receipt therefor next day when handing in the bill of freight.

In the case of requests accepted by the Office of the Provincial Commission, a distinction is drawn between organised bodies and private persons. As in the case of the former the transports are generally of considerable volume and may be dir rected on two or more stations, the request for the deposit may be made by the Department which will not on the instructi- ons it gives the chief particulars of the payment made; in the case of private individuals this matter is attended to by the Stations.themselves.

In any case it is explicitly provided that in no case may the Station Masters deliver the documents for the journey unles less they have first assured themselves, on their personal responsibility that the payment of the deposit has been made.

(E) The Office of the Provincial Commission.

The Provincial Commission holds periodical meetings and it also meets whenever the requests received may make this necessary, in the premises occupied by the Provincial Office to ratify the transports belong to the "urgent" and "very

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(E) The Office of the Provincial Commission.

The Provincial Commission holds periodical meetings and it also meets whenever the requests received may make this necessary, in the premises occupied by the Provincial Office to ratify the transports belong to the "urgent" and "very urgent" groups which have already been made and to give its

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preminary approval of the others.

The work of accepting and selecting the requests and the preparation of all the material to be submitted on each occasion to the Provincial Commission or to be forwarded to the Motorisation Inspectorate must however be centralised in one office known as the Office of the Provincial Commission, even should it be even should it depend on the Provincial Office to all effects and purposes.

(F) The Decentralised Services.

The Offices direct not only the motor-vehicles in the chief town of the province but also those of the whole province.

As it is not generally possible to displace the motor-vehicles from the Commune in which they are stationed, it is necessary to open offices detached from the Provincial Offices which will be known as Communal Agencies of the E.N.A.C.

Of course these Agencies will only be opened in those Communes were the number of motor-vehicles is such as to justify the sending there persons belonging to the staff of the E.N.A.C In those places in which there are two or three motor-vehicles available the task will be entrusted to the Mayor to whom the Road documents and the vouchers for motor-fuel, etc. will

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Inspectorate must however be centralised in one office known as the Office of the Provincial Commission, even should it be even should it depend on the Provincial Office to all effects and purposes.

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The procedure for the use of the means of transport will remain unaltered; in the case of transports belonging to the

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"urgent" and "very urgent" groups the agent of the N.N.A.C. or the local mayor will accept the request and carry them out without further formalities; in the case of those belonging to other groups they will accept the requests and forward them to the offices of which the Agencies are dependencies and will order the transport only when the request has been approved.

(G) Transports on its Own Account.

The requests for permission to transport woods on one's own account and with means of one own will be forwarded to the Compartmental Inspectorates of the N.C.T.C. accompanied by the opinion of the Chamber of Industry, of Commerce, or of Labour. provisional The said Inspectorates will issue ~~the~~ permits which the parties concerned will will show to the Provincial Offices so as to obtain for each motor-vehicle the "journey book" (N.N.A.C. form 18 and 19) which exonerates the holder from the need of a Road Sheet.

The Provincial Offices will duly inform the General Direction - Movement and Traffic Service - of the issue of each of these books.

Rules will shortly be issued regulating the compilation of these books and the monthly assignments of petrol.

(H) Public Services and Town Traffic.

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without further formalities; in the case of those belonging to other groups they will accept the requests and forward them to the offices of which the Agencies are dependencies and will order the transport only when the request has been approved.

(G) Transports on its Own Account.

The requests for permission to transport goods on one's own account and with means of one own will be forwarded to the Compartmental Inspectorates of the N.C.T.C. accompanied by the opinion of the Chamber of Industry, of Commerce, or of Labour.

The said Inspectorates will issue provisional permits which the parties concerned will will show to the Provincial Offices so as to obtain for each motor-vehicle the "journey book" (N.N.A.C. form 18 and 19) which exonerates the holder from the need of a Road Sheet.

The Provincial Offices will duly inform the General Direction - Movement and Traffic Service - of the issue of each of these books.

Rules will shortly be issued regulating the compilation of these books and the monthly assignments of petrol.

(H) Public Services and Town Traffic.

In the case of auto-vehicles used for public services (carriage of city refuse, watering cars, etc.), and of those used

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for town traffic (carriage of goods from the central markets to the district markets, from wholesalers to retailers, etc.), provisions will be issued as soon as possible.

The organisation of the movement both of local means of motort transport and of those stationed in other Communes, and the working of the several provincial organs, are similar for all the Compartments. Of course in the case of the second and third class offices the staff will be reduced proportionately to the smaller number of auto-vehicles available, and so will the number of stations and, if need be, the number of persons assigned to each station.

The working hours of the stations and of the offices will also be adapted to local requirements.

In those places in which the number of motor-vehicles registered would not justify opening a station, the Movement Department will itself discharge the duties of a station.

This circular must be considered as providing a first outline of the organisation of the decentralised offices and for planning the programme of work in this first stage of the effort which is rendered particularly difficult by the strong initial

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should not therefore be too strictly interpreted and rigidly applied but should be suitably adapted to the special local conditions of which the Head Office should be informed, but without requiring its preliminary approval.

The utmost freedom of action, always, be it understood, within the limits laid down by the purposes for which the Corporation is formed, is therefore left - at least in the beginning, to the local directors and above all the Compartment Directors and xx it should be remembered that successful initiatives taken by an office will be at once put into effect by the Head Office and by all the others, and that the efficient contribution made by each office and each official will not only react favourably on the whole working of the B/N/A.C. but - what is still more important - on the economic life of the Country.

THE DIRECTOR GENERAL

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THE DIRECTOR GENERAL

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E.N.A.C.
General Direction
Movement and Traffic Service

N° 1 M.O/1132

To the Provincial Offices of the E.N.A.C.
Communicated to
The Compartmental Offices of the E.N.A.C.
The Technical Service - Head Offices
The Administrative Service, Head office

Re : Opening of the Stations.

Circular N° 03/353 of October 31 ult. ordered that all the auto-vehicles at the disposal of the Provincial Offices should be grouped in stations, and that each of these stations should be specialised for a given description of traffic.

To assure the adoption of uniform rules in each Province further instructions are now given in relation to the opening and organisation of the stations.

The number and total tonnage of the auto-vehicles to be assigned to each station should be fixed, by taking into consideration the nature and volume of the goods to be carried each day, and the average length of the transports. For instance, if the cereal station has to provide for an average daily supply of 1,000 quintals of cereals which have to be fetched an

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The number and total tonnage of the auto-vehicles to be assigned to each station should be fixed, taking into consideration the nature and volume of the goods to be carried each day, and the average length of the transports. For instance, if the cereal station has to provide for an average daily supply of 1,000 quintals of cereals which have to be fetched an average distance of 250 kms with a travel cycle therefore on the average duration of 2 days, the total transport capacity of the station should be 2,000 quintals.

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If this tonnage be ma[illegible]ored by 30-34% so as to take into account the vehicles laid up for small or big repairs, the station should have at its disposal a number of auto-vehicles for a total carrying capacity of 3,000 quintals. These auto-vehicles should be selected with care in view of the special service they are to render. In the case in point, 70-80 vehicles of an average capacity of 40 quintals each would be required.

When the Provincial Offices have made these preliminary studies, they will select from the card index of registrations with the E.N.A.C. in their possession the auto-trains, motor-trucks and motor cars for assignment to each station, and will immediately inform the parties concerned of the choice and will let them know that from the day which, in conformity with the provisions of art. 4 of the Decree Law of August 8, 1944, N° 189 will be fixed by a special Decree of the Ministry of Communications, the said auto-vehicles are required to be consigned at the stations mentioned to withdraw their Road Documents.

It is therefore necessary that the Provincial Offices get immediately into touch with the local Revictually bodies to ascertain the daily quantities of cereals, fresh vegetables and fruit, meat, etc., to be carried and the average distance of the said transports. When they have these data the Offices will be able to take the necessary steps for opening the stations.

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You are requested to notify receipt of this circular, with assurance as to the execution of the provisions it contains.

THE DIRECTOR GENERAL.

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MINISTRY OF COMMUNICATIONS

GENERAL INSPECTORATE
OF CIVIL MOTORIZATION AND
LEASED TRANSPORT SERVICES

2 P.S. 15/3755

Rome, August 15, 1944

To the Compartimental Inspectorates
of Rome, Naples, Cagliari,
Catanzaro, Bari, Palermo.

To the Provincial Offices of the
R.A.C.I.

and for information to:
the Central Offices of the R.A.C.I.

Re : Rules for registering with the Corporation.

Circular.

With a view to the application of the Lieutenancy Decree, now in course of publication, for the formation of the R.E.A.C., the following rules are issued, to be applied only in the provinces administered by the Italian Government, subject to their subsequent extension to the other liberated provinces in conformity with agreements now being discussed with the Allied Control Commission.

I - Registration with the R.E.A.C.

In conformity with art. 3 of the aforesaid Decree, all owners and holders for any reason of auto-trains, auto-trucks, motor-cars and tractors with tenders, suited to the carriage of freight, are required within fifteen days of the publication of the said Decree to send in an application for registration with the R.E.A.C. or, should they not wish to register, to declare that

R.A.C.I.

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With a view to the application of the Lieutenancy Decree, now in course of publication, for the formation of the R.N.A.C., the following rules are issued, to be applied only in the provinces administered by the Italian Government, subject to their subsequent extension to the other liberated provinces in conformity with agreements now being discussed with the Allied Control Commission.

I - Registration with the R.N.A.C.

In conformity with art. 3 of the aforesaid Decree, all owners and holders for any reason of auto-trains, auto-trucks, motor-cars and tractors with tenders, suited to the carriage of freight, are required within fifteen days of the publication of the said Decree to send in an application for registration with the R.N.A.C. or, should they not wish to register, to declare that they entrust the management of the auto-vehicles they possess to the R.N.A.C.

II. - Registration Form.

A special form (form AMAC/1) has been drawn up for this purpose, to be used in applying for registration or for making the

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aforesaid declaration and a printed notice (form ENAC/2) in which will be noted the characteristic features of each auto-vehicle and tender.

Form ENAC/1 has a counterfoil attached which is given to the applicant as a receipt of his request.

III - Distribution of the application forms.

As soon as possible a suitable number of printed forms will be sent to the Compartmental Inspectorates to meet the needs of each Compartment of the Province.

On receiving these forms the Compartmental Inspectorates will attend to distributing them in adequate numbers to the provincial offices of the N.A.C.I.

IV - Withdrawal of the Forms and Presentation of the Applications

The parties concerned will withdrawer the forms and will present their respective requests or declarations to the office of the N.A.C.C. of the chief town of their province in triplicate.

Each applicant must hand in one request in triplicate (form ENAC/1) appending to each copy as many of the printed forms (ENAC/2) as he has motor-vehicles.

The provincial offices of the N.A.C.I. will collect on their own account for each application a due of three lire for se-

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Form RNAC/1 has a conterfoil attached which is given to the applicant as a receipt of his request.

III - Distribution of the Application forms.

As soon as possible a suitable number of printed forms will be sent to the Compartmental Inspectorates to meet the needs of each Compartment of the Province.

On receiving these forms the Compartmental Inspectorates will attend to distributing them in adequate numbers to the provincial offices of the R.A.C.I.

IV - Withdrawal of the Forms and Presentation of the Applications

The parties concerned will withdrawer the forms and will present their respective requests or declarations to the office of the R.A.C.C. of the chief town of their province in triplicate.

Each applicant must hand in one request in triplicate (form RNAC/1) appending to each copy as many of the printed forms (RNAC/2) as he has motor-vehicles.

The provincial offices of the R.A.C.I. will collect on their own account for each application a due of three lire for secreterial services, handing to the party concerned the counterfoil receipt mentioned under point 2.

V. - Assemblage of the applications.

On the expiry of the period allowed for the presentation

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applications, the provincial offices of the N.A.C.I. will transmit them in triplicate to the qualified Compartmental Inspectorate of Civil Motorisation, which will keep a copy for the office files, transmit the second to there head offices, and will keep the third until the definite formation of the IEAC.

THE MINISTER
(Sd) C e r a b o n a .

Certified as a correct copy
The Head of Department
(sd) C o s t a .

Declassified E.O. 12356 Section 3.3/NND No. 785021

for the office files, transmit the second to these Head Offices, and will keep the third until the definite formation of the FEAC.

THE MINISTER
(2d) C e r a b o n a .

Certified as a correct copy
The Head of Department
(sd) C o s t a .

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6

Form ENAC/2

EXHIBIT N°..... To the REQUEST.N°.....

Characteristics of the Auto-vehicle (1).....

Registered Number..... Make Description

Chassis N° Motor N° HP.....

Tare Ql.////// Load Ql..... Kind of carriage

Rubber tyres front measurements.....x.... Back N°.... Measurement...

State of efficiency of tyres(2)

" " " of the vehicle (2).....

(3) Can be used on the road immediately - Can be used after repair

Cannot be used on the road

Use of the auto-vehicle (4)

Usual residence of the auto-vehicle..... Street..... N°...?

(5).....

---

(3) I declare that the auto-vehicle above described:

(a) is my legitimate property
(b) that the use of it has been left me by .....
(c) that I took it from the enemy the ..... in.....
(d) that I recovered it on..... in.....
(e) (5).....

---

(3) I declare that the auto-vehicle above described in possession of..... ..... legally represented by me.....

(a) is his legitimate property
(b) that the use of it was left to him (her) by.....
(c) that it was delivered to him (her) by..... ..... as a result of temporary (definitie) requisition.
(d) that he (she) took it from the enemy the..... in.....
(e) that he (she) recovered it the..... in.....
(f) (5).....

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Tare Ql.////// Load Ql..... Kind of carriage

Rubber tyres front measurements.....X.... Back N°.... Measurement...

State of efficiency of tyres(2)

" " " of the vehicle (2).....

(3) Can be used on the road immediately - Can be used after repair

Cannot be used on the road

Use of the auto-vehicle (4)

Usual residence of the auto-vehicle..... Street..... N°...?

(5).....

---

(3) I declare that the auto-vehicle above described:

(a) is my legistimate property
(b) that the use of it has been left me by .....
(c) that I took it from the enemy the ..... in.....
(d) that I recovered it on..... in.....
(e) (5).....

---

(3) I declare that the auto-vehicle above described in possession of..... .... legally represented by me.....

(a) is his legitimate property
(b) that the use of it was left to him (her) by.....
(c) that it was delivered to him (her) by..... ..... as a result of temporary (definitie) requisition.
(d) that he (she) took it from the enemy the..... in.....
(e) that he (she) recovered it the..... in.....
(f) (5).....

.... the.....

Signature and address of the declarant.

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(1) State : auto-truck - motorcycle truck - tractor - tender.

(2) State one of following : good - mediocre - bad - inefficient.

(3) Cancel the words not appropriate.

(4) State one of the following : on personal account - on account of third parties.

(5) Remarks, if any. If a tender list the numbers of the motor-cycles.

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of third parties.

(5) Remarks, if any. If a tender list the numbers of the motor vehicles.

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Request N°

Form ENAC/1

GENERAL INSPECTORATE OF CIVIL MOTORISATION AND LEASED TRANSPORTS

COMPARTMENT OF.....

I the Undersigned..... son of.....

domiciled in.....Province of..... Street ..... N°

in my own name - as the legal representative of.(1).. .....

..... domiciled in.....

Street..... N°..... in his (her) name and on his (her) account

declare that (1) I own - (he (she) owns - the following

AUTOVEHICLES

	Make	Description	Registered Number (3)
1 - (2)			
2 - (2)			
3 - (2)			
4 - (2)			
5 - (2)			
6 - (2)			
7 - (2)			
8 - (2)			
9 - (2)			
10 - (2)			
11 - (2)			
12 - (2)			

(1) I ask to be registe red ith the Ente Nazionale Autotrasporti Cose (National Corporation for the Auto-transport of Goods) and I declare that I know and accept its Statutes.

(2) Do not ask to be registered with the E.N.A.C. and declare that at its request I entrust the management of the aforesaid autovehicles to it, in the condition in which they now are.

Signature of the Declarant.

