

1.5 37
Declassified E.O. 12356 Section 3.3/NND No. 785021

Commodity and Sea Freight

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

10000/148/1201
1 mar 45

Tel. 534

TRANSPORTATION AND SHIPPING SUB-COMMISSION

JMH/1er

ATG 394

Transportation and Shipping Sub-Commission

AO/524/52/Pa.3

25 February 1946

SUBJECT : Sea Freight.

TO : Industry and Utilities S/C
Coal Division.

1. The enclosed letter and attachments
are sent to you for necessary action.

2. As this Sub-Commission will close down
w.e.f. 1 March 1946, will you please reply to me
direct.

For the Director :


E.P. MAHALAN
Major R.A.

Copy to : Chairman
Sea Lane Committee
Ministry of Transport
Navy House Naples
Ref. JBI/one III/MI
14 February 1946

1187

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

222/100

AC/524/51/Tn.3

26 February 1946

SUBJECT : Freight Tariffs.

TO : Economic Section (Supply Group).

1. The Director General of Italian Merchant Marine reports that, in agreement with the Allied Shipping Authorities, the freight tariffs of vessels up to 3500 tons have been amended.

2. The attached schedule gives the revisions. Column 1 gives the rate which has been in operation until now. Columns 2 - 5 quotes the revised rates for various size vessels and the last column for schooners and motor vessels not exceeding 800 tons.

3. These revisions should enable smaller types of vessels to carry bulk cargoes which may be useful.

4. The Merchant Marine have been informed that Allied Commission approve these changes in rates.

For the Director :

22
M. F. DAVANAN
Major R.S.

1186

Tel. 534

HEADQUARTERS ALLIED COMMISSION

JHM/gm

APD 194

Transportation and Shipping Sub-Commission

Our Ref :- AC/504/45/Tn3

4 February 1946

SUBJECT :- "Sarvis".

TO

:- Chairman

U.S.A. Zone III Committee

Ministry of War Transport

Navy House - Naples -

1.

Ref your EAH/pr/30/45 of 14 Dec. 1945.

2.

We are informed by Combined Petroleum Committee that enclosed account should be submitted to C.I.P. Via del Tritone 10: Rome. Reference issue to C.I.P. ex D Stocks Schedule 'A' Sept. 1945 Voucher No. 5.

For the Director :-

J.M. HAMILTON
Capt. RE

ALLIED SUPPLY ACCOUNTING AGENCY

Branch of

ALLIED FORCE HEADQUARTERS
G-5 SECTION
CMF.

Postal Address

c/o FINANCE SUB-COMMISSION
HEADQUARTERS, ALLIED COMMISSION
APO 394 CMF.

Ref: 13659/F/A

Date: 29 January 1946

Subject: Freight Account.

To: Transportation & Shipping Sub-Commission
HQ A.C.

1. Reference your letter AC/524/47/Tn.3 dated 20th December 45 with freight account attached.
2. We have communicated with Combined Petroleum Committee on the matter and they inform us that this account should be submitted to Comitato Italiano Petroli (Via del Tritone 161, Roma).
3. The Cargo was 314.45 barrels of Kerosene which were shipped in September. (Reference "Issues to C.I.P. ex W.D. Stocks" - Schedule "A" September 1945 - voucher No. 5 accompanying Combined Petroleum Committee letter dated 8 January 1946. Copy to Comitato Italiano Petroli).

R. Ruppman Lt Col RA
Major
for Chief Accountant,
Allied Supply Accounting Agency.

Enclosure: Freight A/C

Tel. 534 TRANSPORTATION AND SHIPPING SUB-COMMISSION JHR,
INTER OFFICE MEMORANDUM

AC/SPA/47/Tn.3

20 December 1948

SUBJECT : Freight Account £: 2080.0.0
TO : Finance Sub-Commission
Financial Accounting Unit.

1. The enclosed account has been forwarded to this Division for payment.
2. Shipment cannot be confirmed as bid was not made through us.
3. Pet. Sect. AFHQ state that shipment was arranged by PMS and that account should be passed to you.

For the Director :

[Signature]
M.P. LARAHAN
Major R.E.

Copy to : Ministry of War Transport
For Chairman Zone III Committee
Navy House, Naples

[Signature]
(Ref. JBI/UKI/
Zone III/84
30 October 1948)

1944

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

MINISTRY OF WAR TRANSPORT
MEDITERRANEAN REPRESENTATIVE
SAFE HOUSE
NAPLES

48

[Faint, mostly illegible handwritten text]

Capt Hazellon

~~Who arranged that
they were
would not see him~~

~~William H. L.~~

be able to help 11/20

[Handwritten signature]

[Faint handwritten notes at bottom left]

1545

Declassified E.O. 12356 Section 3.3/NND No. 7850 31

1
Tel: 934

HEADQUARTERS ALLIED COM 138145
AND 1384
Transportation Sub-Operations

45
KPL/31

AC/5 24/45/TB3

13 November 1945

SUBJECT : " UASTA "

TO : Minister of War Transport
Mediterranean Representative
Navy House
Naples

With reference to your JBL/ITAL. 1/2075 11/1/45 dated
2 Nov. 45.

The attached account is for payment by consignors,
Sec. Fin. Carbonifera Sarda.

For the Director:

L. L. L.
L. L. L.
Major R. L.

1151

HEADQUARTERS MILITARY COMMISSION
A.S.C. 194
Food and Agriculture Sub-Commission

MSC/18

31st November 1945.

TO : HQ
FROM : HQ-5/25 /Food
SUBJECT : Transportation costs on wine to Trieste.
TO : HQ. A.S. Tn.3/2, (Attn. Maj. Lateness)

1. Refer our letter HQ-5/1 /Food dated 2nd October.
2. Have you any comment on the item indicated?

W. J. Cunningham, Esq.
JAMES H. CUNNINGHAM,
Director
Food and Agriculture Sub-Commission

Copy for info. 134

HQ. AMB 13 Corps, (Attn. Lt. Col. Hickenstein), (refer
your 132/AMB/23/25/17 dated 17th
September.)

no - take up before

Capit Hazelton

*There is little point in
commenting upon this
previous letter. That is
the object of it do? HSE*

*OK
W. J.*

JHR/elo

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 534

7 November 1945

AC/524/44/Tn 3

SUBJECT : "HARVIA"

TO : Chairman, Zone III Committee
MWT (Med)
Navy House
Naples

1. Reference your JBL/UKI/Zone III/84 dated 30 October '45.
2. It is regretted that we are unable to trace this shipment.
3. Will you please confirm details quoted.

For the Director

L. L. Laraman
L. L. LARAMAN,
Major R.E.

1179

HEADQUARTERS ALLIED COMMISSION
A.P.O. 304
ECONOMIC SECTION

ROUTING AND WORK SHEET

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

SUBJECT: *Sea Freight - Per Rupa.*

No	Date	To	REMARKS	From
1	6 NOV	Investor Etc	Will you please confirm that the attached account is payable by A.C. <i>M. A. L. C. L.</i>	Invest. Sec Nov. Shipping
2	9 NOV	Shipping	Payment is to be made by Sic. Van Carraifern Sarda at Sham on attached Sea Bill. The in no action I would agree.	Shipping Investor

1178

MINISTRY OF WAR TRANSPORT
MEDITERRANEAN REPRESENTATIVE
NAVY HOUSE
SAPLES

Ref: JBL/ITAL. I/ZONE III/55.

2nd November, 1945.

To: Headquarters Allied Commission,
A.P.O. 394
Transportation Sub-Commission, Rome.

From: Chairman, Zone III Committee.

" GASTA "

The above vessel, under the procedure ruling in ZONE III Area,
loaded 478 tons Pitprops at REGGIO and discharged same at SAN ANTIPOCO
for your account during period 2nd to 9th September, 1945.

For purposes of freight settlement, it has been agreed by ZONE III
Committee of the United Maritime Authority that the rate of freight on
this occasion amounts to 60/- per ton of cargo, making a total of £ 1434
as per enclosed account, and we shall be obliged if you will give this
matter your attention in due course.

J.B. Littlejohn
(J.B. LITTLEJOHN)

for CHAIRMAN ZONE III COMMITTEE.

1177

MINISTRY OF WAR TRANSPORT
MEDITERRANEAN REPRESENTATIVE
NAVY HOUSE,
NAPLES.

30th October, 1945.

Ref: JHL/WKI/ZONE III/84

To: Headquarters Allied Commission,
A.P.O. 394
Transportation Sub-Commission, Rome.

From: Chairman, Zone III Committee.

"MARVIA"

The above vessel, under the procedure ruling in Zone III Area, loaded 407 tons Kerosene at Leghorn and discharged same at Cagliari for your account during period 21st to 26th September 1945.

For purposes of freight settlement, it has been agreed by Zone III Committee of the United Maritime Authority that the lump sum freight on this occasion amounts to £2,050 as per enclosed account, and we shall be obliged if you will give this matter your attention in due course.

J. B. Littlejohn

(J. B. LITTLEJOHN)

For Chairman, Zone III Committee.

cc. File.
Circulation File.

