

ACC AC30/4/194 10000/148/2007 RATE AND FARE

10/2007 RATE AND FARES PER HOUR INCREASES (FLIGHT)

1385

Rome 26 August 1944

Ministry of Communications
Italian State Railway
General Direction

our ref. M. C 320/34

copy is F.A. 30A/35

To the A.C.C.

Transportation Sub-Commission

Subject

Increase of

Railway tariffs

Rome

By our letter M. C/T-5 of 20 May 1944, we have sent you the records which you requested by your letter M.430/Tn M/35 dated 29th April, referring the planned increase by 100 per cent of railway passengers and goods tariffs.

Pending your decision, which this Ministry hopes will be prompt, upon this important matter, we think it necessary to synthetically resume hereafter the reasons which originated our proposal and now cause us to insist upon them.

1) The increase of tariffs is necessary. Indeed, by the records which have been communicated and which are forcibly limited, it appears a deficit of 526 millions Liras (income 150 millions - expenditures 676 millions) in the four months, from Dec. 1943 to March 1944, for the Naples, Bari, Reggio C. and Palermo Compartimenti. - Naturally, nobody believes this deficit could disappear all of a sudden which however would not be right under the present exceptional circumstances, but there is no doubt that a remedy is necessary. also with the aim of getting nearer to that gradual final settlement and let in future further measures appear less hard to railway customers.

2) The rise is justified. In effect it has the aim of considerably reducing a loss, not due, as someone may think, a temporary and very serious diminution of traffic, but also to the enormous disequilibrium set out between operation expenditures and incomes. The railway tariffs have remained at the same level of

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2) The rise is justified. In effect it has the aim of considerably reducing a loss, not due, as someone may think, a temporary and very serious diminution of traffic, but also to the enormous disequilibrium set out between operation expenditures and incomes.

The railway tariffs have remained at the same level of those fixed in 1939 and 1940. Since then and up to today all expenditures have shown a huge increase, specially for personnel costs, to say nothing about the immense re-construction work which is to be met in order to put the railway service to a minimum of efficiency required by the vital needs of the Country.

The proposed fares rise is far from being considered even as an approximate equalization of to day's costs level, but, however it will give the Administration a remarkable benefit, and smoothen the way, as therefore said, towards further measures?

3) The rise in legal - Namely, it is not against the laws in force, not even with those regarding the war time "blockade of prices". Even not taking into consideration the principle, in the past generally admitted, that these laws could not be applied to public administrations, in fact they foresee the possibility of derogating, whenever changes have intervened in the production costs for goods and for other services in such a proportion as to let derogations appear wholly legitimate.

4) The rise can only have eminent consequences upon customers as well as on general economy.

Indeed, it can surely be affirmed that, in connection to the present goods prices, the cost of railway transportation, already normally very low, has become a trifle value. It suffices for example to observe that the price of transportation of one kilo of potatoes for 250 Km. does not reach 5 cents. Consequently if doubling of freight price could have had some effect, always a minimum one, when the sale price of potatoes was about 40 or 50 cents per kilo, it wouldn't have any important influence now when the sale price of this product has increased to more than 6 liras per kilo even in production areas.

The same reasoning could be made about whatsoever agricultural products or goods (raw materials, industrial products etc). Moreover, considering that the railway can practically afford to customers only very scanty service possibilities, the transportation market is nowadays ruled every-where by

in force, not even with those regarding the war time "blockade of prices". Even not taking into consideration the principle, in the past generally admitted, that these laws could not be applied to public administrations, in fact they foresee the possibility of derogating, whenever changes have intervened in the production costs for goods and for other services in such a proportion as to let derogations appear wholly legitimate.

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Indeed, it can surely be affirmed that, in connection to the present goods prices, the cost of railway transportation, already normally very low, has become a trifle value. It suffices for example to observe that the price of transportation of one kilo of potatoes for 350 km. does not reach 5 cents. Consequently if doubling of freight price could have had some effect, always a minimum one, when the sale price of potatoes was about 40 or 50 cents per kilo, it wouldn't have any important influence now when the sale price of this product has increased to more than 6 liras per kilo even in production areas.

The same reasoning could be made about whatsoever agricultural products or goods (raw materials, industrial products etc).

Moreover, considering that the railway can practically afford to customers only very scanty service possibilities, the transportation market is nowadays ruled everywh~~ere~~ by private carriers, who ask prices even 300 times more than the railway freights. This means obviously that the latter -- no matter how their level is changed -- have not and couldn't have, any influence upon the amount of sales prices.

About passengers' fares - even if we do not consider that they have had no change since 1932 in spite of the enormous increase of average life cost - it is to be observed:

- that in the present situation, travels are done for urgent needs, thus interfering much less on domestic economy than in past times;

- that travel disbursements are however forcibly reduced and consequently the absolute value prices will always result very modest even by increased fares;

- that special facilities exist in favour of labourers for their travels to and from the spot of work, thus reducing travel costs to a minimum proportion of their pay. Labourers pay, considered wages improvements, less than before for their railway trips.

We trust that, after scrutinizing the above said reasons, you will be able to grant your authorization for putting into effect the ~~the~~ tariffs increase, in accordance with the Royal Law Decree of 16 Dec. 1933 1.27/3

The Director General
signed Di Biase

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100A/422/5

MINISTERO DELLE COMUNICAZIONI

Roma, li

26 - VIII - 1944

C.320/34

ALLA COMMISSIONE ALLEATA DI CONTROLLO
SOTTOCOMMISSIONE TRASPORTI

Oggetto

Aumento delle tariffe
ferroviarie

R O M A

Con lettera C/T.5 del 20 maggio 1944 furono comunicati a codesta Commissione i dati richiesti con la precedente n. ACC/TM-A/25 del 29 aprile, in ordine al progettato aumento del 100% delle tariffe ferroviarie per il trasporto sia delle persone che delle cose.

In attesa che intervenga una decisione, che questo Ministero si augura sollecita, sull'importante argomento, si reputa opportuno riassumere sinteticamente qui di seguito le ragioni che hanno determinato la proposta e che inducono ad insistervi.

1o) L'aumento delle tariffe è necessario. Infatti dai dati già portati a conoscenza - sia pure, per forza di cose, limitati - risulta come nei 4 mesi dal dicembre 1943 al marzo 1944 si sia avuto, nei Compartimenti di Napoli, Bari, Reggio Calabria e Palermo, uno sbilancio di 526 milioni (introiti 150 milioni, spese 676 milioni). Naturalmente, nessuno pensa di poter colmare di colpo questo ingente sbilancio - ciò che, del resto, non sarebbe neppure giusto, nelle eccezionali condizioni attuali - ma non par dubbio che un provvedimento si imponga anche come avviamento verso una graduale normalizzazione, nell'intento di rendere più agevoli e meno aspre le ulteriori misure cui si dovrà

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2°) L'aumento è giustificato. Si tratta infatti di ridurre sensibilmente una perdita dovuta non solo, come qualcuno potrebbe pensare, ad una temporanea e gravissima contrazione del traffico,

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ma anche all'enorme squilibrio venuto a determinarsi fra spesa d'esercizio e corrispettivi. Le tariffe ferroviarie sono rimaste al livello in cui furono portate nel 1939 e nel 1940. Da allora ad oggi invece tutte le spese hanno subito aumenti ingenti, a cominciare da quelle di personale, senza parlare delle immane opere di ricostruzione che si prospetta per ricondurre il servizio ferroviario a quel minimo di efficienza che è richiesto dalle vitali esigenze del paese.

L'aumento proposto è ben lungi dal poter essere riguardato quale un sia pure approssimativo adeguamento all'odierno livello dei costi, ma darà pur sempre all'azienda un sensibile beneficio e spianerà la via, come si è già detto, ai provvedimenti futuri.

3°) L'aumento è legale, non contrasta cioè con nessuna delle leggi in vigore, e neppure con quelle concernenti il " blocco dei prezzi " per tutta la durata della guerra. Anche a prescindere invero dalla tesi, in passato generalmente accettata, che queste leggi non riguardano le pubbliche amministrazioni, sta di fatto che esse stesse prevedono esplicitamente la possibilità di derogarvi tutte le volte che siano intervenute nei costi di produzione (delle merci o dei servizi) variazioni tali da fare apparire le deroghe stesse perfettamente legittime.

4°) L'aumento non potrà avere che conseguenze irrilevanti sia sugli utenti sia sulla economia generale. Infatti si può affermare con tutta certezza che in relazione agli attuali prezzi delle merci la spesa di trasporto per ferrovia, già normalmente di assai tenue peso, ha finito per assumere un valore che può ben dirsi irrisorio. Basti osservare, per

cominciare da quelle di personale, come l'opera di ricostruzione che si prospetta per ricondurre il servizio ferroviario a quel minimo di efficienza che è richiesto dalle vitali esigenze del paese.

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cui il prezzo di vendita delle patate si aggirava intorno ai 40/50 centesimi il chilo, non può avere evidentemente alcuna apprezzabile ripercussione oggi che il prezzo del prodotto è salito ad oltre 6 lire il chilogrammo nelle stesse zone di produzione. Ragionamento analogo potrebbe essere fatto per qualsiasi altra derrata e per qualsiasi altra merce (materie prime, prodotti industriali, ecc.). Ma v'ha di più; dato che attualmente il servizio ferroviario non può offrire al pubblico che scarsissime possibilità, il mercato dei trasporti è oggi ovunque nettamente dominato dalle tariffe dei trasportatori privati, i quali praticano prezzi superiori persino di duecento e più volte a quelli della ferrovia; il che vuol dire evidentemente che questi ultimi - comunque venga variato il loro livello - non hanno e non possono avere alcuna influenza nella determinazione dei prezzi di vendita delle merci.

Per quanto concerne i prezzi di trasporto delle persone - anche a voler prescindere dal fatto che sono rimasti invariati dal 1939 in confronto all'enorme aumento verificatosi nel costo medio della vita - si può osservare:

che nelle attuali condizioni i viaggi si intraprendono unicamente per impellenti necessità e che quindi gravano sui bilanci familiari molto meno che in passato;

che, ad ogni modo, le percorrenze sono generalmente contenute per forma di cose, entro un raggio ristretto, e che quindi la spesa, in valore assoluto, risulterà sempre assai modesta anche coi prezzi aumentati;

che per la classe operaia, nei casi in cui è costretta giornalmente a servirsi della ferrovia per recarsi sui luoghi di lavoro vi sono particolarissime agevolazioni che riducono la relativa spesa e una quota minima delle mercedi, di guisa che l'inci-

si altra derrata e per qualsiasi altra merce (materie prime, prodotti industriali, ecc.). Ma v'ha di più; dato che attualmente il servizio ferroviario non può offrire al pubblico che scarsissime possibilità, il mercato dei trasporti è oggi ovunque nettamente dominato dalle tariffe dei trasportatori privati, i quali praticano prezzi superiori persino di duecento e più volte a quelli della ferrovia; il che vuol dire evidentemente che questi ultimi - comunque venga variato il loro livello - non hanno e non possono avere alcuna influenza nella determinazione dei prezzi di vendita delle merci.

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Si confida che, vagliate le suesposte considerazioni, codesta Commissione vorrà autorizzare l'attuazione degli aumenti di tariffe di cui al Regio Decreto Legge 16 dicembre 1943 n. 27/3.

IL DIRIGENTE GENERALE

Luigi Armando

30/34

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

HW/bom

ES/41/1

5 August 1944

SUBJECT: Increase of Rates and Fares
TO : Minister of Communications

1. With reference to various requests which have been received from your Ministry for increase of railway passenger fares and freight rates, this Commission approves an increase of all such rates and fares, not to exceed 100%.

2. This 100% limit shall be applied to the rates and fares in effect 1 July 1943.

3. Any increases above 100% which have been authorized for private railways since that time must be cancelled.

A. G. ANTONINI
Executive Director
Economic Section

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
ASO 394

Our Reference : ACC Tn/30/67

Date : 8 June '44.

TO : Main H.Q., ACC.
Economic Section.

SUBJECT : Railway Rates.

1. In support of its application for approval of a decree of the Italian Government to provide for a 100% increase in railway freight rates and passenger fares the office of Undersecretary of State for Railways has offered the attached study giving examples of the effect of transportation charges on consumer price of the principal civilian goods. The data compares 1940 factors, the date of present rates, to present prices and the proposed increase.

2. The further information developed by this study is along the line suggested in para 4 (b) of H.Q., ACC letter dated 21 Jan '44, reference ES/45, to Italian Undersecretary of State. Assuming that the 'present sale prices' shown are substantially correct, the study seems to support the contention of the Ministry of Communications that the proposed increase in railway freight rates would have negligible direct effect on living costs.

3. It appears that rates for transportation by motor vehicle have been set up on a basis proportionately higher than 100% increase over 1940 in rail rates which the Italian Government seeks. Also, that temporary increases sufficient to offset operating deficits have been approved for the utilities (gas, electricity and water). The threat of encouraging increases in rates for others in the field of utilities, by permitting an increase in rail rates, which appeared when this subject was originally submitted, seems therefore to have changed.

4. The I.S.R. also now presents statement showing operating revenues (freight and passenger) operating expense, and deficit, by Compartments, for period Dec 1943 to March 1944. The fact that freight and personnel for the Allied Forces is transported free of tariff charges, coupled with the effect of the substantial wage increase and costs of materials and supplies would inevitably produce the continuing operating deficits represented. The proposed increase will not eliminate the deficit under present conditions, but, it will offer substantial relief, pending the leveling off of free (Allied Forces) traffic and revenue (Civilian) traffic.

5. It is recommended that the proposed increases be approved.

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L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

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I.E. VINING,
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Director, Transportation Sub-Commission, ACC.



MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Ufficio Centrale Commerciale

Napoli, BARI, 20 maggio 1944

N. C/T-5

al N. _____ del _____

OGGETTO:

Aumento tariffe ferroviarie.

all. 1

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti
P. M. 394

Riferimento alla vostra lettera n°ACC/Tn/30-A/25 del 29-4-1944.

1°) Si rimette un prospetto di cifre, dal quale si rileva, per il Comparti-
menti di Napoli, Bari, Reggio C., Palermo e per le Ferrovie delle Sud-Est,
per ognuno dei mesi di dicembre 1943 e gennaio, febbraio, marzo 1944:

- a) introiti per traffico viaggiatori, quelli per traffico merci, le spese
di esercizio ed il deficit;
- b) in che misura i deficit verrebbero ridotti, applicando l'aumento del
100% sulle sole tariffe merci;
- c) in che misura i deficit verrebbero ridotti, applicando l'aumento del
100% sulle tariffe merci e viaggiatori.

2°) In tale prospetto non sono compresi:

- a) gli introiti che si avrebbero se fossero tassati i trasporti militari
per le Forze Armate Alleate, la cui quantità è elevatissima;
- b) le spese del carbone e delle altre materie di consumo che verranno ad-
debitate e che non ancora sono state materialmente erogate;
- c) i dati relativi alla Sardegna che non sono fino ad oggi pervenuti e
che possono anche trascurarsi non essendo di rilevante ⁵⁰⁹entità.

3°) Come si rileva dal prospetto:

l'ammontare generale degli introiti per i 4 mesi indicati	é di	£. 150.213.592.-
" " " " delle spese	" " "	" " 676.448.860.-
" " " " del deficit	" " "	" " 526.235.268.-

Le spese di esercizio sono costituite per oltre la metà dalle sole paghe
al personale, specie in conseguenza dei vari aumenti ad esse apportate ne-
gli ultimi tempi.

4°) Si rileva ancora dal prospetto che il deficit sarebbe ridotto di circa il
7% se si applicasse l'aumento alle sole tariffe merci e di circa il 30%
se si applicasse l'aumento del 100% sia alle tariffe merci sia alle tariffe
viaggiatori.

La Commissione effettiva dell'aumento richiesto porterebbe

Ufficio Centrale Commerciale;

OGGETTO:

Aumento tariffe ferroviarie.

all.

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione Trasporti
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 - b) in che misura i deficit verrebbero ridotti, applicando l'aumento del 100% sulle sole tariffe merci;
 - c) in che misura i deficit verrebbero ridotti, applicando l'aumento del 100% sulle tariffe merci e viaggiatori.
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- a) gli introiti che si avrebbero se fossero tassati i trasporti militari per la Forza Armata Alleata, la cui quantità è elevatissima;
 - b) le spese del carbone e delle altre materie di consumo che verranno addebitate e che non ancora sono state materialmente erogate;
 - c) i dati relativi alla Sardegna che non sono fino ad oggi pervenuti e che possono anche trascurarsi non essendo di rilevante importanza.

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L'ammontare generale degli introiti per i 4 mesi indicati	di	£. 150.213.592. =
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" " del deficit	"	" 526.235.268. =

Le spese di esercizio sono costituite per oltre la metà dalle sole paghe al personale, specie in conseguenza dei vari aumenti ad esse apportate negli ultimi tempi.

- 4°) Si rileva ancora dal prospetto che il deficit sarebbe ridotto di circa il 7% se si applicasse l'aumento alle sole tariffe merci e di circa il 30% se si applicasse l'aumento del 100% sia alle tariffe merci sia alle tariffe viaggiatori.

Se ne deduce che l'applicazione effettiva dell'aumento richiesto porterebbe ad una sensibile riduzione del deficit.

IL SOTTOSEGRETARIO DI STATO

WV/5010000000

Naples 20th of May 1944

N. C/T - 5

Central Commerce OfficeTO : A.C.C. Transportation Sub-Commission,
APO 394SUBJECT: Railways tariff's rise

Report to your letter No ACC/Tn/30-A/25 of 29th April 44.

1. We inclose a table of cipher, we can see from, for the Naples, Bari, Reggio, Palermo compartments and for the Soutex-East Railways, for each of these months; decembre 1943 and january, february and march 1944:

a. Entrances for travellers traffic, goods traffic, the cost of exercise and the deficit.

b. In which measure the deficits would be restricted, if we rise the goods tariffs only 100%.

c. In which measure the deficit would be restricted, if we rise goods and travellers tariffs 100%.

2. In this table there are not:

a. The entrances we would have, were the military transportation taxed for Allied Armys, quantity of is very large.

b. The costs of coal and the other materials that will be debited and are not yet materially bestowed.

c. The ciphers about Sardinia, that not yet have become and can be neglected, because they are not important.

3. Now we see from the table:

The general ascend of entrances for the four months indicated is £. 150.213.592,=
of the costs is 676.448.860,=
of the deficit is 526.235.208,=

The expenses of exercise are constituted for more than the half by the salaries, specially consequently to lost rises.

4. We can see from the table also the deficit would be restricted 7% about, if we raise the goods tariffs only and 30% about if we raise 100% the goods and travellers tariffs.

Consequently, these rises would produce a sensible reduction of the deficit.

30A/30

MINISTRY OF COMMUNICATIONS
GOVERNMENT RAILWAYS
GENERAL DIRECTION

NAPLES, April 14, 1944.

No. C.11226/T.5

Subject:
Goods transportation rates.

TO THE ALLIED CONTROL COMMISSION
Transportation Sub-Commission
NAPLES

Following and in reference to the verbal agreements, we submit a table where the following is recorded in connection with goods subject to wide consumption:

- a) Transportation price per Kg. and for a distance of Km. 400 (approximate ~~way~~ ^{run} between Brindisi and Naples = via Metaponto = and between Reggio C. and Battipaglia) according to the rates in effect at present and which date back to January 1940.-
- b) Sale price of one Kg. of the same goods in 1940, including transportation expenses.
- c) Transportation price per Kg. of the same goods ~~in 1940~~ and for the same distance with the proposed increase of 100%.
- d) Present sale price of the same goods-per Kg.-according to present official and unofficial quotations.

From this table the following can easily be noticed:

- 1°) The 100% increase on present rates that have been in effect since 1940, that is four years ago, constitutes a price increase which is negligible as far as the consumer is concerned, but it can on the other hand represent a source of restoration for the greatly deficitary balance of private and Government Railways.
- 2°) The present low rates are all to the advantage of the dealers and speculators and not of the consumers, who finally purchase at prices fixed by the market, prices which are influenced by the high and not easy to control cost of ordinary, not railway, transport.
- 3°) It does not appear that there should be reason to worry about inflation, considering that one Kg. of fresh meat costs today as it is priced in the stores of the city of Naples, from 250 to 300 lire, and the cost of transport for a distance of 400 Km., increased of 100%, would be only L.0,20 and that represents an increase of L.0,10.

/s/ THE UNDERSECRETARY OF STATE

submit a table where the following is recorded in connection with goods subject to wide consumption:

- a) Transportation price per Kg. and for a distance of Km. 400 (approximate ^{now} ~~way~~ between Brindisi and Naples = via Metaponto = and between Reggio C. and Battipaglia) according to the rates in effect at present and which date back to January 1940.-
- b) Sale price of one Kg. of the same goods in 1940, including transportation expenses.
- c) Transportation price per Kg. of the same goods ~~in 1940~~ and for the same distance with the proposed increase of 100%.
- d) Present sale price of the same goods-per Kg.-according to present official and unofficial quotations.

From this table the following can easily be noticed:

- 1°) The 100% increase on present rates that have been in effect since 1940, that is four years ago, constitutes a price increase which is negligible as far as the consumer is concerned, but it can on the other hand represent a source of restoration for the greatly deficitary balance of private and Government Railways.
- 2°) The present low rates are all to the advantage of the dealers and speculators and not of the consumers, who finally purchase at prices fixed by the market, prices which are influenced by the high and not easy to control cost of ordinary, not railway, transport.
- 3°) It does not appear that there should be reason to worry about inflation, considering that one Kg. of fresh meat costs today as it is priced in the stores of the city of Naples, from 250 to 300 lire, and the cost of transport for a distance of 400 Km., increased of 100%, would be only L. 0,20 and that represents an increase of L. 0,10.

/s/ THE UNDERSECRETARY OF STATE

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LIST OF TRANSPORTATION RATES OF SOME GOODS AND THEIR SALE PRICE.

NAME OF GOODS MERCHANDISE	Transportation rates on the basis of 1940 rates still in effect per 400 Kg.		1940 sale prices (including Trans- portation).	Transportation rates with 100% increase per 400 Km.		Present sale prices.	
	High Speed	Low Speed		High speed	Low speed		
Garlic	0.06	0.05	1.75	0.12	0.10	4.80	(1)
Oranges	0.06	0.05	2.05	0.12	0.10	19.00	(1)
Oats	-	0.14	1.60	-	0.28	8.00	(2)
Butter	0.08	-	13.65	0.16	-	200.00	(2)
Chick Pea	0.14	0.05	2.45	0.28	0.10	40.00	(1)
Chestnuts	0.14	0.05	1.95	0.28	0.10	20.00	(2)
Slaughtered Meat	0.10	-	11.00	0.20	-	14.00	(1)
Onions	0.06	0.05	0.55	0.12	0.10	16.00	(1)
Cabbage	0.06	0.05	0.75	0.12	0.10	14.00	(1)
Beans	0.14	0.05	3.90	0.28	0.10	45.00	(1)
Wheat Flour	0.14	0.05	1.90	0.28	0.10	10.00	(2)
Corn Flour	0.14	0.05	1.25	0.28	0.10	6.00	(2)
Dry Beans	0.14	0.05	2.15	0.28	0.10	30.00	(1)
Cheese Provolone	0.10	0.08	10.85	0.20	0.16	63.00	(1)
Goat Milk Cheese Pecorino	0.10	0.08	11.75	0.20	0.16	62.00	(2)
Maize	0.14	0.05	1.25	0.28	0.10	5.00	(2)
Fresh Cheese Mozzarella	0.11	0.08	6.55	0.22	0.16	42.00	(2)
Lard	0.10	0.08	9.05	0.20	0.16	100.00	(2)
Lemons	0.06	0.05	0.70	0.12	0.10	10.00	(1)
Lentils	0.14	0.05	3.50	0.28	0.10	40.00	(1)
Apples	0.07	0.05	1.55	0.14	0.10	23.00	(2)
Sausage	0.11	0.10	7.95	0.22	0.20	60.00	(2)
Nuts	0.14	0.06	4.30	0.28	0.12	35.00	(1)
Pilberts	0.14	0.06	3.55	0.28	0.12	36.00	(1)
Olive Oil	0.08	0.05	9.00	0.16	0.10	25.00	(1)
Soup Pasta	0.08	0.05	2.30	0.16	0.10	5.00	(1)
Fresh Peas	0.06	0.05	3.25	0.12	0.10	20.00	(2)
Potatoes	0.06	0.04	0.85	0.12	0.08	10.50	(1)
Fresh Tomatoes	0.06	0.05	1.85	0.12	0.10	10.00	(2)
Canned Tomatoes	0.06	0.05	10.75	0.12	0.10	45.00	(1)
Rice	0.14	0.05	1.95	0.28	0.10	10.00	(2)
Cold Meats	0.11	0.10	12.50	0.22	0.20	100.00	(2)
Bran	0.10	0.08	2.35	0.20	0.16	12.00	(2)
Meat Fats	0.10	0.08	5.55	0.20	0.16	90.00	(2)
Common Wine	0.17	0.11	1.15	0.34	0.22	30.00	(1)

LIST OF TRANSPORTATION RATES OF SOME GOODS AND THEIR SALE PRICE.