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domiciled in.....Province of..... Street ..... N°

in my own name - as the legal representative of.(1).. .....

..... domiciled in.....

Street..... N°..... in his (her) name and on his (her) account

declare that (1) I own - (he (she) owns - the following

AUTOVEHICLES

	Make	Description	Registered Number (3)
1 - (2)			
2 - (2)			
3 - (2)			
4 - (2)			
5 - (2)			
6 - (2)			
7 - (2)			
8 - (2)			
9 - (2)			
10 - (2)			
11 - (2)			
12 - (2)			

(1) I ask to be registe red ith the Ente Nazionale Autotrasporti Cose (National Corporation for the Auto-transport of Goods) and I declare that I know and accept its Statutes.

(1) Do not ask to be registered with the E.N.A.C. and declare that at its request I entrust the management of the aforesaid autovehicles to it, in the condition in which they now are.

Signature of the Declarant.

..... the.....

(1) Cancel the words not required
(2) State whether it is a auto-truck, - motor-cycle truck, tractor of tender
(3) should the registered numbe: not be known state "unknown"

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9 10

Rome, December 2, 1944.

MINISTRY OF COMMUNICATIONS
General Inspectorate of Civil Motorisation
and Leased Transport Services.
(M.C.T.C.)

Service V.
Prot. N° 4771

To the COMPARTMENTAL INSPECTORATES
OF THE M.C.T.C. of ROME = NAPLES =
BARI = CAGLIARI = CATANZARO = PALERMO

For information to the MINISTRY OF
INDUSTRY, COMMERCE AND LABOUR

THE CHAMBER OF INDUSTRY, COMMERCE
AND LABOUR

THE GENERAL DIRECTION OF THE E.N.A.C.

Re : Permits for the circulation of auto-vehicles registered with the E.N.A.C.

With a view to the issue soon to be made, of new permits for the circulation of auto-vehicles in the 1st quarter of 1945 it has been arranged that in the case of auto-trucks and motor-cycle trucks permits will be delivered without the need of further formalities to all the auto-vehicles registered with the E.N.A.C. which at the time of registration were classified as efficient. The Inspectorates of motorisation will assure themselves of this classification by consulting the card index of registrations in their possession.

When the E.N.A.C. begins to work, the circulation permit de-

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and Leased Transport Services.
(M.C.T.C.)

Service V.
Prot. N° 4771

To the COMPARTIMENTAL INSPECTORATES
OF THE M.C.T.C. of ROME = NAPLES =
BARI = CAGLIARI = CATANZARO = PALERMO

For information to the MINISTRY OF
INDUSTRY, COMMERCE AND LABOUR

THE CHAMBER OF INDUSTRY, COMMERCE
AND LABOUR

THE GENERAL DIRECTION OF THE E.N.A.C.

Re : Permits for the circulation of auto-vehicles registered with the E.N.A.C.

With a view to the issue soon to be made of new permits for the circulation of auto-vehicles in the 1st quarter of 1945 it has been arranged that in the case of auto-trucks and motor-cycle trucks permits will be delivered without the need of further formalities to all the auto-vehicles registered with the E.N.A.C. which at the time of registration were classified as efficient. The Inspectorates of motorisation will assure themselves of this classification by consulting the card index of registrations in their possession.

When the E.N.A.C. begins to work, the circulation permit delivered to the aforesaid auto-vehicles will be valid only if accompanied by the prescribed road documents; therefore as from January 1, 1945 the assignment of motor fuel to the auto-trucks and motor-cycle trucks will no longer be made by the Chambers

2017

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of Commerce but by the Provincial Offices of the R.N.A.C. which will deliver from time to time delivery warrants for each journey authorised by them or monthly warrants for those auto-vehicles whose owners have been licensed to transport freight on personal account by their own means aander the provisions of art. 4 of the Decree Law of the Lieutenancy of August 17, 1944, N° 188.

Auto-trucks and motor-cycle trucks which was classified as inefficient and were subsequently repaired, may, when the repairs are finished, apply for a permit of circulation which will be delivered subject to the favourable result of a special inspection by the Inspectorates of Motorisation, who will send in their reports at once to the qualified Provincial Offices of the R.N.A.C.

The delivery of circulation permits to auto-trains, auto-trucks, motor-cycle trucks or road tractors with tenders which have not registered with the R.N.A.C. is expressly forbidden.

THE MINISTER

(sd) CARABONA.

Certified a correct copy.
THE DIRECTOR GENERAL.

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auto-vehicles whose owners have been licensed to transport freight on personal account by their own means under the provisions of art. 4 of the Decree Law of the Lieutenancy of August 17, 1944, Nº 189.

Auto-trucks and motor-cycle trucks which wee classified as inefficient and were subsequently repaired, may, when the repairs are finished, apply for a permit of circulation which will be delivered subject to the favourable result of a special inspection by the Inspectorates of Motorisation, who will send in their reports at once to the qualified Provincial Offices of the M.M.A.C.

The delivery of circulation permits to auto-trains, auto-trucks, motor-cycle trucks or road tractors with tenders which have not registered with the M.M.A.C. is expressly forbidden.

THE MINISTER

(sd) CARABONA.

Certified a correct copy.
THE DIRECTOR GENERAL.

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10

GENERAL INSPECTORATE OF
CIVIL MOTORISATION AND
LEASED TRANSPORTS.

R o m e , November 18,1944.

To the Compartmental Inspectorates
of the M.C.T.C.

and for information to the

M/852.

Ministry of Industry, Commerce, and
Labour,
Chamber of Industry, Commerce and Labour,
General Direction of the E.N.A.C.

Re : Authorisation to transport goods on personal account.

With a view to unifying the procedure followed by this Ministry in issueing authorisations for the transport of goods on personal account in one's own auto-vehicles, in conformity with art. 4 of the Decree establishing the ENAC, the following measures are taken :

(1) Requests must be addressed to the Ministry of Communications - General Inspectorate of Civilian Motorisation and Leased Transports (M.C.T.C.) and presented to the Compartmental Inspectors of the M.C.T.C.

(2) the requests must state the nature and importance of the business attended to by the applicant, the characteristic features of the auto-vehicle, the volume and nature of the goods

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To the Compartmental Inspectorates
of the M.C.T.C.

and for information to the

CM/852. Ministry of Industry, Commerce, and Labour,
Chamber of Industry, Commerce and Labour,
General Direction of the M.M.A.C.

Re : Authorisation to transport goods on personal account.

With a view to unifying the procedure followed by this Ministry in issueing authorisations for the transport of goods on personal account in one's own auto-vehicles, in conformity with art. 4 of the Decree establishing the MNAC, the following measures are taken :

(1) Requests must be addressed to the Ministry of Communications - General Inspectorate of Civilian Motorisation and Leased Trahsports (M.C.T.C.) and presented to the Compartmental Inspectors of the M.C.T.C.

(2) the requests must state the nature and importance of the business attended to by the applicant, the characteristic features of the auto-vehicle, the volume and nature of the goods to be transported monthly, the average monthly distance to be run considered necessary, the zone in which the vehicle will circulate, and the date for which the authorisation is requested.

(3) Requests must be accompanied by a certificate issued by the Chamber of Commerce, Industry and Labour, showing the

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reasons for its opinion on the public utility of the business transacted by the applicant and the consequent advisability of granting the authorisation requested;

(4) The Compartmental Inspectorates of the M.C.T.C. will grant provisional permits, subject to ratification by this Ministry, for a period of three months. They will immediately inform the ProvincialOffices of the EMAC thereof, and those offices will give the grantees a "travel book" for each auto-vehicle.

It should be noted that these permits are to be restricted to the smallest number possible, and will be granted only in cases of absolute and proven general interest, and only in the case of vehicles of a load capacity not exceeding 80 quintals.

THE MINISTER

CARADONA.

Certified a correct copy
(sd) Costa.

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granting the authorisation requested;

(4) The Compartmental Inspectorates of the N.C.T.C. will grant provisional permits, subject to ratification by this Ministry, for a period of three months. They will immediately inform the Provincial Offices of the NMAC thereof, and these Offices will give the grantees a "travel book" for each auto-vehicle.

It should be noted that these permits are to be restricted to the smallest number possible, and will be granted only in cases of absolute and proven general interest, and only in the case of vehicles of a load capacity not exceeding 20 quintals.

THE MINISTER

CARADONNA.

Certified a correct copy
(sd) Costa.

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9 - 11 - 30

E.N.A.C.

NATIONAL CORPORATION FOR THE AUTO-TRANSPORT OF GOODS

(Decree-Law of the Lieutenancy, August 17,1944,N°109)

REAQUEST FOR TRANSPORT N°.. .....

: To the (1).....
:
:

Transport from (place of consignment).... to (destination).....

Consignor..... ..... Address.....

Consignee .... Address..... ..

Having read the conditions of transport of the E.N.A.C. I request the transport of the goods described below

N° of Parcels or items	Nature of the packing.	Description and Quality of the goods	Gross Weight Kg

(Surname..... Name.....
Applicant (
(Address .....
the ....the .....
(Legible signature in full)

:Decision of the (1)..... .. . .
:
:
:..... the .....
(stamp)

(1) Commune and Province..... Compartmental Inspectorate General

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REQUEST FOR TRANSPORT N°.. .....

To the (1).....

Transport from (place of consignment).... to (destination).....

Consignor..... ..... Address.....

Consignee .... Address..... ..

Having read the conditions of transport of the E.N.A.C. I request the transport of the goods described below

N° of Parcels or items	Nature of the packing.	Description and Quality of the goods	Gross Weight Kg

(Surname..... Name.....
Applicant (
(Address .....

the ....the ....

(Legible signature in full)

Decision of the (1)..... .. . .

..... the .....

(stamp)

(1) Commune and Province..... Compartmental Inspectorate — General Inspectorate. Rome.

Received request for Transport n° ..... of the.....

Presented by..... .....

(office stamp) The Receiver 2819
.....

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PROVISIONAL RECKONING

FOR FIXING THE SECURITY DEPOSIT.

		Lire	Cent.
Expected route	(with freight (Qls..... Km..... L.	...	.....
	(empty (Qls.....Km.....L.		
Fixed daily quota	Schedule 1-A or 2-A Lead ....Qls		
Increase for Contribution to the ENAC	((Qls.. ...: Km.....)		
Over-Night Stops	(no..... at..... L.		
	T o t a l (A)		
Tax on turnover..... % of Total (A)			
	T o t a l (B)		
20% increase on Total (B)			

Amount of Security Deposit.....

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	Lire	Cent.
Expected Route (with freight (Qls..... Km..... L.	... .	
(empty (Qls.....Km.....L.		
Fixed daily quota Schedule 1-A or 2-A Load ....Qls		
Increase for Contribution to the ENAC ((Qls.. ...: Km.....)		
Over-night Stops (n°..... at..... L.		
T o t a l (A)		
Tax on turnover..... % of Total (A)		
T o t a l (B)		
20% increase on Total (B)		

Amount of Security Deposit.....

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ENC 5

NATIONAL CORPORATION FOR THE AUTO-TRANSPORT OF GOODS

(Shipment
N° of (Road Sheet
(Request

Provincial Management of..... Office of.....

Section I — For the Driver

BILL OF FREIGHT

Transport from..... ... to .....
Consignor..... .....Address.....
Consignee..... Address
(state street, number, or place of loading and unloading)

The Undersigned requests the transport of the goods as stated below on the conditions printed on the back of this sheet and at the rates in force.

N° of Parcels or items	Kind of Packing	Description and Quality of the Goods	Numbers Marks Counter-marks	Gross Weight kg.	
				Declared	Controlled.

Stated — Actual — Cases, Crates sacks etc.

..... the.....194..... The Consignor.....

Space reserved for the BNAC.

Carriage assigned to the vehicle N°.. Load qls..... Driver.....

..... On the same vehicle shipment N°.....is also loaded

Expected route..... Km.....
Hours allowed for loading..... for unloading..... fine for each extra hour L. .....

Deposit made L. ..... Bank receipt.....
.....the.....194....

For the B.N.A.C. (sd)

LOADING AND UNLOADING OPERATIONS

Declassified E.O. 12356 Sec. Section 3.3/NND No. 782021

Transport from..... ... to .....
Consignor..... .....Address.....
Consignee..... Address
(state street, number, or place of loading and unloading)

The Undersigned requests the transport of the goods as stated below on the conditions printed on the back of this sheet and at the rates in force.

Nº of Parcels or items	Kind of Packing		Description and Quality of the Goods	Numbers Marks Counter-marks		Gross Weight kg.
Stated	Actual	Cases, Crates packs etc.		Declared	Controlled.	

.....

..... the.....194..... The Consignor.....

Space reserved for the RMAC.
Carriage assigned to the vehicle Nº... Load qls..... Driver.....
..... On the same vehicle shipment Nº.....is also loaded

Expected route..... Km.....
Hours allowed for loading..... for unloading..... fine for each extra hour L. .....

Deposit made L. ..... Bank receipt.....
.....the.....194....
For the E.M.A.C. (sd)

LOADING AND UNLOADING OPERATIONS

The auto-vehicle arrive for the load the .... at o'clock
And was ready to start the..... at o'clock
(the Consignor.....
(sd)(the driver.....

The auto-vehicle came to unload the .... at o'clock
and was free to leave the ..... 2611 o'clock
(the Consignee....
(sd) (the Driver.....

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DECLARATION OF THE CONSIGNOR.

The Consignor declares that he has delivered the freight in the following condition : (°)..... .....

.....

..... . the .....194... The Consignor.....

(°) To be filled in when the goods are not properly packed and do not appear to be in good condition.

DECLARATION OF THE CONSIGNEE

I have received the goods above described.....

Signature of the Consignee in receipt of the above.....

..... the .....194....

DECLARATION OF THE DRIVER

I received the freight the..... at.....o'clock

Seignatur of the Driver.....

The goods were transferred from the vehicle N°..... Driver.....
to the vehicle N°..... Driver....
(reason for the transfer).....
The prescribed route has been altered as follows.....

(reason).....
.....the.....194.... The Driver.....

Declassified E.O. 12356 Section 3.3/NND No. 782021

..... . the .....194... The Consignor.....
(°) To be filled in when the goods are not properly packed and do not appear to be in good condition.

DECLARATION OF THE CONSIGNEE

I have received the goods above described.....
Signature of the Consignee in receipt of the above.....
..... the .....194....

DECLARATION OF THE DRIVER

I received the freight the..... at.....o'clock
Seignature of the Driver.....

The goods were transferred from the vehicle N°..... Driver.....
to the vehicle N°..... Driver....
(reason for the transfer).....
The prescribed route has been altered as follows.....

(reason).....
.....the.....194.... The Driver.....

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NEAC 5

NATIONAL CORPORATION FOR THE AUTO-TRANSPORT OF GOODS

N° of { Shipment / Road Sheet / Request

Provincial Management of..... Office of.....
for the NEAC.

Section II

BILL OF FREIGHT

(FOR THE TEXT SEE that of the Bill of Freight, Section I)

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Section II

for the ENAC.

BILL OF FREIGHT

(FOR THE TEXT SEE that of the Bill of Freight, Section I)

Declassified E.O. 12356 Section 3.3/NND No. 785021

EMAC 5

NATIONAL CORPORATION FOR THE AUTO-TRANSPORT OF GOODS

(Shipment
N° of(Road Sheet
(Request

Provincial Management of....
Section III

Office of.....
For the Consignor

BILL OF FREIGHT.

(for thetext see that of the Bill of Freight, Section I).

Declassified E.O. 12356 Section 3.3/NND No. 785021

(Request

Provincial Management of....
Section III

Office of.....
For the Consignor

BILL OF FREIGHT.

(for thetext see that of the Bill of Freight, Section I).

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EMAC 5.

NATIONAL CORPORATION FOR THE AUTO-TRANSPORT OF GOODS

N° of (Shipment / Road Sheet / Request

Provincial Management of....
Section IV

Office of.....
For the Consignee

BILL OF FREIGHT

(for the text see that of the Bill of Freight, Section I).