1136

TRIP DESIGN MEMO

101 11 1996

net $\frac{1}{2} \pi = 0.70$ (50%)

my letter, my

Control not into 1984

(24)

TRANSLATION

AS/ga

CO.GE.NA
President's Office

No. 4477/UP

Rome 28 Sept. 45

SUBJECT :- Shipping Price for the transportation
of salt by coast shipping.

TO :- Montecatini "Sec. Gen. per l'Industria
Mineraria Chimica Liaison Officer).
Via Antonio Salandra 13 Roma.

1. Reference is made to your letter 15 Sept.
addressed to the A.C. Economic Section and sent also to us.

2. We inform you that measures to be passed,
in agreement with the A.C. and which will come into action
beginning 1 Oct. have established the forming of a new
category (the fifth) including goods in bulk (pyrites, coal,
wheat, salt etc.)

3. The transportation price of these goods will
be equal to the cost provided for the fourth category after
it has been reduced of 20% reduction that is foreseen for all
the four categories.

4. For the goods in the fifth category the
minimum pay will be for distances of 50 miles with variations
for every 10 Miles and not for a minimum of 108 Miles as for
the other four categories.

5. In regards the movement of pyrites made by
your company the new tariff will be applied starting the
same day you begin shipping this goods with coastal ships.

For the President
Agd A.T. MARENA

Copy to :- Transportation S/C
attn. Major Laraman

Ministry of War Transportation
25 Corso Italia Rome
attn E.A.J. Harvey.

117
524

1583

TRANSLATION

63/72

CO. 22. R.

40

1. 11/07/72

Room 21 2nd Fl. 4-

Subject: Reports of loading on Soviet ships.
NY 100-100000

*Index 37-38
ref*

1. The U.S. of the Soviet Union has been informed that in the absence of any official statement in regard to, before the U.S. has been informed of the reported goods on the ship "LORNA" and "SIA-GA-RUNA" it has been requested by the U.S. to be informed if the report has been ~~made~~ in the U.S. or not.

PAID

2. The ¹⁹⁵² report of the U.S. of the Soviet Union has been informed that in both cases there have been a number of the goods to be used in the U.S.

3. For the purpose of the U.S. of the Soviet Union has been informed that in both cases there have been a number of the goods to be used in the U.S.

4. In addition to the U.S. of the Soviet Union has been informed that in both cases there have been a number of the goods to be used in the U.S.

For the U.S. of the Soviet Union
John A. Brown

NY 100-100000
22. 11/07/72
A. J. Brown
A. J. Brown
A. J. Brown
A. J. Brown

1173

524

1554

HEADQUARTERS ALLIED COMMISSION
APO 304
ECONOMIC SECTION

34

ROUTING AND WORK SHEET

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

SUBJECT: *Request for S.I.T. Reports*

No	Date	To	REMARKS	From
1	9/15/45	To S/C	<i>For appropriate action and preparation of reply to attached letter from Monticelli Co. for signature of H/V.P. Econ. Section, please.</i>	<i>Supp. Sec. E/S</i>
	24 Sept. 45		<i>James M. Leachman 10th. 24</i>	

Copied pasted to Econ Sec

1172

1555

Declassified E.O. 12356 Section 3.3/NNN No. 1185021

FILE

Tel. 534

HEADQUARTERS ARMED COMMISSION
APO 394
Transportation Sub-Commission

NPL/lar

AC/524/39/Tn.3

21 September 1945

SUBJECT : Freight rates.

TO : ITMARE
via Gestari No. 3
Rome

1. Reference the attached letter from Montecchini dated 15 September regarding freight rates.

2. This letter is passed to you for consideration. Your reply should be sent direct to the firm concerned.

For the Director :-

X.P. LARMAN
Major R.E.

Copy : RMF Rome
Economic Section

1171

copy

Division of ICE
RDJ/tt

copy to : AC/HQ - Transportation
J/C (a in Maj Laraman)

AC/HQ
Memorandum Section

A. J. P.
(with Mr. Harvey)
S. O. M. P.
Corso d'Italia 25

SUBJECT : Freight for salt shipments.

1. We wish to recall your previous efficient intervention in the matter of freight rates for pyrites (see your letter dated 19th of April to our Company on this subject), following which freight rates from Portugal to Ligurian ports were drastically reduced by COAMMA (appr. from 1,100 Lit. to 800 Lit/ton f.i.o.).

2. In accordance with programs laid out by A.I. and the Committee for the Chemical Industry in Northern Italy, shipments of solar salt from Cagliari have already started and rock salt will be shortly collected at Porto Mappedole (Sicily) bound for Ligurian ports.

3. In view of the above, we earnestly request your kind assistance with COAMMA and the Gen. Direction of Merchant Navy in order to have also freight rates from Sicilian and Sardinian harbours reviewed and curtailed.
For your guidance present freight costs for solar and rock salt from Porto Mappedole (Sicily) and Cagliari (Sardinia) to Genoa and Savona are hereunder submitted :

Porto Mappedole - Genoa	473 Lit/ton f.i.o.	1170
" - Savona	249 "	"
Cagliari	"	"

1. We wish to recall your previous efficient intervention in the matter of freight rates for pyrites (see your letter dated 19th of April to our Company on this subject), following which freight rates from Portofino to Ligurian ports were drastically reduced by COGEMA (apr. from 1,300 lit. to 800 lit/ton f.i.o.).

2. In accordance with programs laid out by A.S. and the Committee for the Chemical Industry in Northern Italy, shipments of solar salt from Cagliari have already started and rock salt will be shortly collected at Porto Impeccable (Sardinia) bound for Ligurian ports.

3. In view of the above, we earnestly request your kind assistance with COGEMA and the Gen. Direction of Merchant Navy in order to have also freight rates from Sicilian and Sardinian harbours reviewed and curtailed.

For your guidance present freight costs for solar and rock salt from Porto Impeccable (Sicily) and Cagliari (Sardinia) to Genoa and Savona are herewith submitted:

Porto Impeccable - Genoa	2473 lit/ton f.i.o.	1170
" - Savona	249 " " "	"
Cagliari - Genoa	2123 " " "	"
" - Savona	2020 " " "	"

4. It is quite apparent that above figures are out of proportion with present situation, particularly after hostilities have ended and that a 50% reduction could be considered only fair.

5. While awaiting your kind reaction on this important matter (which is of a general interest to the nation economy) we thank you and remain.

COGEMA

HEADQUARTERS ALLIED COMMISSION
APO 194
Transportation Sub-Commission

Ref: 534

AO/524/02/EnJ

20 September 1945

SUBJECT : Freight Charges

TO : ITMARN
Attn: Mr. Barone

1. Following extract of communication from AO Port
Liaison Officer at Venice is passed to you for the appropriate
action.

" 1) Attention is drawn to two queries which arose
recently when wine for civilian consignees
was loaded on to Allied ships and no indica-
tion given as to whether or not the freightage
and cost of discharge had been paid before
shipment.

2) In both cases the necessary safeguards were
taken by the A.L.L. at Venice to ensure that
the cargo was frozen until the queries were
settled, but this caused unnecessary work.

a) SS MOLLA 43 tons wine on STO Charter.
Subsequently confirmed that COGNAC
HAWI had been paid.

b) Gen. BIANCA 250 tons wine on HASC
Charter
Subsequently confirmed that COGNAC
was to collect.

3) Can some drill be established e.g. the bill of

File

APL/PL 38

1. Following extract of communication from AC Port Liaison Officer at Venice is passed to you for the appropriate action.

* 1) Attention is drawn to two queries which arose recently when wine for civilian consignees was loaded on to Allied ships and no indication given as to whether or not the freightage and cost of discharge had been paid before shipment.

2) In both cases the necessary safeguards were taken by the P.L.O. at Venice to ensure that the cargo was frozen until the queries were settled, but this caused unnecessary work.

a) US MOTIA 82 tons wine on STO Charter.

Subsequently confirmed that COGNAC BARI had been paid.

b) SCH. BIANCA ROSA 250 tons wine on RASC Charter

Subsequently confirmed that COGNAC VENICE

was to collect.

3) Can some drill be reestablished e.g. the bill of lading endorsed."

2. It is requested that the necessary arrangements are made in port of loading to avoid delays in port of discharge whilst it is confirmed that all freight charges have been prepared.

3. Please confirm present position so that AC HQ in Venice can be advised.

For the Director:

L. Khanman
M.P. LARAHAN
Major R.C.

OFFICE OF THE
BRITISH MINISTRY OF WAR TRANSPORT

TELEPHONE 543246 Ext. 37

Rome, 4th August 1945.

To : Transportation Sub-Commission
Major W. P. Laraman.

Subject : Tariff rates for Phosphates.

In reply to your telephonic request for advance information on the proposed rate for Phosphates from E. Africa, we are now able to advise that the figure of 26/6 F.I.O. is being tabled for approval.

No responsibility attaches to this Ministry for the quotation given, and the rate must not be regarded as definite until confirmation is obtained from London.