Transportation rates on the basis of 1940 rates still in effect per 400 Km.		1940 sale prices (Including trans- portation).	Transportation rates with 100% increase per 400 Km.		Present sale prices.	REMARKS.
High Speed	Low Speed		High speed	Low speed		
0.06	0.05	1.75	0.12	0.10	4.80	(1)
0.06	0.05	2.05	0.12	0.10	19.00	(1)
-	0.14	1.60	-	0.26	8.00	(2)
0.08	-	18.65	0.16	-	200.00	(2)
0.14	0.05	2.45	0.28	0.10	40.00	(1)
0.14	0.05	1.95	0.28	0.10	20.00	(2)
0.10	-	11.00	0.20	-	14.00	(1)
0.06	0.05	0.55	0.12	0.10	16.00	(1)
0.06	0.05	0.95	0.12	0.10	14.00	(1)
0.14	0.05	3.90	0.28	0.10	45.00	(1)
0.14	0.05	1.90	0.28	0.10	10.00	(2)
0.14	0.05	1.25	0.28	0.10	6.00	(2)
0.14	0.05	2.15	0.28	0.10	30.00	(1)
0.10	0.08	10.85	0.20	0.16	63.00	(1)
0.10	0.08	11.75	0.20	0.16	62.00	(2)
0.14	0.05	1.25	0.28	0.10	5.00	(2)
0.11	0.08	6.55	0.22	0.16	42.00	(2)
0.10	0.08	9.05	0.20	0.16	100.00	(2)
0.06	0.05	0.70	0.12	0.10	10.00	(1)
0.14	0.05	3.50	0.28	0.10	40.00	(1)
0.07	0.05	1.55	0.14	0.10	23.00	(2)
0.11	0.10	7.95	0.22	0.20	60.00	(2)
0.14	0.06	4.30	0.28	0.12	35.00	(1)
0.14	0.06	3.55	0.28	0.12	36.00	(1)
0.08	0.05	9.00	0.16	0.10	25.00	(1)
0.08	0.05	2.30	0.16	0.10	5.00	(1)
0.06	0.05	3.25	0.12	0.10	20.00	(2)
0.06	0.04	0.85	0.12	0.08	10.50	(1)
0.06	0.05	1.85	0.12	0.10	10.00	(2)
0.06	0.05	10.75	0.12	0.10	45.00	(1)
0.14	0.05	1.95	0.28	0.10	10.00	(2)
0.11	0.10	12.50	0.22	0.20	100.00	(2)
0.10	0.08	2.35	0.20	0.16	12.00	(2)
0.10	0.08	8.55	0.20	0.16	90.00	(2)
0.17	0.11	1.15	0.34	0.22	30.00	(1)

- 2 -

TYPE OF GOODS	Transportation rates on the basis of 1940 rates still in effect per 400 km.		1940 sale prices (Including Trans- portation).	Transportation rates with 100% increase per 400 km.		Present prices.
	High Speed	Low Speed		High Speed	Low Speed	
<u>MERCHANDISE</u>	0.18	0.10	6.70	0.36	0.20	15.00
Sugar						
<u>OTHER GOODS</u>						
Alcohol	-	0.20	8.30	-	0.40	75.00
Shoes	-	0.31	140.00	-	0.62	1000.00
Newspaper	-	0.14	2.85	-	0.28	15.00
Straw Paper	-	0.17	1.65	-	0.34	10.00
Vegetal Coal	-	0.12	2.00	-	0.24	9.00
Carob Beans	-	0.13	0.90	-	0.26	5.00
Cement	-	0.12	0.20	-	0.24	2.00
Fertiliser: Copper Sulphate	-	0.15	2.10	-	0.30	10.00
Fertiliser: Sulphur	-	0.15	0.40	-	0.30	2.00
Colours	-	0.27	6.95	-	0.54	20.00
Glue	-	0.18	9.55	-	0.36	30.00
Common Iron	-	0.15	2.05	-	0.30	0.00
Washed Wool	-	0.22	35.75	-	0.44	200.00
Dirty Wool	-	0.20	16.50	-	0.40	100.00
Firewood	-	0.10	0.20	-	0.20	5.00
Wood fir Tree	-	0.13	7.00	-	0.26	25.00
Wood Walnut	-	0.20	10.00	-	0.40	50.00
Lubricant Oils	-	0.20	7.10	-	0.40	40.00
Brass	-	0.17	9.60	-	0.34	50.00
Straw	-	0.15	0.40	-	0.30	2.00
Petroleum	-	0.20	5.70	-	0.40	30.00
Coarse Cattle Skins	-	0.21	6.70	-	0.42	35.00
Lead	-	0.15	3.65	-	0.30	20.00
<u>Chemical Products:</u>						
Sodium Bicarbonate	-	0.20	1.35	-	0.40	8.00
Glycerine	-	0.18	16.50	-	0.36	30.00
Crushed Olive Pulp	-	0.09	0.30	-	0.18	1.50
Soap	-	0.20	2.25	-	0.40	15.00
Cord	-	0.20	6.20	-	0.40	30.00
Vegetal Fibre Textile	-	0.23	50.00	-	0.46	100.00
Animal " "	-	0.24	100.00	-	0.48	500.00
Silk Textiles	-	0.31	400.00	-	0.62	2000.00

1. Present sale prices has been taken from list of prices fixed by the authorities.
2. There are no lists of prices for these goods. As present sale price there has been indicated the 1940 pr

- 2 -

Transportation rates on the basis of 1940 rates still in effect per 400 Km.		1940 sale prices (Including Trans- portation).	Transportation rates with 100% increase per 400 Km.		Present prices.	REMARKS
High Speed	Low Speed		High Speed	Low Speed		
0.18	0.10	6.70	0.36	0.20	15.00	(2)
-	0.20	4.30	-	0.40	75.00	(2)
-	0.31	140.00	-	0.62	1000.00	(2) It is assumed that
-	0.14	2.85	-	0.28	15.00	(2) one pair of shoes
-	0.17	1.65	-	0.34	10.00	(2) weighs 1 Kg.
-	0.12	2.00	-	0.24	9.00	(1)
-	0.13	0.90	-	0.26	5.00	(2)
-	0.12	0.20	-	0.24	2.00	(2)
-	0.15	2.10	-	0.30	10.00	(2)
-	0.15	0.40	-	0.30	2.00	(2)
-	0.27	6.95	-	0.54	20.00	(2)
-	0.18	9.55	-	0.36	30.00	(2)
-	0.15	2.05	-	0.30	8.00	(2)
-	0.22	35.75	-	0.44	200.00	(2)
-	0.20	16.50	-	0.40	100.00	(2)
-	0.10	0.20	-	0.20	5.00	(1)
-	0.13	7.00	-	0.26	35.00	(2)
-	0.20	10.00	-	0.40	50.00	(2)
-	0.20	7.10	-	0.40	40.00	(2)
-	0.17	9.60	-	0.34	50.00	(2)
-	0.15	0.40	-	0.30	2.00	(2)
-	0.20	5.70	-	0.40	30.00	(2)
-	0.21	6.70	-	0.42	35.00	(2)
-	0.15	3.65	-	0.30	20.00	(2)
-	0.20	1.35	-	0.40	8.00	(2)
-	0.18	16.50	-	0.36	30.00	(2)
-	0.09	0.50	-	0.18	1.50	(2)
-	0.20	2.25	-	0.40	15.00	(1)
-	0.20	6.20	-	0.40	30.00	(2)
-	0.23	30.00	-	0.46	100.00	(2) It is assumed that:
-	0.24	100.00	-	0.48	500.00	(2) 1 ml. fib.veg. per kg. 0.350
-	0.31	400.00	-	0.62	2000.00	(2) 1 " "ania " "0.500
						1 " sets " "0.200

been taken from list of prices fixed by the authorities.

prices for these goods. As present sale price there has been indicated the 1940 price generally multiplied by five.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

Our Reference : ACC Tn/30A/29

Date : 11 May '44

TO : Agriculture Sub-Commission - For Fisheries Division.

SUBJECT : Quotations on Rail Rates.

1. Confirming oral advice to Comdr. Malieri, the following information has been received from I.S. Railways as to rail rates on fresh fish, in boxes, Sappi to Bagnoli:

- (a) car lots of 5 ton. L735.75
- (b) 1 ton lots L245.00

2. These rates were quoted by, Sezione Commerciale Traffico, (Italian State Railways) Telephone (dial) 51908, which office is prepared to quote rail rates to any Sub-Commission of ACC making request.

for
L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

WV/gfh

MINISTERO DELLE COMUNICAZIONI

Reparto Generale della Motorizzazione
Civile e dei Trasporti in Concessione

Rep. 2° - Off. 2°

N° 2.26.3/1252

OGGETTO:

Tariffe pubblici servizi di
trasporto.

Napoli, 12 21 APR. 1944

ALLA COMMISSIONE ALLEATA DI CONTROLLO
Sottocommissione dei Trasporti Interni

= NAPOLI =

E' noto a codesta On/le Commissione Alleata di Controllo come a seguito degli avvenimenti bellici tuttora in corso il costo dei carburanti, lubrificanti, pneumatici, salari e spese generali sia fortemente aumentato.

Per tale fatto le Ditte concessionarie, esercenti pubblici servizi di trasporto automobilistici e ferroviari, non potendo aumentare, ai sensi delle vigenti disposizioni, le tariffe in vigore anteriormente alla data dell'armistizio, si sono venute a trovare in serie difficoltà finanziarie.

Per adeguare le tariffe, almeno parzialmente, alla nuova situazione dei prezzi praticati sul mercato per i materiali di consumo e salari, con E.D.I. 16 dicembre 1943, n° 27/3, venne stabilito che il livello tariffario, bloccato ai sensi del R.D.I. 12 marzo 1941, n° 142, potesse aumentarsi fino ad un massimo del 100 %.

Perciò, come è noto a codesta Commissione Alleata di Controllo, nella provincia di Napoli ed in altre province ora passate all'Amministrazione del Governo Italiano, sono stati autorizzati, dal Governo Alleato, a Ditta esercenti pubblici servizi automobilistici e ferroviari, aumenti di tariffa fino a quattro volte quelle precedentemente applicate.

Riconosciuto che gli aumenti concessi dal Governo Alleato sono

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È noto a codesta On/le Commissione Alleata di Controllo come a seguito degli avvenimenti bellici tuttora in corso il costo dei carburanti, lubrificanti, pneumatici, salari e spese generali sia fortemente aumentato.

Per tale fatto le Ditte concessionarie, esercenti pubblici servizi di trasporto automobilistici e ferroviari, non potendo aumentare, ai sensi delle vigenti disposizioni, le tariffe in vigore anteriormente alla data dell'armistizio, si sono venute a trovare in serie difficoltà finanziaria.

Per adeguare le tariffe, almeno parzialmente, alla nuova situazione dei prezzi praticati sul mercato per i materiali di consumo e salari, con R.D.L. 16 dicembre 1943, n° 27/B, venne stabilito che il livello tariffario, bloccato ai sensi del R.D.L. 12 marzo 1941, n° 142, potesse aumentarsi fino ad un massimo del 100 %.

Peraltro, come è noto a codesta Commissione Alleata di Controllo, nella provincia di Napoli ed in altre province ora passate all'Amministrazione del Governo Italiano, sono stati autorizzati, dal Governo Alleato, a Ditte esercenti pubblici servizi automobilistici e ferroviari, aumenti di tariffe fino a quattro volte quelle precedentemente applicate.

Riconosciuto che gli aumenti concessi dal Governo Alleato sono quelli più adeguati ai costi attuali delle materie di consumo e dei salari; ed avendo la quasi totalità delle Ditte esercenti servizi

8
MV.

pubblici di trasporto nelle provincie passate sotto l'Amministrazione del Governo Italiano, chiesto aumenti di tariffe; sembra sia opportuno adottare in tutte le provincie del territorio liberato un livello tariffario unico, allo scopo di non creare sperequazioni, come avviene attualmente.

Al riguardo si fa osservare come caso particolare che la Società SITA, esercente pubblici servizi in tutta l'Italia meridionale ed insulare, mentre nella zona 3^a è stata autorizzata ad applicare la tariffa di L. 1,50 per viaggiatore-chilometro, nelle altre zone è costretta a mantenere in vigore la tariffa di L. 0,40 a viaggiatore-chilometro, per cui ha fatto conoscere che perdurando tale stato di cose sarà costretta a sospendere l'esercizio di numerose antolinnee.

Si prega pertanto codesta Sottocommissione di autorizzare questo Sottosegretario ad accordare, per le provincie amministrative del Governo Italiano, aumenti di tariffe nelle stesse misure di quelli concessi dal Governo Alleato ai pubblici servizi di trasporto automobilistici e ferroviari.

In attesa di conoscere le determinazioni adottate, ringrazio.



IL SOTTOSGEGRETARIO DI STATO

Indi Saravali

TRANSLATION

Minister of Communications.

Naples 11 April, 1946.

SUBJECT: TARIFFS on Public Transportation.

TO: ACC., Transportation Sub-Commission.

It must be known to ACC that due to the war, the cost of fuel, lubricants, tyres, salaries and general expenses have undergone a strong increase.

Because of this, those concerns having concessions to operate train and auto lines, not being able to effect an increase, because of laws existing prior to the Armistice, find themselves in difficult financial situations.

To proportion the tariffs, at least in part, to the current cost of commodities and wages, with R.M.I. (Royal Decree 15/12/45, No. 27/3), it was established to raise the tariff rates by 100% even though according to R.M.I., 12/3/41, No. 142 blocked all increases.

Furthermore, as is known to ACC, in the province of Naples and in other provinces, now governed by the Italian Government, tariff rates four times those previously applied, have been authorized by the Allied Government for operations of train and auto services.

Admitting that Allied authorities authorize increases are the more proportionate to commodity prices and wages, and the operators, having the majority of their lines in provinces now under Italian rule, feel it is opportune to adopt for all provinces in liberated territory, a standard tariff level, so as to eliminate differences as it now happens.

As an example it is to be noted that S.I.T.A., operating public lines in all of southern Italy and islands, while in zone 3 was authorized to apply a charge of 11.50 per passenger kilometre, in other zones it is forced to maintain a charge of 10.40 per passenger kilometre, pointing out that if this is allowed to continue it will have to abandon the operations of many bus lines.

We beg the Sub Commission to authorize this Undersecretary to allow for provinces under Italian control, tariff increases proportionate to those allowed by the Italian Government for public train and motor transport.

Awaiting your decision, I remain

The Undersecretary of State.

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TRANSLATION:

Map 13 = 17 April 1944

30/19/27

SUBJECT: Ry Supervision & Control.

TO : Col. Fitch, Director Transportation Sub-Commission, ACC.

Am transmitting with reference to previous correspondence (No. 1357/1.1/3.1 of 14 March and No. 1713/1.1/3.1 of 5 April) the enclosed from the Minister of the Interior.

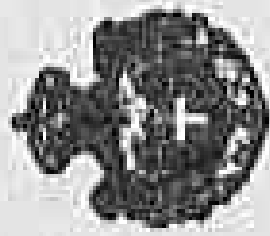
As you may see, the decision of the Italian Government to do its utmost to solve the problem of supervision and control on trains and stations, is again brought forth.

While waiting that a special police force for this work be constituted, means have been adopted to handle this delicate situation in the meantime.

It would be most timely, I repeat, if ACC, to render this work of supervision and control less burdensome, would agree in granting the request for more civilian trains.

I imagine, in that case, that order and discipline would come automatically.

THE UNDERSECRETARY OF STATE
Gen di Raimondo



ba/br

MINISTERO DELLE COMUNICAZIONI
SOTTOSEGRETARIATO DI STATO

FERROVIE - MOTORIZZAZIONE CIVILE
TRASPORTI IN CONCESSIONE

Napoli, BARI, 17 aprile

1941

al N. _____

del _____

N. 1833/11/5 lege

OGGETTO:

Servizio di vigilanza ferroviaria.

all. 1

Al Colonnello PITCH
Capo Sottosegretariazione Trasporti Interni

N A P O L I

Vi trasmetto, con riferimento a precedente corrispondenza (vedi fogli n. 1357/1.1/3.1 del 14 marzo e n. 1713/1.1/3.1 del 5 aprile p.e.), l'unica copia di lettera del Ministero degli Interni.

Viene in essa ribadita, come potete riscontrare, la decisione del Governo Italiano di compiere ogni possibile sforzo per risolvere interamente il problema della vigilanza sui treni e gli scali ferroviari. In attesa che possa venire costituito un apposito corpo di polizia, sono stati disposti provvedimenti interni e fronteggiare la delicata situazione attuale coi mezzi a disposizione.

Sarebbe assai opportuno, come è vigetere, che la Commissione Alleata di Controllo, allo scopo di agevolare il gravoso compito dei controlli e della sorveglianza, volesse aderire alla richiesta di eseguire migliori possibilità di trasporti ferroviari alla popolazione civile.

Suppongo che l'ordine e la regolarità delle comunicazioni verrebbe ro in tal caso esonerati quasi automaticamente.

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IL SOTTOSEGRETARIO DI STATO

OGGETTO:

Servizio di vigilanza ferroviaria.

all. 1

Al Colonnello FITCH
Capo Sottocommissione Trasporti Interni

N A P O L I

Vi premetto, con riferimento a precedente corrispondenza (vedi fogli n. 1357/1.1/3.1 del 14 marzo e n. 1713/1.1/3.1 del 5 aprile c.s.), l'unita copia di lettera del Ministero degli Interni.

Viene in esse ribadita, come potete riscontrare, la decisione del Governo Italiano di compiere ogni possibile sforzo per risolvere integralmente il problema della vigilanza sui treni e gli enti ferroviari. In attesa che possa venire costituito un apposito corpo di polizia, sono stati disposti provvedimenti intesi a fronteggiare la delittuosa situazione attuale coi mezzi a disposizione.

Sarebbe assai opportuno, tanto a ripetere, che la Commissione Allieva al Controllo, allo scopo di agevolare il gravoso compito dei controllori e della sorveglianza, volesse esprimere alla richiesta di assegnare maggiori possibilità di trasporti ferroviari alla popolazione civile.

Supplico che l'ordine e la regolarità delle commissioni verrebbe po in tal caso assicurati quasi automaticamente. =

500

IL SOTTOSCRITTO DI STATO

U. St. Lamb

TRANSLATION:

MINISTER OF COMMUNICATIONS
General Directions of P.S.

SALEIRNO - 6 April 1944
No. 300-2-110011 of Prot.

Subject: Overcrowding of trains - Public safety measures.

To : The Presidency of the Council of Ministers - Cabinet
and The Undersecretary of State for Railways.

In reference to the note mentioned above, I beg to inform you that this Minister, alarmed at the present inconveniences in the Rly service, has as of 24 Feb. with circular No. 3511, sent to the Prefects and to the Command of P.S. in Freed Italy and a copy to the Presidency of the Council of Ministers providings for adequate surveillance of stations, to cope with the situations, while awaiting the more definite and radical changes.

During the inter-ministerial meeting held 20 March, on which reference was made with letter 25 March, decided to ask the Allied Military Commanders a greater assignment of Rly material for civilian use.

This was also referred to A.E.C.

It was also decided to establish a special Rly. police section with which it hopes to cope with present problems, and this Minister is providing to all needs for its proper functioning.

The Minister
REALE

COPIA

MINISTERO DEGLI INTERNI
DIREZIONE GENERALE
DI T.S.

N. 300-2-110011 del 1944.

SALERNO, 14 6 aprile 1944

OGGETTO: Affollamento treni e relativi servizi di ordine pubblico.

ALLA PRESIDENZA DEL CONSIGLIO DEI MINISTRI
CAPIINTRO

S E T T E

e, per conoscenza:

AL SOTTOSEGRETERARIO DI STATO PER LE FERROVIE

NAPOLI

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In relazione alla nota sovrintendente di commercio che questo Ministero, in seguito del grave inconveniente riscontrato nel servizio ferroviario, sin dal 24 febbraio u.s. con circoscrizione n. 3511 diretta alle LL. RR. e Prefetti ed al Comando dell'Arma dell'Italia Libera, di cui copia è stata inviata per conoscenza anche a questa On. Presidenza del Consiglio, provvedo a disporre adeguati servizi di vigilanza sugli assi ferroviari atti a fronteggiare le situazioni in attesa che esse verifichino definitivamente risolte con provvedimenti rapidi.

Nella riunione interministeriale tenutasi il 20 marzo, su cui è stato riferito con lettere pari numero del successivo giorno 25, si decide che l'altro di chiedere al Comando Militari alleati una maggiore assegnazione di materiale ferroviario per i civili ed in tal modo è stato versito alla Commissione Alleata di Controllo.

Da detto Alleanza la commissione di una divisione speciale di polizia ferroviaria con cui poter affrontare e risolvere i disservizi in atto e questo Ministero sta provvedendo ai necessari adempimenti per il suo funzionamento.

IL MINISTRO  
P. de Rada

492

P.O.C.  
SEGRETERIO PARTICOLARE

*Genina Brun*

MAP III

La relazione alla nota sopraindicata al comitato per questo Ministero, presentato dei gravi inconvenienti riscontrati nel servizio ferroviario, sin dal 24 febbraio u.s. con circolare n. 3511 diretta alle M.M. e trasferiti al Comando della Zona di Torino. L'Amministrazione è stata inviata per conoscenza anche a spettabile On. Presidenza del Consiglio, provvede a disporre adeguati servizi di vigilanza negli uffici ferroviari atti a controllare la situazione in attesa che esso varasse definitivamente risolte con provvedimenti necessari.

Nella riunione interministeriale tenutasi il 20 marzo, cui ha partecipato con lettera pari numero del successivo giorno 25, si decide fra l'altro di chiedere al Comando Militari alleati una maggiore esecuzione di materiale ferroviario per i civili ed in tal senso è stato scritto alla Commissione Alleata di Controllo.

Ha deciso altresì la costituzione di una Divisione speciale di polizia ferroviaria con cui poter disporre e risolvere i disservizi in atto e questo Ministero sta provvedendo ad necessari adempimenti per il suo funzionamento.

IL MINISTRO  
P.to Reale

498

D.C.C.  
UFFICIO PARTICOLARE  
*Gerardo Bruno*



14201

DRAFT

TO : Main H.A., ACC.  
for Economic Section.

SUBJECT :

1. In support of a renewal of its application for approval of a decree of the Italian Government to provide for a 100% increase in railway freight rates and passenger fares the office of Undersecretary of State for Railways has offered the attached study giving examples the effect of transportation charges on consumer price of the principal civilian goods. The data is as of 1940, the date of present rates, related to present prices and the proposed increase.

2. The further information developed by this study is along the line suggested in para 4 (b) of H.A., ACC letter dated 31 Jan 44; reference B3/45, to Italian Undersecretary of State. Assuming that the present sale prices shown are substantially correct, the study supports the contention of the Ministry of Communications that the proposed increase in railway freight rates would have negligible direct effect on living costs.

3. It appears that rates for transportation by motor vehicle have been set up on a basis proportionately higher than the 100% increase over 1940 rail rates which the Italian Government seeks. Also, that temporary increases sufficient to offset operating deficits have been approved for the utilities (gas, electricity and water).

The threat of encouraging increases in rates for that field of utilities by permitting and increase in rail rates which appeared when this subject was originally submitted seems therefore to have been eliminated.

4. The difficulty of collecting current operating statistics will be appreciated. The fact that freight and personnel for the

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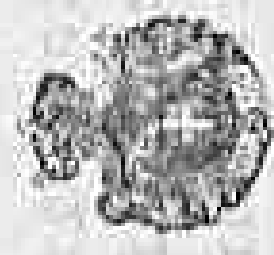
The threat of encouraging increases in rates for that field of utilities by permitting and increase in rail rates which appeared when this subject was originally submitted seems therefore to have been eliminated. 497

4. The difficulty of collecting current operating statistics will be appreciated. The fact that freight and personnel for the Allied Forces is transported free of tariff charges, coupled with the effect of the substantial wage increase, and costs of materials and supplies would inevitably produce the continuing operating deficits represented by the Ministry of Communications as stated in letter dated 16 Jan, '44, reference ACC Tn/30/53 from a railway management viewpoint, the data already submitted appears to justify substantially the request of the Italian administration for increased rates.

2.

5. Attention should be called perhaps at the outset, to the fact that the Italian Government has approved the proposed rates; which amounts to approval by domestic authority of the domestic aspects involved. Since all transportation facilities are placed at our disposal Allied Forces goods and personnel are transported free; the proposed increase falling only on civilian goods the direct effect would be purely effect. Consequently, it is submitted that the position of the Italian Government should not be brushed aside unless the prospective indirect effects (notably inflation trends) are prejudicial to Allied interests.
6. It is recommended that the proposed increase be approved.

1423



Ministero delle Comunicazioni

FERROVIE DELLO STATO

DIREZIONE GENERALE

N. C. 11226/T.5

al N.

OGGETTO: Tariffe trasporto merci.