Declassified E.O. 12356 Section 3.3/NND No. 780021

(Shipment
N° of (Road Sheet
(Request

Provincial Management of....
Section IV

Office of,.....
For the Consignee

BILL OF FREIGHT

(for the text see that of the Bill of Freight, Section I).

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13

CONDITIONS OF TRANSPORT.

1 - Transports are regulated by the provisions contained in Chapter VIII, Sections I and II of Book IV of the Civil Code and by the following provisions.

2 - For each transport a special request must be drawn up in conformity with the standard form prepared by the RNAC on sale at the Offices of the RNAC.

3 - The acceptance of the requests for transport is subject to the decision of the Authority to whom the request is made.

4 - The date for making the transport is fixed by the RNAC according to the order of precedence laid down by the qualified Authority and as permitted by available means of transport.

5 - When the consignor is informed that his request has been accepted he must deposit security for the settlement of the costs of transport in an amount fixed by the RNAC.

6 - When he has made the deposit, the consignor must fill in and present, along with the receipt of said deposit, the bill of freighton sale at the offices of the RNAC. This bill of lading must be filled in in duplicate by means of carbon paper using a copying pencil for the first sheet (which is the one legally valid in case of discrepencies) carefully following the printed instructions. Any corrections must be endorsed by the

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Chapter VIII, Sections I and II of Book [illegible]

and by the following provisions.

2 - For each transport a special request must be drawn up in conformity with the standard forms prepared by the ENAC on sale at the Offices of the ENAC.

3 - The acceptance of the requests for transport is subject to the decision of the Authority to whom the request is made.

4 - The date for making the transport is fixed by the ENAC according to the order of precedence laid down by the qualified Authority and as permitted by available means of transport.

5 - When the consignor is informed that his request has been accepted he must deposit security for the settlement of the costs of transport in an amount fixed by the ENAC.

6 - When he has made the deposit, the consignor must fill in and present, along with the receipt of said deposit, the bill of freight on sale at the offices of the ENAC. This bill of lading must be filled in in duplicate by means of carbon paper using a copying pencil for the first sheet (which is the one legally valid in case of discrepancies) carefully following the printed instructions. Any corrections must be endorsed by the consignor and the new numbers must be written in full in letters Cancellations are not allowed.

The contract for transport is considered concluded when the

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consignor has loaded and delivered the goods and the carrier has returned him the diplicate of the bill of freightduly completed and signed.

7 - The charge for the transport is based on the road "single tariff fax of rates for the transport of goods by auto-vehicles" and the respective conditions for their application as fixed by inter-ministerial decree of the Minister of Industry, Commerce and Labour jointly with the Minister of Communications.

These rates are reckoned without taking into account :

(a) the sur-charge for the quintal-kilometric contribution the carrier has to pay to the ENAC on a scale approved by the Minister of Communications;

(b) the tax on turnover.

8 - One consignor and one consignee only must be entered on the bill of freight.

9 - The bill of freightmuat be accompanied by all the documents required for any operations (customs dues, fiscal dues, police inspection, etc.), required by law or by the regulations in force for transports.

10 - The consignor is responsible for the consequences of any omissions, or irregularities in the statments and data which may have been made in drawing up the request for transport or the bill

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(b) the tax on turnover.

8 - One consignor and one consignee only must be entered on the bill of freight.

9 - The bill of freight must be accompanied by all the documents required for any operations (customs dues, fiscal dues, police inspection, etc.), required by law or by the regulations in force for transports.

10 - The consignor is responsible for the consequences of any omissions, or irregularities in the statements and data which may have been made in drawing up the request for transport or the bill of freight and for the absence, insufficiency or inaccuracy of the documents to be annexed to the bill of freight.

11 - The consignor must make an accurate statement of the goods

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under the names commonly used in trade and corresponding to their description.

12 - The consignor may claim that the weight of the goods carried be controlled at his expense only if the necessary means are availably at the place of lading or delivery, and the control of the n mber of parcels when the nature of the shipment all ws of this and when it will not delay loading.

The result of this control is noted on a special space reserved for this purpose on the bill of freight and is countersigned by the carrier.

13 - The parcels must be marked and numbered and the address of the consignee must be written on them.

The consignor must pack the goods which need packing in such wise that they may be laden, carried and unloaded without danger of loss or damage, or of injury to the persons, materials and other goods carried. Should the package not comply with these conditions or should the goods not appear to be in a good state of preservation the carrier may refuse to carry them, collecting the amounts mentioned under point 23, or he may require that a special declaration be made in the space reserved for that purpose on the bill of freight stating what the is lacking or insufficient in the packing, or the defects noted in the goods.

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carried be controlled at his expense only if the necessary means are availably at the place of lading or delivery, and the control of the n mber of parcels when the nature of the shipment all ws of this and when it will not delay lading.

The result of this control is noted on a special space reserved for this purpose on the bill of freight and is countersigned by the carrier.

13 - The parcels must be marked and numbered and the address of the consignee must be written on them.

The consignor must pack the goods which need packing in such wise that they may be laden, carried and unloaded without danger of loss or damage, or of injury to the persons, materials and other goods carried. Should the package not comply with the these conditions or should the goods not appear to be in a good state of preservation the carrier may refuse to carry them, collecting the amounts mentioned under point 23, or he may require that a special declaration be made in the space reserved for that purpose on the bill of freight stating what xxx is lacking or insufficient in the packing, or the defects noted in the goods.

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14 - Goods may not be sent carriage forward nor may the carrier be required to advance expenses.

15 - Any dues or other sums charged on the goods carried must be paid by the consignor.

16 - For each shipment dues are charged for the distance : garage - lading point - unloading point - garage.

If when the goods have been unloaded the vehicle, instead of retur ing to the garage is used for another or for other shipments, the rates applicable for each shipment are charged for the distances travelled with the load and the rate chargeable for all the distances travelled empty is divided between the several shipments in a ratio proportionate to the mileage of each trip travelled with a load.

In each case the rates must be reckoned for the shortest route, taking into account any possible détours.

17 - Any customs' tolls, police or other similar operations and formalities must be attended to by the consignor or consignee.

18 - The consignor of a shipment which occupies the whole of the motor-vehicle may have the goods accompanied by a persons enjoying his confidence.

The carrier is not responsible for any injuries or acci-

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15 - For each shipment dues are charged for the distance : garage - loading point - unloading point - garage.

If when the goods have been unloaded the vehicle, instead of retur ing to the garage is used for another or for other shipments, the rates applicable for each shipment are charged for the distances travelled with the load and the rate chargeable for all the distances travelled empty is divided between the several shipments in a ratio proportionate to the mileage of each trip travelled with a load.

In each case the rates must be reckoned for the shortest route, taking into account any possible détours.

17 - Any customs' tolls, police or other similar operations and formalities must be attended to by the consignor or consignee.

18 - The consignor of a shipment which occupies the whole of the motor-vehicle may have the goods accompanied by a persons enjoying his confidence.

The carrier is not responsible for any injuries or accidents which may occur to such an escort.

19 - the loading, stowing and unl ading are attended to from dawn until one hour after sunset, Sundays and holidays included.

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19 - The lading, stowing, and unloading of the goods are carried out at the expense of the consignor or consignee.

21 - The maximum time allowed for loading and unloading is 30 quintals per hour in the case of auto-trains and 40 quintals an hour in the case of other auto-vehicles. Any loss of time d due to l ading and unloading operations exceeding the limits above mentioned or to other reasons for which the consignor or consignee are responsible, makes them liable to the following fines for each hour or fraction of an hour :

Lire 300 for auto-trains carrying a load of more than 130 qls.

" 250 " " " " not exceeding 130 "

" 100 " motor trucks " " " " " 30

" 50 " motor-cars

22 - No alterations are allowed in the transport contract.

23 - If a shipment for which the deposit had been made and the bill of freight handed in is not made for some reason for which the consignor is responsible the ENAC is entitled to collect the rates and dues pertaining to the transport bespoken for the whole distance the auto-vehicle may have to travel unloaded ly, with a minimum charge of Lire 300 which is due even if the auto-vehicle has not travelled any distance.

24 - The goods carried may only be delivered to the consignee or his legitimate representative, who may be a member of his fa-

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60 quintals per hour in the case of auto-trains and 40 quintals an hour in the case of other auto-vehicles. Any loss of time d due to l ading and unloading operations exceeding the limits above mentioned or to other reasons for which the consignor or consignee are responsible, makes them liable to the following fines for each hour or fraction of an hour :

Lire 300 for auto-trains carrying a load of more than 120 qls.

" 250 " " " " not exceeding 120 "

" 100 " motor trucks " " " " 30

" 50 " motor-cars

22 - No alterations are allowed in the transport contract.

23 - If a shipment for which the deposit had been made and the bill of freight handed in is not made for some reason for which the consignor is responsible the NNAC is entitled to collect the rates and dues pertaining to the transport bespoken for the whole distance the auto-vehicle may have to travel uselessly, with a minimum charge of Lire 200 which is due even if the auto-vehicle has not travelled any distance.

24 - The goods carried may only be delivered to the consignee or his legitimate representative, who may be a member of his family, a partner, or a clerk.

25 - Should the transport be found irregular, or should the claimant state that it was so, a report must be drawn up show-

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ing for the nature and condition of the said shipment, the extent and when possible the cause of the irregularity.

The investigation should be made, whenever possible, in the presence of the consignor or the consignee, and always in the presence of an officer of the WNAC a representative of the carrier, and two witnesses. When found necessary an expert selected by agreement between the carrier and the claimant may be called in. Should the carrier and the claimant not agree on the choice each may appoint an expert of their own.

Should the two experts not agree they will apoint a third. the cost of the experts and delays caused by the investigation will be apportioned according to the respective responsibilities, or, in doubtful cases, in equal shares.

The facts ascertained in the raport drawn up in reply to the consignor or consignee or the expert appointed by them are valid in full for the carrier, the consignor and the consignee. The facts set forth in a report to which no reply is made are held valid until proof to the contrary is forthcoming. The legal rights of the respective parties are not affected thereby.

26 - The entries on the bill offreight showing the weight and number of the parcels are only valid as evidence against the carrier when they have been verified and when this is so

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presence of the consignor or the consignee, and always in the presence of an officer of the RNAC a representative of the carrier, and two witnesses. When found necessary an expert selected by agreement between the carrier and the claimant may be called in. Should the carrier and the claimant not agree on the choice each may appoint an expert of their own.

Should the two experts not agree they will apoint a third. the cost of the experts and delays caused by the investigation will be apportioned according to the respective responsibilities, or, in doubtful cases, in equal shares.

The facts ascertained in the report drawn up in reply to the consignor or consignee or the expert appointed by them are valid in full for the carrier, the consignor and the consignee. The facts set forth in a report to which no reply is made are held valid until proof to the contrary is forthcoming. The legal rights of the respective parties are not affected thereby.

26 - The entries on the bill offreight showing the weight and number of the parcels are only valid as evidence against the carrier when they have been verified and when this is so stated on the bill of freight

In no case is the carrier held responsible for weight and number when when it is clearly evident from the conditions of

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the transport that the deficiency in weight or number does not correspond to any real loss of goods.

27 - Should incorrect statements made by the consignor on the bill of freight lead to charging rates or dues smaller than those rightly applicable, the difference between the two prices will be charged to the shipment for the whole distance travelled from the starting point to the point of delivery, majored by a surtax equivalent to 5 times the said difference.

Should incorrect statements contained in the request for transport or incorrect statements in the bill of freight lead to the undue assignment of a motor-vehicle, undue precedence in the said assignment, or evasion of the rules regulating commerce the transport may also be suspended and made available to the qualified Authorities.

28 - The carrier is not held responsible for :

damages to goods consigned in bulk without being packed or improperly packed, or which are not in keeping with the requirements of point 13, when their nature was such as to require packing to preserve them from loss or damage;

losses which may be due to defective lading or stowing or to a risk inherent in the operations of lading, stowing, or unloading;

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the bill of freight lead to charging rates or dues smaller than those rightly applicable, the difference between the two prices will be charged to the shipment for the whole distance travelled from the starting point to the point of delivery, majored by a surtax equivalent to 5 times the said difference.

Should incorrect statements contained in the request for transport or incorrect statements in the bill of freight lead to the undue assignment of a motor-vehicle, undue precedence in the said assignment, or evasion of the rules regulating commerce the transport may also be suspended and made available to the qualified Authorities.

28 - The carrier is not held responsible for :

damages to goods consigned in bulk without being packed or improperly packed, or which are not in keeping with the requirements of point 13, when their nature was such as to require packing to preserve them from loss or damage;

losses which may be due to defective lading or stowing or to a risk inherent in the operations of lading, stowing, or unloading;

losses to goods of a description which makes them specially liable to the risk of partial or total l ss or damage;

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For damage to or escape of living animals;

loss to goods the transport of which is accompanied by an escort, when the said loss is due to carelessness of the escort;

losses reported after the reception of the goods and in the delays provided under art. 1698 of the Civil Code.

20 - In cases of loss or damage the nature and quality of the goods is inferred from the bill of freight. Should they be stated on this inaccurately or in terms not corresponding to the goods really shipped, the indemnity is calculated :

(a) in case of damage, in accordance with the nature and quality of the goods shipped ascertained in conformity with point 25;

(b) in case of total loss on the basis of the nature and quality of lesser value, subject to affording proof in the manner allowed by the Civil Code, of the goods really shipped;

(c) in case of partial loss, on the basis of the nature and quality of the part remaining, if it can be held to be uniform with the part lost. Otherwise, either in accordance with the rules given under letter (b).

The value of the whole shipment or of part thereof, is calculated on the basis of prices current on the place and at the time of the consignment, as shown by the market lists of the

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losses reported after the reception of the goods and in the delays provided under art. 1698 of the Civil Code.

29 - In cases of loss or damage the nature and quality of the goods is inferred from the bill of freight. Should they be stated on this inaccurately or in terms not corresponding to the goods really shipped, the indemnity is calculated :

(a) in case of damage, in accordance with the nature and quality of the goods shipped ascertained in conformity with point 28;

(b) in case of total loss on the basis of the nature and quality of lesser value, subject to affording proof in the manner allowed by the Civil Code, of the goods really shipped;

(c) in case of partial loss, on the basis of the nature and quality of the part remaining, if it can be held to be uniform with the part lost. Otherwise, either in accordance with the rules given under letter (b).

The value of the whole shipment or of part thereof, is calculated on the basis of prices current on the place and at the time of the consignment, as shown by the market lists of the places of arrival or in their absence by those of the nearest market place or in the absence of market price lists, as shown by other sources valid as proof.

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Should it be found that the goods really shipped were of inferior value to these declared, compensation is calculated on the basis of the goods really shipped.

30 - Claims relating to irregularity in the transports must be sent in by the claimant in duplicate to the office of the ENAC which delivered the bill of freight. Each claim must relate to one shipment only and must be accompanied by the duplicate of the bill of freight and by all the documents which can justify it.

The official who receives the compaint returns to the claimant one of the two original copies, after stamping it with the stamp of the ENAC, noting the date of reception and signing it.

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The official who receives the compaint returns to the claimant one of the two original copies, after stamping it with the stamp of the ENAC, noting the date of reception and signing it.

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NATIONAL CORPORATION FOR THE AUTO-TRANSPORT OF GOODS.
(N.F.A.C.)

Prot. 1/RO - 1334 Rome, December 9, 1944.

To all the Compartmental Offices
and to
the Provincial Offices.

Re : The use of auto-vehicles of small capacity.

Auto-vehicles of a capacity not exceeding a load of 20 qls. are, as is known, the most numerous in nearly all provinces.

To assure their best use the following rules are laid down :

(A) - In conformity with the circular of 18.XI.1944, N° 3M/252, of the General Inspectorate of Civil Motorisation and Leased Transport Services, some will be authorised to run services for the transport of goods on their own account:

(1) - for agricultural, industrial and commercial concerns;

(2) for concerns of public interest and for public services (telegraphs, telephones, postal transports, the removal of town refuse, electric power services, water supply services, etc

The auto-vehicles referred to under point 1, which are duly authorised by the Inspectorates of the M.C.T.C. will receive from the Provincial Offices a "service book", form NNAC/16, authorising them to circulate without the required Road Sheet.