A. M. Harvey.

Copy to:

Commerce Sub-Commission, Foreign Trade Section (Major Paul)
U.M.S.
Istituto Italiano Commercio Estero
Montecatini Co.

116

224

TRANSLATION

34
35/11

Ministry S. Food

Inspectorate: VIII. Serv: Transport.

Ref: A /VIII/ 2057/6.

Rome 27 July 1946

To: Ministry of Marine
General Department of Merchant Marine
Rome

SUBJECT: Maritime transport of not rationed food stuffs.
Rates for the transport of live stock from Sardi-
nia to the main land -

General Piana - High Commissioner of Sardinia. Informs this
Ministry that the rates for the transport of sheep and cat-
tle are too high and he requests that they should be reduced
to a fourth of the present rates -

We are waiting to know if the request, which is of vital
importance for the economy of Sardinia, seriously ravaged by
the drought and grasshoppers, can be accepted -

THE MINISTER
(sgd) Molè.

1167

Copy to:

- Allied Commission - Transportation Sub-Commission - Rome -
- Allied Commission - Food - Sub-Commission - Rome -

*For the Ministry of Marine, 11/11/46 (Molè)
Molè will be directed to the Ministry of Marine
on 11/11/46, for the Ministry of Marine, 11/11/46*

Mr. Clark - Port
with.

It is presumed this
matter is being taken up
by Ministry of Marine
with proper authorities. P

rk



MINISTERO DELLA MARINA
DIREZIONE GENERALE DELLA MARINA MERCANTILE

DIREZIONE GENERALE DELLA MARINA MERCANTILE

DIVISIONE IV

2208 / I

PROTOCOLLO 2208 / I allegato

11 2 LUGLIO 1945 1044

ALLA COMMISSIONE ALLEATA - SOLO COME

MISURAZIONE PER I TRASPORTI

E. O. S. A.
RECEIVED

Argomento: Riunione presso la Direzione Generale della Marina Mercan-
tile per l'esame di questioni tariffarie.

Il 3 luglio p.v., alle ore 10, sarà tenuta, nei locali della
Direzione Generale della Marina Mercantile, una riunione per esam-
inare la questione relativa alle tariffe da applicarsi, nel
verti poi il ristretto all'amministrazione italiana, per la equi-
tazione delle operazioni di carico, scarico e movimento in genere
delle merci e dei materiali.

A tale riunione parteciperanno gli Uffici preposti alla
disciplina del lavoro nei porti suddetti, nonché i Consoli e i
direttori amministrativi delle Compagnie portuali esistenti nei
porti stessi.

Plausibile credito anche l'intervento di rappresentanti della

C.A.

IL MINISTRO
Pall

Il 3 luglio p.v., alle ore 10, sarà tenuta, nei locali della Direzione Generale della Marina Mercantile, una riunione per esaminare in questione relative alle tariffe da applicarsi, nei vari porti costituiti all'Amministrazione italiana, per la esecuzione delle operazioni di carico, scarico e movimento in genere delle merci e dei materiali.

A tale riunione parteciperanno gli Ufficiali preposti alla disciplina del lavoro nei porti suddetti, nonché i Consoli e il direttore amministrativi delle Compagnie portuali esistenti nei porti stessi.

partiti stessi.

IL WINTERS

☐ [View all](#)
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☐ [View all](#)
☐ [View all](#)

9

FILE

(30)

3 BIRAL VON TACKER VERBIA ESCHER 1870 ALCOH FLO VARIO
AND TRIVIO

710

27 JUNE 49

PRIORITY

IN REPLY TO

FROM ONE OF THE OFFICIALS WHO WERE GOING TO CAPTAIN DE PHOTO VERBIA DIA
THIOGIA PD

TO AND TRIVIO
FROM THE BIRAL VON TACKER VERBIA ESCHER 1870 ALCOH FLO VARIO
FROM THE BIRAL VON TACKER VERBIA ESCHER 1870 ALCOH FLO VARIO

RECEIVED BY THE IN COMPLIANCE WITH REQUEST FROM THE THE AMERICAN
AND IN REPLY TO THE REQUEST FROM THE THE AMERICAN
MEETING WITH THE BIRAL VON TACKER VERBIA ESCHER 1870 ALCOH FLO VARIO
MEETING WITH THE BIRAL VON TACKER VERBIA ESCHER 1870 ALCOH FLO VARIO
THEY WERE OFFICER APPOINTED TO LAVERO PORTUAL AL WILL AS CORRUPT OF
COM PLAINES AND ADMINISTRATIVE DIRECTORS OF COMPANY WITH COMPANY
PARTICULAR PD APPLY AND TRIVIO FOR THE TRANSMITTATION PD BIRAL
DIRECTOR GENERAL BIRAL VON TACKER VERBIA ESCHER 1870 ALCOH FLO VARIO

COPY TO : MINISTRY OF MARINE (Dep't. Tosi) (2)

TRANSMISSION NO

454

NICHOLAS J. STAMING
CWO U.S.N.
Asst. Adjutant

1185

214

AND TURKEY

594

NEW YORK CITY

IN 22-01-1997

PAGE TWO 13 RECORDED PAGE TWO WITH NY 100-15490 01 10000 0000 0000
ILLUSTRATION AND TO DISCLOSED ATTORNEY PORTO
0000 0000

~~ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED~~

COPY TO : MINISTRY OF LABOUR (Dept Forl) (2)

454

01/01/2010 12:00:00
 0000 0.00
 0000 0.00

TRANSMISSION

MINISTRE OF MARINE

General Department
of Merchant Marine

Div. III Nav.
Ref. 6896

Rome, 8 June 1942

To : Allied Commission
Transportation Bd
Rome

Subject : Rates of shipment of goods.

Reference to the letter No. 224/22 To 3, we inform you that up to now agreements are made with the Ministry of Industry, Commerce and Labour to modify the rates of shipments of goods with steamships operating civil traffic.

As the mentioned agreements are referring to shipments in bulk of commodities of low quality, among which the pyrites shipped from Port Gland. The Ministry of Industry has instructed the Maritime Committee to use maritime lines to dispatch these commodities either to Sicily and Sardinia or to other places of the Island.

We will send you further informations concerning the meeting for the examination and approval of rates.

For the Minister
(sgd. Matteini)

1162

HEADQUARTERS ARMED COMMISSION
APC 394
Transportation Sub Commission

ABMC/mi

File : AC/524/35/Tn.3

5 June 1945

SUBJECT : Costs of Phosphate Rock Imports from S. Africa.

TO : I.C.E.

1. Receipt is acknowledged of your 10985 - Re/Imp. dated 30 May 45, copy to Commerce Sub-Commission.
2. Please apply to Cogensa direct for the information you require.

For the Director :

Andrew Clune
G.S. GODFREY *imp. 204*
Major I.C.E.

Copy to :- Commerce Sub-Commission

1162

Declassified E.O. 12356 Section 3.3/NN0 No. 785021

154

Feb. 1964

237
June

Subject: [illegible]

[illegible]

[illegible]

Barrett

[illegible]

1161

274

TRANSLATION

15.10.1945
FOR THE COMMISSIONER GENERAL

Home - 30 May 1945
107 Via Torino -

Ref. : 1055 - Re/Imp.

SUBJECT : Imports of phosphates from Northern Africa -
freight and insurance expenses, etc.

1. Reference is made to the stocks of phosphates which are imported in Italy from Northern Africa.

2. In order to fix sale price of the imported phosphates which must be allocated to the industry, we beg you to inform us as soon as possible of the expenses for each ton, which will be charged to the Italian Government, i.e. freight-intrans from the ports of Northern Africa to the Italian ports of arrival, plus the necessary expenses (insurance, etc.).

We would appreciate very much a reply. Best regards.

FOR THE
BY THE CHIEF OF THE
(Sgt. Vercelli)

- Mr. Allied Commission - Transportation Sub/c
Home

- Mr. Allied Commission - Insurance Sub/c
Home.

Bin/et

1150

224

Transmittal Form
Transmittal No. 100-1000000

20/10/43

23

Ref. : 10/9/43/1000

17 May 1943

Subject : Transit Notes.

100 23

Re : Ministry of Marine (Circular No. 1001).

1. Reference is made to paragraph 4 of our letter 10/9/43/1000 dated 10/9/43 and the Ministry of Italian Marine to the Ministry of Marine dated 10/9/43.

2. The Ministry of Marine has received from you with regard to the 10/9/43/1000 letter and the Ministry of Marine dated 10/9/43.

3. It is requested that you advise the Ministry of Marine as early as possible by return of this letter to have the 10/9/43/1000 letter in the Ministry of Marine dated 10/9/43 and the Ministry of Marine dated 10/9/43.

Yours faithfully :

A. J. J. J.,
Major D. . .

Copy to : Records Section, this office.
Shipping Sub-Committee.
Port & Harbour Division.

1150

1150

MONTESATINI - MILAN

Rome 2 May 45

Servizio Minerale

Allied Commission
Economic Section.

Pyrites Traffic.