ALLA COMMISSIONE ALLEATA DI CONTROLLO  
Sottocommissione Trasporti Interne  
N A P O L I

Napoli, 14 aprile 1944

Trans. Sub-Comm  
H A I Fitch  
194  
30/4/46

A seguito e riferimento delle intese verbali si trasmette uno specchio dal quale risulta, per le merci di più largo consumo:

- a) l'ammontare del prezzo di trasporto per Kg. e per una distanza di Km. 400 (percorso approssimativo fra Brindisi e Napoli - via Metaponto - e fra Reggio C. e Battipaglia) - secondo le tariffe tuttora in vigore e che risalgono al Gennaio 1940 -
- b) il prezzo di vendita di un Kg. della stessa merce nel 1940, ivi compreso il prezzo di trasporto -
- c) l'ammontare del costo del trasporto sempre per Kg. di merce e per la stessa distanza con l'aumento proposto del 100% -
- d) il prezzo di vendita attuale della merce stessa - sempre per Kg., secondo le quotazioni ufficiali ed officiose in atto esistenti -

Dalla esemplificazione si può agevolmente rilevare come:

- 1°) l'aumento del 100% sulle tariffe in vigore dal gennaio 1940, dopo trascorsi cioè quattro anni, costituisce un aggravio trascurabile per il consumatore, ma può invece rappresentare una fonte di risanamento per il bilancio fortemente deficitario delle Ferrovie dello Stato e private.
- 2°) il basso livello delle tariffe in vigore va a tutto vantaggio dei commercianti e dei speculatori e non dei consumatori, i quali, in definitiva, acquistano ai prezzi imposti dal mercato, prezzi che risentono soprattutto l'influenza del costo esoso e difficilmente controllabile del trasporto per via ordinaria, e non di quello per ferrovia.

ALLA COMMISSIONE ALLEATA DI CONTROLLO  
Sottocommissione Trasporti Interni  
N A P O L I

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495

-/-

30) non sembra che si possa da preoccuparsi del pericolo d'inflazione in paese, quando si tenga conto che un Kg. di carne fresca costa oggi, come si può rilevare dai negozi della città di Napoli, dalle £.250 alle £.300 ed il costo del trasporto per una distanza di Km.400 risulta, quando fosse maggiorato del 100% soltanto di £.0,20, e cioè con un aumento di £.0,10.

IL SOTTOSEGRETARIO DI STATO

*Ugo La Malfa*

IL MINISTRO DELL'ECONOMIA

La Malfa, ministro dell'Economia, ha risposto al quesito di un giornale di Roma, chiedendo se il governo si preoccupa del pericolo d'inflazione.

La Malfa ha risposto che il governo si preoccupa del pericolo d'inflazione, ma che non si può fare nulla per evitarlo, perché l'inflazione è un fenomeno che dipende da molti fattori, tra i quali il costo del trasporto.

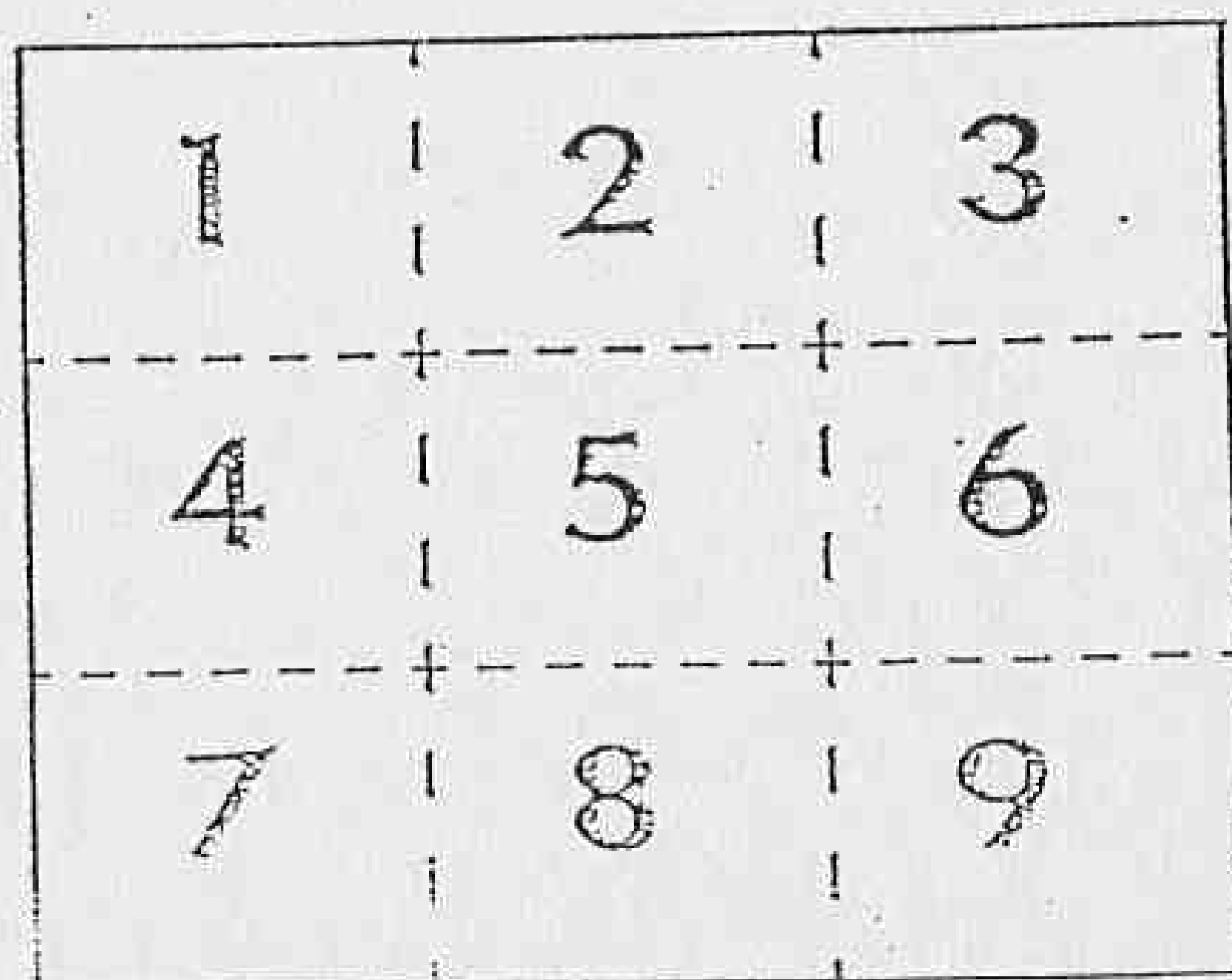
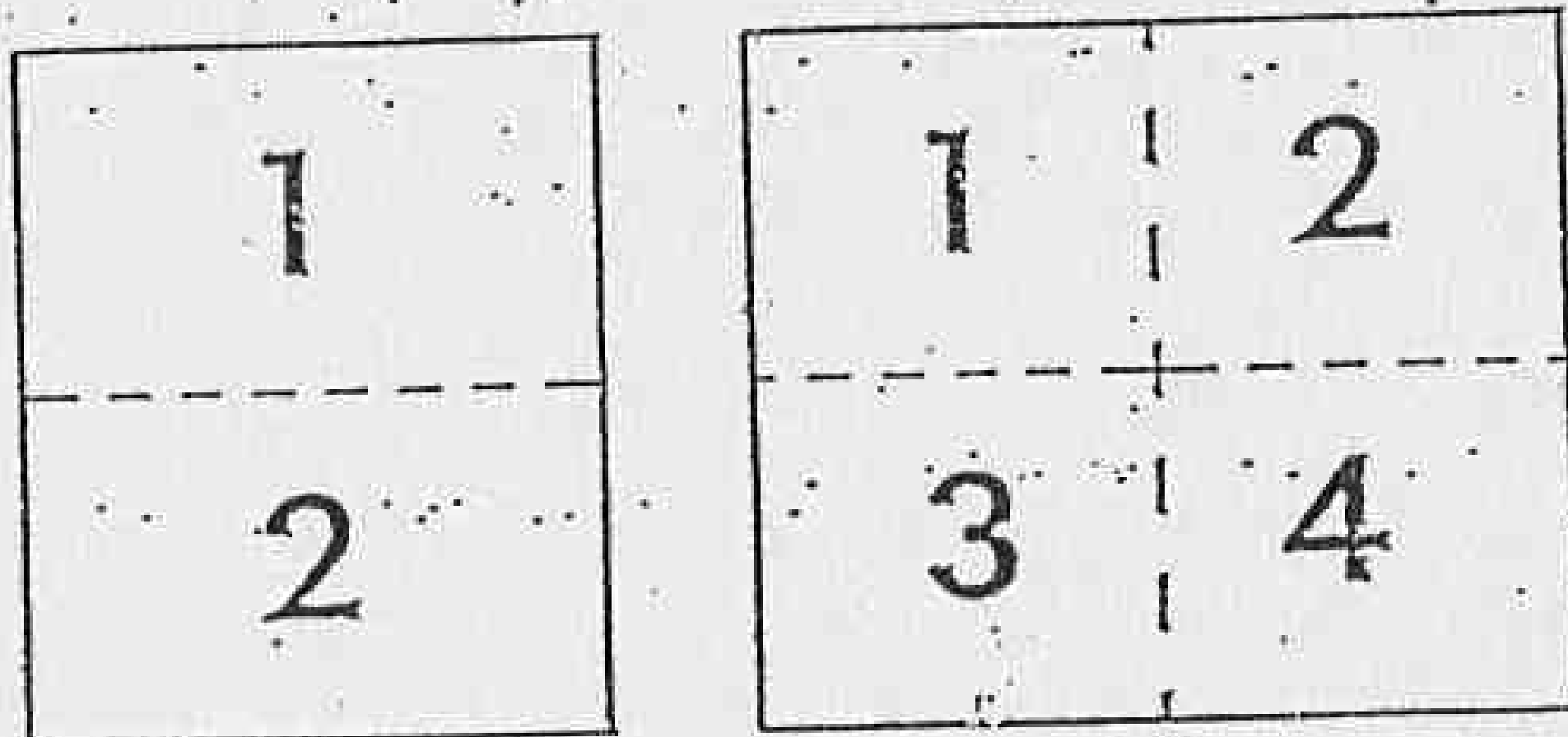
La Malfa ha aggiunto che il governo ha già preso alcune misure per contenere l'inflazione, ma che non si può fare nulla per evitarla, perché l'inflazione è un fenomeno che dipende da molti fattori, tra i quali il costo del trasporto.

La Malfa ha concluso che il governo si preoccupa del pericolo d'inflazione, ma che non si può fare nulla per evitarlo, perché l'inflazione è un fenomeno che dipende da molti fattori, tra i quali il costo del trasporto.

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MAPS AND CHARTS TOO LARGE TO FILM  
ON ONE EXPOSURE ARE FILMED CLOCKWISE  
BEGINNING IN THE UPPER LEFT CORNER,  
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



LIST of transportation rates of some goods + their sale price  
ELENCO DEI COSTI DEL TRASPORTO DI ALCUNE MERCI E DEL LORO PREZZO DI VENDITA

(per chilogramma di merce)

Transportation rates on the basis of 1940 rates still in effect (per 400 Km.) 1940 sale prices (including transportation) Transportation rates with 100% increase (per 400 Km.) Present sale prices

| Type of goods<br>Natura della merce           | Costo del trasporto in base alle tariffe del 1940 tutto ra in vigore (per 400 Km.) |                  | Prezzi vendita merci 1940 (compre= so trasporto) | Costo traspor= to con il pro= posto aumento del 100% (per 400 Km.) |                  | Prezzi at= tuali vendi= ta merci |
|-----------------------------------------------|------------------------------------------------------------------------------------|------------------|--------------------------------------------------|--------------------------------------------------------------------|------------------|----------------------------------|
|                                               | Grande velocità                                                                    | Piccola velocità |                                                  | Grande velocità                                                    | Piccola velocità |                                  |
| <u>Merchandise</u><br><u>DERRATE</u>          |                                                                                    |                  |                                                  |                                                                    |                  |                                  |
| Garlic Agli                                   | 0,06                                                                               | 0,05             | 1,75                                             | 0,12                                                               | 0,10             | 4,80 (1                          |
| Orange Arance                                 | 0,06                                                                               | 0,05             | 2,05                                             | 0,12                                                               | 0,10             | 19,00 (1                         |
| Oats Avena                                    | —                                                                                  | 0,14             | 1,60                                             | —                                                                  | 0,28             | 8,00 (2                          |
| Butter Burro                                  | 0,08                                                                               | —                | 18,65                                            | 0,16                                                               | —                | 200,00 (2                        |
| chick pea Ceci                                | 0,14                                                                               | 0,05             | 2,45                                             | 0,28                                                               | 0,10             | 40,00 (1                         |
| chest nuts Castagne                           | 0,14                                                                               | 0,05             | 1,95                                             | 0,28                                                               | 0,10             | 20,00 (2                         |
| Cabbage Cavoli                                | 0,06                                                                               | 0,05             | 0,95                                             | 0,12                                                               | 0,10             | 14,00 (1                         |
| Stuffed meat Carni macellate                  | 0,10                                                                               | —                | 11,00                                            | 0,20                                                               | —                | 100,00 (2                        |
| Onions Cipolle                                | 0,06                                                                               | 0,05             | 0,55                                             | 0,12                                                               | 0,10             | 16,00 (1                         |
| Beans Fagioli                                 | 0,14                                                                               | 0,05             | 3,90                                             | 0,28                                                               | 0,10             | 45,00 (1                         |
| Wheat flour Farina di grano                   | 0,14                                                                               | 0,05             | 1,90                                             | 0,28                                                               | 0,10             | 10,00 (1                         |
| corn flour Farina di granoturco               | 0,14                                                                               | 0,05             | 1,25                                             | 0,28                                                               | 0,10             | 6,00 (1                          |
| dry beans Fave secche                         | 0,14                                                                               | 0,05             | 2,15                                             | 0,28                                                               | 0,10             | 30,00 (1                         |
| cheese provolone Formaggi: provoloni          | 0,10                                                                               | 0,08             | 10,85                                            | 0,20                                                               | 0,16             | 63,00 (1                         |
| cheese pecorino Formaggi: pecorino            | 0,10                                                                               | 0,08             | 11,75                                            | 0,20                                                               | 0,16             | 62,00 (1                         |
| maize Granoturco                              | 0,14                                                                               | 0,05             | 1,25                                             | 0,28                                                               | 0,10             | 5,00 (1                          |
| Fresh cheese mozzarella Latticini: mozzarella | 0,11                                                                               | 0,08             | 6,55                                             | 0,22                                                               | 0,16             | 42,00 (1                         |
| Lard Lardo                                    | 0,10                                                                               | 0,08             | 9,05                                             | 0,20                                                               | 0,16             | 100,00 (1                        |
| Lemons Limoni                                 | 0,06                                                                               | 0,05             | 0,70                                             | 0,12                                                               | 0,10             | 10,00 (1                         |
| Lentils Lenti                                 | 0,14                                                                               | 0,05             | 3,50                                             | 0,28                                                               | 0,10             | 40,00 (1                         |
| Apples Mele                                   | 0,07                                                                               | 0,05             | 1,55                                             | 0,14                                                               | 0,10             | 23,00 (1                         |
| Sausage Mortadella                            | 0,11                                                                               | 0,10             | 7,95                                             | 0,22                                                               | 0,20             | 60,00 (1                         |
| Nuts Noci                                     | 0,14                                                                               | 0,06             | 4,30                                             | 0,28                                                               | 0,12             | 35,00 (1                         |
| olive oil Nocciuole secche                    | 0,14                                                                               | 0,06             | 3,55                                             | 0,28                                                               | 0,12             | 36,00 (1                         |
| olive oil Olio d'oliva                        | 0,08                                                                               | 0,05             | 9,00                                             | 0,16                                                               | 0,10             | 25,00 (1                         |
| Soup pasta Pasta da minestra                  | 0,08                                                                               | 0,05             | 2,30                                             | 0,16                                                               | 0,10             | 5,00 (1                          |
| Fresh peas Piselli freschi                    | 0,06                                                                               | 0,05             | 3,25                                             | 0,12                                                               | 0,10             | 20,00 (1                         |
| Patatoes Patate                               | 0,06                                                                               | 0,04             | 0,85                                             | 0,12                                                               | 0,08             | 10,50 (1                         |
| Fresh tomatoes Pomodori freschi               | 0,06                                                                               | 0,05             | 1,85                                             | 0,12                                                               | 0,10             | 10,00 (1                         |
| Canned tomatoes Pomodori conserva             | 0,06                                                                               | 0,05             | 10,75                                            | 0,12                                                               | 0,10             | 45,00 (1                         |
| Rice Riso                                     | 0,14                                                                               | 0,05             | 1,95                                             | 0,28                                                               | 0,10             | 10,00 (1                         |
| Cold meat                                     | 0,14                                                                               | 0,10             | 12,50                                            | 0,22                                                               | 0,20             | 100,00 (1                        |

Transportation rates of some goods + their sale price  
 DEL TRASPORTO DI ALCUNE MERCI E DEL LORO PREZZO DI VENDITA

(per chilogramma di merce)

| Merce  | Costo del trasporto in base alle tariffe del 1940 tuttora in vigore (per 400 Km.) |                  | Prezzi vendita merci 1940 (compreso trasporto) | Costo trasporto con il proposto aumento del 100% (per 400 Km.) |                  | Prezzi attuali vendita merci | Note |
|--------|-----------------------------------------------------------------------------------|------------------|------------------------------------------------|----------------------------------------------------------------|------------------|------------------------------|------|
|        | Grande velocità                                                                   | Piccola velocità |                                                | Grande velocità                                                | Piccola velocità |                              |      |
|        | 0,06                                                                              | 0,05             | 1,75                                           | 0,12                                                           | 0,10             | 4,80 (1)                     |      |
|        | 0,06                                                                              | 0,05             | 2,05                                           | 0,12                                                           | 0,10             | 19,00 (1)                    |      |
|        |                                                                                   | 0,14             | 1,60                                           |                                                                | 0,28             | 8,00 (2)                     |      |
|        | 0,08                                                                              | -                | 18,65                                          | 0,16                                                           | -                | 200,00 (2)                   |      |
|        | 0,14                                                                              | 0,05             | 2,45                                           | 0,28                                                           | 0,10             | 40,00 (1)                    |      |
|        | 0,14                                                                              | 0,05             | 1,95                                           | 0,28                                                           | 0,10             | 20,00 (2)                    |      |
|        | 0,06                                                                              | 0,05             | 0,95                                           | 0,12                                                           | 0,10             | 14,00 (1)                    |      |
|        | 0,10                                                                              | -                | 11,00                                          | 0,20                                                           | -                | 100,00 (2)                   |      |
|        | 0,06                                                                              | 0,05             | 0,55                                           | 0,12                                                           | 0,10             | 16,00 (1)                    |      |
|        | 0,14                                                                              | 0,05             | 3,90                                           | 0,28                                                           | 0,10             | 45,00 (1)                    |      |
|        | 0,14                                                                              | 0,05             | 1,90                                           | 0,28                                                           | 0,10             | 10,00 (2)                    |      |
| turco  | 0,14                                                                              | 0,05             | 1,25                                           | 0,28                                                           | 0,10             | 6,00 (2)                     |      |
|        | 0,14                                                                              | 0,05             | 2,15                                           | 0,28                                                           | 0,10             | 30,00 (1)                    |      |
| loni   | 0,10                                                                              | 0,08             | 10,85                                          | 0,20                                                           | 0,16             | 63,00 (1)                    |      |
| rino   | 0,10                                                                              | 0,08             | 11,75                                          | 0,20                                                           | 0,16             | 62,00 (2)                    |      |
|        | 0,14                                                                              | 0,05             | 1,25                                           | 0,28                                                           | 0,10             | 5,00 (2)                     |      |
| arella | 0,11                                                                              | 0,08             | 6,55                                           | 0,22                                                           | 0,16             | 42,00 (2)                    |      |
|        | 0,10                                                                              | 0,08             | 9,05                                           | 0,20                                                           | 0,16             | 100,00 (2)                   |      |
|        | 0,06                                                                              | 0,05             | 0,70                                           | 0,12                                                           | 0,10             | 10,00 (1)                    |      |
|        | 0,14                                                                              | 0,05             | 3,50                                           | 0,28                                                           | 0,10             | 40,00 (1)                    |      |
|        | 0,07                                                                              | 0,05             | 1,55                                           | 0,14                                                           | 0,10             | 23,00 (1)                    |      |
|        | 0,11                                                                              | 0,10             | 7,95                                           | 0,22                                                           | 0,20             | 60,00 (2)                    |      |
|        | 0,14                                                                              | 0,06             | 4,30                                           | 0,28                                                           | 0,12             | 35,00 (1)                    |      |
| ne     | 0,14                                                                              | 0,06             | 3,55                                           | 0,28                                                           | 0,12             | 36,00 (1)                    |      |
|        | 0,08                                                                              | 0,05             | 9,00                                           | 0,16                                                           | 0,10             | 25,00 (1)                    |      |
| tra    | 0,08                                                                              | 0,05             | 2,30                                           | 0,16                                                           | 0,10             | 5,00 (1)                     |      |
|        | 0,06                                                                              | 0,05             | 3,25                                           | 0,12                                                           | 0,10             | 20,00 (2)                    |      |
|        | 0,06                                                                              | 0,04             | 0,85                                           | 0,12                                                           | 0,08             | 10,50 (1)                    |      |
| ni     | 0,06                                                                              | 0,05             | 1,85                                           | 0,12                                                           | 0,10             | 10,00 (2)                    |      |
| va     | 0,06                                                                              | 0,05             | 10,75                                          | 0,12                                                           | 0,10             | 45,00 (1)                    |      |
|        | 0,14                                                                              | 0,05             | 1,95                                           | 0,28                                                           | 0,10             | 10,00 (2)                    |      |
|        | 0,14                                                                              | 0,10             | 10,50                                          | 0,22                                                           | 0,20             | 100,00 (2)                   |      |

|                                   |                                          |      |      |        |      |      |             |
|-----------------------------------|------------------------------------------|------|------|--------|------|------|-------------|
| <i>green peas</i>                 | Piselli freschi                          | 0,06 | 0,05 | 3,25   | 0,12 | 0,10 | 20,00 (2)   |
| <i>Potatoes</i>                   | Patate                                   | 0,06 | 0,04 | 0,85   | 0,12 | 0,08 | 10,50 (1)   |
| <i>Fresh tomatoes</i>             | Pomodori freschi                         | 0,06 | 0,05 | 1,85   | 0,12 | 0,10 | 10,00 (2)   |
| <i>Canned tomatoes</i>            | Pomodori conserva                        | 0,06 | 0,05 | 10,75  | 0,12 | 0,10 | 45,00 (1)   |
| <i>Rice</i>                       | Riso                                     | 0,14 | 0,05 | 1,95   | 0,28 | 0,10 | 10,00 (2)   |
| <i>Cold meats</i>                 | Salumi                                   | 0,11 | 0,10 | 12,50  | 0,22 | 0,20 | 100,00 (2)  |
| <i>Wheat</i>                      | Semola                                   | 0,10 | 0,08 | 2,35   | 0,20 | 0,16 | 12,00 (2)   |
| <i>Meat fat</i>                   | Strutto                                  | 0,10 | 0,08 | 8,55   | 0,20 | 0,16 | 90,00 (2)   |
| <i>Common wine</i>                | Vino comune                              | 0,17 | 0,11 | 1,15   | 0,34 | 0,22 | 30,00 (1)   |
| <i>Sugar</i>                      | Zucchero                                 | 0,18 | 0,10 | 6,70   | 0,36 | 0,20 | 15,00 (1)   |
|                                   | <u>Other goods</u><br><u>Altre merci</u> |      |      |        |      |      |             |
| <i>Alcohol</i>                    | Alcool                                   | -    | 0,20 | 4,30   | -    | 0,40 | 75,00 (2)   |
| <i>Shoes</i>                      | Calzature                                | -    | 0,31 | 140,00 | -    | 0,62 | 1000,00 (2) |
| <i>Newspaper paper</i>            | Carta giornali                           | -    | 0,14 | 2,85   | -    | 0,28 | 15,00 (2)   |
| <i>Straw paper</i>                | Carta paglia                             | -    | 0,17 | 1,65   | -    | 0,34 | 10,00 (2)   |
| <i>Vegetable oils</i>             | Carboni vegetali                         | -    | 0,12 | 2,00   | -    | 0,24 | 9,00 (1)    |
| <i>Carrots</i>                    | Carrube                                  | -    | 0,13 | 0,90   | -    | 0,26 | 5,00 (2)    |
| <i>Cement</i>                     | Cemento                                  | -    | 0,12 | 0,20   | -    | 0,24 | 2,00 (2)    |
| <i>Fertilizer: copper sulfate</i> | Concimi: solfato di rame                 | -    | 0,15 | 2,10   | -    | 0,30 | 10,00 (2)   |
| <i>Fertilizer: sulfur</i>         | Concimi: solfo                           | -    | 0,15 | 0,40   | -    | 0,30 | 2,00 (2)    |
| <i>Colors</i>                     | Colori                                   | -    | 0,27 | 6,95   | -    | 0,54 | 26,00 (2)   |
| <i>Glue</i>                       | Colla                                    | -    | 0,18 | 9,55   | -    | 0,36 | 30,00 (2)   |
| <i>Common iron</i>                | Ferro comune                             | -    | 0,15 | 2,05   | -    | 0,30 | 8,00 (2)    |
| <i>Washed wool</i>                | Lana lavata                              | -    | 0,22 | 35,75  | -    | 0,44 | 200,00 (2)  |
| <i>Dirty wool</i>                 | Lana sudicia                             | -    | 0,20 | 16,50  | -    | 0,40 | 100,00 (2)  |
| <i>Fire wood</i>                  | Legna da ardere                          | -    | 0,10 | 0,20   | -    | 0,20 | 5,00 (1)    |
| <i>Wood: fir tree</i>             | Legname: abete                           | -    | 0,13 | 7,00   | -    | 0,26 | 35,00 (2)   |
| <i>Wood: walnut</i>               | Legname: noce                            | -    | 0,20 | 10,00  | -    | 0,40 | 50,00 (2)   |
| <i>Lubricant oils</i>             | Oli lubrificanti                         | -    | 0,20 | 7,10   | -    | 0,40 | 40,00 (2)   |
| <i>Brass</i>                      | Ottone                                   | -    | 0,17 | 9,60   | -    | 0,34 | 50,00 (2)   |
| <i>Straw</i>                      | Paglia                                   | -    | 0,15 | 0,40   | -    | 0,30 | 2,00 (2)    |
| <i>Petroleum</i>                  | Petrolio                                 | -    | 0,20 | 5,70   | -    | 0,40 | 30,00 (2)   |
| <i>Common cattle skins</i>        | Pelli bovine grezze                      | -    | 0,21 | 6,70   | -    | 0,42 | 35,00 (2)   |
| <i>Lead</i>                       | Piombo                                   | -    | 0,15 | 3,65   | -    | 0,30 | 20,00 (2)   |
| <i>Chemical products</i>          | Prodotti chimici:                        |      |      |        |      |      |             |
| <i>Sodium bicarbonate</i>         | " " bicarbonato sodio                    | -    | 0,20 | 1,35   | -    | 0,40 | 8,00 (2)    |
| <i>Glycerine</i>                  | " " glicerina                            | -    | 0,18 | 16,50  | -    | 0,36 | 80,00 (2)   |
| <i>Crushed olive pulp</i>         | Sansa esausta                            | -    | 0,09 | 0,30   | -    | 0,18 | 1,50 (1)    |
| <i>Soap</i>                       | Sapone                                   | -    | 0,20 | 2,25   | -    | 0,40 | 15,00 (2)   |
| <i>Cork</i>                       | Spago                                    | -    | 0,20 | 6,20   | -    | 0,40 | 30,00 (2)   |
| <i>Textile fiber: vegetable</i>   | Tessuti di fibra veget.                  | -    | 0,23 | 30,00  | -    | 0,46 | 100,00 (2)  |
| <i>Animal</i>                     | " " animale                              | -    | 0,24 | 100,00 | -    | 0,48 | 500,00 (2)  |
| <i>Silk</i>                       | " " seta                                 | -    | 0,31 | 400,00 | -    | 0,62 | 2000,00 (2) |

(1) Il prezzo attuale di vendita é stato desunto dai calmieri imposti dalle Autorità.