As stated under point 2 letter (b) of circular 03/653, the

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To all the Compartmental Offices
and to
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Re : The use of auto-vehicles of small capacity.

Auto-vehicles of a capacity not exceeding a load of 20 qls. are, as is known, the most numerous in nearly all provinces. To assure their best use the following rules are laid down :

(A) - In conformity with/circular of 18.XI.1944, N° 34/852, of the General Inspectorate of Civil Motorisation and Leased Transport Services, some will be authorised to run services for the transport of goods on their own account:

(1) - for agricultural, industrial and commercial concerns;

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The auto-vehicles referred to under point 1, which are duly authorised by the Inspectorates of the M.C.T.C. will receive from the Provincial Offices a "service book", form MNAC/16, authorising them to circulate without the required Road Sheet.

As stated under point 2 letter (b) of circular 03/853, the owner or driver of the auto-vehicle will enter in the "service book" before starting on each trip the day and hour of departure, the quality and quantity of the goods carried, the start-

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ing and terminal points and the length of the route to be travelled, the name and surname of the consignee, and, at the end of the journey the day and hour of arrival.

The auto-vehicles referred to under point B, which are duly authorised, will receive from the Provincial Offices the "service book" form MSAC/17, which besides the particulars contained in the one above described also gives particulars of the quantity of motor-fuel consumed on each journey.

These particulars are very important as they make it possible to control the work performed by the auto-vehicle and the extent to which it is utilised as also the value of the transports for the public interest.

All the aforesaid auto-vehicles will be organised in the Decentralised Services Department.

(B). - Auto-vehicles with a load capacity of from 10 to 20 qls. which have not obtained the above-mentioned authorisation, will be organised in sufficient numbers at those stations which as a result of special needs or owing to the inadequate number of auto-vehicles of average load capacity available, will use them for transports over short distances.

These auto-vehicles will circulate with regular Road Sheets.

(C). - Any others will be used for the urban traffic.

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authorised, will receive from the Provincial Offices the "service book" form ENAC/17, which besides the particulars contained in the one above described also gives particulars of the quantity of motor-fuel consumed on each journey.

These particulars are very important as they make it possible to control the work performed by the auto-vehicle and the extent to which it is utilised as also the value of the transports for the public interest.

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These auto-vehicles will circulate with regular Road Sheets.

(C). - Any others will be used for the urban traffic.

The transports in connection with that traffic can be classified in the following groups :

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(1) - transports for carrying products from the wholesale mar ets to the district markets and the retailers;

(2) - the transport of cereals from the stations to the central mills and of flour from the mills to the bakers and edible paste factories, and of edible paste and bread to the retailers;

(3) - the transport of rationed foodsand products for which quotas are fixed from the wholesalers to the retailers;

(4) - sundry urban transports.

The auto-vehicles assigned for these purposes, in accordance with their number and with the volume of the traffic to be handled, or to meet special requirements of the towns, will be organised, at the discretion of the Compartmental Office, under the fresh fruit and vegetable, the cereal, the rationed foods, or sundry transport stations, or under the "decentralised Services" Department.

Such vehicles will receive the Ticket form MMAC/18, authorising them to circulate in the town without a regular Road Sheet

ASSIGNMENT OF MOTOR-FUEL.

When the Provincial Offices have ascertained the available monthly supply of motor-fuel, they will, after consulting the Compartmental Office, ear-mark the quantity required for assur-

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edible paste factories, and of edible paste and bread to the retailers;

(3) - the transport of rationed foods and products for which quotas are fixed from the wholesalers to the retailers;

(4) - sundry urban transports.

The auto-vehicles assigned for these purposes, in accordance with their number and with the volume of the traffic to be handled, or to meet special requirements of the towns, will be organised, at the discretion of the Compartmental Office, under the fresh fruit and vegetable, the cereal, the rationed foods, or sundry transport stations, or under the "decentralised Services" Department.

Such vehicles will receive the ticket form RMAC/13, authorising them to circulate in the town without a regular Road Sheet

ASSIGNMENT OF MOTOR-FUEL.

When the Provincial Offices have ascertained the available monthly supply of motor-fuel, they will, after consulting the Compartmental Office, ear-mark the quantity required for assuring urgent and very urgent transports and those arranged for by the Provincial Commissions and the Inspectorates of the M.C.T.C.

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The remainder will be distributed by means of delivery orders assigned monthly to each consumer. Preference will of course be given to public services and to those of public interest, unless they should have obtained special assignments from the Allies or other bodies.

Quotas per cl.-km. of goods carried.

In the case of auto-vehicles circulating with the "service books", form ENAC/18, the quota per cl.-km due to the E.N.A.C. and payable by the holders of the books and tickets above described, will be fixed at a rate agreed on by the Board of Directors, reckoned on the basis of the litres of motor-fuel assigned to each. It is payable in advance of the delivery of the said motor-fuel.

The auto-vehicles circulating with the service book, form ENAC/17, will pay a contribution reckoned each month on the basis of the cl.-kms of freight carried as shown by the said book, and at a rate which will shortly be fixed by the Board of Directors, and of which due notice will be given.

THE DIRECTOR GENERAL.

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lic interest, unless they should have obtained special assignments from the Allies or other bodies.

Quotas per cl.-km. of goods carried.

In the case of auto-vehicles circulating with the "service books", form RSAC/18, the quota per cl.-km due to the R.S.A.C. and payable by the holders of the books and tickets above described, will be fixed at a rate agreed on by the Board of Directors, reckoned on the basis of the litres of motor-fuel assigned to each. It is payable in advance of the delivery of the said motor-fuel.

The auto-vehicles circulating with the service book, form RSAC/17, will pay a contribution reckoned each month on the basis of the cl.-kms of freight carried as shown by the said book, and at a rate which will shortly be fixed by the Board of Directors, and of which due notice will be given.

THE DIRECTOR GENERAL.

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NATIONAL CORPORATION FOR THE

AUTO-TRANSPORT OF GOODS

(N.N.A.C.)

GENERAL DIRECTION.

Prot. A-684.

ACCOUNTANCY REGULATIONS

1. - The General Direction keeps doubly entry account books similar to those of the Provincial Offices, with the additional items required to show the transactions reserved to it, as, for instance, the reserve fund, etc.

2. - The Compartmental Offices do not keep accounts of their own as the business transacted by each of them appears in the accounts kept by the Provincial Office opened in each town in which the Compartmental Office has its seat.

3. - The Provincial Offices have an autonomous accountancy department, which subject to any alterations which may be suggested by new needs and which will be the subject of special communications, works on the accountancy plan set forth in the following paragraphs 16 to 28.

4. - The Agencies, i.e. the Sections set up under the provisions of art. 4 of the Statutes of the N.N.A.C. must be considered as departments detached from the Provincial Office

ACCOUNTANCY REGULATIONS

1. - The General Direction keeps doubly entry account books similar to those of the Provincial Offices, with the additional items required to show the transactions reserved to it, as, for instance, the reserve fund, etc.

2. - The Compartmental Offices do not keep accounts of their own as the business transacted by each of them appears in the accounts kept by the Provincial Office opened in each town in which the Compartmental Office has its seat.

3. - The Provincial Offices have an autonomous accountancy department, which subject to any alterations which may be suggested by new needs and which will be the subject of special communications, works on the accountancy plan set forth in the following paragraphs 16 to 28.

4. - The Agencies, i.e. the Sections set up under the provisions of art. 4 of the Statutes of the E.N.A.C. must be considered as departments detached from the Provincial Office on which they depend: therefore all business transacted by each Agency must appear in the books kept by the Provincial Office

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to which the Agency is subject.

For this purpose the Agency must transmit daily to the Provincial Office a statement of the business transacted accompanied by the respective documents.

5. - The plan for the books to be kept by the Provincial Offices sets forth the principal administrative facts to be registered as the separate credit and debit items of the situation and when necessary the leading fectures for the said items have been specified.

The Head Accountant of each Provincial Office will decide on the book-keeping methods to be adopted for all those items for which no spacial provision has been made. But without the preliminary consent of the General Direction the Head Accountant may not introduce new items in the statement, nor may he substantially modify the contents of those which already appear as should he do so the total statement of the E.N.A.C. , drawn up by summarising the several statements of the Provincial Offices, would not reflect the real situation.

Should it be necessary to enter transactions which cannot be covered by the items of the statement as provided for in the plan for the books they may be dealt with in impersonal accounts opened under the ital "Sundry Accounts", under reserve of ad-

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5. - The plan for the books to be kept by the Provincial Offices sets forth the principal administrative facts to be registered as the separate credit and debit items of the situation and when necessary the leading features for the said items have been specified.

The Head Accountant of each Provincial Office will decide on the book-keeping methods to be adopted for all those items for which no special provision has been made. But without the preliminary consent of the General Direction the Head Accountant may not introduce new items in the statement, nor may he substantially modify the contents of those which already appear as should he do so the total statement of the E.N.A.C. , drawn up by summarising the several statements of the Provincial Offices, would not reflect the real situation.

Should it be necessary to enter transactions which cannot be covered by the items of the statement as provided for in the plan for the books they may be dealt with in impersonal accounts opened under the ital "Sundry Accounts", under reserve of addressing the General Direction so that doubtful matters maynbe elucidated and proposals for meeting the cases in point be submitted.

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6. - The gneral accountancy statement of the E.N.A.C. is drawn up periodically, summarising the periodical statements of the several Provincial Offices and that of the General Direction.

7. - Each Provincial Office draws up and forwards direct to the Gene al Direction its own quarterly accountacy statement (end of September, end of December, end of March and end of June), on the plan laid down by the General Direction.

The quarterly statement must be accompanied by an analysis of the several balance items appearing in the said statement.

8. - Each Provincial Office will, moreover, draw up its own accountancy statament for each of the other months of the year; but each of these statements, need not be accompanied by an analysis of the balances appearing therein.

9. - So as to afford the Compartmental Offices an idea of the movement of accounts which has taken place in their zone, the General Direction will draw up and transmit to each Compartmental Office a statement showing separately the situation of each of the Provincial Offices existing in the zone and the gene al situation of the Compartment.

10. - The requisite instruction for closing the balance-sheet on June 30th of each year, will be issued in due time.

11. - The duties of Head Accountant of each Provincial Of-

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to the Gene al Direction its own quarterly accountacy statement (end of September, end of December, end of March and end of June), on the plan laid down by the General Direction.

The quarterly statement must be accompanied by an analysis of the several balance items appearing in the said statement.

8. - Each Provincial Office will, moreover, draw up its own accountancy ststament for each of the other months of the year; but each of these statements, need not be accompanied by an analysis of the balances appearing therein.

9. - So as to afford the Compartmental Offices an idea of the movement of accounts which has taken place in their zone, the General Direction will draw up and transmit to each Compartmental Office a statement showing separately the situation of each of the Provincial Offices existing in the zone and the genc al situation of the Compartment.

10. - The requisite instruction for closing the balance-sheet on June 30th of each year, will be issued in due time.

11. - The duties of Head Accountant of each Provincial Office will be discharged by the Manager of the said office.

12. - The Head Accountant, assisted by the staff required

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for keeping the books, attends to the following matters :

keeping the journal;

drawing up a summary statement of the day's business;

drawing up the periodical statement of accounts and the yearly balance-sheet;

preparing accountancy statistics;

keeping the journal and the Inventory;

analysing the items in the statement and keeping the goods account (partitari) in general.

13. - The Head Accountant is responsible for :

- the observance by his staff of the rules and instructions issued by the General Direction;

- the accuracy and punctuality of the accountancy reports forwarded to the head office;

- the regularity and veracity of all the entries made in the books and goods accounts (partitari) of the Provincial Offices;

- the regular posting of the Journal and Inventory, as required by law.

14. - The control of all the transactions of the Provincial Offices is made from time to time by officers of the Compartmental Offices and by travelling Inspectors placed under the immediate orders of the General Direction.

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drawing up the periodical statement of receipts and ... yearly balance-sheet;

preparing accountancy statistics;

keeping the Journal and the Inventory;

analysing the items in the statement and keeping the goods account (partitari) in general.

13. - The Head Accountant is responsible for :

- the observance by his staff of the rules and instructions issued by the General Direction;

- the accuracy and punctuality of the accountancy reports forwarded to the head office;

- the regularity and veracity of all the items entries made in the books and goods accounts (partitari) of the Provincial Office;

the regular posting of the Journal and Inventory, as required by law.

14. - The control of all the transactions of the Provincial Offices is made from time to time by officers of the Compartmental Offices and by travelling Inspectors placed under the immediate orders of the General Direction.

15. - The special control of the invoices for the settlement of the transports carried out is also made systematically

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and rapidly by the Compartmental Offices.

For this purpose every day and for each transaction settled the Provincial Offices send to the Compartmental Offices under which they are placed the copy of the bill of freight in their possession duly completed by the data given on the copy returned to them by the driver, which is kept by the Provincial Office It should be remembered that the settlement of the transaction as entered on the back of the Bill of Freight sent to the Compartmental Office, must correspond in every particular to the invoice issued for the said transaction .

The Compartmental Office may authorise the Provincial Offices which only carry out a limited number of transports each day, to forward the documents above mentioned every two or three days. but in no case less often than once every week.

BOOK-KEEPING PLAN OF THE PROVINCIAL OFFICES

16. - Bank (Banca)

Debit (dare) : payments made and credits granted and due to interest payments/to the ENAC which have matured.

Credit (avere) : payments made and credits granted and interest payments due by the ENAC.

The item Cash (cassa) does not appear in the book-keep-

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which they are placed the copy of the bill of freight in their possession duly completed by the data given on the copy returned to them by the driver, which is kept by the Provincial Office It should be remembered that the settlement of the transaction as entered on the back of the Bill of Freight sent to the Compartmental Office, must correspond in every particular to the invoice issued for the said transaction .

The Compartmental Office may authorise the Provincial Offices which only carry out a limited number of transports each day, to forward the documents above mentioned every two or three days, but in no case less often than once every week.

BOOK-KEEPING PLAN OF THE PROVINCIAL OFFICES

16. - Bank (Banca)

Debit (dare) : payments made and credits granted and due to interest payments/to the EMAC which have matured.

Credit (avere) : payments made and credits granted and interest payments due by the EMAC.

The item Cash (cassa) does not appear in the book-keeping plan as all cash payments and receipts are made exclusively through the bank appointed for that purpose by the General Direction.

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Except to meet special needs which may arise, the item "B "Bank" will appear in one account only; to avoid misunderstandings the Head Account/will require that in the daily statements sent in by the bank the reason for each transaction be clearly stated so as to leave no room for doubt.

On the copies of the pay orders (ordini di pagamento) and of the collection orders (ordini d'incasso) kept by the Provincial Offices, the date on which the said orders were carried out by the Bank must be noted.,it will thus be possible to see what pay and collection orders have not yet been carried out.

17. - Registration Fees (Rapte d'iscrizione).

Debit (dare) : transfers to the acc/ of the Central Head Office.

Credit (avere) : the registration fees for each auto-vehicle.

In the case of the Provincial Offices this item is only entered for record purposes, as the registration fees, which provide really the capital of the RRAC, are passed on (girate) to the Head Office as soon as they are received; therefore in the periodical statements drawn up by the Provincial Offices this debit itemw will always be the same as the credit item and will balance at zero.

18. - Furniture - Machines and Equipment. (Mobili - Macchine

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sent in by the bank the reason for each transaction be clearly stated so as to leave no room for doubt.

On the copies of the pay orders (ordini di pagamento) and of the collection orders (ordini d'incasso) kept by the Provincial Offices, the date on which the said orders were carried out by the Bank must be noted., it will thus be possible to see what pay and collection orders have not yet been carried out.

17. - Registration Fees (Quote d'iscrizione).

Debit (dare) : transfers to the acc/ of the Central Head Office.

Credit (avere) : the registration fees for each auto-vehicle.