Pursuant to our letter of 21st. April, we would like to let you know that the Ministry of Industry, Commerce and Labour with reference to your letter of 19th. April, has communicated to us that no allowance can be granted by the State so that all the transport charges for Pyrites will fall entirely on us.

Considering that fertilisers are sold by this company at the official prices, established by the above-mentioned Ministry, we find it necessary to continue to insist that the transport fees should be granted to us in the measure we have been asking for.

Excluding the possibility of having an integration price by the Ministry, we think that in order to yield to the transport fees for pyrites, as we have proposed, in order to render this commodity to useful employment, there is only one alternative, i.e., to charge the eventual differences on richer commodities, which could easier support this fee.

We hope you will kindly consider our desire and remain,

Yours faithfully,

MONTESATINI
/s/ Landini

115

HEADQUARTERS ALLIED COMMISSION
APO 992
TRANSPORTATION DE-CREWICIN

Tel: 018

03-01

052/5/TH 1

SUBJECT: Pyrites - Freight Rates

28 April 65

TO : Port & Warehouse Division

1. Reference your AG/3.2/37/TH 6, dated 26 April, please see Movements Division's letter 655/217/TH 3, dated 24 April to Economic Section, copy to Port & Warehouse Division, subject: Movement of Pyrites by sea.

2. The statement in para. 4 of Movements Division's letter, that rail bids for the movement of pyrites, which can move by sea, will be refused, still stands. The problem of coordinating action between the Italian Government and the Montecatini Company has been taken up by the Acting Vice President of the Economic Section, and he is in full agreement that these stores must move by sea.

3. Will you please, therefore, give Montecatini no encouragement whatsoever regarding the possibility of such movement taking place by rail?

W. J. Haff

W. J. HAFF, Colonel,
Chief, Movements Division

INTER OFFICE MEMO

RMB/er

Ref : AS/3.2/27/TM6

26 April 48

SUBJECT : Pyrites Freight Rates

FROM : Port & Warehouse Division

TO : Col. H.S. Sien, Chief Movements Division

1. For your information and attention beg to enclose translation of letter from Montecatini addressed to Economic Section.

2. A representative of Montecatini called at our office yesterday afternoon to discuss this matter and requested movement of these shipments via rail in preference to water routes, for reasons of economy.

3. It was also called to our attention that they will not be able to make total delivery of tonnages the shipping programme calls for and requested that their ability to do so be taken into consideration when ships are nominated to lift Pyrites.

4. Perhaps you would like to discuss this matter further with a representative of Montecatini and this Division.

R.M. Sazanov
R.M. SAZANOV
Chief, Port & Warehouse Div.

1156

INTER OFFICE MEMO

HAB/er

REF : 22/3. 737/215

25 April 45

SUBJECT : Lyrites Freight Rates

FROM : Port & Warehouse Division

TO : Col. W. S. Sides, Chief, over his Division

1. For your information and attention beg to enclose translation of letter from Contecatini addressed to Economic Section.

2. A representative of Contecatini called at our office yesterday afternoon to discuss this matter and requested movement of these shipments via rail in preference to water routes, for reasons of economy.

3. It was also called to our attention that they will not be able to make total delivery of tonnages the shipping programme calls for and requested that their ability to do so be taken into consideration when ships are nominated to lift Lyrites.

4. Perhaps you would like to discuss this matter further with a representative of Contecatini and this Division.

W. S. Sides
W. S. SIDES
Chief, Port & Warehouse Div.

1118

TRANSLATION

MONTZCATINI
Società Generale per l'Industria Minerale e Chimica

Rome, April 21st 1945

Servizio Minerale
N/1P

to : Allied Commission
Economic Section

ROME

Freight pyrites

We received your favour of the 14th inst. in answer to ours of the 6th and 14th.

We are pleased to learn that an agreement has been reached on the question of reducing the cost of transportation of pyrite by sea. We reckon on your kind interference and on the action you are taking for the final prices to be fixed considerably lower than the 50% of the present official tariff; it is with a firm belief in such a solution that we accept the proposal to load the vessels that will present themselves at our pier at Portigliola for carrying the goods to our plants in Sicily and Sardinia.

As for supplying of our factories on the Continent i.e. Portland, Grotone and Barletta, we must insist on it being effected by railways; we have already notified the reason, namely that the expenses of loading, unloading and delivery to the factory, excluded therefore the freight of whatever amount, largely surpasses (about the double) the cost of transportation by railway from the mine to each factory.

Taking the Barletta factory as an example: the transportation of phosphorites by trucks from the harbour to the plant's warehouses (about 2 Km. alone, cost us an average of Lit. 125 per ton at the official tariff.

It is therefore, evident that there is no question of economical freight for the continental factories; the necessary expenses being by themselves heavier than railway expenses, trans-
ports being, anyway, more than we can afford.

We are pleased to learn that an agreement has been reached on the question of reducing the cost of transportation of pyrite by sea. We reckon on your kind interference and on the action you are taking for the fixed prices to be fixed considerably lower than the 50% of the present official tariff; it is with a firm belief in such a solution that we accept the proposal to load the vessels that will present themselves at our pier at Portiglianni for carrying the goods to our plants in Sicily and Sardinia.

As for supplying of our factories on the Continent i.e. Portici, Crotone and Barletta, we must insist on it being effected by railways; we have already notified the reason, namely that the expenses of loading, unloading and delivery to the factory, excluded therefore the freight of whatever amount, largely surpass (about the double) the cost of transportation by railway from the mine to each factory.

Taking the Barletta factory as an example: the transportation of phosphorates by trucks from the harbour to the plant's warehouses (about 2 Km.) alone, cost us an average of Lit. 325 per ton at the official tariff.

It is therefore, evident that there is no question of economical freight for the continental factories; the accessory expenses being by themselves heavier than railway expenses, transportation by sea should be, anyway, more than we can afford.

The requirements for Sicily and Sardinia, we estimated at 15/17,000 tons for the period May-July, might be divided as follows:

	May	June	July
Palermo	1,500	1,000	1,000
Milazzo	800	600	500
Lecata	1,100	800	500
Porto Empedocle	1,100	800	600
Catania	1,000	800	500
Cagliari	1,500	1,500	1,500
	<u>7,000</u>	<u>5,500</u>	<u>4,500</u>
	=====	=====	=====

To the above tonnage, the amount, reserved for the Soc. Elettrica Sard, must be added.

We have, moreover, taken into consideration that the prices that will be finally approved, shall have a retroactive effect and will be applied to all shipments, from March 1945 on.

MONTICATINI

HEAD VENTURES-ADRIANO CANTUOLAT
500 194
TRANSITION-ADRIANO CANTUOLAT
(Government Director)

DOI: 10.1002/for

500 bytes.

2744 *Journal of Interpersonal Violence* 35(13)

SUBJECT: Allocation of Italian shipping to
Croatian liner business.

1973; A. S. H.).
Keyball Committee Report.

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Kunze, J. L. 1994.