(2) Non vi sono calmieri per tali merci. Come prezzo attuale di vendita é stato il del 1940 moltiplicato generalmente per cinque.

(1) Present sale prices have been taken from list of prices fixed by the authorities.

(2) There are no list of prices for these goods. As present sale price there has been in the generally multiplied by five.

|            |      |      |        |      |      |             |                                |
|------------|------|------|--------|------|------|-------------|--------------------------------|
|            | 0,06 | 0,05 | 3,25   | 0,12 | 0,10 | 20,00 (2)   |                                |
|            | 0,06 | 0,04 | 0,85   | 0,12 | 0,08 | 10,50 (1)   |                                |
| ri         | 0,06 | 0,05 | 1,85   | 0,12 | 0,10 | 10,00 (2)   |                                |
| va         | 0,06 | 0,05 | 10,75  | 0,12 | 0,10 | 45,00 (1)   |                                |
|            | 0,14 | 0,05 | 1,95   | 0,28 | 0,10 | 10,00 (2)   |                                |
| 49         | 0,11 | 0,10 | 12,50  | 0,22 | 0,20 | 100,00 (2)  |                                |
|            | 0,10 | 0,08 | 2,35   | 0,20 | 0,16 | 12,00 (2)   |                                |
|            | 0,10 | 0,08 | 8,55   | 0,20 | 0,16 | 90,00 (2)   |                                |
|            | 0,17 | 0,11 | 1,15   | 0,34 | 0,22 | 30,00 (1)   |                                |
|            | 0,18 | 0,10 | 6,70   | 0,36 | 0,20 | 15,00 (1)   |                                |
|            | -    | 0,20 | 4,30   | -    | 0,40 | 75,00 (2)   |                                |
|            | -    | 0,31 | 140,00 | -    | 0,62 | 1000,00 (2) | Si suppone che                 |
|            | -    | 0,14 | 2,85   | -    | 0,28 | 15,00 (2)   | un paio di scar-               |
|            | -    | 0,17 | 1,65   | -    | 0,34 | 10,00 (2)   | pe pesi 1 Kg.                  |
| li         | -    | 0,12 | 2,00   | -    | 0,24 | 9,00 (1)    | <i>It is assumed that</i>      |
|            | -    | 0,13 | 0,90   | -    | 0,26 | 5,00 (2)    | <i>one pair of shoes</i>       |
|            | -    | 0,12 | 0,20   | -    | 0,24 | 2,00 (2)    | <i>weighs 1Kg.</i>             |
| to di rame | -    | 0,15 | 2,10   | -    | 0,30 | 10,00 (2)   |                                |
|            | -    | 0,15 | 0,40   | -    | 0,30 | 2,00 (2)    |                                |
|            | -    | 0,27 | 6,95   | -    | 0,54 | 26,00 (2)   |                                |
|            | -    | 0,18 | 9,55   | -    | 0,36 | 30,00 (2)   |                                |
|            | -    | 0,15 | 2,05   | -    | 0,30 | 8,00 (2)    |                                |
|            | -    | 0,22 | 35,75  | -    | 0,44 | 200,00 (2)  |                                |
|            | -    | 0,20 | 16,50  | -    | 0,40 | 100,00 (2)  |                                |
| e          | -    | 0,10 | 0,20   | -    | 0,20 | 5,00 (1)    |                                |
|            | -    | 0,13 | 7,00   | -    | 0,26 | 35,00 (2)   |                                |
|            | -    | 0,20 | 10,00  | -    | 0,40 | 50,00 (2)   |                                |
| ti         | -    | 0,20 | 7,10   | -    | 0,40 | 40,00 (2)   |                                |
|            | -    | 0,17 | 9,60   | -    | 0,34 | 50,00 (2)   |                                |
|            | -    | 0,15 | 0,40   | -    | 0,30 | 2,00 (2)    |                                |
|            | -    | 0,20 | 5,70   | -    | 0,40 | 30,00 (2)   |                                |
| rezze      | -    | 0,21 | 6,70   | -    | 0,42 | 35,00 (2)   |                                |
|            | -    | 0,15 | 3,65   | -    | 0,30 | 20,00 (2)   |                                |
| ci:        |      |      |        |      |      |             |                                |
| nato sodio | -    | 0,20 | 1,35   | -    | 0,40 | 8,00 (2)    |                                |
| na         | -    | 0,18 | 16,50  | -    | 0,36 | 80,00 (2)   |                                |
|            | -    | 0,09 | 0,30   | -    | 0,18 | 1,50 (2)    |                                |
|            | -    | 0,20 | 2,25   | -    | 0,40 | 15,00 (1)   |                                |
|            | -    | 0,20 | 6,20   | -    | 0,40 | 30,00 (2)   |                                |
| bra veget. | -    | 0,23 | 30,00  | -    | 0,46 | 100,00 (2)  | <i>It is assumed that:</i>     |
| " animale  | -    | 0,24 | 100,00 | -    | 0,48 | 500,00 (2)  | Si suppone che: un             |
| a          | -    | 0,31 | 400,00 | -    | 0,62 | 2000,00 (2) | 1ml. fib. ve g. pesi Kg. 0,350 |
|            |      |      |        |      |      |             | 1 " " anim. " " 0,500          |
|            |      |      |        |      |      |             | 1 " " seta " " 0,200           |

attuale di vendita é stato desunto dai calmieri imposti dalle Autorità  
no calmieri per tali merci. Come prezzo attuale di vendita é stato indicato quello  
oltiplicato generalmente per cinque.

*has been taken from list of prices fixed by the authorities*  
*list of prices for these goods. As present sale price there has been indicated the 1940 price*  
*multiplied by five.*

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1. *Chlorophyll a* and *Chlorophyll b* content (mg/g) was determined by spectrophotometry using the method of Lichtenthaler and Sponholz (1980).

(1) 2000 年 1 月 1 日起, 凡在我国境内销售货物的单位和个人, 均应按销售额的一定比例缴纳增值税。

From this we take the following on coming to mind:

...and is sufficient to the point of ...  
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## LIST OF TRANSPORTATION RATES OF SOME GOODS AND THEIR SALE PRICE.

| TYPE OF GOODS             | Transportation rates on the basis of 1940 rates still in effect per 400 lbs. |           | 1940 sale prices (including transportation). | Transportation rates with 100% increase per 400 lbs. |           | Present sale prices. |     |
|---------------------------|------------------------------------------------------------------------------|-----------|----------------------------------------------|------------------------------------------------------|-----------|----------------------|-----|
|                           | High speed                                                                   | Low speed |                                              | High speed                                           | Low speed |                      |     |
| Merchandise               | 0.08                                                                         | 0.05      | 1.75                                         | 0.12                                                 | 0.10      | 4.80                 | (1) |
| Garlic                    | 0.06                                                                         | 0.05      | 2.05                                         | 0.12                                                 | 0.10      | 19.00                | (1) |
| Oranges                   | -                                                                            | 0.14      | 1.60                                         | -                                                    | 0.28      | 8.00                 | (2) |
| Cats                      | 0.08                                                                         | -         | 13.65                                        | 0.16                                                 | -         | 200.00               | (2) |
| Butter                    | 0.14                                                                         | 0.05      | 2.45                                         | 0.28                                                 | 0.10      | 40.00                | (1) |
| Chick Pea                 | 0.14                                                                         | 0.05      | 1.95                                         | 0.28                                                 | 0.10      | 20.00                | (2) |
| Chestnuts                 | 0.10                                                                         | -         | 11.00                                        | 0.20                                                 | -         | 14.00                | (1) |
| Slaughtered Meat          | 0.06                                                                         | 0.05      | 0.55                                         | 0.12                                                 | 0.10      | 16.00                | (1) |
| Cucumbers                 | 0.06                                                                         | 0.05      | 0.75                                         | 0.12                                                 | 0.10      | 14.00                | (1) |
| Cabbage                   | 0.14                                                                         | 0.05      | 3.90                                         | 0.28                                                 | 0.10      | 45.00                | (1) |
| Beans                     | 0.14                                                                         | 0.05      | 1.70                                         | 0.28                                                 | 0.10      | 10.00                | (2) |
| Wheat Flour               | 0.14                                                                         | 0.05      | 1.25                                         | 0.28                                                 | 0.10      | 6.00                 | (2) |
| Corn Flour                | 0.14                                                                         | 0.05      | 2.15                                         | 0.28                                                 | 0.10      | 30.00                | (1) |
| Dry Beans                 | 0.10                                                                         | 0.08      | 10.35                                        | 0.20                                                 | 0.16      | 63.00                | (1) |
| Cheese Provolone          | 0.10                                                                         | 0.08      | 11.75                                        | 0.20                                                 | 0.16      | 62.00                | (3) |
| Goat Milk Cheese Pecorino | 0.14                                                                         | 0.05      | 1.25                                         | 0.28                                                 | 0.10      | 5.00                 | (2) |
| Maize                     | 0.11                                                                         | 0.08      | 6.55                                         | 0.22                                                 | 0.16      | 42.00                | (2) |
| Fresh Cheese Mozzarella   | 0.10                                                                         | 0.08      | 9.05                                         | 0.20                                                 | 0.16      | 100.00               | (2) |
| Lard                      | 0.06                                                                         | 0.05      | 0.70                                         | 0.12                                                 | 0.10      | 10.00                | (1) |
| Lemons                    | 0.14                                                                         | 0.05      | 3.50                                         | 0.28                                                 | 0.10      | 40.00                | (1) |
| Lentils                   | 0.07                                                                         | 0.05      | 1.55                                         | 0.14                                                 | 0.10      | 23.00                | (1) |
| Apples                    | 0.11                                                                         | 0.10      | 7.95                                         | 0.22                                                 | 0.20      | 60.00                | (2) |
| Sausage                   | 0.14                                                                         | 0.06      | 4.30                                         | 0.28                                                 | 0.12      | 35.00                | (1) |
| Nuts                      | 0.14                                                                         | 0.06      | 3.55                                         | 0.28                                                 | 0.12      | 36.00                | (1) |
| Pilberts                  | 0.08                                                                         | 0.05      | 9.00                                         | 0.16                                                 | 0.10      | 25.00                | (1) |
| Olive Oil                 | 0.06                                                                         | 0.05      | 2.20                                         | 0.12                                                 | 0.10      | 5.00                 | (1) |
| Soup Pasta                | 0.06                                                                         | 0.05      | 3.25                                         | 0.12                                                 | 0.10      | 20.00                | (2) |
| Fresh Peas                | 0.06                                                                         | 0.04      | 0.85                                         | 0.12                                                 | 0.08      | 10.50                | (1) |
| Potatoes                  | 0.06                                                                         | 0.05      | 1.85                                         | 0.12                                                 | 0.10      | 10.00                | (1) |
| Fresh Tomatoes            | 0.06                                                                         | 0.05      | 10.75                                        | 0.12                                                 | 0.10      | 45.00                | (1) |
| Canned Tomatoes           | 0.14                                                                         | 0.05      | 1.95                                         | 0.28                                                 | 0.10      | 10.00                | (1) |
| Rice                      | 0.11                                                                         | 0.10      | 12.50                                        | 0.22                                                 | 0.20      | 100.00               | (1) |
| Cold Meats                | 0.10                                                                         | 0.08      | 2.35                                         | 0.20                                                 | 0.16      | 12.00                | (1) |
| Bacon                     | 0.10                                                                         | 0.08      | 0.55                                         | 0.20                                                 | 0.16      | 90.00                | (1) |
| Meat Fat                  | 0.17                                                                         | 0.11      | 1.15                                         | 0.34                                                 | 0.22      | 30.00                | (1) |
| Common Rice               |                                                                              |           |                                              |                                                      |           |                      |     |

# LIST OF TRANSPORTATION RATES OF SOME GOODS AND THEIR SALE PRICE.

| Transportation rates<br>on the basis of 1940<br>rates still in effect<br>per 100 Kgs. |           | 1940 sale prices<br>(including trans-<br>portation). | Transportation rates<br>with 100% increase<br>per 100 Kgs. |           | Present sale<br>prices. | REMARKS. |
|---------------------------------------------------------------------------------------|-----------|------------------------------------------------------|------------------------------------------------------------|-----------|-------------------------|----------|
| High Speed                                                                            | Low Speed |                                                      | High speed                                                 | Low speed |                         |          |
| 0.06                                                                                  | 0.05      | 1.75                                                 | 0.12                                                       | 0.10      | 4.80                    | (1)      |
| 0.06                                                                                  | 0.05      | 2.25                                                 | 0.12                                                       | 0.10      | 19.00                   | (1)      |
| -                                                                                     | 0.14      | 1.60                                                 | -                                                          | 0.28      | 8.00                    | (2)      |
| 0.08                                                                                  | -         | 13.65                                                | 0.16                                                       | -         | 200.00                  | (2)      |
| 0.14                                                                                  | 0.05      | 2.45                                                 | 0.28                                                       | 0.10      | 40.00                   | (1)      |
| 0.14                                                                                  | 0.05      | 1.95                                                 | 0.28                                                       | 0.10      | 20.00                   | (2)      |
| 0.10                                                                                  | -         | 11.00                                                | 0.20                                                       | -         | 15.00                   | (1)      |
| 0.06                                                                                  | 0.05      | 0.55                                                 | 0.12                                                       | 0.10      | 16.00                   | (2)      |
| 0.06                                                                                  | 0.05      | 0.95                                                 | 0.12                                                       | 0.10      | 14.00                   | (1)      |
| 0.14                                                                                  | 0.05      | 3.90                                                 | 0.28                                                       | 0.10      | 45.00                   | (1)      |
| 0.14                                                                                  | 0.05      | 1.30                                                 | 0.28                                                       | 0.10      | 10.00                   | (2)      |
| 0.14                                                                                  | 0.05      | 1.25                                                 | 0.28                                                       | 0.10      | 6.00                    | (2)      |
| 0.14                                                                                  | 0.05      | 2.15                                                 | 0.28                                                       | 0.10      | 30.00                   | (1)      |
| 0.10                                                                                  | 0.08      | 10.85                                                | 0.20                                                       | 0.16      | 63.00                   | (1)      |
| 0.10                                                                                  | 0.08      | 11.75                                                | 0.20                                                       | 0.16      | 62.00                   | (2)      |
| 0.14                                                                                  | 0.05      | 1.25                                                 | 0.28                                                       | 0.10      | 5.00                    | (2)      |
| 0.11                                                                                  | 0.08      | 6.55                                                 | 0.22                                                       | 0.16      | 42.00                   | (2)      |
| 0.10                                                                                  | 0.08      | 9.05                                                 | 0.20                                                       | 0.16      | 100.00                  | (2)      |
| 0.06                                                                                  | 0.05      | 0.70                                                 | 0.12                                                       | 0.10      | 10.00                   | (1)      |
| 0.14                                                                                  | 0.05      | 3.50                                                 | 0.28                                                       | 0.10      | 40.00                   | (1)      |
| 0.07                                                                                  | 0.05      | 1.15                                                 | 0.14                                                       | 0.10      | 23.00                   | (1)      |
| 0.11                                                                                  | 0.10      | 7.95                                                 | 0.22                                                       | 0.20      | 60.00                   | (2)      |
| 0.14                                                                                  | 0.06      | 4.30                                                 | 0.28                                                       | 0.12      | 35.00                   | (1)      |
| 0.14                                                                                  | 0.06      | 3.55                                                 | 0.28                                                       | 0.12      | 36.00                   | (1)      |
| 0.08                                                                                  | 0.05      | 9.00                                                 | 0.16                                                       | 0.10      | 25.00                   | (1)      |
| 0.08                                                                                  | 0.05      | 2.30                                                 | 0.16                                                       | 0.10      | 5.00                    | (1)      |
| 0.06                                                                                  | 0.05      | 3.25                                                 | 0.12                                                       | 0.10      | 20.00                   | (2)      |
| 0.06                                                                                  | 0.04      | 0.85                                                 | 0.12                                                       | 0.08      | 10.50                   | (1)      |
| 0.06                                                                                  | 0.05      | 1.80                                                 | 0.12                                                       | 0.10      | 10.00                   | (2)      |
| 0.06                                                                                  | 0.05      | 10.75                                                | 0.12                                                       | 0.10      | 45.00                   | (1)      |
| 0.14                                                                                  | 0.05      | 1.95                                                 | 0.28                                                       | 0.10      | 10.00                   | (2)      |
| 0.11                                                                                  | 0.10      | 12.50                                                | 0.22                                                       | 0.20      | 100.00                  | (2)      |
| 0.10                                                                                  | 0.08      | 2.35                                                 | 0.20                                                       | 0.16      | 12.00                   | (2)      |
| 0.10                                                                                  | 0.08      | 8.55                                                 | 0.20                                                       | 0.16      | 90.00                   | (2)      |
| 0.17                                                                                  | 0.11      | 1.15                                                 | 0.34                                                       | 0.22      | 30.00                   | (1)      |

- 2 -

| TYPE OF GOODS               | Transportation rates<br>on the basis of 1949<br>rates still in effect<br>per 400 lbs. |           | 1949 sale prices<br>(including Trans-<br>portation). | Transportation rates<br>with 150% increase<br>per 400 lbs. |           | Present<br>prices. |
|-----------------------------|---------------------------------------------------------------------------------------|-----------|------------------------------------------------------|------------------------------------------------------------|-----------|--------------------|
|                             | High Speed                                                                            | Low Speed |                                                      | High Speed                                                 | Low Speed |                    |
| <u>MERCHANDISE</u>          |                                                                                       |           |                                                      |                                                            |           |                    |
| Sugar                       | 0.18                                                                                  | 0.10      | 6.70                                                 | 0.36                                                       | 0.20      | 15.0               |
| <u>OTHER GOODS</u>          |                                                                                       |           |                                                      |                                                            |           |                    |
| Alcohol                     | -                                                                                     | 0.20      | 4.30                                                 | -                                                          | 0.40      | 75.0               |
| Shoes                       | -                                                                                     | 0.31      | 110.00                                               | -                                                          | 0.62      | 1000.0             |
| Newspaper                   | -                                                                                     | 0.14      | 2.85                                                 | -                                                          | 0.28      | 15.0               |
| Straw Paper                 | -                                                                                     | 0.17      | 1.65                                                 | -                                                          | 0.34      | 10.0               |
| Vegetal Coal                | -                                                                                     | 0.12      | 2.00                                                 | -                                                          | 0.24      | 9.0                |
| Carob Beans                 | -                                                                                     | 0.13      | 0.90                                                 | -                                                          | 0.26      | 5.0                |
| Cement                      | -                                                                                     | 0.12      | 0.20                                                 | -                                                          | 0.24      | 2.0                |
| Fertiliser; Copper Sulphate | -                                                                                     | 0.15      | 2.10                                                 | -                                                          | 0.30      | 10.0               |
| Fertiliser; Sulphur         | -                                                                                     | 0.15      | 0.40                                                 | -                                                          | 0.30      | 2.0                |
| Colours                     | -                                                                                     | 0.37      | 6.35                                                 | -                                                          | 0.54      | 26.0               |
| Glue                        | -                                                                                     | 0.16      | 2.55                                                 | -                                                          | 0.36      | 30.0               |
| Common Iron                 | -                                                                                     | 0.15      | 2.05                                                 | -                                                          | 0.30      | 8.0                |
| Washed Coal                 | -                                                                                     | 0.22      | 35.75                                                | -                                                          | 0.44      | 200.0              |
| Dirty Coal                  | -                                                                                     | 0.20      | 16.50                                                | -                                                          | 0.40      | 100.0              |
| Firewood                    | -                                                                                     | 0.10      | 0.20                                                 | -                                                          | 0.20      | 5.0                |
| Wood Fir Tree               | -                                                                                     | 0.13      | 7.00                                                 | -                                                          | 0.26      | 35.0               |
| Wood Walnut                 | -                                                                                     | 0.20      | 15.00                                                | -                                                          | 0.40      | 50.0               |
| Lubricant Oils              | -                                                                                     | 0.20      | 7.10                                                 | -                                                          | 0.40      | 40.0               |
| Brass                       | -                                                                                     | 0.17      | 9.60                                                 | -                                                          | 0.34      | 50.0               |
| Straw                       | -                                                                                     | 0.15      | 0.40                                                 | -                                                          | 0.30      | 2.0                |
| Petroleum                   | -                                                                                     | 0.20      | 5.70                                                 | -                                                          | 0.40      | 30.0               |
| Coarse Cattle Skins         | -                                                                                     | 0.21      | 6.70                                                 | -                                                          | 0.42      | 35.0               |
| Lead                        | -                                                                                     | 0.15      | 3.65                                                 | -                                                          | 0.30      | 20.0               |
| <u>Chemical Products:</u>   |                                                                                       |           |                                                      |                                                            |           |                    |
| Sodium Bicarbonate          | -                                                                                     | 0.20      | 1.35                                                 | -                                                          | 0.40      | 5.0                |
| Glycerine                   | -                                                                                     | 0.18      | 16.50                                                | -                                                          | 0.36      | 80.0               |
| Crushed Olive Pulp          | -                                                                                     | 0.09      | 0.30                                                 | -                                                          | 0.18      | 1.0                |
| Soap                        | -                                                                                     | 0.20      | 2.25                                                 | -                                                          | 0.40      | 15.0               |
| Cord                        | -                                                                                     | 0.20      | 6.20                                                 | -                                                          | 0.40      | 30.0               |
| Vegetal Fibre Textile       | -                                                                                     | 0.23      | 30.00                                                | -                                                          | 0.46      | 100.0              |
| Animal " "                  | -                                                                                     | 0.24      | 100.00                                               | -                                                          | 0.48      | 500.0              |
| Silk Textiles               | -                                                                                     | 0.31      | 400.00                                               | -                                                          | 0.62      | 2000.0             |

1. Present sale prices has been taken from list of prices fixed by the authorities.
2. There are no lists of prices for these goods. As present sale price there has been indicated the 1949

- 2 -

| Transportation rates on the basis of 1940 rates still in effect per 400 km. |           | 1940 sale prices (including Transportation). | Transportation rates with 100% increase per 400 km. |           | Present Sale prices. | REMARKS                     |
|-----------------------------------------------------------------------------|-----------|----------------------------------------------|-----------------------------------------------------|-----------|----------------------|-----------------------------|
| High Speed                                                                  | Low Speed |                                              | High Speed                                          | Low Speed |                      |                             |
| 0.18                                                                        | 0.10      | 6.70                                         | 0.36                                                | 0.20      | 15.00                | (2)                         |
| -                                                                           | 0.20      | 1.30                                         | -                                                   | 0.40      | 75.00                | (2)                         |
| -                                                                           | 0.31      | 210.00                                       | -                                                   | 0.62      | 1000.00              | (2) It is assumed that      |
| -                                                                           | 0.14      | 2.85                                         | -                                                   | 0.28      | 15.00                | (2) one pair of shoes       |
| -                                                                           | 0.17      | 1.65                                         | -                                                   | 0.31      | 10.00                | (2) weighs 1 Kg.            |
| -                                                                           | 0.12      | 2.00                                         | -                                                   | 0.24      | 9.00                 | (1)                         |
| -                                                                           | 0.13      | 0.90                                         | -                                                   | 0.26      | 5.00                 | (2)                         |
| -                                                                           | 0.12      | 0.20                                         | -                                                   | 0.21      | 2.00                 | (2)                         |
| -                                                                           | 0.15      | 2.10                                         | -                                                   | 0.30      | 10.00                | (2)                         |
| -                                                                           | 0.15      | 0.40                                         | -                                                   | 0.30      | 2.00                 | (2)                         |
| -                                                                           | 0.27      | 6.95                                         | -                                                   | 0.54      | 26.00                | (2)                         |
| -                                                                           | 0.18      | 9.55                                         | -                                                   | 0.36      | 30.00                | (2)                         |
| -                                                                           | 0.15      | 2.05                                         | -                                                   | 0.30      | 8.00                 | (2)                         |
| -                                                                           | 0.22      | 5.75                                         | -                                                   | 0.44      | 200.00               | (2)                         |
| -                                                                           | 0.20      | 16.50                                        | -                                                   | 0.40      | 100.00               | (2)                         |
| -                                                                           | 0.10      | 0.20                                         | -                                                   | 0.20      | 5.00                 | (1)                         |
| -                                                                           | 0.13      | 7.00                                         | -                                                   | 0.26      | 35.00                | (2)                         |
| -                                                                           | 0.20      | 10.00                                        | -                                                   | 0.40      | 50.00                | (2)                         |
| -                                                                           | 0.20      | 7.10                                         | -                                                   | 0.40      | 40.00                | (2)                         |
| -                                                                           | 0.17      | 9.60                                         | -                                                   | 0.34      | 50.00                | (2)                         |
| -                                                                           | 0.15      | 0.40                                         | -                                                   | 0.30      | 2.00                 | (2)                         |
| -                                                                           | 0.20      | 5.70                                         | -                                                   | 0.40      | 30.00                | (2)                         |
| -                                                                           | 0.21      | 6.70                                         | -                                                   | 0.42      | 35.00                | (2)                         |
| -                                                                           | 0.15      | 3.65                                         | -                                                   | 0.30      | 20.00                | (2)                         |
| -                                                                           | 0.26      | 1.35                                         | -                                                   | 0.40      | 9.00                 | (2)                         |
| -                                                                           | 0.18      | 16.50                                        | -                                                   | 0.36      | 30.00                | (2)                         |
| -                                                                           | 0.09      | 0.30                                         | -                                                   | 0.18      | 1.50                 | (2)                         |
| -                                                                           | 0.20      | 2.25                                         | -                                                   | 0.40      | 15.00                | (1)                         |
| -                                                                           | 0.20      | 6.20                                         | -                                                   | 0.40      | 30.00                | (2)                         |
| -                                                                           | 0.23      | 30.00                                        | -                                                   | 0.46      | 100.00               | (2) It is assumed that:     |
| -                                                                           | 0.24      | 100.00                                       | -                                                   | 0.46      | 500.00               | (2) 1 ml. fib.veg. peak 0.3 |
| -                                                                           | 0.31      | 400.00                                       | -                                                   | 0.62      | 2000.00              | (2) 1 " "anim " "0.50       |
|                                                                             |           |                                              |                                                     |           |                      | 1 " sets " "0.20            |

Prices have been taken from list of prices fixed by the authorities. As present sale price there has been indicated the 1940 price generally multiplied by 100.