In the case of the Provincial Offices this item is only entered for record purposes, as the registration fees, which provide really the capital of the ENAC, are passed on (girate) to the Head Office as soon as they are received; therefore in the periodical statements drawn up by the Provincial Offices this debit items will always be the same as the credit item and will balance at zero.

18. - Furniture - Machines and Equipment. (Mobili - Macchine ed Impianti.

Debit (dare) : The purchasing price of the furniture and machines and the expense incurred for the plants.

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Credit (avere) : payments to sinking fund ordered by the General Direction; the value of the machines and furniture destroyed or worn out; sales if any.

19. - Invoices for Transports (Trasporti fatturati).

Debit (dare) : the total amount of the invoice for each transport made. This entry is offset by the credits opened t in favour of the shippers, the kilometric contributions, to the Treasury, and the insurance company for the sums to which each are entitled under the settlement as shown byt the said invoice.

Credit (avere) : the total amount of the invoice for each transport made When the invoice is issued this entry states that it is offset by the debit entered on acc/ of the consignors who have made deposits, or of the consignors who have not made deposits, or of the Provincial Offices for consignors who have availed themselves of the return journey.

Thus all the invoices taken together make up the account (partitario) of this transit and record item which must always close with a balance at zero.

To avoid the risk of mistakes occurring between the several Provincial Offices it should be remembered that the settlement of the accountsffor transports and therefore the issue

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Debit (dare) : the total amount of the invoice for each transport made. This entry is offset by the credits opened t in favour of the shippers, the kilometric contributions, to the Treasury, and the insurance company for the sums to which each are entitled under the settlement as shown byt the said invoice.

Credit (avere) : the total amount of the invoice for each transport made When the invoice is issued this entry states that it is offset by the debit entered on acc/ of the consignérs who have made deposits, or of the consignors who have not made deposits, or of the Provincial offices for consignors who have availed themselves of the return journey.

Thus all the invoices taken together make up the account (partitaric) of this transit and record item which must always cl se with a balance at zero.

To avoid the risk of mistakes occurring between the several Provincial Offices it should be remembered that the settlement of the accountsffor transports and therefore the issue of the,respective invoices is attended to by the Provincial Office at which the carrier ~~has existered~~ who has carried the

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freight is registered: This holds good even when the transport is made, as is the case on return journeys, for a consignor who has made the prescribed security deposit guaranteeing the said transport, at another Provincial Office.

20. - Consignors making deposits (committenti con deposito)

Debit(Dare) : The amount of the invoices issued for each transport settled; the difference, if any, (between the security deposit made for each transport and the respective invoice issued) returned to the consignor concerned at his request.

Credit (avere) : The deposit of the approximate amount due for the transport made by the consignor who thus gives security for the request he has made for the transport.

An account must be opened for each consignor as some of them may leave the difference between the security deposit and the amount paid for the transport to be carried forward for future transports.

Each of these accounts must always be a credit account; should one of these accounts for some reason or other close with a debit balance this must be notified as soon as it occurs, to the Head Accountant who will provide for its immediate collection.

21. - Consignors without deposit (Committenti senza deposito

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transport, at another Provincial Office.

20. - Consignors making deposits (committenti con deposito)

Debit(dare) : The amount of the invoices issued for each transport settled; the difference, if any, (between the security deposit made for each transport and the respective invoice issued) returned to the consignor concerned at his request.

Credit (avere) : The deposit of the approximate amount due for the transport made by the consignor who thus gives security for the request he has made for the transport.

An account must be opened for each consignor as some of them may leave the difference between the security deposit and the amount paid for the transport to be carried forward for future transports.

Each of these accounts must always be a credit account; should one of these accounts for some reason or other close with a debit balance this must be notified as soon as it occurs, to the Head Accountant who will provide for its immediate collection.

21. - Consignors without deposit (Committenti senza deposito

Debit (dare) : the amount of the invoices issued for transports made for the consignor's account.

Credit (avere) : The sums paid by the consignor on account

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or in settlement of the invoices issued.

A separate account must be opened for each consignor.

All consignors - whether moral or physical persons - must make the prescribed security deposit for each transport asked for. Exceptions to this general rule may be made in special cases but only with the preliminary consent of the General Direction. Therefore the date of which the letter by which the the Provincial Office General Direction notified/its consent to the request made by the consignor to have the goods transported without making the prescribed surety deposit must be stated in the headings of each of these accounts as also the maximum amount of the uncovered C/Ac. thus allowed.

The interest due on these debits will also be reckoned in the seperate accounts at the rates fixed by the General Direction which, as a rule will be 1% more than that charged fixed by the Bank on the debit balances of the INAC.

The several accounts opened for this item will as a rule always be debit accounts; should however the periodical statement show that some of them are credit accounts the debit balances will appear among the assets and the credit balances among the liabilities of the said statement.

22. - Carriers (trasportatori).

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make the prescribed security deposit for each transport asked for. Exceptions to this general rule may be made in special cases but only with the preliminary consent of the General Direction. Therefore the date of which the letter by which the Provincial Office General Direction notified its consent to the request made by the consignor to have the goods transported without making the prescribed surety deposit must be stated in the headings of each of these accounts as also the maximum amount of the uncovered C/Ac. thus allowed.

The interest due on these debits will also be reckoned in the seperate accounts at the rates fixed by the General Direction which, as a rule will be 1% more than that charged by the Bank on the debit balances of the ENAC.

The several accounts opened for this item will as a rule always be debit accounts; should however the periodical statement show that some of them are credit accounts the debit balances will appear minutes among the assets and the credit balances among the liabilities of the said statement.

22. - Carriers (transportatori).

Debits (dare) : Payments made in their behalf on account or in settlement of the transports they have made.

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Credit (avere) : The amount settled for each transport.

An account must be opened for each carrier. This will enable the EMAC to know at once how many journeys have been made by each of them.

Each of these accounts should always be a credit account.

23. - Sundry Accounts (Conti diversi).

Debit (dare) : the payments made or indebtedness imputed to the holders of the several accounts.

Credit (avere) : the payments and drafts (accreditamenti) received from the holders of the said accounts.

This item of the statement which replaces in the part the usual item Debtors and Creditors (debitori e creditori) covers the accounts with purveyors (fornitori), insurers, the Treasury, and generally speaking with all firms or moral persons (enti) who hold d bits or credits which cannot be entered under other items of the statement.

Impersonal accounts will also be opened under this item whenever transactions have to be entered which do not come under any of the other items provided for in this accountancy plan, for, as already stated, the Provincial Offices may not, without the preliminary consent of the General Direction introduce new items into the statement.

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by each of them.

Each of these accounts should always be a credit account.

23. - Sundry Accounts (Conti diversi).

Debit (dare) : the payments made or indebtedness imputed to the holders of the several accounts.

Credit (avere) : the payments and drafts (accreditamenti) received from the holders of the said accounts.

This item of the statement which replaces in the part the usual item Debtors and Creditors (debitori e creditori) covers the accounts with purveyors (fornitori), insurers, the Treasury, and generally speaking with all firms or moral persons (enti) who hold d bits or credits which cannot be entered under other items of the statement.

Impersonal accounts will also be opened under this item whenever transactions have to be entered which do not come under any of the other items provided for in this accountancy plan, for, as already stated, the Provincial Offices may not, without the preliminary consent of the General Direction introduce new items into the statement.

When the periodical statement is drawn up, the debit ba-

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lances must appear separately from the credit, the former among the Assets, and the latter among the Liabilities.

348 - Head Office and Offices (Sede centrale e Uffici)

An account must be opened under this item in the name of the Head Office (Sede centrale) in which all the debit and credit transactions between the Head Office and the Provincial Office concerned will be registered.

As many other accounts will also be opened as there are Provincial Offices and with which the Provincial Office concerned has debit and credit relations.

(a) Head Office Account (conto sede centrale).

Credit Debit (dare) : The sum total (importo) of the things purchased by order and for the account of the General Direction: the balance (at the close of the business year) of the Overhead account (conto spese Generali) and the balance, if any, of the Profit and Loss Account.

Credit (avere) : the transfer of the registration fees for each auto-vehicle; the balance (at the close of the business year) of the kil metric con ributions account (C/Contributi chilometrici) and any balance of the Profit and Loss Account.

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An account must be opened under this item in the name of the Head Office (Sede centrale) in which all the debit and credit transactions between the Head Office and the Provincial Office concerned will be registered.

As many other accounts will also be opened as there are Provincial Offices and with which the Provincial Office concerned has debit and credit relations.

(a) Head Office Account (conto sede centrale).

Credit Debit (dare) : The sum total (importo) of the things purchased by order and for the account of the General Direction: the balance (at the close of the business year) of the Overhead account (conto spese generali) and the balance, if any, of the Profit and Loss Account.

Credit (avere) : the transfer of the registration fees for each auto-vehicle; the balance (at the close of the business year) of the Kil metric contributions account (C/Contributi chilometrici) and any balance of the Profit and Loss Account.

(b) Provincial Offices (Uffici Provinciali.

Debit (dare) : The sum total (importo totale) of the invoices relating to the transports made for a consignor

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who has availed himself of a return journey or who for some reason reason has made the security deposit for the said transport with another Provincial Office: any other credit the Provincial Office concerned may hold on any other Provincial Office.

Credit (avere) : The sum total of the kilometric contributions which are admitted as due to the Provincial Office which availed itself of the return journey and which (as shown in the previous "Debit") has been debited with the sum total of the invoice for the transport made on the return journey.

To avoid difficulties in drawing up the general accountancy statement of the ENAC, before closing their own statements each Provincial Office must ensure itself that the balances shown under this item correspond to those appearing in the statements of the other Provincial Offices towards whom they have debits and credits.

35. - Kilometric Contributions (Contributi chilometrici)

Debit (dare) : Any amounts representing the downward revision of the kilometric contributions paid to the ENAC; the transfer of the balance (at the close of the business year) to the account of the Head Office.

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on any other Provincial Office.

Credit (avere) : The sum total of the kilometric contributions which are admitted as due to the Provincial Office which availed itself of the return journey and which (as shown in the previous "Debit") has been debited with the sum total of the invoice for the transport made on the return journey.

To avoid difficulties in drawing up the general accountancy statement of the ENAC, before closing their own statements each Provincial Office must assure itself that the balances shown under this item correspond to those appearing in the statements of the other Provincial Offices towards whom they have debits and credits.

25. - Kilometric Contributions (Contributi chilometrici)

Debit (dare) : Any amounts representing the downward revision of the kilometric contributions paid to the ENAC: the transfer of the balance (at the close of the business year) to the account of the Head Office.

Credit (avere) : The amount of the kilometric contributions paid to the ENAC on transports invoiced to the consignors who have or have not made security deposits. (it should be remembered that the kilometric contributions paid on

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on return journeys must be credited to the Provincial Office on whose account the return journey was made); any amounts representing the upward revision of the kilometric contributions paid to the FNAC.

28. - Stores (Magazzino).

Under this head are registered the supplies which the FNAC purchases and places on sale for its registered members, i.e. exchange parts, motor fuels, lubricants, rubber tyres, etc.

An account must be opened for each item stating the quantity as well as the value.

The record of the quantity of goods in (carico) or goods out (scarico) should be kept by number, or weight or volume as the case may be.

The amount to be charged for each of the goods is that shown by the respective invoice or by the letter debiting it to the Office sent by the General Direction.

The cost of transport, porterage, etc. must be charged to each of the goods for which the said expenses have been incurred.

At the end of each month, when the monthly or quarterly statement is being drawn up, an inventory must be taken of the goods in stores(?) each of the goods of which there is a re-

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paid to the ENAC.

26. - Stores (Magazzino).

Under this head are registered the supplies which the ENAC purchases and places on sale for its registered members, i.e. exchange parts, motor fuels, lubricants, rubber tyres, etc.

An account must be opened for each item stating the quantity as well as the value.

The record of the quantity of goods in (carico) or goods out (scarico) should be kept by number, or weight or volume as the case may be.

The amount to be charged for each of the goods is that shown by the respective invoice or by the letter debiting it to the Office sent by the General Direction.

The cost of transport, porterage, etc. must be charged to each of the goods for which the said expenses have been incurred.

At the end of each month, when the monthly or quarterly statement is being drawn up, an inventory must be taken of the goods in store; for each of the goods of which there is a remainder the cost price must be given (reckoned on the basis of the invoice price majored by any expenses incurred for the said goods) in round figures so that the unit may always be a

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zero (e.g. lire 1421 up to L.1429 will always be rounded at L.1420). Any profit on the stores shown by this inventory will be carried to the Asset side of the Profit and Loss Account under the heading "profits on stores".

Debit (dare) "goods in" : quantity and value of the goods purchased; cost of transport, sorterage, etc., incurred for the said goods, the transfer of the profit on stores to the Profit and Loss Account.

Credit (avere) "goods out" : the quantity and value at sale price of the goods sold; any discounts (abbuoni) on the price of the several goods which the purveyors may have allowed after after the several invoices relating to same had been entered.

27. - Overhead Expenses (spese generali)

Debit (dare) : the expenses classified in groups.

Credit (avere) : any displacements (storni) reimbursements, and balances which at the close of the business year are transferred to the Head Offices (Se a generale).

The expenses must be classified in groups as per the plan approved by the General Direction. Debit and credit entries are made for each group as any recoveries, displacements, etc., must be entered under the group to which they refer.

28. - Profit and Loss (Perdite e Profitti).

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under the heading profits and losses.

Debit (dare) "goods in" : quantity and value of the goods purchased; cost of transport, porterage, etc., incurred for the said goods, the transfer of the profit on stores to the Profit and Loss Account.

Credit (avere) "goods out" : the quantity and value at sale price of the goods sold; any discounts (abbuoni) on the price of the several goods which the purveyors may have allowed after after the several invoices relating to same had been entered.

27. - Overhead Expenses (spese generali)

Debit (dare) : the expenses classified in groups.

Credit (avere) : any displacements (storni) reimbursements, and balances which at the close of the business year are transferred to the Head Offices (Se e generale).

The expenses must be classified in groups as per the plan approved by the General Direction. Debit and credit entries are made for each group as any recoveries, displacements, etc., must be entered under the group to which they refer.

28. - Profit and Loss (Perdite e Profitti).

Debit (dare) : Any active interest rates credited to the Bank acting as Cashier; any unexpected liabilities (sopravvenienze passive); and any balances transferred at the close of the business year to the Head office (sede centrale).

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Credit (avere) : Ant active interest rates, profits on stores, unexpected assets, any balance transferred at the close of the business year to the Head office (sede centrale).

Rome, November 6, 1944

THE DIRECTOR GENERAL

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Rome, November 6, 1944

THE DIRECTOR GENERAL

NATIONAL CORPORATION
FOR THE AUTO-TRANSPORT OF GOODS
(N.A.C.)
CENTRAL DIRECTION

Prot. N° 1400 — Rome, December 2, 1944.

To the COMPARTMENTAL OFFICES
and the PROVINCIAL OFFICES.

Re : Administrative and Accountancy Forms
How to make the entries and use of the forms.

Instructions are hereby given to the Administrative Services for making the entries and using the several printed forms (modulario).

To simplify matters, some of the printed sheets, such as those for the Ledger (Mastro), the business accounts (conti economici), the bank current accounts, the separate accounts (partitari) with consignors and carriers, etc., (Forms 24 - 25 - 26 - 33 - 34, etc.), are presented as loose leaves; the collection of these loose leaves forms the several separate accounts (partitari).

The loose leaves forming each separate account, will be kept by the Provincial Offices either in cardboard cases or in drawers like those of a filing-cabinet, according to their number.

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To the COMPARTIMENTAL OFFICES
and the PROVINCIAL OFFICES.

Re : Administrative and Accountancy Forms
How to make the entries and use of the forms.

Instructions are hereby given to the Administrative Services for making the entries and using the several printed forms (modulario).

To simplify matters, some of the printed sheets, such as those for the Ledger (Mastro), the business accounts (conti economici), the bank current accounts, the separate accounts (partitari) with consignors and carriers, etc., (Forms 24 - 25 - 26 - 33 - 34, etc.), are presented as loose leaves; the collection of these loose leaves forms the several separate accounts (partitari).