College of Arts & Sciences - Department of Chemistry

Office of Intergovernmental Affairs

© 2001 Blackwell Science Ltd *Journal of Internal Medicine* 250: 101–107

2000-2001 2001-2002 2002-2003 2003-2004 2004-2005 2005-2006 2006-2007 2007-2008 2008-2009 2009-2010 2010-2011 2011-2012 2012-2013 2013-2014 2014-2015 2015-2016 2016-2017 2017-2018 2018-2019 2019-2020 2020-2021 2021-2022 2022-2023 2023-2024 2024-2025 2025-2026 2026-2027 2027-2028 2028-2029 2029-2030 2030-2031 2031-2032 2032-2033 2033-2034 2034-2035 2035-2036 2036-2037 2037-2038 2038-2039 2039-2040 2040-2041 2041-2042 2042-2043 2043-2044 2044-2045 2045-2046 2046-2047 2047-2048 2048-2049 2049-2050 2050-2051 2051-2052 2052-2053 2053-2054 2054-2055 2055-2056 2056-2057 2057-2058 2058-2059 2059-2060 2060-2061 2061-2062 2062-2063 2063-2064 2064-2065 2065-2066 2066-2067 2067-2068 2068-2069 2069-2070 2070-2071 2071-2072 2072-2073 2073-2074 2074-2075 2075-2076 2076-2077 2077-2078 2078-2079 2079-2080 2080-2081 2081-2082 2082-2083 2083-2084 2084-2085 2085-2086 2086-2087 2087-2088 2088-2089 2089-2090 2090-2091 2091-2092 2092-2093 2093-2094 2094-2095 2095-2096 2096-2097 2097-2098 2098-2099 2099-2100 2100-2101 2101-2102 2102-2103 2103-2104 2104-2105 2105-2106 2106-2107 2107-2108 2108-2109 2109-2110 2110-2111 2111-2112 2112-2113 2113-2114 2114-2115 2115-2116 2116-2117 2117-2118 2118-2119 2119-2120 2120-2121 2121-2122 2122-2123 2123-2124 2124-2125 2125-2126 2126-2127 2127-2128 2128-2129 2129-2130 2130-2131 2131-2132 2132-2133 2133-2134 2134-2135 2135-2136 2136-2137 2137-2138 2138-2139 2139-2140 2140-2141 2141-2142 2142-2143 2143-2144 2144-2145 2145-2146 2146-2147 2147-2148 2148-2149 2149-2150 2150-2151 2151-2152 2152-2153 2153-2154 2154-2155 2155-2156 2156-2157 2157-2158 2158-2159 2159-2160 2160-2161 2161-2162 2162-2163 2163-2164 2164-2165 2165-2166 2166-2167 2167-2168 2168-2169 2169-2170 2170-2171 2171-2172 2172-2173 2173-2174 2174-2175 2175-2176 2176-2177 2177-2178 2178-2179 2179-2180 2180-2181 2181-2182 2182-2183 2183-2184 2184-2185 2185-2186 2186-2187 2187-2188 2188-2189 2189-2190 2190-2191 2191-2192 2192-2193 2193-2194 2194-2195 2195-2196 2196-2197 2197-2198 2198-2199 2199-2200 2200-2201 2201-2202 2202-2203 2203-2204 2204-2205 2205-2206 2206-2207 2207-2208 2208-2209 2209-2210 2210-2211 2211-2212 2212-2213 2213-2214 2214-2215 2215-2216 2216-2217 2217-2218 2218-2219 2219-2220 2220-2221 2221-2222 2222-2223 2223-2224 2224-2225 2225-2226 2226-2227 2227-2228 2228-2229 2229-2230 2230-2231 2231-2232 2232-2233 2233-2234 2234-2235 2235-2236 2236-2237 2237-2238 2238-2239 2239-2240 2240-2241 2241-2242 2242-2243 2243-2244 2244-2245 2245-2246 2246-2247 2247-2248 2248-2249 2249-2250 2250-2251 2251-2252 2252-2253 2253-2254 2254-2255 2255-2256 2256-2257 2257-2258 2258-2259 2259-2260 2260-2261 2261-2262 2262-2263 2263-2264 2264-2265 2265-2266 2266-2267 2267-2268 2268-2269 2269-2270 2270-2271 2271-2272 2272-2273 2273-2274 2274-2275 2275-2276 2276-2277 2277-2278 2278-2279 2279-2280 2280-2281 2281-2282 2282-2283 2283-2284 2284-2285 2285-2286 2286-2287 2287-2288 2288-2289 2289-2290 2290-2291 2291-2292 2292-2293 2293-2294 2294-2295 2295-2296 2296-2297 2297-2298 2298-2299 2299-2300 2300-2301 2301-2302 2302-2303 2303-2304 2304-2305 2305-2306 2306-2307 2307-2308 2308-2309 2309-2310 2310-2311 2311-2312 2312-2313 2313-2314 2314-2315 2315-2316 2316-2317 2317-2318 2318-2319 2319-2320 2320-2321 2321-2322 2322-2323 2323-2324 2324-2325 2325-2326 2326-2327 2327-2328 2328-2329 2329-2330 2330-2331 2331-2332 2332-2333 2333-2334 2334-2335 2335-2336 2336-2337 2337-2338 2338-2339 2339-2340 2340-2341 2341-2342 2342-2343 2343-2344 2344-2345 2345-2346 2346-2347 2347-2348 2348-2349 2349-2350 2350-2351 2351-2352 2352-2353 2353-2354 2354-2355 2355-2356 2356-2357 2357-2358 2358-2359 2359-2360 2360-2361 2361-2362 2362-2363 2363-2364 2364-2365 2365-2366 2366-2367 2367-2368 2368-2369 2369-2370 2370-2371 2371-2372 2372-2373 2373-2374 2374-2375 2375-2376 2376-2377 2377-2378 2378-2379 2379-2380 2380-2381 2381-2382 2382-2383 2383-2384 2384-2385 2385-2386 2386-2387 2387-2388 2388-2389 2389-2390 2390-2391 2391-2392 2392-2393 2393-2394 2394-2395 2395-2396 2396-2397 2397-2398 2398-2399 2399-2400 2400-2401 2401-2402 2402-2403 2403-2404 2404-2405 2405-2406 2406-2407 2407-2408 2408-2409 2409

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M.T. Velez, G. Gonzalez

UNIT 10

Day, II 734, 746-747
 748, 751, 754

200型
200A型

G-4 (Nav & Tr) ADM.
G-5, ADM.
Economic Section.
Price Office - Economic Section.
Ports & Warehouse Division.
Shipping Sub-Commission.
Naval Sub-Commission.

1. Reference this H.O. letter 10/602/108/Tr.3, dated 20th April, 1945.
2. A copy of the reply received from the Ministry of Marine is appended below, for your information.

For the Chief Commissioner:

10/602/108/Tr.3
M.J. SIEFF, Colonel.

DATE 21.4.1945.

MINISTRY OF MARINE

Div. II Nav. Ser.1.
Ref. 3654

SUBJECT: Operation of Steamers for Civil Shipments.

TO : Allied Commission,
Transportation Sub-Commission, Rome.

This Ministry has received letter No. 602/108/Tr.3, dated 20th April, with which it was said that in future steamers will be available for civil shipments.

While we consider the fixed itineraries and the instructions issued by the Allied Commission, we confirm that above mentioned ships can be operated through the COMNAV, and can ship existing commodities. Naturally at the beginning the operation will not be perfect, but this Ministry will do its utmost to improve the service as soon as possible.

We take the opportunity to inform you that in agreement with the Ministry of Industry we are compiling the new transport rates, which will soon be sent to the Allied Commission for approval.

For the MINISTER
(Sgt.) Matteini.

1134

78

SECRET

HEADQUARTERS ARMYED C. A. 1000000

CHG/11

100 100

Interpretation: Sub-Consolidation

AT/100/100/100

10 April 1966

SUBJECT: Allocation of Italian Shipping to countries (Italy, Greece, etc.)

TO: Ministry of Marine, (Italy, etc., subject)

REF: 504/271 - 13/10/66

1. Advice has been received from the Shipping Authorities that the proposed new bill of lading, which will be issued by the Italian Shipping Company, will be subject to the control of the Italian Shipping Company, in a manner similar to that under which the "Admiral" and "Vanguard" are operating in Greece.

Attached is a copy of the proposed bill of lading, which is subject to the control of the Italian Shipping Company, in a manner similar to that under which the "Admiral" and "Vanguard" are operating in Greece.

The bill of lading is subject to the control of the Italian Shipping Company, in a manner similar to that under which the "Admiral" and "Vanguard" are operating in Greece.

1. Advice has been received from the Shipping Authorities that the proposed schedule of container liner sailings, which was drawn up in conjunction with CO-32-NA, has, with certain minor adjustments, been accepted and will become effective as and when vessels become positioned at their loading ports. All vessels allocated for this purpose will be operated under the control of CO-32-NA, but subject to overall supervision of the Mediterranean Shipping Authority, in a manner similar to that under which the "Libertés" and "Vigilance" are operating at present.
2. Attached is a copy of the agreed schedule showing the names of vessels already allocated to voyages together with ports and estimated dates of readiness of these vessels. This schedule is purely provisional and after trial voyages have been completed, subject to the overall approval of the Shipping Authorities, either yourselves or this Commission may desire to adjust itineraries or voyage durations. Names of vessels not yet allocated against voyages (4) and (5) will be advised in due course.
3. The Shipping Authorities have also indicated to this Commission that freight rates for all vessels operating under the control of CO-32-NA will be entirely the responsibility of the Italian Government, in agreement with the Allied Commanders, provided that the rates agreed upon do not affect the turnaround of vessels or their efficient operation.
4. You have already stated verbally that you are in a position to accept control of these additional vessels, and that you have an existing organization ready to operate as vessels become available on the dates shown. Please confirm this. The only cargoes which of course may be carried by these vessels are those cargoes authorized for movement as part of the programme to prevent disease and unrest.
5. It is also requested that you now submit to this Commission, your new proposed freight rates which you consider reasonable and equitable for our approval in order that they may be brought into effect with the minimum of delay.