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
Transportation Sub-Commission  
APO 394.

Our reference : ACC Tn/30A/25

Date : 29 Apl 44.

TO : Gen. di Raimondo,  
Undersecretary of State for Italian Railways and Highways,  
NAPLES.

SUBJECT: Increase in Railway Tariffs.

1. The table showing the relation of railway transportation charges to sale price of essential civilian goods, submitted with your letter of 14 Apl 44, reference C. 11226/T.5, is being studied.

2. In considering the application for increase in railway tariffs it is desired that you provide the following information as quickly as possible:

(i) For each Compartment of State Railways (including Sicily and Sardinia) and the Sud-Est Railways for the period from December 1943 to latest available date :

- (a) Freight revenue
- (b) Passenger revenue
- (c) Total income
- (d) Total operating expenses

(ii) An estimate of the extent to which the monthly deficits would be relieved by the proposed increase in (a) freight rates alone, and (b) both freight and passenger rates.

3. Upon receipt of the above information, your request will be promptly presented to the proper authorities for action.

*W. B. Vining*  
for *W. B. Vining*,  
Lieut-Colonel,  
A/Director, Transportation Sub-Commission, ACC.

File 30A/24  
U-3174

1st Ind.

GHM/pjh

HQ, ACC, Region II, APO 394, 4 April 44.

To: Executive Commissioner, R.C. and M.G. Section,  
ACC Headquarters, Naples.

1. The basic communication is forwarded with an earnest recommendation that the desired instructions with respect to the freight rates to be charged for lignite be promptly given and applied. Lignite is the only type of coal presently available in Potenza Province, and the need for it is great.

*G.H. McCaffrey*  
G.H. McCaffrey  
Lt. Col., Inf.  
R.C.

2nd Ind.

SAF/rg

Transportation Sub-Commission, ACC., c/o Mov & Tn., HQ AAI (Rear Admech), CMF.

26 April 1944.

TO: R.C. HQ, ACC, Region II (for Transportation Officer.)

1. The matter of freight rates on lignite has been handled with Italian Undersecretary of State for Railways, and we now have the following report from that office of action completed according to your recommendations:

"The freight rates for fast freight were put into effect on its own initiative, and only to its dependant stations by the Commercial Traffic Section of Naples.

I have informed this section to immediately annul this procedure, consequently lignite will, in the future, be shipped and charged normal freight rates."

*S.A. FITCH*

S.A. FITCH  
Colonel,

Director, Transportation Sub-Commission, ACC.

COPY

ALLIED CONTROL COMMISSION  
POTENZA PROVINCE

April 1, 1944  
S/8

Subject:- Transport.

To :- R.C., A.C.C. H.Q., Region 2, Matera.

I am enclosing a communicate from IMPRESA FALCOLINI ON THE question of freight rates on lignite.

It is requested that this letter be forwarded to INTERNAL TRANSPORTATION SUB COMMISSION, Naples with a suggestion that they have the matter rectified and SEZIONE MOVIMENTO, Naples instructed to inform interested station masters that such despatches are to be charged at the lower rate and not the express.

/s/

G. T. Cardham, Capt. R.A.  
Provincial Supply Officer.

693

COPY TRANSLATION:

Lagonegro 27/3/44.

In the month of October 1943, with the help of the Allied Military Government, the Societa L.I.M.S.A. -Miniera del Mercure, of which we are freight agents, was authorized to ship lignite to the S.A.L.A. in Potenza.

The State Railways, represented at Salignano by Comm. DiGioia, ordered that the lignite be charged as express freight. Following this order we appealed and through the intervention of AMBOT, Potenza, the State Railways changed the order stating that lignite was to be shipped regular freight, and since express shipments had been made, a telegram signed by Comm. Di Gioia, was sent to Lagonegro and Potenza stations to substitute these shipments with regular freight.

Now, the State Railways, Sez. Mov. in Naples, have again adopted the original order stating, "All Freight, including lignite can be accepted only if sent express".

This order is illegal and abusive:

- (1) Because lignite is not contained in the express rates of the State Railways.
- (2) Because lignite is not shipped on express freight trains but on regular ~~freight~~ freight trains, so much so that a car load from Lagonegro to Potenza, sent express, was many days on the way.  
Where are the terms of surrender? The law exists for both, the State Railways and the merchant.

- (3) Because a prior order changing this abusive charge had been issued.

ABUSIVE

- (1) Because lignite is classified as low class merchandise, enjoying lower rates from the State Railways.
- (2) Because all activity would cease if we abide by this order:
  - (a) We would not be able to make shipments.
  - (b) The mine would have to close down.
  - (c) Industry using lignite would have to stop work.

It is obvious that many workers will not be able to work, since no factory will accept lignite with a freight charge of 18,000 per car from Lagonegro to Potenza while the lignite itself costs much less.

At present there are several cars lying in Potenza for S.A.L.A. who cannot accept them because of the high freight charges.

Since the State Railways are apart from realities, we are forced to ask you again to please intervene in this somewhat knotty situation, ordering the State Railways to accept lignite shipments on regular freight trains, and to accept also those cars now lying at Potenza.

With the greatest regard,

IMPREGA FALCOLINI

20A/23

TRANSLATION.

Naples. April 44.

No. 11254/AG.10

ACC Tn/30A/20 of 10 Apr 44.

SUBJECT : Freight Rates for Lignite.

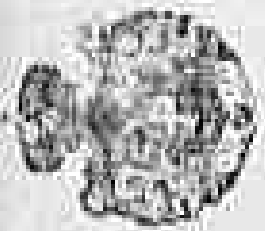
TO : ACC Tn. Sub-Commission.

Reference to your letter as of above.

1. The freight rates for fast freight were put into effect on its own initiative, and only to its dependant stations by the Commercial Traffic Section of Naples.
2. I have informed this section to immediately annul this procedure, consequently lignite will, in the future, be shipped and charged normal freight rates.

THE UNDERSECRETARY OF STATE.

433



*Ministero delle Comunicazioni*

FERROVIE DELLO STATO

Sottosegretariato di Stato  
~~MINISTERO DELLE COMUNICAZIONI~~

Napoli, ~~xxx~~ 16 aprile 1944

N. C. 11254/AG. 10

N. ACC Tn/30 A/20 del 10 corr.

OGGETTO: Tariffe ferroviaria  
merci per lignite.

ALLA COMMISSIONE ALLEATA DI CONTROLLO  
Sottocommissione Trasporti  
N A P O L I

Riferimento al foglio sopra citato.

- 1°) La tassazione dei trasporti di merci con le tariffe della grande velocità fu disposta, di propria iniziativa, e limitatamente alle stazioni da essa dipendenti, dalla Sezione Commerciale e del Traffico di Napoli.
- 2°) Comunico di aver dato disposizioni a detta Sezione per l'immediato annullamento della sua iniziativa, e perciò i trasporti di lignite di cui alla nota a riferimento saranno sempre tassati con le tariffe della piccola velocità.

IL SOTTOSEGRETARIO DI STATO

*U. Di Vittorio*

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Transportation Sub-Commission, ACC..  
C/o Mov & Tn..  
H.Q., A.A.I. (Adm. Echelon),  
C.M.F.

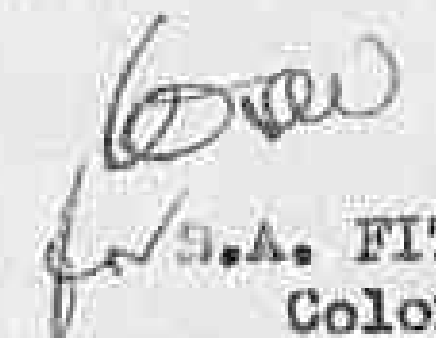
Our reference: ACC TN/30A/21.

Date : 13 April 44.

TO : Gen di Raimondo.  
Undersecretary of State for  
Italian Highways and Railways.

SUBJECT : Copy of Letter dtd 28 Dec 1943 ref: 409/1.1/3/Segr.

In keeping with conversation of yesterday there  
is attached a copy of your letter 28 Dec 1943 (Ref. 409/1.1./3/Segr)  
concerning proposed increase in railway freight tariffs.

  
S.A. FITCH,  
Colonel.  
Director, Transportation Sub-Commission, ACC.

Transportation Sub-Commission, ACC.,  
c/o Mov & Tr.,  
H.Q., A.A.I. (Adm. Echelon),  
C.M.F.

Our reference : ACC Tr/391/20

Date : 10 April 44.

TO : Gen di Raimondo,  
Undersecretary of State for Italian Railways &  
Highways.

SUBJECT : Railway Freight Rates on Lignite.

1. There is attached copy of a letter dated 27 March 44 from "Impresa Falcolini", which is self explanatory.
2. Under the circumstances by which this rail movement of lignite is accomplished it is not understood why the higher 'express rate' should be applied.
3. Lignite is serving a most critical need in the Potenza Province, and it is requested that necessary action be taken at once to ensure that its use is not prejudiced by application of higher freight rates than are proper under the circumstances.
4. Please advise this Sub-Commission of the action taken.

  
S.A. FITCH,  
Colonel,  
Director, Transportation Sub-Commission, ACC.

IMPRESA FALCOLINI  
Appalti-Trasporti ferroviari ed affini.

Lagonero 27 March 44.

Cale

Comando Alleato  
Commissione Controllo  
A.C.C.  
Servizi Logistici  
POTENZA

Nel mese di ottobre 1943 merce in valido aiuto dell'Onle Comandante A.M.G.O.T. la Società I.L.M.S.A. - Miniere del Mercure - de noi rappresentata per le spedizioni da questo scalo ferroviario, ottiene l'autorizzazione a poter spedire la lignite alla S.A.L.A. di Potenza.

Le parte delle F.S., allora rappresentata a Salignano dal Comm. Di Gibb, venne ordinato che la lignite dovesse essere tarata G.V.

In seguito a quest'ordine contrapponevano le n/ controdeduzioni ed intervenuto nuovamente l'Onle A.M.G.O.T. di Potenza le F.S. abrogarono questo provvedimento ed impartirono disposizioni a che la lignite venisse accettata a P.V. anzi, poiche alcune spedizioni furono spedite a G.V., fu ordinato subito a mezzo telegramma - firmato dal Comm. Di Gibb - alle stazioni di Lagonero e Potenza di annullare le spedizioni a G.V. e sostituirle con quelle a P.V.

Ora, nuovamente le F.S., sez. Mor. di Napoli, sono ritornate al primitivo ordine: tutte le merci, comprese la lignite, devono essere accettate solo a Grande Velocita.

Quest'ordine della predetta Sezione è illegale e fuori luogo.

Illegale:

- 1) perche la lignite non è contemplata per nulle nelle tariffe a G.V. delle F.S.
- 2) perche i carri di lignite non sono trasportati con treni rapidi ma con gli ordinari treni merci. Tanto è vero che un carro da Lagonero a Potenza spedito a G.V. ha impiegato un numero considerevole di giorni.

Domandiamo alle F.S.: dove sono i termini di resa???

Se legge esiste per il noleggiante eguale legge deve esiste per il vettore.

- 3) perche esiste un precedente ordine che abrogava questa vaneatoria tassazione.

Fuori luogo

- 1) perche la lignite è merce poverissima, tanto è vero che nelle tariffe delle F.S. è contemplato la tassazione con la classe minima ed inoltre le F.S. accordavano anche una riduzione.

- 2) perche mantenendo in vigore questa disposizione si troncava tutte le attivita: a) le nostre, in qualita di spedizioniere.

b) quella delle Miniere

c) quella degli stabilimenti industriali che consumano la lignite.

Ne consegue, compenetrandosi bene delle ragioni esposte nel punto precedente, che una ricca di operai viene mossa sul fronte perche non troveranno mai nessun stabilimento disposto ad accettare la lignite con la tassazione a G.V. in quanto per ogni carro occorrono circa lire 600 di trasporto (da Lagonero a Potenza) mentre il costo della lignite è molto di meno. Attualmente esistono diversi carri giacenti e Potenza diretti alla S.A.L.A. che il destinatario non può avvincolare per l'eccezione dell'enorme trasporto.

la Società I.L.M.S.A. - Miniere del Mercurio - nei rappresentati per la spedizione da questo scalo ferroviario, ottiene l'autorizzazione a poter spedire la lignite alla S.A.I.A. di Potenza.

La parte delle F.S., allora rappresentata a S. Ciriaco dal Comm. Di Gila, venne ordinato che la lignite doveva essere inviata a V.

In seguito a quest'ordine controveniente le n. controdeduzioni ed intervento ed impertinente disposizione di Potenza la F.S. allegarono questo provvedimento ed impertinente disposizione che la lignite venisse accettata a V. anzi, poichè alcune spedizioni furono spedite a V., fu ordinato subito a mezzo telegramma - firmato dal Comm. Di Gila - alle stazioni di Lagonegro e Potenza di annullare le spedizioni a V. e sostituirla con quella a V.

Ors, nuovamente la F.S., Sez. Mer. di Napoli, sono ritornate al primitivo ordine: Tutte le merci, comprese la lignite, devono essere accettate solo a Grande Velocità

Quest'ordine della predetta sezione è illegale e fuori luogo.

Illegale:

- 1) perchè la lignite non è contemplata per nulla nelle tariffe a G.V. delle F.S.
- 2) perchè i carri di lignite non sono trasportati con treni rapidi ma con gli ordinari treni merci. Tanto è vero che un carro da Lagonegro a Potenza spedito a G.V. ha impiegato un numero considerevole di giorni.

Domandiamo alle F.S.: lora sono i termini di resa?

Se legge esiste per il noleggiante agenzia legge deve esistere per il vettore.

- 3) perchè esiste un precedente ordine che abrogeva questa vensatoria tassazione.

Fuori luogo

- 1) perchè la lignite è merce poverissima, tanto è vero che nelle tariffe delle F.S. è contemplato la tassazione con la classe minima ed inoltre le F.S. accordavano anche una riduzione.

- 2) perchè mantenendo in vigore questa disposizione si troncava tutte le attività:
  - a) la nostra, in qualità di spedizionieri,
  - b) quella della Miniera
  - c) quella degli stabilimenti industriali che consumano la lignite.

Ne consegue, compenetrandosi bene delle ragioni esposte nel punto precedente, che una ridotta di operai viene messa sul lastrico perchè non troveranno mai nessun stabilimento disposto ad accettare la lignite con la tassazione a G.V. in quanto per ogni carro occorrono circa lire 3000 di trasporto (da Lagonegro a Potenza) mentre il costo della lignite è molto di meno.

Attualmente esistono diversi carri giacenti e Potenze diretti alla S.A.I.A. che il destinatario non può svincolare per l'esente dell'enorme trasporto.

Poichè la F.S. si allontana di molto dalla realtà delle vite siamo nuovamente intervenire in questa spinosissima questione ad ordinare alle F.S. di accettare le spedizioni delle lignite a V. comprese anche i carri giacenti a Potenza.

Chiediamo venia dal disturbo e mentre ringraziamo con le massime stima ossequiamo.

IMPRESA FALCOLINI

Transportation Sub-Commission, ACC.,  
c/o Mov & Tn.,  
H.Q., A.A.I. (Adm. Echelon),  
C.M.F.

Our reference : ACC Tn/30A/18

Date : 9 April 44.

TO : Gen. di Belmonte,  
Undersecretary of State for Italian Railways &  
Highways.

SUBJECT : Proposal to abrogate the special reductions on  
tariffs now existing.

1. Reference your No. C/11047/T.4, dated 30 March 44.
2. The ultimate aim of reference letter and attachment is not understood, in that it was understood from all previous representations on the subject that your Ministry was urging a flat increase of 100% in the pre-occupation freight rates on all commodities.
3. Inquiry is therefore made as to whether it is now your purpose to pursue your requests for increased freight rates by treating certain commodities separately, through the expedient of repealing certain interim decrees that effected special decreases.
4. We shall be glad to discuss this subject with you at our meeting on Wednesday 12 April 1944.

*Done  
See notes of meeting*

*[Signature]*  
S.A. FITCH,  
Colonel,  
Director, Transportation Sub-Commission, ACC.

Italian State Railways,  
Central Traffic Office.

Naples 30 March 44.

No. G/11047/T.4.

SUBJECT : Proposal to abrogate the special reductions on tariffs now existing.

Apart from plans now underway to increase existing tariffs on civilian and freight traffic on I.S.R., authorisation is asked by this Undersecretary to abrogate the existing reductions of 50% and 20% on freight cost on edibles and wines as per attached list.

The above changes were approved by the then existing Italian Government with disposition by the Minister of the 8th. February, 1942, prefected and enlarged the 5th. March, 1944  
These changes had more of a political rather than an economical nature, viz.

(1) At the time that these reductions changed the normal state of tariffs on merchandise and wines, there was no disturbance in the economical equilibrium, in the relative cost and prices of merchandises, to warrant a reduction of freight tariffs.

(2) Freight traffic: Because of the present Government's open views, which has limited its control to few items, does not derive any protective measures and consequently prices are dictated by economic necessities and have reached the ceiling.

(3) For reasons pointed in para (2), wines and foodstuffs, do not, at present, need an incentive to greater shipping, which warrants keeping the tariff rates as low as they are at present.

(4) As an example, a list of items with present tariff rates is hereby transmitted. From the figures it can be easily be seen that the tariff rates are not proportionate to the high prices generally charged for the merchandise. In conclusion, for the above reasons, actually all reductions should be considered surpassed since no change in tariffs has taken place in the last two years, to judiciously equilibrate freight rates to the economical exigencies.

It is hoped this will be taken in due consideration.

THE UNDERSECRETARY OF STATE,  
Gen. di Raimondo.

14501

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It is hoped this will be taken in due consideration.

THE UNDERSECRETARY OF STATE,  
Gen. di Reimondo.

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BIENCO DEI PREZZI DI TRASPORTO DI ALCUNE DERRATE TASSATE PER UN PERCORSO DI Km.400 A GRANDE VELOCITA' CON LE BASI DI PREZZO STABILITE SECONDO IL PESO DELLE MERCI SPEDITE.

*List of tariffs for foodstuffs over a 400km. distance, both on fast and slow freight rates.*

| Natura della Merce                      | Prezzi della Grande Velocità secondo i seguenti pesi: <i>Fast freight, according to the following weights</i> |                                  |                |                | Prezzi della Piccola Velocità ti pesi: |                      |
|-----------------------------------------|---------------------------------------------------------------------------------------------------------------|----------------------------------|----------------|----------------|----------------------------------------|----------------------|
|                                         | A collettame (I Ton.)                                                                                         | A carro completo <i>Full car</i> |                |                | A collettame (I Ton.)                  | A carro completo     |
|                                         |                                                                                                               | 5 Tonnel.                        | 10 Tonnel.     | 15 Tonnel.     |                                        | 5 Tonnel. 10 Tonnel. |
|                                         | <i>1 Ton</i>                                                                                                  | <i>5 Tons</i>                    | <i>10 Tons</i> | <i>15 Tons</i> |                                        |                      |
| Agrumi <i>Citrus fruit</i>              | 180,00                                                                                                        | 525,00                           | 648,00         | 747,00         | 91,00                                  | 357,00 549,00        |
| Carni congelate <i>Frozen meat</i>      | 180,00                                                                                                        | 525,00                           | 756,00         | 1053,00        | 170,00                                 | 607,00 2634,00       |
| Castagne <i>Chestnuts</i>               | 180,00                                                                                                        | 525,00                           | 648,00         | 747,00         | 65,50                                  | - 926,00             |
| Cereali <i>Cereals</i>                  | 180,00                                                                                                        | 717,00                           | 1362,00        | -              | 65,50                                  | - 514,00             |
| Farina di frumento <i>Wheat flour</i>   | 180,00                                                                                                        | 717,00                           | 1362,00        | -              | 65,50                                  | - 514,00             |
| Formaggi <i>Cheese</i>                  | 240,00                                                                                                        | 717,00                           | 1050,00        | 1413,00        | 119,00                                 | 499,00 820,00        |
| Frutta fresca <i>Fresh fruit</i>        | 180,00                                                                                                        | 525,00                           | 648,00         | 747,00         | -                                      | - -                  |
| Frutta secca <i>Dried fruit</i>         | 180,00                                                                                                        | 717,00                           | 1362,00        | -              | 105,00                                 | 374,00 588,00        |
| Grano <i>Wheat</i>                      | 385,00                                                                                                        | 1635,00                          | 3080,00        | -              | 65,50                                  | - 514,00             |
| Grassi commestibili                     | 180,00                                                                                                        | 525,00                           | 756,00         | 1053,00        | 91,00                                  | 342,00 588,00        |
| Latte condensato <i>Condensed milk</i>  | 240,00                                                                                                        | 1134,00                          | 1764,00        | -              | 119,00                                 | 453,00 820,00        |
| Legumi freschi <i>Fresh legumes</i>     | 180,00                                                                                                        | 525,00                           | 648,00         | 747,00         | 91,00                                  | 357,00 1097,00       |
| Legumi secchi <i>Dry legumes</i>        | 180,00                                                                                                        | 717,00                           | 1362,00        | -              | 65,50                                  | - 514,00             |
| Marmellata <i>Jam</i>                   | 240,00                                                                                                        | 1134,00                          | 1764,00        | -              | 170,00                                 | 576,00 1082,00       |
| Noci comuni <i>Common nuts</i>          | 385,00                                                                                                        | 1635,00                          | 3080,00        | -              | 91,00                                  | 357,00 1097,00       |
| Olio commestibile                       | 180,00                                                                                                        | 525,00                           | 756,00         | 1053,00        | 91,00                                  | 341,00 1175,00       |
| Ortaggi freschi <i>Fresh vegetables</i> | 180,00                                                                                                        | 525,00                           | 648,00         | 747,00         | 91,00                                  | 357,00 1097,00       |
| Ortaggi secchi <i>Dried vegetables</i>  | 240,00                                                                                                        | 1134,00                          | 1764,00        | -              | 141,00                                 | 499,00 -             |
| Paste da minestra <i>Pasta</i>          | 180,00                                                                                                        | 525,00                           | 756,00         | 1053,00        | 91,00                                  | 341,00 514,00        |
| Patate <i>Potatoes</i>                  | 180,00                                                                                                        | 525,00                           | 648,00         | 747,00         | 65,50                                  | - 463,00             |
| Pesce in salamoia <i>Pickled fish</i>   | 180,00                                                                                                        | 717,00                           | 1362,00        | -              | 91,00                                  | 374,00 661,00        |
| Pomodori freschi <i>Fresh tomatoes</i>  | 180,00                                                                                                        | 525,00                           | 648,00         | 747,00         | 91,00                                  | 357,00 549,00        |
| Ricotta fresca <i>Fresh ricotta</i>     | 240,00                                                                                                        | 717,00                           | 1050,00        | 1413,00        | 119,00                                 | 499,00 820,00        |
| Uova di pollame <i>Poultry eggs</i>     | 180,00                                                                                                        | 525,00                           | 756,00         | 1053,00        | 119,00                                 | 667,00 714,00        |
| Uva fresca <i>Fresh grapes</i>          | 240,00                                                                                                        | 717,00                           | 1050,00        | 1213,00        | 119,00                                 | 453,00 746,00        |
| Vino <i>Wine</i>                        | 384,00                                                                                                        | 1147,00                          | 1680,00        | 2261,00        | 140,00                                 | 650,00 1142,00       |
| Zucchero comune <i>Common sugar</i>     | 240,00                                                                                                        | 1134,00                          | 1764,00        | -              | 170,00                                 | 576,00 1018,00       |

Come è detto nella lettera d'accompagnamento, i su esposti prezzi sono già ridotti da *The above prices have been reduced by 50 and 20% as stated*

NAPOLI 30/3/944



IL CAPO DELL'UFFICIO CENTRALE  
COMMERCIALE E DEL TRAFFICO

*Aloupen*

14521

TRASPORTO DI ALCUNE DERRATE TASSEATE PER UN PERCORSO DI Km.400 A GRANDE VELOCITA' ED A PICCOLA VELOCITA' DI PREZZO STABILITE SECONDO IL PESO DELLE MERCI SPEDITE.