The loose leaves forming each separate account, will be kept by the Provincial Offices either in cardboard cases or in drawers like those of a filing-cabinet, according to their number.

Form 24 will be used for the analytical entries made for "Sundry Accounts (conti diversi), "Bank Account (conto banche), etc.

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The item pf the statement po which a given sheet refers will be stamped with a special rubber stamp in the space reserved for that purpose at the head of the Form.

39. - First Record (Form 23) (Prima Nota. Mod.23)

The First Record, which is kept on loose sheets, is drawn up daily, using for that purpose only the administrative accountancy documents held by the Office. For each double entry item all the facts are recorded required for facilitating the control and auditing of the accounts. Transactions of the same description (all the registration fees, all the surety deposits, for trnasports, amm the invoices, etc.), are grouped together in the record.

As soon as the several items forming the subject of the double entry have been recorded, they will be analysed (if possible by a person other than the one who keeps the First Record) on the analytical account cards described below.

The sheets of the First Record, numbered progressively and signed by the Head Accountant, will be copied on Form 41 (Journal) and collected and kept in fascicles.

40. - Ledger (Form 24) (Mastro. Mod. 24).

The Ledger consists of cards which must be kept in fascicles for each item of the Statement.

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39. - First Record (Form 23) (Prima Nota. Mod.23)

The First Record, which is kept on loose sheets, is drawn up daily, using for that purpose only the administrative accountancy docume ts held by the Office. For each double entry item all the facts are recorded required for facili tating the control and auditing of the accounts. Transactions of the same description (all the re istration ces, all the surety deposits, for trnasports, amm the invoices, etc.), are grouped together in the record.

As soon as the several ite s forming the subject of the double entry have been recorded, they will be analysed (if possible by a person other than the one who keeps the First Record) on the analytical account cards described below.

The sheets of the First Record, numbered progressively and signed by the Head Accountant, will be copied on Form 41 (Journal) and collected and kept in fascicles.

40. - Ledger (Form 24) (Mastro. Mod. 24).

The Ledger consists of cards which must be ke t in fascicles for each item of the Statement.

The first thing to do is to typewrite in the spece at the top of the card the "item of the Statement" to which the said card refers. The clerk who if possible should not be the same one who has recorded the item in the First Record, pe-sts

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up at the end of each day in the debit or credit columns as the case may be, of the several cards of the Ledger the movement of the accounts (article by article) as recorded in the Journal, and makes a separate control of the cards handled.

As is obvious, the total of the daily transactions recorded on the cards of the Ledge must be equal to that of the debit credit transactions, and to the total of the transactions of the day recorded in the Journal.

It is advisable that the control be made on separate sheets which should be kept by the Accountancy Office.

A control of the whole movement of the accounts should also be made periodically; this will be easily done if the daily controls have already been made.

When the periodical statement is drawn up a control of the balances shown by the Ledger cards (trial balance) should also be made.

The balance shown for each item of the Statement should be equal to the total balances of the respective separate accounts (partitari).

41. - Journal - Inventory (Form 41) (Libro Giornale - Inventario Mod. 41).

Before opening the Journal it must be stamped by the Stamp Office, and visied by the Court or by a Notary.

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journal, and makes a separate control of the cards handled.

debit

As is obvious, the total of the daily transactions record-ed on the cards of the Ledge must be equal to that of the credit transactions, and to the total of the transactions of the day recorded in the Journal.

It is advisable that the control be made on separate sheets which should be kept by the Accountancy Office.

A control of the whole movement of the accounts should also be made periodically; this will be easily done if the daily controls have already been made.

When the periodical statement is drawn up a control of the balances shown by the Ledger cards (trial balance) should also be made.

The balance shown for each item of the Statement should be equal to the total balances of the respective separate accounts (partitari).

41. - Journal - Inventory (Form 41) (Libro Giornale - Inventario Mod. 41).

Before opening the Journal it must be stamped by the Stamp Office, and visèed by the Court or by a Notary.

A periodical trial balance will be made to see that the general total of the entries recorded in the Journal corres-

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ponds to the total of the debit and credit items recorded in the Ledger.

Each day the total for the daily transactions must be compared with that of the Journal to see that they correspond.

Once a year the Journal must be visaed by the Court or by a Notary.

Notice of this visé by the court must be sent to the General Direction stating the date on which it was given and the date when the books were brought up to date (aggiornamento).

All the vouchers (allegati) relating to capital items , whether active or passive, must be copied into the Inventory, along with the detailed bills (specifiche) of the business accounts (conti economici) showing the profit or loss transferred to the General Direction.

As a foot-note to the aforesaid copy the following declaration must be made and signed by the Head Accountant and by the Manager :

"The undersigned declare that this Inventory is real and true and corresponds to book entries."

The Inventory must also be visé each business year.

It goes without saying that both the Inventory and the Journal must be kept in conformity with the provisions of the law.

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pared with that of the Journal to see that they correspond.

Once a year the Journal must be visáed by the Court or by a Notary.

Notice of this visé by the court must be sent to the General Direction stating the date on which it was given and the date when the books were brought up to date (aggiornamento).

All the vouchers (allegati) relating to capital items , whether active or passive, must be copied into the Inventory, along with the detailed bills (specifiche) of the business accounts (conti economici) showing the profit or loss transferred to the General Direction.

As a foot-note to the aforesaid copy the following declaration must be made and signed by the Head Accountant and by the Manager :

"The undersigned declare that this Inventory is real and true and corresponds to book entries."

The Inventory must also be visáed each business year.

It goes without saying that both the Inventory and the Journal must be kept in conformity with the provisions of the law.

42. - Sundry Accounts (Conti Diversi).

Among others entered under this heading are the following accounts :

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Postal Account (Conto Postale) : This account will be debited with the postage stamps purchased and assigned to the mailing department, and periodically or daily it will be credited with the same value of the stamps used for the mail as shown by the register of letters dispatched and by the vouchers of for the registered mail sent through the post.

Receipt Stamp Account (Conto Marche da Bollo) : This account will be debited with the value of the receipt stamps purchased and it will be credited with the value of the stamps used.

This account will record the receipt stamps going in and sent out classified under the departments to which they were assigned.

Income Tax class C2 (Ricchezza Mobile cat. C2) : This account will be credited with the value of the amounts deducted from salaries, pay for over-time, travelling accounts, etc.

At the end of each month the balance shown by this account will be credited to the account of the General Direction and will be debited to this account.

The notice sent to the General Direction of the amount credited to its account must be accompanied by a detailed list of the items composing the amount thus transferred.

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by the register of letters dispatched and by the vouchers of for the registered mail sent through the post.

Receipt Stamp Account (Conto Marche da Bollo) : This account will be debited with the value of the receipt stamps purchased and it will be credited with the value of the stamps used.

This account will record the receipt stamps going in and sent out classified under the departments to which they were assigned.

Income Tax class C2 (Ricchezza Mobile cat. C2) : This account will be credited with the value of the amounts deducted from salaries, pay for over-time, travelling accounts, etc.

At the end of each month the balance shown by this account will be credited to the account of the General Direction and will be debited to this account.

The notice sent to the General Direction of the amount credited to its account must be accompanied by a detailed list of the items composing the amount thus transferred.

For the deductions from salaries it will suffice to state the total amount of such deductions as shown by the staff pay roll/of which, as elsewhere stated, a copy must be forwarded

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each month to the General Direction.

In the case of the other deductions, the statement of the amounts must be accompanied by the particulars of each and the dates on which the General Direction authorised their payment.

Our Security Deposits. : All surety deposits made in cash for the rent of premises, light, heating, bow at the Post Office telephone, etc., must be recorded as debits.

So as to facilitate the rapid identification of the Ledger entry, the leading particulars of each deposit must be recorded.

The receipts for same will be numbered progressively and kept in a special file by the Head Accountant.

The progressive number will be recorded on the corresponding ledger entry of the said account.

. Any disbursements for race at stamps, general tax on turn = over, etc., covered by the receipt, will find their proper place in the business accounts (conti economici) and the account under consideration will only record the amounts representing the deapoits real and effective which will be reimbursed when the services on whose account they were made, cease.

Sundry Purveyors (Fornitori Vari) : The purpose of this account is to show all the amounts of the invoices settled and

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dates on which the General Direction authorised their payment.

Our Security Deposits. : All surety deposits made in cash for the rent of premises, light, heating, box at the Post office telephone, etc., must be recorded as debits.

So as to facilitate the rapid identification of the Ledger entry, the leading particulars of each deposit must be recorded.

The receipts for same will be numbered progressively and kept in a special file by the Head Accountant.

The progressive number will be recorded on the correspond-ing ledger entry of the said account.

Any disbursements for rece pt stamps, general tax on turn-over, etc., covered by the receipt, will find their proper place in the business accounts (centi economici) and the account under consideration will only record the amounts representing the deposits real and effective which will be reimbursed when the services on whose account they were made, cease.

Sundry Purveyors (Fornitori Vari) : The purpose of this account is to show all the amounts of the invoices settled and paid by the Provincial Offices for printed forms, stationery, equipment, machines, etc.

All requests for printed forms, stationery, etc., must be forwarded to the General Direction which will either attend to them itself, or will authorise the Provincial Offices to

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purchase them on the spot.

As this account, therefore is used as a <u>voucher account</u> (conto di evidenza) it is credited with the net and reduced value of the invoices debited to the Business and Capital accounts (Conti economici e patrimoniali).

But it will be debited with the amounts paid through the Bank or by the treasurer (economo).

The invoices, duly receipted and progressively numbered, are kept in a special file by the Head Accountant.

The said progressive number will be entered in the separate accounts (partitari) alongside the respective items on the credit side of the said account, and on the debit side of the accoun s towhich the amount of the invoice is debited.

<u>Treasurer - Petty Cash Account (Economo - Fondo Piccole Spese)</u>.: As the Bank acts as cashier, the petty cash fund assigned the Treasurer to meet any small immediate disbursements which may be necessary may not exceed the sum of Lire 5,000 which each Provincial Office will provide and which will be brought up again to that figure when the several accounts have been rendered and approved and signed by the Manager.

The Treasurer will keep a special book showing the movement of the sums entrusted to him, in which he will note the sums

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value of the invoices debited to the Business and Capital accounts (Conti economici e patrimoniali).

But it will be debited with the amounts paid through the Bank or by the treasurer (economo).

The invoices, duly receipted and progressively numbered, are kept in a special file by the Head Accountant.

The said progressive number will be entered in the separate accounts (partitari) alongside the respective items on the credit side of the said account, and on the debit side of the accounts to which the amount of the invoice is debited.

Treasurer - Petty Cash Account (Economo - Fondo Piccole Spese).: As the Bank acts as cashier, the petty cash fund assigned the Treasurer to meet any small immediate disbursements which may be necessary may not exceed the sum of Lire 5,000 which each Provincial Office will provide and which will be brought up again to that figure when the several accounts have been rendered and approved and signed by the Manager.

The Treasurer will keep a special book showing the movement of the sums entrusted to him, in which he will note the sums drawn on the Bank and the expenses met.

When the fund is nearly exhausted, and in no case later than the end of each month, the Treasurer hands the Head Accountant the statement of the expenses met, accompanied by the

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respective vouchers.

When the Head Accountant has controlled the accuracy of the account and the vouchers, he places his signature and the date on which the account was rendered on the back and gives his discharge to the Treasurer, and then writes an order to the Bank for replenishing the petty cash fund to the Treasurer.

Each time the petty cash account is rendered and controlled the Head Accountant must ascertain that the balance shown on the card
xhxxk referred to corresponds to that shown on the Treasurer's account book.

Sundry Accounts (Treasurer's Petty Cash Fund) on Bank Bank Account. (Conti diversi (Economo c/Fondo piccole spese a Conto Banche): for amounts drawn by the Treasurer as per receipt No..... in our possession.

Overhead Expenses to Sundry Accounts (Treasurer's Petty Cash Fund)

For expenses met by the Treasurer from..... to.... as shown below : (specify the several groups of expenses).

Any purchases of postage stamps or receipt stamps paid for out of the Petty Cash Fund should be xxxx entered at once :

Sundry Accounts	to	Sundry Accounts
Postage account	to	Treasurer Petty Cash Fund
Receipt stamp account	to	Treasurer Petty Cash Fund.

These entries must be made immediately without waiting for

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date on which the account was rendered on the book and gives his discharge to the Treasurer, and then writes an order to the Bank for replenishing the petty cash fund to the Treasurer.

Each time the petty cash account is rendered and controlled the Head Accountant must ascertain that the balance shown on the card referred to corresponds to that shown on the Treasurer's account book.

Sundry Accounts (Treasurer's Petty Cash Fund) on Bank Bank Account. (Conti diversi (Economo c/Fondo piccole spese a Conto Banche): for amounts drawn by the Treasurer as per receipt N°..... in our possession.

Overhead Expenses to Sundry Accounts (Treasurer's Petty Cash Fund)

For expenses met by the Treasurer from.... to.... as shown below : (specify the several groups of expenses).

Any purchases of postage stamps or receipt stamps paid for out of the Petty Cash Fund should be entered at once :

Sundry Accounts	to	Sundry Accounts
Postage account	to	Treasurer Petty Cash Fund
Receipt stamp account	to	Treasurer Petty Cash Fund.

These entries must be made immediately without waiting for until the periodical account is handed in, so as to allow the "Postal Account" and the Receipt Stamp Account" to be balanced, as if the amounts chargeable to these funds were not entered

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those accounts might show available balances.

Damages to Freight : the ascertained amount of any damages to freight which have occurred and been paid to the consignors will be debited to this account, which will be credited with the amounts reimbursed by the carriers.

The reasons given for the transactions must be full and sufficient, so as to be able to identify at once the minute (pratica) to which they refer.

Additional Rates and Fines (Tasse e Penalità fatturate in più): Any extra rates and the fines invoiced which the consignors have to pay must appear in the accounts.

The account must be credited with the amounts collected through the Bank by the carriers on demand and must be debited with those made, through the Bank, to the consignors.

Reductions of Rates and Fines (Tasse e penalità fatturate in meno) : This account serves the reverse purpose of the previous one.

Printed Forms Account (Conto Stampati) : This account will be credited each day with the total cost of the printed forms as shown by the invoices; a cost now fixed at 10 lire for each invoice issued.

At the end of each month the resultant balance will be

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will be debited to this account, which will be credited with the amounts reimbursed by the carriers.

The reasons given for the transactions must be full and sufficient, so as to be able to identify at once the minute (pratica) to which they refer.

Additional Rates and Fines (Tasse e Penalità fatturate in più): Any extra rates and the fines invoiced which the consignors have to pay must appear in the accounts.

The account must be credited with the amounts collected through the Bank by the carriers on demand and must be debited with those made, through the Bank, to the consignors.

Reductions of Rates and Fines (Tasse e penalità fatturate in meno) : This account serves the reverse purpose of the previous one.

Printed Forms Account (Conto Stampati) : This account will be credited each day with the total cost of the printed forms as shown by the invoices; a cost now fixed at 10 lire for each invoice issued.

At the end of each month the resultant balance will be carried to the item "Overhead expenses", group "stationery and printed forms".

Advances on Salaries to the Staff : This account will be debited with any advances made to the staff on their salaries

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on the account it might show

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when authorised by the General Direction w ich will prescribe the mode of repayment.

In the reasons given for each debit entry the name of the employee to whom the advance has been made and the date of the letter by which the General Direction authorised it, will be given.

Staff Insurance Stamps (Marche assicurative del Personale)

This account will be credited each month :

(a) with the amounts deducted from the salaries of the staff for insurance premiums for unemployment, tuberculosis, invalidity and old age, etc.;

(b) with the amounts charged to the ENAC for such premiums.

Each month the above amounts, debited to the "Sundry Accounts will be credited to the General Direction, specifying the amounts relating to each of the contributions.

The General Direction makes the entries in the insurance booklets and affixes the insurance stamps.