For the Chief Commissioner:

M.J. SIFF,
Colonel,
Chief, Movements

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

Summary of Commodities Shipped to Cuba

SERIAL	VESSEL	CARGO	TOTAL TONS	COMMENTS
(1)	FRANKS	RAPESEED	1.00	SHIPPED TO CUBA FOR FUEL
(2)	FRANKS	WHEAT	1.00	SHIPPED TO CUBA FOR FUEL
(3)	FRANKS	WINE AND OTHERS	1.400	SHIPPED TO CUBA FOR FUEL
(4)		WINE AND OTHERS	2.00	SHIPPED TO CUBA FOR FUEL
(5)		WINE AND OTHERS	2.00	SHIPPED TO CUBA FOR FUEL
(6)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(7)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(8)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(9)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(10)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(11)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(12)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(13)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(14)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(15)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(16)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(17)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(18)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(19)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL
(20)	FRANKS	WINE AND OTHERS	1.00	SHIPPED TO CUBA FOR FUEL

SCHEDULE OF COASTWISE TUGER SAILINGS

TOWAGE	ITINERARY	EXPECTED ESTIMATE DATE READY DURATION TO GO ON SERVICE OF ROUND VOYAGE	
2,300	CAGLIARI/CIVITAVECCHIA/ PORTICIONE/CAGLIARI	30	30 APRIL AT PORTICIONE
750	CAGLIARI/LEGHORN OR RIGNANO PORTICIONE/ CAGLIARI	10	PROPT AT CAGLIARI
3,400	CATANIA AND/OR SYRACUSE/ C. VECCHIA/PORTICIONE/ SICILY	95	15th MAY AT CAGLIARI
2,460	CATANIA AND/OR SYRACUSE/ C. VECCHIA/PORTICIONE/ SICILY	54	
1,200	GALLIPOLI/MESSINA OR PORTICIONE/MESSINA OR PORTICIONE/MESSINA	24	
1,000	ANCONA ONE HUB PORT V. MARELLA ONE HUB PORT	24	10th MAY AT ANCONA
2,800	BRINDISI/C. VECCHIA/ PORTICIONE/BRINDISI	54	7th MAY AT PORTICIONE
1,400	MESETO AND CATANIA/NAPLES LEGHORN OR RIGNANO/ PORTICIONE/SICILY	44	3rd MAY AT NAPLES
1,000	PARISI/TRAPANI/C. VECCHIA/ PORTICIONE/SICILY	30	25th APRIL AT PORTICIONE
1,740	REGULAR SERVICE V. LERMO/ C. ANNUNZIATA/CAGLIARI AND VICEVERSA		ALREADY ALREADY OPERATING/CAMPIDO- GLIO READY 5th MAY APPROX
1,900	TRANSPORT CATTLE S. RIGNANO/ C. VECCHIA 4 VESSELS MONTHLY		ALREADY IN OPERATION

1585

Declassified E.O. 12350 Section 3.3/NN No. 485021

MEMORANDUM FOR THE DIRECTOR
SUBJECT: Shipping Freight Rates
TO: Industry Sub-Commission

WJG/aa

Tele. No. 111 April 1945

100-97121

SUBJECT: Shipping Freight Rates.

TO: Industry Sub-Commission.

- 1. Reference your letter 10/10/45, dated 11th Apr. '45.
- 2. Higher authority has forbidden the movement of rail in all cases where it can move by sea.
- 3. The question of shipping freight rates has been taken up with the Italian Government, and the matter is now out of the hands of this Sub-Commission.
- 4. I would like to emphasize that if the programme suggested for sea movement is not met, shipping which has been provisionally allocated for this purpose will be lost to the Mediterranean theatre.

For the Director :

H. J. Lee

J. H. 1132, Colonel.

1131

1586

Declassified E.O. 12356 Section 3.3/NND No. 7850 21

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Declassified E.O. 12356 Section 3.3/NND No. 185021

INDUSTRY SUB-COMMISSION
Industry Sub-Commission

Vol. 543

15/10

Ref. 10/1000/12.

17 April 1943

TO : Transportation Sub-Commission
Executive Division
Attn: Col. H. F. Staff

FROM : Industry S/C

1. We are transmitting herewith copy of a letter from the Montecatini Company in which is outlined the transportation costs by sea with cargo by rail showing the former to be nearly ten times as great.

2. We know that you have taken action in the matter and that some decision has been arrived at to reduce the sea rate by half.

3. It is pointed out that this will still leave shipping rates about five times higher than railroad rates and that in these circumstances private enterprises must continue to request railroad transportation, unless expressly forbidden to do so by their own government.

4. We hope to receive at your earliest convenience official information on the proposed new rates.

For the Chief Commissioner:

J. H. F. Staff
Lt. Col.
Deputy Director
Industry Sub-Commission

Attachment (1)
(Copy of letter 10000 dated April 1943)

150

Declassified E.O. 12356 Section 3.3/NND No. 485C 21

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[Faint, mostly illegible handwritten text, possibly bleed-through from the reverse side of the page]

1112

Tel. 543

VD/gaw

Ref.

19 April 1945

SUBJECT: Freight on pyrites rock.

TO : Mr. A. G. Antolini

FROM : Industry S/C

1. I am transmitting to you draft of a letter that was prepared at the behest of Col. Densmore by our Mr. Victor Dorkovich, who is the officer directly concerned.

2. Mr. Dorkovich informs me that the attached letter was prepared with the close collaboration of Col. Steff and his office.

3. It is suggested that Col. Densmore's instructions to Mr. Dorkovich to phone Mr. Crooks upon receipt of Montecattini's acceptance be performed by the Transportation Sub-Commission, who are in constant touch with Mr. Crooks.

W. J. HARTNEY
Lt. Colonel
Deputy Director
Industry Sub-Commission

Attachment (1)

117

HEADQUARTERS ALLIED COMMISSION
APC 394
ECONOMIC SECTION

Tel. 543

VD/gm

Ref. ES/601

19 April 1945

SUBJECT: Freight on Pyrites Rock

TO : Montecatini Cey., Via Salandra 13, Rome

1. Reference your letters AL/17 - 6/4/45, N/ri - 14/4/45.
2. We are pleased to be able to inform you that an agreement has at length been reached with the responsible authorities whereby steps will be taken to reduce drastically the freight that you will have to pay to move pyrites by sea.
3. It has already been agreed that the rate for pyrites will be at least halved, eg. Portiglione to Cagliari would be at most 962 lire per ton; other journeys would be on a pro-rata basis. Steps are in hand which will bring about a further material reduction on the 962 lire per ton basis.
4. Furthermore, we have requested the Italian Government in our letter of 6 April 1945 to undertake to give your company a grant for any difference that may remain between your economic freight rate per ton and the final established rate.
5. Meanwhile, we would point out that it has been necessary for us to cancel a number of ships that might have been used by you and that the total shipping space lost would have amounted to some 10,000 tons.
6. At the present moment we have either en route for or arrived at Portiglione four small schooners ("Luigino", "Maria", "S. Antonio" and "Nuova Italia") which combined can lift 800 tons and it will be impossible to direct them to any other port without waste of shipping space. Thus, to obviate further loss of potential shipping space, we urge your immediate acceptance of these ships and firm undertaking that they will be loaded at Portiglione for such destinations as you may desire which we have been informed verbally by your Mr. Nicodemi now will be for Sicily and Sardinia.
7. According to your Mr. Nicodemi, you will be needing approximately 16,000 tons for the May-June-July period, exclusive of the North. This we propose to take care of, starting with the above mentioned schooners, and later steaming suitable ships as and when they become available. Based on the rates which are now likely to come into effect, it has been laid down that pyrites will not move by rail when the lift can be accomplished by sea.
8. Finally the rate reduction ultimately agreed upon will be retroactive to include all quantities shipped by sea since you commenced with your shipments to Sardinia in March 1945.

Ref. ES/601. Montecchini Coy., 10 April 1945

Page 2.

For the Chief Commissioner:

A. O. ANTONINI
Acting Vice President
Economic Section.

Copy to:-

Transportation S/C (4)

(Attn: Col. M. J. Sieff)

(" : Rail Division)

(" : Shipping Division)

(" : Port & Warehouse Division)

Economic Section

MEBPO Schooner Control - Naples

(Attn: Mr. G. G. Crooks)

War Shipping Administration - Rome

Ministry of War Transport

CO-GE-NA

Ministry of Industry, Commerce & Labor - Rome

Societa Elettrica Sarda, Via Sistine 48 - Rome

Industry S/C (2)

(Attn: Mr. V. Dorkovich)

117

Declassified E.O. 12356 Section 3.3/NN No. 785031

U. S. - ITALY - ALLIED COMMISSION FOR
AVIATION
ECONOMIC MATTERS

2072.03

7 April 1945

My dear Minister Gronchi:

Further to our conversations on the subject of freight rates for pyrites and my letter of 2 April 1945, the attached letter has been received from the Montecatini Company.

I understand that your Ministry has already discussed the matter of these rates with them.

Yours very truly,

Paul A. Hays, Jr.

Mr. G. Gronchi
Acting Vice President
Economic Section

Mr. G. Gronchi, Giovanni Gronchi
Minister of Industry, Commerce and Labor
Italian Government, Rome

Enc. Montecatini Co. letter dated 2 April
1 copy translation

cc: Industry Sub-Commission
Shipping Sub-Commission
Transportation Sub-Commission

1145

APPENDIX I

Internal caption
SI/16

to all units of the Command
A.C.

Re: 5th April 1967

RA

Subject: Transport, Port of Pyramus, 1967

After a further review of the situation, it was decided to make a preliminary study of the situation of pyramids. From our preliminary survey, it was clear that the main source of pyramids is Sicilian factories.

The main source of pyramids is the production of pyramids in Sicily. The main source of pyramids is the production of pyramids in Sicily. The main source of pyramids is the production of pyramids in Sicily.

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It was decided that the main source of pyramids is the production of pyramids in Sicily.