*Freight rates over a 400 km. distance, both on fast and slow freight with established rates as to weight*

Prezzi della Grande Velocità secondo i seguenti pesi: *Fast freight, according to the following weights* | Prezzi della Piccola Velocità secondo i seguenti pesi:

| A collettame (1 Ton.) | A carro completo |             |             | A collettame (1 Ton.) | A carro completo |             |             |
|-----------------------|------------------|-------------|-------------|-----------------------|------------------|-------------|-------------|
|                       | 5 Tonnell.       | 10 Tonnell. | 15 Tonnell. |                       | 5 Tonnell.       | 10 Tonnell. | 15 Tonnell. |
| 1 Ton                 | 5 Tons           | 10 Tons     | 15 Tons     |                       |                  |             |             |
| 180,00                | 525,00           | 648,00      | 747,00      | 91,00                 | 357,00           | 549,00      | -           |
| 180,00                | 525,00           | 756,00      | 1053,00     | 170,00                | 607,00           | 2634,00     | -           |
| 180,00                | 525,00           | 648,00      | 747,00      | 65,50                 | -                | 926,00      | 1333,00     |
| 180,00                | 717,00           | 1362,00     | -           | 65,50                 | -                | 514,00      | 753,00      |
| 180,00                | 717,00           | 1362,00     | -           | 65,50                 | -                | 514,00      | 753,00      |
| 240,00                | 717,00           | 1050,00     | 1413,00     | 119,00                | 499,00           | 820,00      | -           |
| 180,00                | 525,00           | 648,00      | 747,00      | -                     | -                | -           | -           |
| 180,00                | 717,00           | 1362,00     | -           | 105,00                | 374,00           | 588,00      | -           |
| 385,00                | 1635,00          | 3080,00     | -           | 65,50                 | -                | 514,00      | 753,00      |
| 180,00                | 525,00           | 756,00      | 1053,00     | 91,00                 | 342,00           | 588,00      | -           |
| 240,00                | 1134,00          | 1764,00     | -           | 119,00                | 453,00           | 820,00      | -           |
| 180,00                | 525,00           | 648,00      | 747,00      | 91,00                 | 357,00           | 1097,00     | -           |
| 180,00                | 717,00           | 1362,00     | -           | 65,50                 | -                | 514,00      | 753,00      |
| 240,00                | 1134,00          | 1764,00     | -           | 170,00                | 576,00           | 1082,00     | -           |
| 385,00                | 1635,00          | 3080,00     | -           | 91,00                 | 357,00           | 1097,00     | -           |
| 180,00                | 525,00           | 756,00      | 1053,00     | 91,00                 | 341,00           | 1175,00     | -           |
| 180,00                | 525,00           | 648,00      | 747,00      | 91,00                 | 357,00           | 1097,00     | -           |
| 240,00                | 1134,00          | 1764,00     | -           | 141,00                | 499,00           | -           | -           |
| 180,00                | 525,00           | 756,00      | 1053,00     | 91,00                 | 341,00           | 514,00      | -           |
| 180,00                | 525,00           | 648,00      | 747,00      | 65,50                 | -                | 463,00      | 667,00      |
| 180,00                | 717,00           | 1362,00     | -           | 91,00                 | 374,00           | 661,00      | -           |
| 180,00                | 525,00           | 648,00      | 747,00      | 91,00                 | 357,00           | 549,00      | -           |
| 240,00                | 717,00           | 1050,00     | 1413,00     | 119,00                | 499,00           | 820,00      | -           |
| 180,00                | 525,00           | 756,00      | 1053,00     | 119,00                | 667,00           | 714,00      | -           |
| 240,00                | 717,00           | 1050,00     | 1213,00     | 119,00                | 453,00           | 748,00      | -           |
| 384,00                | 1147,00          | 1680,00     | 2261,00     | 140,00                | 650,00           | 1142,00     | -           |
| 240,00                | 1134,00          | 1764,00     | -           | 170,00                | 576,00           | 1018,00     | -           |

Atto nella lettera d'accompagnamento, i su esposti prezzi sono già ridotti del 50 e 20% *where prices have been reduced by 50 and 20% as stated in letter*



IL CAPO DELL'UFFICIO CENTRALE COMMERCIALE E DEL TRAFFICO

*Klausen*



NAPOLI 30 Marzo 1944

Ministero delle Comunicazioni  
FERROVIE DELLO STATO  
Ufficio Centrale Comm/le e del Traf.  
DIREZIONE GENERALE

COMMISSIONE ALLEATA DI CONTROLLO  
Sezione Comunicazioni

N. C./II047/T.4

al N.

NAPOLI  
Palazzo della Tirrenia

OGGETTO: Proposta di abrogazione  
di riduzioni speciali  
sulle tariffe in vigore.

Indipendentemente dal carteggio già in corso per un aumento generale delle tariffe per i trasporti delle persone e delle cose sulle Ferrovie dello Stato, si sottopone al benestare di codesta Commissione Alleata di Controllo la proposta di autorizzare questo Sottosegretario ad abrogare le esistenti riduzioni del 50% e del 20% sul prezzo di trasporto delle merci costituenti derrate e vini di cui all'allegato elenco.

Tali modificazioni furono apportate sotto il regime del passato Governo con disposizioni Ministeriali dell'8 febbraio 1942, perfezionate ed estese con successive disposizioni dell'8 marzo dello stesso anno. Esse rispondevano a criteri essenzialmente politici, suggeriti dallo stato di guerra, i quali non trovavano invero alcuna giustificazione di natura economica. Infatti:

1) Al momento in cui dette riduzioni intervennero a modificare il normale regime di tassazione dei trasporti costituenti derrate e vini, non vi era alcun particolare turbamento dell'equilibrio economico, nel campo specifico dei costi e dei prezzi delle derrate, tale da consigliare urgentemente l'adozione di provvedimenti che ne diminuissero il prezzo di trasporto.

2) Il traffico delle derrate, per le vedute meno restrittive dell'attuale Governo, che ha limitato il suo controllo a pochissime voci, non esige più provvedimenti protettivi, per cui i prezzi obbediscono oggi esclusivamente alle leggi economiche ed hanno raggiunto limiti elevatissimi.

3) Per le ragioni di cui al punto 2 il traffico delle derrate e dei vini non richiede, nelle attuali circostanze, alcun incentivo ad un maggiore incremento, che suggerisca la necessità di mantenere basso il prezzo di trasporto nella misura inverosimile di cui esso gode attualmente.

4) Si trasmette, a titolo esemplificativo, un elenco di voci rispondenti ad alcune più diffuse derrate tassate con il beneficio delle riduzioni ancora in vigore.

Da tali cifre appare in modo evidente la anacronistica irrisorietà dei prezzi di trasporto paragonati agli elevatissimi prezzi di vendita praticati universalmente per le stesse merci.

Si conclude dunque, per le ragioni sopra esposte, che le riduzioni in atto sono

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da considerarsi sorpassate; tanto più che nessun ritocco o aggiornamento delle tariffe è sopravvenuto negli ultimi due anni per adeguare con criteri di equilibrata perequazione i prezzi dei trasporti alle mutevoli esigenze economiche.

Si prega dunque di accogliere con opportuna considerazione la proposta di cui in oggetto.

IL SOTTOSGREGARIO DI STATO

*Robt. L. Murray*

BOLLETTINO COMMERCIALE DELLE FERROVIE DELLO STATO

ALLEGATO AL PUNTO N. 55

**Merci alle quali compete la riduzione del 25%. (I)**

ACCIAIO comune, con qualunque materia fabbricata:

- a) in botti o barili, od in cavi serbatoi
- b) in lamierate
- c) altrimenti imballato.

ACQUA:

AGGIUNTI, cioè: arance, limoni, mandarini:

- a) in ceste, cassette, sacchi e simili o alla rinfusa
- b) preparati o conservati:
  - 1. in acqua salata o salforata e risposti in botti o barili
  - 2. in qualunque altro modo preparati o conservati - vedi Frutta preparata, ecc.

ALVEARI od api, con miele:

ANGURIE.

ARANCHE - vedi Agrumi.

BARBIAGGIOLE in natura, escluse quelle dirette agli zuccherifici.

BISCOTTO di more (colletti).

BRODO in qualunque modo conservato o brodo in dadi.

BURRO di latte, anche misto con altre sostanze, fresco o salato o cotto.

CACCIAGIONE morta (colatili, canoscini, caprioli, corvi, ciuchiali, daini, lepri, stambecchi e altri ~~veri~~ animali).

CAPPERI - vedi Ortaggi.

CARCHIOTTI - vedi Ortaggi.

CARNI macellate, comprese le frattaglie:

- a) congelate.
- b) fresche non congelate.

— affumicate, salate, seccate, anche insaccate, o in qualsiasi modo conservate o preparate.

CAROTE - vedi Ortaggi.

CASTAGNE comuni fresche o seccate.

CAYOLI - vedi Ortaggi.

CECI - vedi Legumi.

CERALI cioè:

- a) frumento, formentone o granoturco, riso, risone e risino;
- b) durra, farro, orzo (comune e perlato), segala, spelta.

CICCIOLI.

CICORIA fresca (foglie e radici).

CHIOLE - vedi Ortaggi.

— (I) Tale riduzione del 25% è stata elevata al 50% con Disposizione pubblicata sul Bollettino dell'8 marzo 1942.

CITRINOLI - *vedi* Ortaggi.

COCOMERI.

CONDIMENTI non nominati.

CONIGLI vivi e morti.

CONSERVA o salsa di pomodori.

— di frutta (marmellata).

CRAUTI in barili.

CRUSTACEI, molluschi e frutti di mare (aragoste, gamberi, aragoste, chioccioline, lumache, ostriche, ricci ecc.).

a) vivi o morti, freschi.

b) in qualunque modo preparati e conservati.

DADI di brodo.

DATTERI di mare (molluschi mangerevoli) - *vedi* Molluschi.

ERBE.

ERBE aromatiche da cucina, come basilico, maggiorana, origano, rosmarino, salvia, ecc. - *come* Ortaggi.

ESTRATTI vegetali per condimento di vivande.

ESTRATTO di carne.

FANTOLINI in erba - *vedi* Ortaggi.

FAGIOLINI - *vedi* Legumi.

FARINA di cereali non torrefatti, cioè:

a) di frumento e di formentone o granoturco.

b) di durra, farro, orzo (anche raffinato), riso, segale, spelta.

FARRO.

FAVE - *vedi* Legumi.

FAVI con midollo.

FIOCCA di mandoca, di palma, di patate, di zago, di luppolo o simili, in sacchetti di carta, in barattoli e simili recipienti, per uso alimentare.

FICHI secchi per uso alimentare, anche infaticati con maturore.

— d'India, freschi e secchi.

FOGLIE di rosmarino, di basilico, maggiorana, origano - *come* Ortaggi.

FORMAGGI.

FORMENTONE o granoturco.

FRUMENTO.

FRUTTA non nominate:

a) fresche in natura.

b) fresche in acqua salata o solforata:

1. in barattoli, scatole o vasetti.

2. in altri recipienti.

c) congelate.

d) secche non nominate.

e) cotte e conservate nel proprio sugo, anche con aggiunta di zucchero (sciroppate).

BOLLETTINO COMMERCIALE DELLE FERROVIE DELLO STATO

FUNGHI commestibili freschi,

— commestibili secchi o in qualunque altro modo preparati o conservati.

GALLETTA o biscotto di mare,

GELATINE di frutta,

GHERIGLI di noci,

GIUGGIOLE (frutta),

GOLE di miniale salate,

GRANO o frumento,

GRANOTURCO o farinone,

GRASSI idrogenati per uso alimentare,

— di origine animale:

- a) di bovini, suini, ovini, grassi cotti di suini (strutto e simili), grasso d'oca, commestibili
- b) di margarina per uso alimentare.

— di origine vegetale (di cocco, d'illipe, di mowra, ecc.), commestibili (purificati).

GRISSINI,

IOGHURT,

LARDO o lardoni,

LATTE fresco anche sterilizzato o pastorizzato,

— condensato o concentrato:

- a) in barattoli
- b) in altri recipienti (lattini e simili).

— sterilizzato,

— (polvera di),

LEGUMI, cioè ceci, cicorchia, fagioli, fave, lenticchie, lupini, piselli:

- a) freschi in natura
- b) freschi in acqua salata o salforata:
  - 1. in barattoli, scatole o vasetti
  - 2. in altri recipienti
- c) in composta nel sale
- d) in composta nell'aceto o nell'olio o in qualunque altro modo preparati o conservati
- e) secchi non macinati,

LENTICCHIE - vedi Legumi,

LIEVITI,

LIMONI - vedi Agrumi,

LUMACHE o chioccioline,

LUPINI - vedi Legumi,

MANDORLE:

- a) verdi
- b) secche:
  - 1. col guscio
  - 2. senza guscio.

COLLETTINO COMMERCIALE DELLE FERROVIE DELLO STATO

MANIACA - vedi Fecole.

MARGARINA (grasso di) per uso alimentare.

MARMELLATA di frutta.

MELAGRANE.

MELLE - vedi Frutta.

MILIONI.

MEZZAGRANA di riso.

MIELE:

- a) in barili, mastelli o stagnoni.
- b) imballato.

MINESTRE preparate con condimenti, estratti di carne e simili sostanze, in scatole o in pacchetti.

MOLLUSCHI - vedi Crostacei.

NOCIUOLE:

- a) verdi
- b) seche:
  - 1. col guscio.
  - 2. senza guscio.

Noci comuni, con o senza nullo.

— grasse di.

OLIO-MARGARINA (grasso di) per uso alimentare.

Olii purificati per uso alimentare.

Olii di corno purificati.

— di oliva, di arachide, di colza o ravizzone, di cotone, di girasole, di granturco, di lino, di noci comuni, di papavero, di riso, di senapa, di sesame, di sola; olio al solfuro di carbonio ed altri oli vegetali non nominati:

a) di produzione nazionale, commestibili:

- 1. in botti, in barili, in recipienti di latta o di carta riposti in casse, in carri serbatoi
- 2. in pelli, soltanto se spediti a carro
- 3. in damigiane, in fiaschi o in bottiglie riposti in casse o altrimenti imballati

b) di produzione estera, commestibili:

- 1. in botti, in barili, in recipienti di latta riposti in casse, in carri serbatoi
- 2. in damigiane, in bottiglie riposte in casse o altrimenti imballati.

OLIVE - come Frutta.

ORTAGGI non nominati:

- a) freschi in natura
- b) freschi in acqua salata o solforata:
  - 1. in barattoli, scatole o vasselli
  - 2. in altri recipienti
- c) congelati

d) sechi, anche tritati e sminuzzati o comunque preparati per minestre

e) preparati in composta nel sale, in composta nell'aceto o nell'olio o in qualunque altro modo preparati o conservati.

ORZO comune, anche perlato.

BOLLETTINO COMMERCIALE DELLE FERROVIE DELLO STATO

PANCIETTA di maiale salata,

PANE comune compresi i grissini,

PANNOCCHIE di granturco,

PASTA d'acchughe,

PASTE da minestra, escluse le glutinose,

— da minestra glutinose,

— da minestra cucinate e chiuse in scatole,

— da minestra (trinci di).

PATATE,

PERE - vedi Frutta,

PESCI vivi,

— morti:

a) freschi o congelati

b) affumicati o secchi

c) in salamoia

d) coll'olio:

1. rosso

2. altri

e) salati o marinati, o altrimenti preparati.

PINE fruttifere,

PINGOLI o pinocchi:

a) ed. guscio

b) senza guscio.

POLLAME: piccioni, tortore, vivi o morti.

POLPA di frutta non nominata:

a) in botti o barili

b) in altri recipienti.

POVERE di latte.

POMODORI:

a) freschi ed essiccati

b) conservati in natura, in vasi o scatole di latta, e pomodori in salamoia.

— conserva o salsa di.

POPONI.

RANE.

RICOTTA fresca.

RISO, risuo, risona e risina (frantumi di riso), riso verde.

SAGO - vedi Fecole.

SEGALA.

SEMOLETTINO di frumento.

STRETTO.

SUGNA fresca commestibile.

TAPIOCA - vedi Fecole.

TRIPPA salata od altrimenti preparata - vedi Carot.

TRITUMI di paste da minestra.

UOVA di pollame anche sgucciate e congelate od anche essiccate.

UVA fresca:

- a) in pacchi, casse, scatole, ceste e paletti, del peso lordo non superiore a 20 kg. per ogni collo
- b) altrimenti condizionata.

— nocca.

— spina.

VENTRESCA di manzo, salata.

ZIBIBBO.

ZUCCHE - vedi Ortaggi.

ZUCCHERO comune.

### Merci alle quali compete la riduzione del 10% (I)

MOSTO comune, anche filtrato, in botti, barili o carri serbatoi.

UVA pigiata con mosto in botti, tini, bigonce, navasse, carri serbatoi.

VINO (escluso quello con aggiunta di chinina, uova, sostanze medicinali):

a) di produzione nazionale:

- 1. in botti, barili, carri serbatoi
- 2. in damigiane, ovvero in fasci riposti in ceste o casse
- 3. in pelli o in otri riposti in ceste o casse

b) di produzione estera:

- 1. in botti, barili, carri serbatoi
- 2. in damigiane, ovvero in fasci riposti in ceste o casse.

— in bottiglie

- a) di produzione nazionale
- b) di produzione estera.

(I) Tale riduzione del 10% è stata elevata al 20% con Disposizione pubblicata sul Bollettino dell'8 marzo 1942.

Transportation Sub-Commission, ACC.,  
c/o Nav & Tr.,  
H.Q., A.A.I. (Adm. Echelon),  
C.M.F.

Our reference : ACC Tn/30/58

Date : 26 March 44.

TO : Main HQ, ACC.  
(for Economic Section).

SUBJECT : Increase in Railway Tariffs.

1. Since writing our letter dated 25 March 44, reference ACC Tn/30/56 relative to increase tariffs on railways generally, a letter, copy attached has been received from Gen di Reimondo putting a similar question as specifically related to privately owned railways.
2. As you will be aware the technical supervision and financial control of privately owned railways is vested in the Italian Ministry of Communications and administered through the office of Undersecretary of State for Railways, (Gen di Reimondo).
3. This Sub-Commission proposes to reply to the attached letter on the same terms as that outlined in our letter referred to in para 1 above, concerning railways generally; except, however, to add that it recognizes that there may be isolated cases of privately owned lines performing strictly local services of such a character as to merit exceptional treatment. Any such isolated cases will be considered in relation to the circumstances put forward in justification.
4. Please confirm this proposed action, or otherwise instruct.

S. J. FITCH,  
Colonel,  
Director, Transportation Sub-Commission, ACC.

0000

21 March 44

SUBJECT: Railway Fares.

TO ALLIED CONTROL COMMISSION  
Communications Subcommittee

N A P L E S

Some privately owned railways have requested to be authorized to rise the fares for passengers and freight transportation, as they can't satisfy any more the deficiencies of their budgets.

The same proposals are made also by the chiefs of the different I.S.R. Divisions.

I beg to communicate if this Undersecretaryship has authority to authorize above mentioned increases, in the provinces which have been already put under the direct control of the Italian Government's administration.

In any case, the increases would not be higher than the 100% of the actual fares, as stated at time by a decree which had been approved by the Council of Ministers.

THE UNDERSECRETARY OF STATE

sig. Gen. G. di Raimondo.

Transportation Sub Commission, ACC.  
C/O Gov. Tn.

H.Q., A.A.L. (Adm. Section),

C.M.C.

Our Reference : ACC Tn/30/56

Date : 25 Mar 44

TO : Main H; Q; ACC.  
Economic Section.

SUBJECT : Increase in Railway Tariffs.

1. There is attached, copy of letter from the Italian Under Secretary of State for Railways (General Di Raimondo) dated 21 Mar 44, reference 1385/0.1/3.1 Segr; and attention is drawn to last para thereof.

2. This Sub Commission has always adopted the policy that no increases in Railway passenger and freight rates be made without the prior approval of H.Q., ACC, and this policy is confirmed by your memorandum 23/41 dated 3 March 44, regarding price fixing.

3. It is therefore proposed to reply to General Di Raimondo to the effect that the above policy remains unchanged and that any further applications or representations for passenger or freight increases will receive careful consideration.

4. Please confirm proposed action, or otherwise instruct.

S.A. FITCH,  
Colonel,  
Director, Transportation Sub Commission, ACC.

TRANSMISSION.

C O P Y

Ref: 1385/0.1/3.1 Segr.

MINISTRY OF COMMUNICATIONS  
UNDERSECRETARY OF STATE.

21 Mar 44.

SUBJECT : Increase of Railway Tariffs.

TO : Col. S.A. Fitch  
Internal Transportation Sub Commission, ACC.

1. Reference to your file ACC Tn/16/81 dated 15 Mar 44. subject Increase of Railway Tariffs in Sicily.
2. The matter of such an increase could now be extended to cover the whole of the territory which was transferred on 11 February inst., from the jurisdiction of the Allied Military Government to that of the Italian Government.
3. The dangers of a not uniform application, which, at one time was one of the chief objections to the introduction of a modification of tariffs, would be surmounted with the unity of jurisdiction now achieved within the major portion of liberated Italy. However, before measures of the increase can be adopted, it is naturally necessary to establish first what are the limits of authority in such matters of our administration in the zones under our direct control.
4. I beg you, therefore, to inform me whether the Allied authorities consider that they have a say in the discretionary and autonomous affairs of my government, regarding the promulgation and carrying out of provisions relative to the changing of tariffs for the transportation of passengers and freight on the railways. If this matter could be clarified it would be possible to establish a definite and uniform line of action for all dependent organisations, including the compartments of Sicily, which, as you informed me has lately raised this question.

THE UNDERSECRETARY OF STATE.  
SG. G. DI RAIMONDO.

Internal Transportation Sub-Commission, ACC.,  
c/o Mov & Tr.,  
H.Q., A.C.M.F. (Adm. Echelon),  
C.M.F.

Our reference : ACC Tn/301/14

Date : 17 March 44.

TO : Capt. A.C. Ping, Int. Tn. Sub-Comm. Representative,  
c/o Region 4, Naples.

SUBJECT : Railway Rates.

1. Receipt is acknowledged, with thanks for your efforts, of memorandum on railway rates transmitted with your RH/ES/002, of 10 March 44.

*low*

S.A. FITCH,  
Colonel,  
Director, Internal Transportation Sub-Commission, ACC.

451

HEADQUARTERS REGION 4  
Allied Military Government  
APO 394

TO : Int. Tn. Sub-Commission  
c/o Mov. & Tn. AFHQ

FROM : Int. Tn. Rep. with Reg. 4

SUBJECT: Railway Rates

REF : R4/ES/002

DATE : 10 March 1944

1. Reference is made to conversation with Major Walker recently in connection with Italian Railway rates, details of which were required by Region IV Tn. for a report on rates by rail and road.

2. An attempt has been made to improve the particulars given by the Italian Railways, and the enclosed memorandum endeavours to set out more clearly the fundamentals applicable to Italian Railway Rates.

1 Encl.

*acting*  
A. C. PING  
Capt.

# ITALIAN RAILWAY RATES

1. Italian Railway Freight rates are divided into two original forms-one where a flat rate is applied to agreed commodities based on a zone system, and the second where the bases of the rate are weight and distance, on a set scale according to classification of the commodity.