General Tax on Turnover as shown by the Invoices (Imposta Generale sull'Entrata su Fatturazione) : This account will be credited each day with the total amounts shown in the invoices of the day for this purpose. It is not necessary to record the details of the item, as these details are recorded on the spe-

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employees to whom the advance has been made and the date of the letter by which the General Direction authorised it, will be given.

Staff Insurance Stamps (Marche assicurative del Personale)

This account will be credited each month :

(a) with the amounts deducted from the salaries of the staff for insurance premiums for unemployment, tuberculosis, invalidity and old age, etc.;

(b) with the amounts charged to the ENAC for such premiums.

Each month the above amounts, debited to the "Sundry Accounts will be credited to the General Direction, specifying the amounts relating to each of the contributions.

The General Direction makes the entries in the insurance booklets and affixes the insurance stamps.

General Tax on Turnover as shown by the Invoices (Imposta Generale sull'Entrata su Fatturazione) : This account will be credited each day with the total amounts shown in the invoices of the day for this purpose. It is not necessary to record the details of the item, as these details are recorded on the special book signed by the Registration Office (Ufficio del Registro).

The conformity of the transactions recorded on the "Sundry Accounts" card with the total of the items entered in t e in-

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voice book above mentioned, must be ascertained each day.

As the payment of the general tax on turnover has to be made every Thursday, instructions are given to the Bank every Tuesday to issue the respective postal cheque in favour of the Registration Office (Ufficio del Registro). The amount of the postal cheque must be equal to the total amount charged in the invoices issued from Monday to Saturday of the previous week, it being understood that no invoices are issued on Sunday.

Recoverable Expenses (spese ripetitibili) : Expenses advanced by the MMAC and which have to be reimbursed by third parties (generally by the consignors) are entered in this account.

To avoid possible errors, the name of the person (or firm) who will have to reimburse the amount is recorded in the reason given for the item at the time when it is opened.

The Head Accountant must periodically and at short intervals assure himself that the items entered under this head are reimbursed in due time.

Mutual relations between the Offices (Raccordi tra Uffici): : All transactions undertaken by the several Provincial Offices and between them and the Head Offices on their joint initiative or by agreement between them must be recorded in this account.

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Tuesday to issue the respective postal cheque in favour of the Registration Office (Ufficio del Registro). The amount of the postal cheque must be equal to the total amount charged in the invoices issued from Monday to Saturday of the previous week, it being understood that no invoices are issued on Sunday.

Recoverable Expenses (spese ripetitibili) : Expenses advanced by the AMAC and which have to be reimbursed by third parties (generally by the consignors) are entered in this account.

To avoid possible errors, the name of the person (or firm) who will have to reimburse the amount is recorded in the reason given for the item at the time when it is opened.

The Head Accountant must periodically and at short intervals assure himself that the items entered under this head are reimbursed in due time.

Mutual relations between the Offices (Rapporti tra Uffici) : All transactions undertaken by the several Provincial Offices and between them and the Head Offices on their joint initiative or by agreement between them must be recorded in this account.

A single synthetic card will be

The entries relating to such transactions will be made on one sole combined card until such time as the General Direction provides a special printed forms and issues instructions for

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keeping the accounts of the debit and credit relations between the several offices.

This account will be closed when, in conformity with such instructions, the entries are transferred to the item of the Statement headed "Head Offices and Offices".

Fixed dues on the motor fuels to be distributed : As stated in the c rcular of December 14; re "The assignment and distribution of petroleum products", the several stations of the ENAC will receive from the carrier when delivering to him the warrant for motor fuel, a fixed due of Lire 0.35 per litre, of which [illegible] the Interministerial Commission for Liquid Fuels is entitled to receive L.0.20 and the ENAC L.0.15.

The amount collected during the day must be paid over to the Bank on the following morning.

As soon as the Bank notifies receipt of the said payment it will be credited to "Sundry Accounts" against a debit item in the Bank Account.

At the end of the month the fixed dues to which the Interministerial Commission on Liquid Fuels is entitled will be turned over, in conformity with the instructions contained in the above-mentioned circular, to the Provincial Office of Industry and Commerce, through the agency of the Bank, by means of an order of payment.

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instructions, the entries are transferred to the item of the Statement headed "Head Offices and Offices".

Fixed dues on the motor fuels to be distributed : As stated in the c rcular of December 14; re "The assignment and distribution of petroleum products", the several stations of the ENAC will receive from the carrier when delivering to him the warrant for motor fuel, a fixed due of Lire 0.35 per litre, of which [illegible] the Interministerial Commission for Liquid Fuels is entitled to receive L.0.20 and the ENAC L.0.15.

The amount collected during the day must be paid over to the Bank on the following morning.

As soon as the Bank notifies receipt of the said payment it will be credited to "Sundry Accounts" against a debit item in the Bank Account.

At the end of the month the fixed dues to which the Interministerial Commission on Liquid Fuels is entitled will be turned over, in conformity with the instructions contained in the above-mentioned circular, to the Provincial Office of Industry and Commerce, through the agency of the Bank, by means of an order of payment.

When the Bank has notified that the said sum has been debited, the "Sundry Accounts" will be debited for that amount against a credit item entered in the Bank account. 2367

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The residual amount of the end of month balance, representing the share of L.O.15 to which the MEAC is entitled, will be credited to the General Direction by an entry of initiative (scrittura d'iniziativa) offset by a debit entry in the account in point.

General Rules for "Sundry Accounts" : The daily transactions recorded in the "Sundry Accounts" entries are entered on the several accounts in conformity with the facts recorded in the "First Record" (Prima Nota) and the copies of letters.

The totals of the transactions recorded on the cards must be checked each day against those entered on the Ledger.

As the accounts must show both debit and credit balances, in the periodical statements forwarded to the General Direction, both these balances must be recorded.

Each year, when the balance-sheet is closed, any entries forming the several balances must be carried forward on each card, stating in each case the original date of the entry.

In the case of the "Postage expense account", the "receipt stamp account", the "Treasurer - petty cash account" the Head Accountants will at unfixed periods make a visit of inspection to assure themselves of the sums held by the holders of these deposits, and they will

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(scrittura d'iniziativa) offset by a debit entry in the account in point.

General Rules for "Sundry Accounts" : The daily transactions recorded in the "Sundry Accounts" entries are entered on the several accounts in conformity with the facts recorded in the "First Record" (Prima Nota) and the copies of letters.

The totals of the transactions recorded on the cards must be checked each day against those entered on the Ledger.

As the accounts must show both debit and credit balances, in the periodical statements forwarded to the General Direction, both these balances must be recorded.

Each year, when the balance-sheet is closed, any entries forming the several balances must be carried forward on each card, stating in each case the original date of the entry.

In the case of the "Postage expense account", the "receipt stamp account", the "Treasurer - petty cash account" the Head Accountants will at unfixed periods make a visit of inspection to assure themselves of the sums held by the holders of these deposits, and they will draw up a report to be kept by the Provincial Office.

43. - Bank Account (Conto "Banche") (Form 26).

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The movement of the current account with the Bank must be recorded on the Printed Form 26.

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As the entries recorded in the First Record (Prime Note) are taken from the account sent by the Bank, they must be grouped in conformity with the amounts stated in said accounts so as make it easy to check them with the book entries.

When checking up the accounts sent in by the Bank, which must be done each day after controlling the entries on the Journal with those recorded in the Ledger, the dates on which interest on bank deposits begins or ceases to mature should also be controlled and the schedule for the settlement of said interest payments should be brought up to date.

As proof that this control has been made, the checking clerk writes his initials in the space provided for that purpose.

The extracts of the account sent by the Bank should be immediately checked by comparing them with the entries recorded in the Journal.

The Head Accountant should personally examine any discrepencies shown by this check and provide for their immediate settlement.

The accuracy of the dates on which interest payments begin or cease to mature, as fixed by the Bank, should be carefully checked. They should be the following :

For payments - the following working day;

For withdrawals - the same day.

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When checking up the accounts sent in by the Bank, which must be done each day after controlling the entries on the Journal with those recorded in the Ledger, the dates on which interest on bank deposits begins or ceases to mature should also be controlled and the schedule for the settlement of said interest payments should be brought up to date.

As proof that this control has been made, the checking clerk writes his initials in the space provided for that purpose.

The extracts of the account sent by the Bank should be immediately checked by comparing them with the entries recorded in the Journal.

The Head Accountant should personally examine any discrepencies shown by this check and provide for their immediate settlement.

The accuracy of the dates on which interes payments begin or ceabe to mature, as fixed by the Bank, should be carefully checked. They should be the following :

For payments - the following working day;

For withdrawals - the same day.

When the half-yearly or quarterly interest payments are settled, the Provincial Offices should send to the General Di-

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rection a communication showing the following facts :

Average daily balance in our favour of the bank account for the whole half-year or quarter;

Do for the balance to our debit;

Interest payments settled in our favour;

Interest payments settled to our charge;

Closing expenses debited to us;

Total of the debit items;

Total of the credit items;

Number of entries made by the Bank in its extract of the account, both debit and credit.

44. - Consignors Account (Form 31).

A card will be made out for each consignor.

The payments relating to deposits on acc. of transports made by each consignor through the bank of post-office c/ac. (see separate instructions on accountancy) are credited on that card care being taken to record in the "transactions" column the number of the respective "request" for transport.

When payments are for several transports made for the same consignor care is taken to record this fact in the "transactions" column.

The amount of the invoices issued is debited on these cards.

The cards handled during the day must be shown in the

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Interest payments settled to our charge;

Closing expenses debited to us;

Total of the debit items;

Total of the credit items;

Number of entries made by the Bank in its extract of the account, both debit and credit.

44. - Consignors Account (Form 33).

A card will be made out for each consignor.

The payments relating to deposits on acc. of transports made by each consignor through the bank of post-office c/ac. (see separate instructions on accountancy) are credited on that card care being taken to record in the "transactions" column the number of the respective "request" for transport.

When payments are for several transports made for the same consignor care is taken to record this fact in the "transactions" column.

The amount of the invoices issued is debited on these cards.

The cards handled during the day must be shown in the card file by means of special card-markers.

A clerk other than the one who made the entries on the cards

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checks the several entries by comparing them with the vouchers so as to avoid entries relating to one account appearing on other accounts.

The same clerk will also check up the balance resulting from the entries and as evidence that the check has been made he signs his initials in the special "control" column.

Before removing the card-markers from the card-file, the credit and debit figures for the day's transactions are summed up to see that they correspond with those recorded in the ledger.

The accounts may close with debit or credit balances, and it must be remembered that in drawing up the periodical statements the two balances must be given.

The Offices will provide for the rapid cover of any debit balances.

At the end of each month the Offices forward to the General Direction the particulars relating to the entries forming the debit balance, summarising for each balance the reasons accounting for the debt.

45)-6 Carriers Account (Form 34).

A card will be opened for each carrier on which the amount of the several transports settled are credited, and the stamps affixed to the detailed bills, any sums to be recovered for the General Tax on Turnover, etc, are debited.

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he signs his initials in the special "control" column.

Before removing the card-markers from the card-file, the credit and debit figures for the day's transactions are summed up to see that they correspond with those recorded in the ledger.

The accounts may close with debit or credit balances, and it must be remembered that in drawing up the periodical statements the two balances must be given.

The Offices will provide for the rapid cover of any debit balances.

At the end of each month the Offices forward to the General Direction the particulars relating to the entries forming the debit balance, summarising for each balance the reasons accounting for the debt.

45)-6 Carriers Account (Form 34).

A card will be opened for each carrier on which the amount of the several transports settled are ~~entered~~ credited, and the stamps affixed to the detailed bills, any sums to be recovered for the General Tax on Turnover, etc., are debited.

The data to be recorded on the cards are taken from the copies of the detailed notes sent to the carriers (sheet 3 d

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of the "invoice", Form 37).

A the carriers request an order will be sent to the Bank for the payment of the balance to his credit.

The same checks mentioned in the case of the "Consignors" must be made for these cards also.

46. - Business Accounts (Profit and Loss - Overhead Expenses)

These accounts will be kept on Form 25, stating in the heading of each sheet, in the spads reserved for that purpose, the item of the Statement and on the dotted line the sub-account and group.

The record must show all the reasons justifying the assignment of the entry to the group in which it is placed.

More especially in the cases of expenses the number of the vouchers must be stated as/is prescribed (see "Sundry Accounts" "Sundry Purveyors").

The date on which the General Direction authorised the expenditure must also be stated should it exist.

Special care must be taken to secure the recovery from the parties for whom they were incurred of any expenses for telephone calls, telegrams or receipt stamps.

Form 25 above mentioned has been prepared in duplicate so as to allow of a carbon copy being taken.

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The same checks mentioned in the case of the "Consignors" must be made for these cards also.

43. - Business Accounts (Profit and Loss - Overhead Expenses)

These accounts will be kept on Form 25, stating in the heading of each sheet, in the spade reserved for that purpose, the item of the Statement and on the dotted line the sub-account and group.

The record must show all the reasons justifying the assignment of the entry to the group in which it is placed.

More especially in the cases of expenses the number of the vouchers must be stated as/is prescribed (see "Sundry Accounts already "Sundry Purveyors").

The date on which the General Direction authorised the expenditure must also be stated should it exist.

Special care must be taken to secure the recovery from the parties for whom they were incurred of any expenses for telephone calls, telegrams or receipt stamps.

Form 25 above mentioned has been prepared in duplicate so as to allow of a carbon copy being taken.

When the quarterly Statements of accounts are sent to the General Direction copies of Form 25 will bes sent with them as explanatory of the said statements.

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The titles of the groups must be those given in Form 40, second and third page, i.e. :

Losses and Profits : (a) Losses (1) Passive interest rates and any others specified later on.

(b) Profits (1) Active interest rates
(2) Interest payments on other Government securities or on others specified later on.

Overhead Expenses

(1) Staff { as per pay roll for salaries
" " " " wages
sundry remunerations subject to income-tax
D° not subject to income-tax.

(2) Journeys and transfers { journeys / transfers
(3) Actual expenses incurred for missions
(4) Attendance fees
(5) For lawyers, notaries, advisory expenses
(6) Books and Papers
(7) Postal and telegraphic
(8) Telephonic.
(9) Fiscal { Stamp duty and general tax on turnover / Income-tax (class B) and rates
(10) Locomotion
(11) Stationery and printing
(12) Insurances
(13) Premises { rent / heating / light / up-keep and cleaning
(14) Up-keep and repair of furniture - machine installations
(15) Settlement of staff retiring allowances
(16) Share of General Direction expenses
(17) Share of Compartmental Office expenses
(18).....
(19).....
(20) Sundry.

and any other groups which may be specified later on.

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later on.

(b) Profits (1) Active interest rates
(2) Interest payments on other Government securities or on others specified later on.

Overhead Expenses

(1) Staff { as per pay roll for salaries
{ " " " " wages
{sundry remunerations subject to income-tax
{Do not subject to income-tax.

(2) Journeys and transfers { journeys
{ transfers
(3) Actual expenses incurred for missions
(4) Attendance fees
(5) For lawyers, notaries, advisory expenses
(6) Books and Papers
(7) Postal and telegraphic
(8) Telephonic.
(9) Fiscal { Stamp duty and general tax on turnover
{Income-tax (class 2) and rates
(10) Locomotion
(11) Stationery and printing
(12) Insurances
(13) Premises { rent
{heating
{light
{up-keep and cleaning
(14) Up-keep and repair of furniture - machine installations
(15) Settlement of staff retiring allowances
(16) Share of General Direction expenses
(17) Share of Compartmental Office expenses
(18).....
(19).....
(20) Sundry.

and any other groups which may be specified later on.

47. - Kilometric Contributions.

It does not seem necessary for the present to open an ac-

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count for the kilometric contributions as the relative items entered in the Ledger will be sufficient.

SUNDRY FORMS.

4a. - Invoice (Form 37).