It was decided that the main source of pyramids is the production of pyramids in Sicily.

General summary of the situation

1143

126. Shipping situation.

The Chairman opened the meeting by a general review of the local shipping situation.

127. Rate of Freight.

Reference was made to the fact that several difficulties had arisen in rates for schooners and masters were dissatisfied. A new rate came into force on 11th February. The Price Control Committee had stated that the existing rate, 1.00, (French 1942) tariff plus classification and Italian tariff, was such too high. From 12th December the freight rate on 5000 vessels was calculated on the basis of the existing classification plus 10% (this rate). By this means a master earned too much money & against running cost. This could be adjusted by agreement with the Italian Government at a later date. It was agreed that the 1942 tariff with classification should be continued until the end of March, and that ODESA should be refunded from money that they had lost. As from 1st April, a new rate to be agreed by ALCO and ODESA would be adopted.

128. Personnel.

The Chairman said that in Civitavecchia several difficulties had arisen. It was necessary for the Ministry of Maritime Marine to charge men on cargo so that everybody should pay an equal part of the cost of the harbour operation. It was agreed that Mr. Sappelli, General Assistant and representatives of ALCO should arrange meetings in Rome to discuss this matter and appoint Captains of the Port.

1112

C O P Y.

4th April, 1945.

To: Chief Administrative Officer.
(Copy to Mr. Harold Macmillan,
Chief Commissioner to the Allied Commission)

From: Chairman, Mediterranean Shipping Board.

COST OF TRANSPORTATION BY ITALIAN SHIPPING.

1. The question of the cost of transportation of goods by sea has been raised by the Economic Commission on the Allied Commission. It is felt that a short statement of the existing situation should be made, and guidance sought.

2. Acting under instructions from the Combined Shipping Adjustment Board the Mediterranean Shipping Board requested the Italian Ministry of Marine to requisition all vessels over 300 tons G.R.T. and to take on charter anything of a smaller size and to place it at the disposal of the Allied authorities.

3. For this purpose, and for the purposes of operation, the Italian Ministry of Marine created a body known as Comitato Italiano Gestione Navi (C.O.G.N.A.), who are responsible for the payment of all charges which would normally fall to the owner of the ship - i.e., crews' wages, insurance, maintenance and repairs. Their only means of achieving an income is by collecting rates of freight on civil cargo transported within the Italian theatre. The Mediterranean Shipping Board felt that it was only right, at the outset, that this particular department of the Italian Government should be a self-supporting body financially, and that their income should bear relation to their expenditure.

4. It is appreciated, however, that by such means the freights charged by C.O.G.N.A. for the carriage of goods may be such as to do harm to some one or other particular industry in Italy which it is desired to rehabilitate in order to save importations from abroad.

5. It has been suggested that C.O.G.N.A. is charging too high a rate of freight on certain of these commodities, particularly pyrites, salt and timber, but it did not seem appropriate to the Mediterranean Shipping Board that the shipping authorities alone should be the judge of what was the correct rate of freight in order to subsidise one or other particular industry.

6. In examining this problem, it should be appreciated that the Allied authorities are not only asking for the free use of Italian shipping, but are asking for the free services of crews for local Allied

2. Acting under instructions from the Combined Shipping Adjustment Board the Mediterranean Shipping Board requested the Italian Ministry of Marine to requisition all vessels over 300 tons d.w.t. and to take on charter anything of a smaller size and to place it at the disposal of the Allied authorities.

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6. In examining this problem, it should be appreciated that the Allied authorities are not only asking for the free use of Italian shipping, but are making demands on C.I.C. for the free services of crews for local Allied craft, such as waterboats and store carriers, and are also insisting on extensive repairs being carried out to old vessels to keep them in service. It should be added that the costs of these repairs, under existing circumstances in Italy, have reached exorbitant heights, and that the Italian authorities have no access to the world market for insurance, thereby making their costs on this item alone extremely high.

7. Guidance is required to the shipping authorities on the following points:

(i) Is it acceptable in principle that the directive to the Minister of Marine that his Department should achieve an income to balance its expenditure is a correct one?

(ii) Does it not appear that at this stage the Italian Government, with the assistance of the Allied Commission, should decide whether the Italian Government should subsidize goods and fix selling prices either by means of a direct subsidy on the goods, or

.....(111)

(iii) Issue instructions that such a subsidy is to be achieved by a direction as to rates of freight, thus showing a loss on their Department of Mercantile Marine?

(Sgd.) J. GIBSON

Chairman,
Mediterranean Shipping Board.

GLADSTONE ALIEN COMMISSION
470 234
CHURCH SECTION

DATE:

Ref. 2/6/51

2 April 1952

Re: Near British Vessels

It has been brought to the notice of this Commission that the constant presence of British vessels in the Mediterranean Sea and in the vicinity of the British Isles is likely to be a factor in the development of the Mediterranean Company to the extent of the Commission. These vessels are based on the Mediterranean Sea. The Commission has been informed that the British vessels are based on the Mediterranean Sea. It has been pointed out that the British vessels are based on the Mediterranean Sea. It has been pointed out that the British vessels are based on the Mediterranean Sea. It has been pointed out that the British vessels are based on the Mediterranean Sea.

The Commission has been informed that the British vessels are based on the Mediterranean Sea. It has been pointed out that the British vessels are based on the Mediterranean Sea. It has been pointed out that the British vessels are based on the Mediterranean Sea. It has been pointed out that the British vessels are based on the Mediterranean Sea.

- a. The re-organization of the part of British vessels (British vessels are based on the Mediterranean Sea);
- b. British vessels are based on the Mediterranean Sea;
- c. This is an economic loss for British shipping.

As you are aware, it is of foremost importance that British vessels be kept in the Mediterranean Sea. It is of foremost importance that British vessels be kept in the Mediterranean Sea. It is of foremost importance that British vessels be kept in the Mediterranean Sea. It is of foremost importance that British vessels be kept in the Mediterranean Sea.

Declassified E.O. 12356 Section 3.3/NN No. 785031

payment will not be made. It is requested, therefore, that your Ministry accept ultimate responsibility for the payment of the rate, whatever it may be, based on the fixed agreed rate retrospective from the first shipment.

If you agree, that will be a great relief to the Egyptian Government (which is already having to pay a high rate to Jordan) and the fixed duration of contract and guaranteed supply can afford to pay the rate fixed at another rate of the rate will have to be borne by a government subsidy and is attached to a letter from the Ministry of Agriculture, Cairo, and indicating the progress of the fertilization program.

Q. C. [Signature]

W. L. [Signature] 1957
 Joint Vice President
 Economic Section

S. I. [Signature] 1957
 Director of Military Operations in Egypt
 Egyptian Government
 Cairo

Copy to:
 Mediterranean Shipping Board
 Ministry of
 Shipping, etc.
 Transportation

24/8

A435

CCFY

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission
(Movements Division)

7A/m1
MJS/vb

Tel : Ext. 318
AC/12/5/Tn.6

22nd March, 1945.

SUBJECT: Shipping Freight Rates.

TO : Economic Section
(Attn. Mr Antolini)

1. Reference Industry Sub-Commission's letter No.
AC/5616/IND, dated 20th March, 1945.

2. It is agreed that the rate is high, but the following points should be borne in mind :-

- (a) The present rates are agreed rates between the Italian authorities, A.C., and the Shipping authorities.
- (b) The freight rates, which were agreed, were made on the basis of covering (i) cost of transport; (ii) the owner receiving 5 per cent for depreciation of vessel; (iii) the owner receiving 5 per cent against capital cost.
- (c) This basis is the basis of all United Nations shipping freight rates, and instructions have been received from the combined shipping Adjustment Board that Italian shippers are not to receive any special concessions.

3. It is believed that freight rates, unless specifically subsidised by individual National Governments, are on a similar level throughout the United Nations.

4. To keep prices down to the ultimate user or consumer, where freight rates are so high, it would appear that Government subsidy is necessary at one stage or another. In the meantime, the following factors should reduce the rates for pyrites in the near future:-

- (a) The reopening of the port of Portiglione. This port commenced operation on April 1st. This fact has been

known to Industry Sub-Commission for a considerable period of time. Every effort was made by this Sub Commission to obtain permission from AFHQ to open this port earlier, but after continual requests a decision was given at the C-in-C Mediterranean's level that this port could not be reopened before that date. As this port is supplied by an overhead rope railway from the mine, cost of rail transport to the port of loading will be eliminated.

- (b) Freight rates are being further revised at present, and it is possible that the rates on certain types of commodities which are high in relation to the amount carried and the measurement tonnage of the commodity, will be lowered, while the rates on certain other commodities better able to stand higher freight charges will be raised.

5. Reference para 5 of Industry Sub Commission's letter, this is not understood, because, assuming that sulphur was available in the quantities required, existing shipping freight rates would be equally applicable to the movement of sulphur.

6. In the meantime, Industry Sub Commission are urged to take every step to see that no delay occurs to the present shipping allocated for the lifting of pyrites by sea because there is a large programme of movement by sea for this commodity, all of which will be jeopardised if shipping is now wasted.