2. Where the flat rates are in operation, they vary according to the zone, becoming proportionately lower per zone in decreasing ratio as the zones are extended.

3. The conveyance of goods is also based on the continental System of "Grande Vitesse" and "Petite Vitesse" - i.e. for fast goods or slow goods.

4. The rates applicable for zone traffic on the flat rate basis are shown below:

|                 |                 |            |                |
|-----------------|-----------------|------------|----------------|
| Grande Vitesse: | 12 Zones:       | First zone | 50 Kms. range. |
|                 |                 | Second "   | 50 Kms. "      |
|                 | each subsequent | "          | 100 Kms. "     |
| Petite Vitesse: | 13 Zones:       | First zone | 12 Kms.        |
|                 |                 | Second "   | 38 Kms         |
|                 |                 | Third "    | 50 Kms         |
|                 | each subsequent | "          | 100 Kms        |

5. So far as traffic charged by weight is concerned, the higher weight conveyed, the proportionate drop in the rate. Thus assuming the rate for commodity over 100 kms is 100 Lire per ton, there would be a rate of say 75 lire per ton if the tonnage to be conveyed is considered.

6. Traffic is again subdivided into "less than truck loads," i.e. where a truck load is made up by a collection of separate consignments from different senders to different consignees between the same points, irrespective of the weight of the individual consignment, and into truck loads, with basic figures as 5, 10, 15 or more ton lots.

7. Commodities are subdivided under a classification system with 24 classes for Grande Vitesse traffic and 79 for Petite Vitesse traffic, and after classification the traffic is charged according to the rates applicable to the class.

8. In the compilation of rates, many factors have been borne in mind, but principally those for industrial profit, coupled with the essential political and economic demands of the commodity. Luxury traffic would command high rates, but where it has been in the general interest to apply special low rates, as in the case of agricultural products from Southern Italy for the Central or North, this has been done.

system of Grande Vitesse and Petite Vitesse - i.e. for fast goods or slow goods.

4. The rates applicable for zone traffic on the flat rate basis are shown below:

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| Petite Vitesse: | 13 Zones:         | First zone | 12 Kms.        |
|                 |                   | Second "   | 38 Kms         |
|                 |                   | Third "    | 50 Kms         |
|                 | each subsequent " | "          | 100 Kms        |

5. So far as traffic charged by weight is concerned, the higher weight conveyed, the proportionate drop in the rate. Thus assuming the rate for commodity over 100 kms is 100 lire per ton, there would be a rate of say 75 lire per ton if the tonnage to be conveyed is considerable.

6. Traffic is again subdivided into "less than truck loads," i.e. where a truck load is made up by a collection of separate consignments from different senders to different consignees between the same points, irrespective of the weight of the individual consignment; and into truck loads, with basic figures as 5, 10, 15 or more ton lots.

7. Commodities are subdivided under a classification system with 24 classes for Grande Vitesse traffic and 79 for Petite Vitesse traffic, and after classification the traffic is charged according to the rates applicable to the class.

8. In the compilation of rates, many factors have been borne in mind, but principally the need for industrial profit, coupled with the essential political and economic demands of the commodity. Luxury traffic would command high rates, but where it has been in the general interest to apply special low rates, as in the case of agricultural products from Southern Italy for the Central or North, this has been done.

9. Because of competition by road and sea, railway rates have had to be reduced from time to time.

10. It will be thus seen that no fixed figure applies for any commodity on a kilometre - ton basis, but many basic rates apply according to the speed, the type of goods, the distance and the weight.

COPY 951

30A/12

HEADQUARTERS  
ALLIED CONTROL COMMISSION  
ECONOMIC SECTION  
ATO 394

ES/223/fpd

31 January 1944

ES/45

SUBJECT: Railway Freight Rates

TO : His Excellency General G. di RAIMONDO,  
Under Secretary of State, Ministry of Communication.

1. Consideration has been given to the proposal for increasing railway freight rates submitted to Dept. Affairs W. Stone of the Communications Section, Allied Control Commission in your memorandum 409/1.1/3/Seg 28 December 1943 and 457/0.1/3/Seg 30 December 1943.

2. It is considered that the approval of such increases would stimulate demands for increase in other utility rates, in wages, and in prices, and would thus be contrary to the general policy of retarding price increases and preventing inflation.

3. Though it is recognised that existing operating deficits must be met by state subsidies it is not believed that an increase in civilian freight rates would appreciably reduce these deficits.

4. Further consideration will be given to your proposal on receipt of a more detailed statement showing:-

a. The extent to which existing deficits would be relieved by the proposed increase in civilian freight rates.

b. By means of a more representative series of specific examples, that the proposed increases would not appreciably increase the cost of living and therefore, lead to inflation.

For Lieutenant General MAGALLANE:

HENRY GRAY  
VICE PRESIDENT  
ECONOMIC SECTION

468

Copy furnished (Rondel Maj. Barker)  
on Enquiry 12/44  
hax

Note for file ACC Tn/30A/11

Letter from Economic Section (signed Col. Adams for Mr. Grady) addressed to Communications Section-Att. of Col. Fitch-Internal Transportation S.C., advising "application of Italian Ry. Adm. for increase in freight rate is denied" was returned to and discussed with Col. Adams by Col. Fitch and Major Walker on 27 Jan 44 at 1430 hours. It was pointed out to Col. Adams that the application was originally addressed to Communications Sec. ACC, (Capt. Stone) and referred by that office to Economics Section (Mr. Grady). Economic Section handed application to Col. Fitch with verbal request for comment, which request was complied with in letter to Economic Section dated 16 Jan 44, reference ACC Tn/30/53. It was agreed that the decision to deny the increase should go to Communications Section, ACC-(where it was originally lodged) for necessary handling with Italian Ry. Adm. Suggestion was made, and agreed to by Col. Adams, that a reason should be communicated to the Italians instead of the bare announcement "application denied".

Col. Adams retained the subject letter, for further handling.

*W.S. Walker*  
W.S. WALKER,  
Major T.C.  
27 Jan 44.

COPY TO FILE/ACC TN/30.

467

1471

30A/10

Internal Transportation Sub-Commission, ACC.,  
c/o Nov 6 Th.,  
AFHQ Advanced Administrative Echelon,  
O.M.F.

Our reference : ACC Tn/30/53  
Date : 16 Jan 44.

TO : Mr. Henry Grady (for Mr. Dietzel),  
H.Q., ACC.

SUBJECT : Proposed 100% increase in Railway freight rates.

1. Reference this Sub-Commission letter ACC Tn/30/47 dated 10 Jan 44, and enclosed application from Italian Undersecretary of State for Railways and Highways, dated 20 Dec 43, which Mr. Dietzel left with this Sub-Commission on 10 Jan 44 together with attached proposed Memorandum to Mr. Grady, dated 10 Jan 44, the following comments are submitted.
2. From the standpoint of those responsible for the financial position of the Italian Railways, the data contained in the application of 20 Dec 43 is considered to justify substantially the Italian Railway Authorities case for an increase in freight rates. There is no doubt that expenditure has risen considerably and that sources of revenue have decreased appreciably. It should be recognized that owing to the devaluation caused by war conditions it is not possible for the Italian Administrations to present anything like complete statistics in support of their application.

3. From the national viewpoint, however, it is not considered desirable that freight rates should be increased at this time, for the two chief reasons given below :-

- (i) Any authorized increase in freight rates would tend to encourage similar applications from public utility under takings, and in a measure justify them.
- (ii) The strong probability that even if the freight rates were increased 100% the deficit would still be very large because the overwhelming majority of the traffic has been and is likely to continue to be for the Allied Forces, free of tariff charges.

*RGH*  
Colonel,  
Chief of Internal Transportation Sub-Commission, ACC.

1. Reference this Sub-Commission letter ACC In/30/47 dated 10 Jan 44, and enclosed application from Italian Undersecretary of State for Railways and Highways, dated 23 Dec 43, which Mr. Biemel left with this Sub-Commission on 17 Jan 44 together with attached proposed memorandum to Mr. Gready, dated 10 Jan 44, the following comments are submitted.

2. From the standpoint of those responsible for the financial position of the Italian Railways, the data contained in the application of 23 Dec 43 is considered to justify substantially the Italian Railway Authorities case for an increase in freight rates. There is no doubt that expenditure has risen considerably and that sources of revenue have decreased appreciably. It should be recognized that owing to the disorganization caused by war conditions it is not possible for the Italian Administrations to present anything like complete statistics in support of their application.

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(ii) The strong probability that even if the freight rates were increased 100% the deficit would still be very large because the overwhelming majority of the traffic has been and is likely to continue to be for the Allied Forces, free of tariff charges.

*PSH*

Colonel,  
Chief of Internal Transportation Sub-Commission, ACC.

Copy to :-  
H.C.C. ACC.  
H.C.C. ACC. (for Capt. Stone).

626

COPY.

January 10, 1944.

To: Mr. Grady

Subject: Proposed 100% increase in railway freight rates.

1. Recommendation that freight rates be increased by 100% is made in a report transmitted to Captain E.W. Stone, Vice President in charge of the Communications Section of the ACC by letter of December 30, 1943 from General G. di Reimondo, Under Secretary of State for the Italian Ministry of Communications, and referred to you by Captain Stone for the consideration of the Central Economic Committee.

2. Although the report contains some interesting data, it is hardly adequate as a complete presentation of a case for a rate increase. The essential arguments advanced in support of the proposal are:

a) That it is necessary on account of railway operating deficits, which otherwise must be met by state subsidies.

b) That it would have a negligible effect upon the cost of living: two examples (vegetables and oil) are cited.

c) That rates have not been increased for four years, during which time prices and wages have been raised.

d) That the AMG has approved rate increases, running up to 400%, in the Naples area (the faniocular railway and "the secondary railways exploited by the 'Societa Strade Ferrate Secondarie Meridionale'").

3. The decision of the Algiers price conference was that concerted effort should continue to be made to retard price increases, but that decisions on specific increases should be made in the field. The Italian proposal seems to refer, and in practice would need to apply, to the mainland territory under Allied control as a whole. The subject appears therefore to be appropriate for the consideration of the CEC.

4. Approval of the proposal would constitute an exception to general policy of retarding price increases as a restraint against price inflation; the increases, if imposed, would undoubtedly stimulate demands for increases in other utility rates, in wages, and prices; it would further serve as a precedent for comparable increases in freight rates in other parts of Italy as these come under Allied control. 400

5. The Italian report provides no indication of the extent to which railway operating deficits would be reduced by the proposed increase, other than the statement that a 400% increase would be required to meet the financial requirements, but that this would "for political and economical reasons" be impossible. Since most traffic at present is for Allied operational requirements, it does not seem likely that the small proportion of traffic for civilian requirements to which the proposed rate increases would apply would provide any very substantial basis for financial improvement.

of Communications, and referred to you by Captain Stone for the Consideration of the Central Economic Committee.

2. Although the report contains some interesting data, it is hardly adequate as a complete presentation of a case for a rate increase. The essential arguments advanced in support of the proposal are:
  - a) That it is necessary on account of railway operating deficits, which otherwise must be met by state subsidies.
  - b) That it would have a negligible effect upon the cost of living; two examples (vegetables and oil) are cited.
  - c) That rates have not been increased for four years, during which time prices and wages have been raised.
  - d) That the AMG has approved rate increases, running up to 400%, in the Naples area (the funicular railway and "the secondary railways exploited by the 'Societa Strade Ferrate Secondarie Meridionale'").
3. The decision of the Algiers price conference was that concerted effort should continue to be made to retard price increases, but that decisions on specific increases should be made in the field. The Italian proposal seems to refer, and in practice would need to apply, to the mainland territory under Allied control as a whole. The subject appears therefore to be appropriate for the consideration of the CEC.
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5. The Italian report provides no indication of the extent to which railway operating deficits would be reduced by the proposed increase, other than the statement that a 400% increase would be required to meet the financial requirements, but that this would "for political and economical reasons" be impossible. Since most traffic at present is for Allied operational requirements, it does not seem likely that the small proportion of traffic for civilian requirements to which the proposed rate increases would apply would provide any very substantial basis for financial improvement.
6. Moreover, question may be raised as to whether, under existing conditions, an increase in rates is actually preferable to government subsidy as a means of meeting operating deficits, in view of the pyramiding effect of rate increase on prices, and their consequent stimulus to inflation.

- 2 -

The answer to this depends upon an analysis of inflationary factors in the existing situation which cannot be adequately dealt with here.

7. In any event, however, since approval of the rate increases for the limited area now under Allied control would involve far reaching implications with respect to later action in other areas, and to other rate, wage, and price increase proposals, approval of this proposal would appear premature unless a much more substantiated case of urgent need and effective benefit is made.

#### RECOMMENDATION.

It appears therefore that the most appropriate action to be taken in the matter at this time would be to inform the Italian Government, through the appropriate channels, that it is not considered desirable to approve the proposed rate increases at this time, but that consideration will be given to any further data that Government may wish to submit in the matter, particularly as to the measure in which the railway operating deficits would actually be relieved by the action proposed, and as to the effect of the proposed increase in rates on the cost of living, including a more representative series of specific examples.

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HLD

(1) <sup>attached</sup> ~~Reference is made to the~~ Application of Italian Railway Administration,  
dated 123 Dec 43.  
After an amount of 100 per cent freight rates and verbal request of  
your Ambassador ~~at the Commission~~ comments of that Sub-Commission.  
Through the District

Although Mr. Darned

(2) ~~Summary of the principal representations received~~  
~~in this connection. Listed the members of the Executive~~  
~~Board for 1890-91, for a 100 percent increase~~  
~~in freight rates in States having free ports in proportion,~~  
~~below:~~

(d) Functional position of the railways;

~~financial position of the country.~~

Until the end of 1942 the Railways could meet their demand requirements from operating resources, intense military and now industry traffic being a strong contributing factor. The change to financial difficulties began south and progressively grew worse until 1943, due to paralysis of heavy traffic lines by Allied air attacks, diminution in quantity of both consumed and war industry goods, and a scarcity of coal, lubricants and essential supplies; all of which introduced heavier repairs, higher costs, less traffic and reduced revenues.

After the American damages were recognized by the arbitrators of the Arbitrating Commission, further reducing operating line capacity.

The switching lines, including those across Niagara, have been required almost exclusively for movement of electric power traffic, and similar (the only revenue producing) traffic is being handled in volume.

102

453

All costs have further increased, including an increase in wages ranging from 70 percent on the first 5000 lire down to 10 %

(d) Financial position of the railways:

~~It is also true that~~ Until the end of 1948 the Railway could meet their target requirements from operating resources, intense military and war industry traffic being a strong contributing factor. The change to financial difficulties began with and progressively grew worse with 1943, due to paralysis of heavy traffic lines by Allied air attacks, diminution in quantity of both commodities and war industry goods, and a scarcity of coal, lubricants and essential supplies, all of which introduced losses, repairs, higher costs, less traffic and reduced resources.

After the Commerce damages were recognized by the destruction of the navigating personnel, further reducing operating time separately. The surviving lines, including those since repaired, have been required almost exclusively for movement of direct passenger traffic, and condition (the only revenue producing) traffic is very limited in volume.

403  
All vests have further increased, excluding an increase in wages  
ranging from 70 percent on the first \$1000 line down to 10 %  
on the fifth \$1000 line of wages.

The statistic is made (p. 30):

"It is actually impossible to determine the economical situation of the Railways for all the lines, as the statistical elements are too numerous and as there lack exact approximate data."

(B) Under-estimated

It has been possible to get the administrative results for the Department of Bari, and some private companies in the territory of Apulia. There is a serious loss for the railways, Department of Bari, Department of Bari, a deficit of 73,700,000. Total revenues and total expenses not shown. For SUD-EST "Railways in Adriatic" revenues + expenses, expenses of 22,678,760.00 less against revenues of 11,802,376.00, as deficit of 10,875,934.00. For the Department of Naples and Reggio Calabria the deficits are thought to be much higher, because there is almost no excursion traffic, about 75,000,000.00 less per month must be added to the budget of the Department of Naples.

(b) Rate system and levels

In 1940 freight rates were frozen at their present level. There are two kinds of freight rates, one for transport at "low speed" and one for "high speed", with each kind carrying a different (lower) value for taxes (road) and for "collation" (how many trucks load). A schedule of rates, applicable to various commodities in a fixed application. The Ministry proposed an increase of 200 percent, which the Italian Council of Ministers refused to 100%. A new percentage would be too small to be of advantage to the "disorganizing & budgets" of the railways.

(c) Argument

There is a necessity to reduce the railway budget.

and it can be met in two ways:

- (i) Increased rates.
- (ii) Extra-ordinary allowances from the State budget, which in the actual situation cannot satisfy new higher expenses.

almost no civilian traffic. About 75,000,000,000  
 lire per month must be added to the budget of the  
 Department of Naples.

## (b) Rate System and Levels

In 1940 freight rates were frozen at their present level.  
 There are two kinds of freight rates, one for transport  
 at "low speed" and one for "high speed", with rates and  
 carrying ~~different~~ scales for trucks (cars) and  
 for "railroad" (which is not trucks). A schedule of complete  
 rates, applicable to various commodities in different quantities.  
 The Of Economy proposed an increase of 700 percent,  
 which the Italian Council of Ministers refused to 100%.  
 A new percentage would be too small to be of  
 advantage to the "disorganizing & budgets" of the railways.

## (c) Argument

There is a necessity to reduce the railway budget.

and it can be met in two ways:

- (i) Increased rates.
- (ii) Extra-ordinary allowances from the State budget, which in the actual situation can not satisfy new higher expenses.

The proposed increase would not "decidedly  
 private price increases and inflation". For example,  
 transportation of a 10 ton wagon of vegetables,  
 Barlet Rome, at present high speed (highway) rates  
 would cost 1398,00 lire, or 0.19 lire per kilogram;  
 which, increased by 100 percent would amount to 0.38 lire  
 per kg; whereas, today the price varies from 5 to 8 lire  
 per kg, thus saving a transportation cost of 0.38 lire per kg  
 has little influence on "inflation" and inflation.

462

a further example is given of a shipment of one whole wagon of <sup>maize</sup> at low speed, Binside to Naples, 386 km, would cost about 0.09 lire at present rate, or 0.13 lire under proposed rates; however, the actual price varies from 700 to 250 lire (on the black-market) and is about 40 lire on the official market.

3. The proposal is for a level rate, (a flat percentage increase in rates) which is an approach that should be clinging to rather than any attempt to change the rate structure by separate treatment of the rates applicable to different commodities.
4. The question of rate increases should be dealt with on the basis of having uniform application throughout all German territory free of German occupation, including Sicily and Sardinia.
5. From a railway management viewpoint, the application of level rates does not a prima facie case for our increase. But, while the difficulties of gathering the data is appreciated, a statement of the revenues and existing expenses for the period from the nearest practicable date to the date of the Armistice of 8 May 1945, would be the minimum of information required for the management and necessary of the railway business. Estimated revenues and expenses are stated in the monthly statement of the SNCM Railway, and some losses operations in the Department of Paris, these figures indicate that a 100% increase in revenue

3. The proposal is for a level rate, (a flat percentage increase in rates) which is an approach that should be chosen rather than any attempt to change the rate structure by separate treatment of the rates applicable to different commodities.
4. The question of rate increases should be dealt with on the basis of having uniform application throughout all station territory, free of parson occupation, including Lundy and Cardinia.
5. From a railway management viewpoint, the application of level rates on a prima facie case for an increase. But, while the difficulties of gathering the data is appreciated, a statement of the revenues and operating expenses for the period from the nearest practicable date to the date of the Committee's Dec 31, 1943, would be the minimum of information required for any opinion on the reasonableness and necessity of the proposed increase. <sup>1943</sup> Unusual items of expenditure against which the increase is stated. Revenues and expenses are stated, in the application, for only the East-West Railway, and some losses operations in the Department of Rail. These figures indicate that a 100% increase in revenues would slightly over-reach the deficit assuming an identical operation.
6. The sample rates quoted seems to give a fair cross-section. It is suggested that these rates be related to the present unit prices of the respective commodities, and to their present going prices; to the end that the element of transportation cost per unit, under both present and proposed rates, may be seen and the contribution of transportation costs to total commodity cost be identified.

By the letter of U.S. Secretary of State for Railways, dated 30 Dec 43,  
 is the first and only information this sub-committee has  
 had on the reported granted increases in rates on the particular  
 railway, and the "secondary railways operated by Societa  
 Strade Ferrate, Secondarie Ministriale." as of the latter,  
 it is suggested that no freight can be given to the  
 action there taken in considering the instant proposed  
 on freight rates. However, rates on secondary railways  
 should <sup>have been</sup> subject to the same review and authority as for  
 all other rail lines, in order that uniform principles  
 may be applied.

W. S. J. J.  
 W. S. J. J.

Responsible Miss Central Commission  
Apr 3 92

2 Jan 92

Mr. Pugh  
Pp. 531 To 11/4

MEMO TO: Economic Director and American Sol Commission (in turn)

SUBJECT: Proposed increase in passenger and freight rates Italian Railway

1. Attached are the following, from the Under Secretary of State for Railroads etc., Italian Government relative above subject:  
a Ltr 409/1.1/3 Dgr. dated 28 Dec  
b Ltr 427/0.1/3 Dgr. dated 30 Dec  
c Ltr 427/0.1/3 Dgr. dated 30 Dec

2. Request comments and return to Communications Section

3. May this matter be expedited in order that it can be transmitted to Mr. Brady who will present same to the Central Economic Committee?

Col. Elory W. Stone  
Capt. USMC  
Communications Sec.

Capt Stone.

This is a matter for the Central Economic Comm.?  
Suggest the request be sent to Mr. Brady.

MEMO TO: Economic Director and Finance and Commerce (in turn)  
SUBJECT: Proposed increase in Passenger and Freight Rates Indian Railways

1. Attached are the following, from the Indian Secretary of State for Railways etc. The Government relative above subject:  
    1 Ltr 409/1.1/3 dgr. dated 28 Dec  
    2 Ltr 427/0.1/3 dgr dated 30 Dec  
    3 Ltr 427/0.1/3 dgr dated 30 Dec
2. Request comments and return to Communications Section
3. May this matter be expedited in order that it can be transmitted to Mr. Brady so to avoid present issue to the Central Economic Committee?

Cad. Elery W. Stone  
Capt. USMC  
Communications Secy.

Capt Stone:

This is a matter for the Central Economic Comm. I suggest the request be sent to Mr. Brady. I spoke to Brig. Hamlyn about the proposed increase and he states he is opposed to any increase in freight charges at this time.

S. Jr. Foley Jr

- Copy -

24 SOTTOSEGRETARIO DI STATO  
Per le

Ferrovie - motorizzazione civile

Brindisi, Dec 30<sup>th</sup>, 1943

Rif. n° 477/0.1/3/5gr.

Concern: Rates increase for freight transport on the State  
Railways and on services in grant.

To: Grand Ufficiale delle Ferrovie d'Italia  
EVERY W. STONE  
Captain, USNR  
Communications Section, R.C.C. Brindisi

Following my letter ref. n° 372/0.1/3 of December the  
23, 1943, I have the honor to transmit your report  
with subject the rates increase of the rates existing  
in force on the State Railways and on the services in  
grant for freight transportation.

Waiting for a kind answer, I want to  
send you, your family, and for the United States,  
my regards.

Sincerely,

458

Yours  
sig. Gen. G. d. Raimondo

486  
Railways and in service in grant.  
To: Grand "Officer" della Sezione d' Polizia  
EVERY W STONE  
Captain, USMC  
Communications Section, MCC. Brindisi

Following my letter ref. no 372/0.1/3 of December the  
23, 1943, I have the honor to transmit your report  
with subject the rates increase of the rates actually  
in force on the States' Railways and on the services in  
grant for freight transportation.

Waiting for a kind answer, I want to  
send you, your family, and for the United States,  
prograt.

Sincerely,

458

Yours

Sig. Gen. G. S. Raimondo

- Copy -

MINISTERO DELLE COMUNICAZIONI

UFFICIO RETARIATO DI STATO

Copy

Brindisi, 30 Dec. 1943

Prot. N. 437/O. 1/3/3495

Concorno: Passengers and freight transport and rates increase.

To: Grand Ufficiali della Banca d'Italia

EVERY W. STONE

Capt USNR - Communications Section, ACC

BEINDISY  
(Hotel Triton nazionale)

Following my last letter ref. n° 427/O. 1/3 dated 30th of Dec., I think necessary to inform you that the Army at Naples has authorized the 400% rates increase for passengers transport on the particular railway: Mergellina-Piccioppo Mts. The secondary railways operated by the "Societa' Strade Ferate Secondarie Meridionali" which has its direction at Naples, have been authorized, by the Army to increase the rates now in force in the mentioned increase:

(A) Passengers - increase varying from 100% to 400% according to the length and to the distance.

(B) Freight and Luggage.

(1) Transport of goods of any sort "at collection"

old price

new price

here 0.66 for ton/kilometer

" 1.50 for ton/kilometer

(2) Transport of goods of any sort "at collection"

407

To: Grand Depoente della Banca d'Italia

ELLERY W. STONE  
Capt USMC - Communications Section, MCC

BENEDISI  
(Attel. Internazionale)

Following my last letter ref. n° 427/0. 1/3 dated 30th of Dec., I think necessary to inform you that the AMG at Naples has authorized the 400 % rates increase for passengers transport on the particular railway: Margellina-Pecellipio Mt. The secondary railways operated by the "Societa' Strada Ferrea Secondaria Meridionale" which has its direction at Naples, have been authorized, by the AMG to increase the rates now in force in the undiminished measure:

(a) Passengers - increase varying from 700 % to 400 % according to the kind and to the distance.