The invoice form has been so prepared as to obtain at the same time the specified note for the consignor and the carrier. It consists of the following sheets :

Nº 1 - specified invoice for the consignor;

Nº 2 - " " " " carrier

Nº 3 - Copy of the specified invoice for the Carrier

Nº 4 - " " " " " " " Consignor.

Sheets 2 and 3 are folded at a certain height so as to avoid copying on them data which do not concern the carrier.

The contents of the invoice consist in a copy of the "payment of transport" conditions printed on the back of the section of the Bill of Freight ~~which~~ due to the ENAC. (See circular "Administrative and Accountancy Rules - Sequel of the transactions").

Invoices may be issued to cover the four following cases :

(a) invoices drawn on the consignors to the Provincial office with the right to recover from them the amount of the General Tax on Turnover.

(b) invoices drawn on the consignors to the Provincial

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48. - Invoice (form 37).

The invoice form has been so prepared as to obtain at the same time the specified note for the consignor and the carrier. It consists of the following sheets :

N° 1 - specified invoice for the consignor;

N° 2 - " " " " carrier

N° 3 - Copy of the specified invoice for the Carrier

N° 4 - " " " " " " " Consignor.

Sheets 2 and 3 are folded at a certain height so as to avoid copying on them data which do not concern the carrier.

The contents of the invoice consist in a copy of the "payment of transport" conditions printed on the back of the section of the Bill of Freight ~~which~~ due to the RNAC. (See circular "Administrative and Accountancy Rules - Sequel of the transactions").

Invoices may be issued to cover the four following cases :

(a) invoices drawn on the consignors to the Provincial office with the right to recover from them the amount of the General Tax on Turnover.

(b) invoices drawn on the consignors to the Provincial Office with the right to recover the ~~same~~ amount of the General Tax on Turnover from the carriers.

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(c) invoices drawn on the consignors to other Provincial Offices with the right to recover from them the amount of the General Tax on Turnover.

(d) Invoices drawn on the consignors to other Provincial Offices with the right to recover the amount of the General Tax on Turnover from the carriers.

In making out the invoices care must be taken to bear in mind the following points :

Point 1 - The invoice is made out as outlined and the General Tax on Turnover is summed up in the general total which the consignor has to pay.

Sheets 2 and 3 are then detached, or, after unfolding their respective margins the debit items are filled in stating the cost of the stamps and of any other sums to be debited to the carrier.

Point 2 - The invoice is made out as outlined except for the General Tax on Turnover, the amount of which will be stated internally and will therefore not be included in the total due by the Consignor.

Sheets 2 and 3 are then detached, or, after unfolding their respective margins the debit items are completed by stating the cost of the stamp, of the General Tax on Turnover for which the Consignor is not liable, and any othr sums due by the

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(d) Invoices drawn on the consignors to other Provincial Offices with the right to recover the amount of the General Tax on Turnover from the carriers.

In making out the invoices care must be taken to bear in mind the following points :

Point 1 - The invoice is made out as outlined and the General Tax on Turnover is summed up in the general total which the consignor has to pay.

Sheets 2 and 3 are then detached, or, after unfolding their respective margins the debit items are filled in ~~stating~~ stating the cost of the stamps and of any other sums to be debited to the carrier.

Point 2 - The invoice is made out as outlined except for the General Tax on Turnover, the amount of which will be stated internally and will therefore not be included in the total due by the Consignor.

Sheets 2 and 3 are then detached, or, after unfolding their respective margins the debit items are completed by stating the cost of the stamp, of the General Tax on Turnover for which the Consignor is not liable, and any other sums due by the carrier.

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Point 3 - The invoice is made out as in Point 1, care being taken to add after the name of the Consignor the following words "through the Provincial Office of ....."

Point 4 - The invoice is made out as in Point 3 with the addition of the words stated in Point 3, which will be written, in the space reserved for that purpose, after the name of the Consignor.

When they have been made out, sheet 4 of the invoices are arranged in the progressive numerical order in which they were written. The collection of these sheets forms the separate account for the item of the Statement "Invoiced Transports".

This collection also supplies the data required for compiling the entries on the "Consignor" cards, while the entries to be made on the "Carrier" cards are supplied by the Sheets 3 of the said invoices, which, when the entries have been made and controlled, are preserved in the individual files of the carriers.

The collection of sheets forming the account "Invoiced Transports" supplies the data to be entered on the "Invoice Register" for the payment of the General Tax on Turnover by m means of the weekly postal cheques.

The entries to be made in the First Record (Prima Nota) are the following :

Case (a)

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dition of the words stated in Point 3, which will be written, in the space reserved for that purpose, after the name of the Consignor.

When they have been made out, sheet 4 of the invoices are arranged in the progressive numerical order in which they were written. The collection of these sheets forms the separate account for the item of the Statement "Invoiced Transports".

This collection also supplies the data required for compiling the entries on the "Consignor" cards, while the entries to be made on the "Carrier" cards are supplied by the Sheets 3 of the said invoices, which, when the entries have been made and controlled, are preserved in the individual Files of the carriers.

The collection of sheets forming the account "Invoiced Transports" supplies the data to be entered on the "Invoice Register" for the payment of the General Tax on Turnover by means of the weekly postal cheques.

The entries to be made in the First Record (Prime Nota) are the following :

Case (a)

INVOICED TRANSPORTS to the following CARRIERS

For the price of the transport due to the carrier

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KILOMETRIC CONTRIBUTIONS
For the amount of the additional contribution due to the FNAC

SUNDRY ACCOUNTS
(General Tax on Turnover as shown by the invoices)
For the recovery of the General Tax on Turnover
(printed forms account)
f r the share debited as reimbursement of such outlay
(recoverable expenses)

for the repayment of any expenses recorded under that heading in the invoice.

(Receipt Stamp Account)
for stamps affixed to the specified note to the carrier for receipt stamps affixed to any recoverable expenses.

The total under this head must be equal to the total amount of the invoice to the Consignor.

CARRIERS SUNDRY ACCOUNTS
(Receipt Stamp Account)
for stamps recorded as debits

CONSIGNORS INVOICED TRANSPORTS
for the total amount of each invoice.

Case h.
INVOICED TRANSPORTS to the following
CARRIERS
for the price of the transport due to the Carrier

KILOMETRIC CONTRIBUTION
for the amount of the additional contribution due to the FNAC

SUNDRY ACCOUNTS
(Account for printed forms)
for the quota debited as reimbursement of such expenses.

(Recoverable expenses)
for ~~xxx~~ any recorded under this head in the invoice

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(printed forms account)
for the share debited as reimbursement of such outlay
(recoverable expenses)

for the repayment of any expenses recorded under that heading in the invoice.

(Receipt Stamp Account)
for stamps affixed to the specified note to the carrier for receipt stamps affixed to any recoverable expenses.

The total under this head must be equal to the total amount of the invoice to the Consignor.

CREDITORS SUNDRY ACCOUNTS
(Receipt Stamp Account)
for stamps recorded as debits

CONSIGNORS INVOICED TRANSPORTS
for the total amount of each invoice.

Case b.

INVOICED TRANSPORTS to the following
CARRIERS
for the price of the transport due to the Carrier

KILOMETRIC CONTRIBUTION
for the amount of the additional contribution due to the ENAC

SUNDRY ACCOUNTS
(Account for printed forms)
for the quota debited as reimbursement of such expenses.

(Recoverable expenses)
for ~~any~~ any recorded under this head in the invoice

(Receipt Stamp Account)
for stamps affixed to the specified notes
for receipt stamps due for any recoverable expenses.

CARRIERS SUNDRY ACCOUNTS
(General Tax on Turnover as shown by the invoices)
for recovery of the General Tax on Turnover.

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(Receipt stamp account)
for stamps affived to the specified notes.

CONSIGNORS INVOICED TRANSPORTS
for the amount stated in the total of the specified note to t
the Consignor.

Case c.
INVOICED TRANSPORTS to the following
CARRIERS
for the price of the transport due to the Carrier.

KILOMETRIC CONTRIBUTIONS
FOR THE AMOUNT OF THE ADDITIONAL CONTRIBUTION DUE TO THE RNAC

SUNDRY ACCOUNTS
(General Tax on Turnover as shown
by the Invoices).
for recovery of the General Tax on Turnover.

(Printed Forms Account)
for the quota debited as reimbursement of such expenses.

(Recoverable Expenses)
for any such expenses

(Receipt Stamp Account)
for stamps affixed to the specified note.
for receipt stamps affixed to any recoverable expenses.

The total under this head must be equal to the amount shown
in the invoice to the Consignor.

CARRIERS SUNDRY ACCOUNTS
(Receipt Stamp Account)
for stamps affixed to the specified note sent to the carrier.

HEAD OFFICE AND OFFICES INVOICED TRANSPORTS
(Provincial Office to
which it belongs)
the Consignor belongs)

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the Consignor.

Case c.

INVOICED TRANSPORTS to the following CARRIERS
for the price of the transport due to the Carrier.

KILOMETRIC CONTRIBUTIONS
FOR THE AMOUNT OF THE ADDITIONAL CONTRIBUTION DUE TO THE REAC

SUNDRY ACCOUNTS
(General Tax on Turnover as shown by the Invoices).
for recovery of the General Tax on Turnover.

(Printed Forms Account)
for the quota debited as reimbursement of such expenses.

(Recoverable Expenses)
for any such expenses

(Receipt Stamp Account)
for stamps affixed to the specified note.
for receipt stamps affixed to any recoverable expenses.

The total under this head must be equal to the amount shown in the invoice to the Consignor.

CARRIERS
SUNDRY ACCOUNTS
(Receipt Stamp Account)
for stamps affixed to the specified note sent to the carrier.

HEAD OFFICE AND OFFICES
(Provincial Office to which the Consignor belongs)
for the total amount of the invoice.

INVOICED TRANSPORTS

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KILOMETRIC CONTRIBUTIONS — HEAD OFFICE AND OFFICES
for the retrocession to the Ente of the whole of the amount of the additional contribution pertaining to the Provincial Office to which the Consignor bel ngs.

Case d. INVOICED TRANSPORTS — to the following CARRIERS

for the price of the transport due to the Carrier.

KILOMETRIC CONTRIBUTIONS

for the additional contribution due to the ENAC

SUNDRY ACCOUNTS
(Printed Forms Account)

for the quota debited as reimbursement for such expenses.

(recoverable expenses

for any recorded in the invoice.

(Receipt Stamp Account)

for stamps affixed to the specified note
for receipt stamps affixed to any recoverable expenses.

CARRIERS — SUNDRY ACCOUNTS
(General Tax on Turnover as shows by the Invoices)

for recovery of the General Tax on Turnover
(Receipt Stamp Account)

for stamps affixed to the specified note.

HEAD OFFICE AND OFFICES — INVOICED TRANSPORTS.
Provincial Office to which
the Consignor belongs.
for the total amount of the invoice of the Consignor.

KILOMETRIC CONTRIBUTIONS — HEAD OFFICE AND OFFICES
for the retrocession to the ENAC of the whole amount of the additional contribution pertaining to the Provincial Office to which the Consignor belongs.

In cases (c) and (d) the invoices sent to the Consignors

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Case d. INVOICED TRANSPORTS to the following CARRIERS

for the price of the transport due to the Carrier.

KILOMETRIC CONTRIBUTIONS

for the additional contribution due to the ENAC

SUNDRY ACCOUNTS
(Printed Forms Account)

for the quota debited as reimbursement for such expenses.

(recoverable expenses

for any recorded in the invoice.

(Receipt Stamp Account)

for stamps affixed to the specified note
For receipt stamps affixed to any recoverable expenses.

CAR IERS SUNDRY ACCOUNTS
(General Tax on Turnover as shown by the Invoices)

for recovery of the General Tax on Turnover
(Receipt Stamp Account)

for stamps affixed to the specified note.

HEAD OFFICE AND OFFICES INVOICED TRANSPORTS.
Provincial Office to which
the Consignor belongs.
for the total amount of the invoice of the Consignor.

KILOMETRIC CONTRIBUTIONS HEAD OFFICE AND OFFICES
for the retrocession to the ENAC of the whole amount of the additional contribution pertaining to the Provincial Office to which the Consignor belongs.

In cases (c) and (d) the invoices sent to the Consignors will be summed up on Form 38 and sent to the Provincial Office which will attend to forwarding it and debiting the amounts on the cards of the Consignors.

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49. - List of Receipts Forwarded (Form 30).

This form has been prepared in duplicate; the original with the attached perforated receipt form, is sent to the Bank accompanied by the receipts (Form 31) and any invoices mentioned in it.

The Office holds the other copy. The perforated receipt form, duly signed and returned by the Bank, is attached to the back of this copy.

Receipt forms which are not returned are the subject of enquiry made of the Bank.

When the receipt forms are sent to the bank no book entries are made relating to them; but when the notice of the debit entry accompanied by the receipt signed by the receipients and by the receipted invoices are received back from the Bank the naif book entries are made.

In the special column headed "Date of Entry" of the copy held by the Office, the date of recording the transaction in the First Record will be stated.

It should be remembered that these lists must be numbered progressively as they are issued.

Payments mm made on other localities will be listed separately from those made in the locality of the Office.

The copies of these lists will be kept in

ed in it.

The Office holds the other copy. The perforated receipt form, duly signed and returned by the Bank, is attached to the back of this copy.

Receipt forms which are not returned are the subject of enquiry made of the Bank.

When the receipt forms are sent to the bank no book entries are made relating to them; but when the notice of the debit entry accompanied by the receipt signed by the receipients and by the receipted invoices are received back from the Bank the naif book entries are made.

In the special column headed "Date of Entry" of the copy held by the Office, the date of recording the transaction in the First Record will be stated.

It should be remembered that these lists must be numbered progressively as they are issued.

Payments are made on other localities will be listed separately from those made in the locality of the Office. 2554
The copies of these lists will be kept in special files called by the title ""Orders of payment to be settled" (Ordinativi di pagamento da evadere).

When all the payments detailed in each sheet have been

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settled, the sheets themselves are removed from the file above mentioned and placed in another entitled "Pay orders settled".

Each week, or whenever necessary, enquiry must be made of the Bank about the payments arranged for and not yet settled.

The date of such enquiries will be written in red ink on the copy of Form 30 held by the Office.

The date on which interest begins maturing which the Bank must fix for the debits for payment arranged by the Offices corresponds to the date of payment as shown by the receipt is the payment is made in this place where the Office is, or of the counterfoil of the circular cheque or of the postaoffice current acc/ (not negotiable) sent by the Bank for payments made in other places.

The receipts are carefully needed when returned by the Bank, special attention being taken to see that the proper stamps have been affixed, which are always charged to the recipients.

50. - General Receipt of Payment made directly by the Provincial Office (Form 39).

This Form is used for transactions within the Office (petty cash) and for the receipts for salaries and other disbursements to the Staff.

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51. - Account Statement (Form 40).

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the Bank about the payments arranged for and not yet settled.

The date of such enquiries will be written in red ink on the copy of Form 30 held by the Office.

The date on which interest begins maturing which the Bank must fix for the debits for payment arranged by the Offices corresponds to the date of payment as shown by the receipt in the payment is made in the place where the Office is, or of the counterfoil of the circular cheque or of the postoffice current acc/ (not negotiable) sent by the Bank for payments made in other places.

The receipts are carefully dated when returned by the Bank, special attention being taken to see that the proper stamps have been affixed, which are always charged to the recipients.

50. - General Receipt of Payment made directly by the Provincial Office (Form 32).

This Form is used for transactions within the Office (petty cash) and for the receipts for salaries and other disbursements to the Staff.

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51. - Account Statement (Form 40).

This Form is used for making the statement of accounts to be forwarded to the General Direction at the dates established in the Accountancy Regulations.

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This form is divided into four spaces :

-the first is reserved for the capital situation and must be filled in in conformity with the instructions printed on the form; for each account the general total of the entries (as shown by the Ledger, Form 24) and the corresponding balance must be recorded. For the Consignors accounts and the Sundry Accounts the debit and credit balances are recorded.

-the second and third space are reserved for the particulars of the Business Accounts:

-the fourth space is filled in with the business results of the management.

THE DIRECTOR GENERAL

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