Sgd.

MERRITT H. TAYLOR
Director,
Transportation Sub-Commission.

Copy to :

Economic Section (Attn. Price Office)

Administration Division Tn. S/C Accounts Section.

(Attn. Capt. Wyatt)

Agriculture Sub-Commission.

Shipping Sub-Commission. (with copy of Industry S/C's AC/5616/IND of 30/3/45)

M.W.T.

W.S.A.

1136

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

Ref. 100

10/1/48

Ref. 100/100/100

10 March 1948

SUBJECT: Exorbitant Freight RatesTO : Economic Section
(Att: Mr. J. J. Gordini)

FROM : Industry Sub-Commission

1. Critical attention has been brought to the attention of this office is that of exorbitant freight rates which is due to the fact that no freight is to be held in, on account of a refusal on the part of non-essential to pay, as a result of which, the freight on 1,000 tons of goods for 100 miles, because of the exorbitant freight rates of no less than \$1.00 per ton is lost.

2. As would point out the exorbitant freight rates their prices are

to which add

plus miscellaneous costs

at \$1.00 per section

" 1.00 " " "

" 1.00 " " "

" 1.00 " " "

3. It is pointed out that the price of goods, at present, is an average price of \$1.00 per ton, or an increase of nearly 1.00 %.

4. It is pointed out that the price of goods has risen 1.00 times, freight has risen from 75 to 100 times the present level.

5. As a result of the obvious price effect, on Italy's economy, of this high inflationary price rise taking place under the aegis of an Italian governmental body, i.e., the State, this rate completely disrupts the economic

1135

basis for our extensive process of pyrites, amounting to 10,000 tons per month and over; since pyrites are also known, on its sulphur content basis, equivalent to a price of Lit. 5,700 per ton for sulphur, which is actually higher than the officially approved price of Lit. 5,700 per ton, for the latter.

4. If the additional charges from port to factory be included, and losses taken into consideration, something like Lit. 4,000 per ton will now be saved by going back to the use of sulphur everywhere.

5. Representatives of houses now find themselves in a separate plight and are asking a price for an equivalent or at least to limit freight. They point out that they are already incurring heavy charges both through being refused permission to operate their perfectly sound loading terminal at Ortonolai, and that if 1954 is to insist on its present level of rate structure, naturally the cost of superphosphate and ammoniac sulphate will have to be drastically revised upwards.

6. The justice of Montedison's case seems irreproachable and it is surely agreed that a protest on behalf of this important part of Italy's economic structure be lodged at the highest levels.

Copy to:-
Legation Italiana
(11th Floor Office)
Maritime Administration
Transportation Sub-Commission
Agriculture Sub-Commission
File 3773

E. J. J. J.
Director,
Industry Sub-Commission

11-1

HEADQUARTERS ALLIED COMMISSION
AFC 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/12/6/Tn6

GWEN/lml
9 April 1945

SUBJECT : Freight Rates Tariff.

TO : Lt. Col. J. A. Balfour
Movements Division
Shipping Branch

1. Reference your Inter Office Memo File No. AC/524/4/Tn3
dated 4 April 1945.

2. Attached you will find copy of "Nomenclature and Classification
of Goods" which you may retain for your information and files.

R. M. Razzanella
R. M. RAZZANELLA
Chief, Port & Whse. Division
Transportation Sub-Commission

Attachment:

As stated in
Para. 2.

INTER OFFICE MEMO

4 April 1965

File No. 40/54/1/15.

SUBJECT: Freight Rates Tariff.

TO : Ports & Warehouse Division,
Transportation Sub-Commission.

Enc. 1 copy of the latest tariff of sea freight rates please be referred to Movement Division, Shipping Branch.

J. J. J. L. L. L.
Lt. Col. R. L. L.
Executive Div.
Shipping Branch.

1139

1608

3

TRANSMISSIONS AT-100-1000, A.C.
CITY OF NEW YORK
FEDERAL BUREAU OF INVESTIGATION, C.I.D.

7/22/52
10/1/52

10/1/52

TO : DIRECTOR, FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C.

SUBJECT : C.I.D. 100-1000

1. Refer to the transmission of 7/22/52, and the
transmission of 10/1/52.

2. The CIVILIAN AIRPORT: 100-1000. 1. 100-1000
is a 100-1000. 2. 100-1000 is a 100-1000.

3. The CIVILIAN AIRPORT: 100-1000. 1. 100-1000
is a 100-1000. 2. 100-1000 is a 100-1000.

4. The CIVILIAN AIRPORT: 100-1000. 1. 100-1000
is a 100-1000. 2. 100-1000 is a 100-1000.

W. J. [illegible]
Special Agent, C.I.D.
New York, New York

100-1000

2/24/53

1609

Declassified E.O. 12356 Section 3.3/NND No. 785031

2

HEADQUARTERS ALLIED COMMISSION
APO 304
ECONOMIC SECTION

ROUTING AND WORK SHEET

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

SUBJECT

MOC Airgram 2

No.	Date	To	REMARKS	From
1	8/3	Improvement Division Trans S/C.	For your file.	Amador EK

1130

224/123

Declassified E.O. 12356 Section 3.3/NND No. 755021

Page

DO NOT WRITE BELOW THIS LINE

2A



for CEAC

NOTES

Ref. : CAL 1013

1. In view of the possibility that there might be an interest also for flower bulbs, the following is a list of bulbs offered for export by the firm Hottel Hottel of Villavieja (Spain).

2. Prices are FOB loading port, packing extra.

3. This offer is firm until 31 August 1965.

BULBS	Circum- ference in centim.	Quantity (in number, per)	Prices lit. per thousand
<u>HYACINTHUS</u> - "Y. 1100" (novelty) very strong stalk, length: c/m 45-55, very large and numerous flowers strongly perfumed and of exceptional beauty.	6/8 5/6 4/5 3/4	50,000	7,100 8,000 7,200 6,500
<u>HYACINTHUS</u> - "Y. 1100" mixed and very beautiful colours, highly appre- ciated.	6/8 5/6	40,000	8,200 7,900
<u>HYACINTHUS</u> - "Y. 1100" very productive and pleas- ant colour, abundant flowering from February till June, recommended, so- lection of 50 vivid and brilliant colours.	6/8	45,000	7,500
<u>HYACINTHUS</u> - "Y. 1100" large flowers, selected varieties	6/8 5/6 4/5 3/4	40,000	7,500 7,300 6,500 5,200
<u>HYACINTHUS</u> - "Y. 1100" large flowers, selected varieties	16/22	1,000	25,000

1129

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Handwritten date: 31/10/1965

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green colour with bright
silver reflection, flowers
late September, January.

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1615

To E/C

CONFIDENTIAL

WASHINGTON AIRCRAFT DIVISION

WAS AIRCRAFT 1, 2 March 1945

From: AIRCRAFT 10000

To: Command Civil Air Corps Division,
80-806 Pentagon Building
Washington, D.C. (to original)

Subject: Fueling

Ref: 1. Airplane 2. 1. Fueling 1945

1. On forward aircraft, engine, should to be covered, if the Home
important firm of fueling reported in 1945. No. 10000 of engine
cylinder for report are given. All forward engine, 1945.

2. For report to the United States:

(a) RESEARCH REPORT

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
I	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
II	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
III	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
IV	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
V	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
VI	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
VII	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
VIII	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000

(b) RESEARCH REPORT

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
I	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
II	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
III	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
IV	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
V	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
VI	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
VII	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000
VIII	Planted in field in 1945	1000	1000	1000	1000	1000	1000	1000	1000

1128

1. No forward herewith (none), agreed to by several of the owners
importers of Puma Exporters in liquid. No position of accounts
available for export are given. All are Puma Exporters, liquid.

2. For export to the United States:

(a) SHOULD BE EXPORTED

	Packed in bags at 1000	per 100 kg
I } 0-100	" "	" "
II } 0-100	" "	" "
III } 0-100	" "	" "
IV } 0-100	" "	" "
V } 0-100	" "	" "
VI } 0-100	" "	" "
VII } 0-100	" "	" "

(b) SHOULD BE EXPORTED (Post-Export)

	Packed in bags at 1000	per 100 kg
I } 0-100	" "	" "
II } 0-100	" "	" "
III } 0-100	" "	" "
IV } 0-100	" "	" "
V } 0-100	" "	" "
VI } 0-100	" "	" "
VII } 0-100	" "	" "
VIII } 0-100	" "	" "

(c) SHOULD BE EXPORTED

I } 0-100	" "	" "
II } 0-100	" "	" "

(d) SHOULD BE EXPORTED

The price quoted in bags 100 per 100 kg

3. W.B.A. International in Bagged Puma as follows:

4. For export to the United States:

(a) SHOULD BE EXPORTED

	Packed in bags at 1000	per 100 kg
I } 0-100	" "	" "
II } 0-100	" "	" "
III } 0-100	" "	" "
IV } 0-100	" "	" "
V } 0-100	" "	" "

100 kg

University of Lowell, Lowell, MA

1618

10-20