(b) Freight and Luggages

(1) Transport of goods of any sort "at collection"

|           |      |      |                   |
|-----------|------|------|-------------------|
| old price | hire | 0.66 | per ton/kilometer |
| new price | "    | 1.50 | per ton/kilometer |

(2) Express transport at whole wagon, to be taxed according to the dimension of the used wagon.

|           |      |      |                   |
|-----------|------|------|-------------------|
| old price | hire | 0.22 | per ton/kilometer |
| new price | "    | 0.60 | per ton/kilometer |

(3) Express transport at whole wagon, to be taxed according to the dimension of the used wagon (to be taxed according to the dimension of the used wagon)

|           |      |      |                   |
|-----------|------|------|-------------------|
| old price | hire | 0.11 | per ton/kilometer |
| new price | "    | 0.40 | per ton/kilometer |

-2-

Copy

40 - Transport of cattle

(i) - Equine, ox, swine, cattle

| Rate per head | Old       | New       |
|---------------|-----------|-----------|
| 1 head        | live 1.10 | live 4.20 |
| 2 "           | " 1.35    | " 4.00    |
| 3 "           | " 1.55    | " 3.80    |
| 4 "           | " 1.65    | " 3.50    |
| 5 "           | " 1.75    | " 3.30    |
| 6 "           | " 1.90    | " 3.10    |
| 7 "           | " 2.00    | " 2.70    |
| 8 "           | " 2.10    | " 2.40    |

(ii) - all sorts of cattle at whole wagon:

| Rate per wagon per | Old  | New       |
|--------------------|------|-----------|
| live               | 0.15 | live 8.00 |

5 Transport of baggage full 100 kilograms

| DISTANCE    | WEIGHT      |             |              |          |
|-------------|-------------|-------------|--------------|----------|
|             | Till 25 Kgs | Till 50 Kgs | Till 100 Kgs |          |
|             | Old Rate    | New Rate    | Old Rate     | New Rate |
| Till 15 Kms | 1.50        | 6.00        | 2.00         | 10.00    |
| " 25 "      | 1.70        | 8.00        | 2.50         | 14.00    |
| " 35 "      | 2.00        | 10.00       | 3.00         | 18.00    |
| " 45 "      | -           | 12.00       | -            | 22.00    |
| " 55 "      | -           | 14.00       | -            | 26.00    |
| " 60 "      | -           | 16.00       | -            | 30.00    |
| " 65 "      | -           | 18.00       | -            | 34.00    |
| and over    |             |             |              |          |

I have been also informed that identical increases have been authorized in Calcutta, Sardinia and in Sicily; but I have had no occasion to consult these informations.

|     |      |   |      |
|-----|------|---|------|
| 6 " | 1.90 | " | 3.10 |
| 7 " | 2.00 | " | 2.70 |
| 8 " | 2.10 | " | 2.20 |

(11) - all sorts of cattle of whole wagon:

| Rate per wagon per | Old       | new       |
|--------------------|-----------|-----------|
|                    | line 0.15 | line 8.00 |

5 Transport of baggage till 100 kilograms

| DISTANCE    | WEIGHT      |          |             |          |              |          |
|-------------|-------------|----------|-------------|----------|--------------|----------|
|             | Till 25 Kgs |          | Till 50 Kgs |          | Till 100 Kgs |          |
|             | Old Rate    | New Rate | Old Rate    | New Rate | Old Rate     | New Rate |
| Till 15 Kms | 1.50        | 6.00     | 2.00        | 10.00    | 3.50         | 15.00    |
| " 25 "      | 1.70        | 8.00     | 2.50        | 14.00    | 4.00         | 24.00    |
| " 35 "      | 2.00        | 10.00    | 3.00        | 18.00    | 4.50         | 30.00    |
| " 45 "      | —           | 12.00    | —           | 22.00    | —            | 36.00    |
| " 55 "      | —           | 14.00    | —           | 26.00    | —            | 42.00    |
| " 60 "      | —           | 16.00    | —           | 30.00    | —            | 46.00    |
| " 65 "      | —           | 18.00    | —           | 34.00    | —            | 50.00    |
| and over    |             |          |             |          |              |          |

I have been also informed that identical increases have been authorized in Colombia, Ecuador and in Ecuador, but I have had no occasion to control these informations.

I mention that in order to note that in some premises the necessity of the provision has already been proved, as completely justified by an economical reason.

I am glad to send you the sheet regards,

Sincerely yours  
(sic) Eusebio E. de Rivas

1291

COPY.

TRANSLATION.

MINISTERO DELLE COMUNICAZIONI  
SOTTOSCRUTARIO DI STATO

=====

PAROVIE MOTORIZZAZIONE CIVILE  
TRASPORTI IN CONCESSIONE

refer : 409/1.1/3/ser.

28 December 1943.

CONCERN: Rates increase for freight transportation on the State's  
Railways and on granted lines.

TO: ALLIED CONTROL COMMISSION

B R I T I S H  
(Hotel Internazionale)

I) Foreword.

by the R. Law Decree October the 6th. 1938 = no. 1743 the Govern-  
ment at the time in force established the prices blockade for goods,  
services, buildings, industrial plants and rents.

by the R. Law Decree June the 16th. 1938 = no. 1032 the same  
Government approved some amendments to the preceding law in regard to  
the highway transportation rates, owing to an effective production and  
exploitation prices' increase.

by the R. Law Decree June the 16th. 1940 no. 952 the provisions  
about the prices blockade were prorogued till March the 31st. 1941.

by the R. Law Decree March the 12th. 1941 no. 142 the validity of  
the disposals was prorogued for the whole war time.

By means of the above mentioned laws, also the rates for passen-  
gers and freight transportation, either on the State Railways or on the  
lines granted to the private exploitation, were blocked at the actual  
level, which results from:

- a) the R. Law Decree December the 22nd. 1938 No. 1927 for  
passengers.
- b) the R. Law Decree January the 25th. 1940 no. 3 for freight.

II. Contingent situation.

- 1) till the end of 1942 the State railways administration and the  
different companies and firms exploiting the services in grant  
could satisfy the needs of their own budget with the profits  
of the traffic, which was always intense owing to the great  
number of transports effected on account of the State (mili-  
tary transports) and of the war-industries, also financed by  
the State.

- 2) beginning from January of this year and till the armistice

## I) Foreword.

by the R. Law Decree October the 5th. 1935 = no. 1435 the Government at the time in force established the prices blockade for goods, services, buildings, industrial plants and rents.

by the R. Law Decree June the 15th. 1936 = no. 1436 the same Government approved some amendments to the preceding law in regard to the highway transportation rates, owing to an effective production and exploitation prices' increase.

by the R. Law Decree June the 15th. 1940 no. 953 the provisions about the prices blockades were prorogued till March the 31st. 1941.

by the R. Law Decree March the 12th. 1941 no. 142 the validity of the disposals was prorogued for the whole war time.

By means of the above mentioned laws, also the rates for passengers and freight transportation, either on the State Railways or on the lines granted to the private exploitation, were blocked at the actual level, which results from:

- a) the R. Law Decree December the 22nd. 1938 No. 1927 for passengers.
- b) the R. Law Decree January the 25th. 1940 no. 2 for freight.

## II. Contingent situation.

1) till the end of 1942 the State railways administration and the different companies and firms exploiting the services in grant could satisfy the needs of their own budget with the profits of the traffic, which was always intense owing to the great number of transports effected on account of the State (military transports) and of the war-industries, also financed by the State.

2) beginning from January of this year and till the armistice date special events concurred to upset completely the financial situation of the various administrations and firms.

And that is :

- a) the intensified Allied air attacks which have paralysed the traffic on the principal lines;
- b) the diminished quantities of available essential materials so that the war industries ceased gradually their works.
- c) the rarefaction, on the market, of the most necessary goods, of motor pieces, of coal, of fuel and lubricants and especially of the food supplies indispensable for the population's life.

- 2 -

3) From that has followed:

- a) a general rise of life cost; the list of the rises is hardly to specify. It is, in any case, high enough and over all rather variable from a region to another, and even from a province to another, in the same region.
- b) a great reduction and, for some lines (as for inst. in Calatoria) the absolute necessity to let trains run; therefore a partial or total traffic's stop.
- c) the urgent necessity to repair as soon as possible the railway plant and to provide for the repair of the many destructions caused by air attacks, even encountering expenses which are higher than the foreseen ones;
- d) necessity to repair urgently a lot of locomotives, electric engines and cars in higher measure than could be logically foreseen, employing every means and supporting every expense for the material's supplies notwithstanding the prices' blockade established by the laws, referred to in para 1) of this report.

The difference between profits and expenses became inevitable because while on a side the general exploitation's and personnel's expenses remained almost the same, the expenses for works were almost decupled and the traffic with the consequent profits ceased almost completely.

It is actually impossible to determine the economical situation of the railways for all the lines, as the estimate's elements under examination are too numerous, and as we lack even approximative data.

4) After the armistice's date new elements co-operated in making the situation worse. And they are :

- a) the damages caused by the increased air attacks of the Allied Forces were coupled by the destructions committed by the retreating German troops.
- b) the exploitation of the efficient lines and of those which have been gradually repaired, was transferred to the Allied Military authority.
- c) the traffic for the civilians has ceased almost at all or at least it has been reduced to an insignificant entity. And while all the expenses for the personnel and part of these for the maintenance and repairs of the lines are supported by the State's budget, the transports are effected without any profit, almost exclusively on account of the Allied authorities.
- d) for what regards the secondary railways, the concerned companies were obliged to provide and are now providing

expenses which are higher than the foreseen ones;

- d) necessity to repair urgently a lot of locomotives, electric engines and cars in higher measure than could be logically foreseen, employing every means and supporting every expense for the material's supplies notwithstanding the prices' blockade established by the laws, referred to in para 1) of this report.

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- d) for what regards the secondary railways, the concerned companies were obliged to provide, and are now providing for the repairs of the damages, which are incalculable, supporting expenses which cannot be estimated. 294
- e) many of the companies which are exploiting motor services are now without vehicles, either because they have been taken away by the Germans, or because successively seized by the Allied Military authorities. The companies were forced to limit the travels, and therefore the profits have been notably reduced. Moreover to be able to repair the damaged vehicles they have been obliged and are still obliged to get at any price, when they exist, the change pieces and the other indispensable materials.

f) the absolute lack of food supplies at the consume centres most depending on transportation lack, and the urgent necessities of life have obliged many people to wander through the country, making long, exhausting travels towards the centres of production to get a minimum to nourish their families.

g) all these reasons have facilitated the prices' increase and the black market, while the government's authorities have found themselves in the impossibility to provide directly for food supplies and distribution, either owing to goods lack or because they have no possibilities to use the railways, the few remaining ships and the vehicles proper for motor transportation. Owing to the recognised rise of the life cost, the Italian Government, has thought it necessary to allow some economical improvements to the State's personnel and to the dependants of the provinces, of the municipalities and of the companies and firms which exploit public services, including transportation etc.

5) But the plenty of money in hand of the Allied troops in the whole country has particularly helped the increase of the life's cost. It would be sufficient to effect enquiries in the shops, in the bars to grow persuaded of that.

It is known that as greater is the request from the customers as higher is the cost of the goods and as stronger is the inclination to goods rarefaction and vanishing.

This is an economical law which may not be suppressed.

Every provision in regard would not be able, as many proofs teach it, to obtain any results.

From that a dangerous inclination to inflation, which could be eliminated only when the purchase power of the money were put on an adequate level.

### III) Rates system in force on the State's Railways.

The rates in force on the State's Railways for freight transportation are differential, either in regard to the distance or, in regard to the weight (belgian type).

As differential rate is meant that which is based not on an only unitarian price applicable at transports of any weight and distance, and from which would result proportional taxes, but on a series of unitarian prices decreasing in opposite sense to that of the distances and of the weights.

unitarian prices change also according to the transport

Owing to the recognised rise of the life cost, the Italian Government, has thought it necessary to allow some economical improvements to the State's personnel and to the dependants of, the provinces, of the municipalities and of the companies and firms which exploit public services, including transportation etc.

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The unitarian prices change also according to, the transport modalities.

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There are therefore :  
transports at low speed (P.V.)  
transports at high speed (H.V.)  
transports in collection and in whole wagons.

In the rates elaboration which was formed and perfected after many years experience, the private profit's principle, moderated by the political economical one, has been followed.

In determining the price, many elements are calculated, as :  
the specific weight and worth of the wares;  
necessity to help, in the general economical interest of the country, determinate traffics, as for example, those relative

to the agricultural products in South Italy which were forwarded to Central and North Italy and abroad.

On the purpose of competition, the State's Railways have several times reduced the rates for the transport of some goods which could be made with more advantages by motor cars on ordinary roads.

In fact, it does not exist an unitarian price base for the transport of goods on the State's Railways, but there are many base prices according to the transport's modalities, the kind and the weight of the goods and the distance to run.

To give an idea of the rate's amount in force today, the included scheme has been drawn, from which results the cost for transport of a ton. of the principal goods for a distance by 400 km., at low and at high speed, at whole wagon or at collection.

#### IV) Rate's Increase.

From what above mentioned results the necessity to re-equilibrate the Railway budget which is, as known, autonomic, and that of the private companies and firms which are exploiting the granted transports.

The arrangement can be made in two manners :

- a) rising the profits of the traffic with an adequate increase of the rates in force on the transportation;
- b) conceding allowances with extraordinary assignments on the State's budget.

In the actual situation it is to exclude that the State could satisfy new higher expenses.

It seems therefore right to rise the rates which are, besides, those which were already in force 4 years ago. Having established the necessity and the urgency of the improvement, specially after the wages increase conceded to the personnel, starting from November the 1st. 1943, it remains to establish the proportion of it.

In the actual situation of telegraphic and phone communications it is absolutely impossible to have contacts with all the Railways offices in the free territory, to hear about the amount of profits and expenses.

Moreover, it does not exist the possibility to make forecasts about the budget, even approximately, because it does not exist a list of ordinary trains. It is possible to effect now and then the transport of some wagons when the Allied authorities authorize it.

All that can be exactly controlled.

However it has been possible to get the administration's results for the Department of Bari, and for some private companies exploiting granted services on the territory of Apulia.

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All that can be exactly controlled.

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However it has been possible to get the administration's results for the Department of Bari, and for some private companies exploiting granted services on the territory of Apulia.

And precisely:

- a) Deficit. State's Railway Department of Bari  
For the months of September, October, November  
and December  
Lire 73.000.000.00  
=====

- B) Deficit. Tramways Bari - Barletta  
during the months of November and December  
(also considering the wages' increase)

Expenses  
Profits  
Deficit

|      |                |
|------|----------------|
| Lire | 1.776.057.55   |
| "    | 1.288.288.30   |
| "    | 487.769.15     |
|      | ==487.769.15== |

c) Deficit Comp. for the "SUD-EST" Railways  
during the months of November and December  
(also considering the wages' increase)

Expenses  
Profits  
Deficit

|      |                   |
|------|-------------------|
| Lire | 22.628.269.00     |
| "    | 11.602.325.00     |
| "    | 10.825.934.00     |
|      | ==10.825.934.00== |

d) Deficit "Galebro-Lucane" Railways  
during the months of November and December  
(Also considering the wages' increase)

Expenses  
Profits  
Deficit

|      |                  |
|------|------------------|
| Lire | 7.589.340.40     |
| "    | 3.917.736.55     |
| "    | 3.671.603.85     |
|      | ==3.671.603.85== |

For the Departments of Naples and Reggio Calabria the deficit is to think as much higher as almost no transport is effected on their territories on account of the civil population, and so the profits are almost null.

It is also to add that it is necessary to allow monthly to the Railway Department of Naples, about lire 15.000.000.00 from the State's budget.

Many private companies have related that they are not in conditions to satisfy their duties and that they should be obliged to put off the service with heavy consequences in regard to the population's life and public order.

From the financial point of view it would be necessary to increase the rates by 400%.

It is clear however, that for political or economical reasons, such an arrangement would be impossible.

The proposal made by the undersigned to the Council of Ministers to rise the rates by 200% has been furtherly reduced to 100%.

It seems not convenient to go under this percentage because the advantage for the disorganised budgets would be too small.

Deficit

10,825,934.00

10,825,934.00

a) Deficit "Calabro-Iucane" Railways  
during the months of November and December  
(Also considering the wages' increase)

|          |      |              |
|----------|------|--------------|
| Expenses | Lire | 7,589,340.40 |
| Profits  | "    | 3,917,756.55 |
| Deficit  | "    | 3,671,583.85 |

==3,671,583.85==

For the Departments of Naples and Reggio Calabria the deficit is to think as much higher as almost no transport is effected on their territories on account of the civil population, and so the profits are almost null.

It is also to add that it is necessary to allow monthly to the Railway Department of Naples, about lire 75,000,000.00 from the State's budget.

Many private companies have related that they are not in conditions to satisfy their duties and that they should be obliged to put off the service with heavy consequences in regard to the population's life and public order.

From the financial point of view it would be necessary to increase the rates by 400%.

It is clear however, that for political or economical reasons, such an arrangement would be impossible.

The proposal made by the undersigned to the Council of Ministers to rise the rates by 200% has been furtherly reduced to 100%.

It seems not convenient to go under this percentage because the advantage for the disorganised budgets would be too small.

Moreover an increase of, for inst. 75 or 50% would oblige to reprint all the ready-reckoners, what seems impossible now owing to paper and typographies lack.

It is not to think that the proposed increase could decidedly provoke prices' increase and inflation.

Few examples are sufficient to assure that it is not the case.

For instance: the transport of a wagon of vegetables weighing ten tons at high speed from Bari to Rome, even paying the supplement of 50% for transportation by fast trains, costed lire 1898.00 - it would be lire 0.19 for each chilogramm. By an increase of 100% of the rates,

the transport price would rise to lire 0.33 per kg. If we think that today the price varies from 5 to 6 lire per kg. it is clear that the transportation's expense, even if brought to lire 0.33 per kg., has a little influence on the life's cost and on the inflation's probabilities.

As may be seen in the attached scheme, the transport's cost for one kg. oil at whole wagon and at low speed from Brindisi to Naples (distance 380 km.) results of about lire 0.09 on the base of the actual rates and of lire 0.18 on the base of the rates risen by 100%. If we think that the customer buys in Naples oil at a price varying from 200 = to 250 lire (black market), and at about 40 lire at the official market, it is clear that the expense of lire 0.18 for the transport can influence only a little the life's cost and the inflation.

It would be possible to give many more examples. Accurate inquiries might furnish evidence that the inflation sources are very different and that for its elimination it would occur exceptional measures, which don't appertain to this Undersecretaryship's competence.

At this report's end, I believe necessary to inform that at Naples, behind authorisation of the AMG the rates for passengers and freight transport have been already increased on lines and motor cars services which exploitation is conceded to private companies.

The same arrangement has been adopted in Sardinia and Sicilia provided that the news and details which have been sent to this Undersecretaryship are exact ones.

THE UNDERSECRETARY OF STATE  
sig. Gen di Raimondo.

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Ministero delle Comunicazioni  
 SOTTOSEGRETARIATO DI STATO  
 per le Ferrovie, Motorizzazione Civile e Trasporti in Conc.

STATEMENT indicating the transport expenses of the undernamed goods in basis to the  
 Price per ton. - Distance: 400 kms.

| GOODS             | Slow train      |            | Fast train      |            |
|-------------------|-----------------|------------|-----------------|------------|
|                   | actual rate for |            | actual rate for |            |
|                   | truck           | collection | truck           | collection |
| Wheat             | 51,40           | 65,40      | 136,20          | 180,00     |
| Flour             | 51,40           | 65,40      | 136,20          | 180,00     |
| Cheese            | 99,60           | 118,60     | 143,40          | 240,00     |
| Sugar             | 115,10          | 169,60     | 226,80          | 240,00     |
| Paste             | 68,10           | 90,80      | 105,00          | 180,00     |
| Equine cattle     | -               | -          | 1250,40         | -          |
| Bovine "          | -               | -          | 915,60          | -          |
| Swinish "         | -               | -          | 424,80          | -          |
| Ovine "           | -               | -          | 378,00          | -          |
| Chestnut          | 46,30           | 65,40      | 105,00          | 180,00     |
| Dried Fruits      | 74,80           | 104,30     | 143,40          | 180,00     |
| Oil               | 90,80           | 68,10      | 105,00          | 180,00     |
| Charcoal          | 132,20          | 181,50     | 654,00          | 770,00     |
| Firewood          | 132,20          | 181,50     | 654,00          | 770,00     |
| Cloth             | 315,80          | 425,60     | 654,00          | 770,00     |
| Shoes             | 315,80          | 425,60     | 654,00          | 770,00     |
| Building Timber   | 158,30          | 208,60     | 654,00          | 770,00     |
| Scrap iron        | 109,70          | 130,80     | 654,00          | 770,00     |
| Olive husks       | 81,60           | 130,80     | 654,00          | 770,00     |
| Wine              | 131,20          | 145,20     | 229,50          | 384,00     |
| Building material | 199,40          | 237,20     | 654,00          | 770,00     |

Ministero delle Comunicazioni  
SOTTOSEGRETARIATO DI STATO  
per le Ferrovie, Motorizzazione Civile e Trasporti in Conc.

indicating the transport expenses of the undernamed goods in basis to the actual rates.  
Price per ton. - Distance: 400 kms.

| Slow train      |            | Fast train      |            | NOTES |
|-----------------|------------|-----------------|------------|-------|
| actual rate for |            | actual rate for |            |       |
| truck           | collection | truck           | collection |       |
| 51,40           | 65,40      | 136,20          | 180,00     |       |
| 51,40           | 65,40      | 136,20          | 180,00     |       |
| 99,60           | 118,60     | 143,40          | 240,00     |       |
| 115,10          | 169,60     | 226,80          | 240,00     |       |
| 68,10           | 90,80      | 105,00          | 180,00     |       |
| -               | -          | 1250,40         | -          |       |
| -               | -          | 915,60          | -          |       |
| -               | -          | 424,80          | -          |       |
| -               | -          | 378,00          | -          |       |
| 46,30           | 65,40      | 105,00          | 180,00     |       |
| 74,80           | 104,30     | 143,40          | 180,00     |       |
| 90,80           | 68,10      | 105,00          | 180,00     |       |
| 132,20          | 131,50     | 654,00          | 770,00     |       |
| 132,20          | 181,50     | 654,00          | 770,00     |       |
| 315,80          | 425,60     | 654,00          | 770,00     |       |
| 315,80          | 425,60     | 654,00          | 770,00     |       |
| 158,30          | 208,60     | 654,00          | 770,00     |       |
| 109,70          | 130,80     | 654,00          | 770,00     |       |
| 81,60           | 130,80     | 654,00          | 770,00     |       |
| 131,20          | 145,20     | 229,50          | 384,60     |       |
| 199,40          | 237,20     | 654,00          | 770,00     |       |

1504

Intern 1 Transportation Commission, 1951  
C/O by N.Y.  
III. Advanced Administrative Schedule,  
...

304/9

Our reference : 100 00/10/51  
Date : 19 Jan 51.

I : Central Economic Committee.  
II : Freight rates schedules.

1. Reference yours Cnd/ 30 dated 8 Jan 51 (received 10 Jan 51).

In application has been made by the Italian Under Secretary of State for Railways and Highways for authority to increase freight rates 100%. The application is being examined at N.Y. It has not yet been seen by this sub Commission and no information can therefore be given of the grounds on which the application is made. Until this sub Commission has further knowledge of the application it would prefer not to express any firm opinion on the matter.

2. Subject to the foregoing reservation the following comments are submitted on the two points in your letter :  
(i) The pre-occupation freight rates should remain effective for the time being. No local or regional adjustment should be made, any change which may be decided upon after examination of the application by all concerned should be effective, from a common date, in the whole of occupied territory, including Italy and Lorraine.

(ii) Railway freight rate schedules are complicated and voluminous. At this stage it is, therefore not recommended that the Italians be requested to supply copies. It can be assumed without undue risk that the structure of their pre-occupation basic freight rate schedules were reasonable. If their application for an increase is considered by all concerned to be justified it would be preferable to apply a flat rate increase, rather than attempt to discriminate between the rates of various commodities or articles.  
If it transpires that some comparative rate figures (pre-occupation rates compared with proposed rates) are desirable, the Italians can be requested to furnish samples of representative rates for selected commodities and articles, between specified points.  
This sub Commission has no official knowledge of freight rates having been increased since the occupation and is not aware that any increases have been authorized. In this connection it would be well to request the Italians to give particulars of any cases where freight rates have been increased. They should also be asked to state on what authority any such increases were made and to give full reasons in justification.

1505

1. In subject to the foregoing, the following comments are submitted on the two points in your letter:

(1) The present situation in Italy should remain effective for the time being. No local or regional authorities should be asked to make any change which may be decided upon after examination of the application by the Commission. Until this has been decided, the Commission should not be asked to express an opinion on the matter.

(2) The present situation in Italy should remain effective for the time being. No local or regional authorities should be asked to make any change which may be decided upon after examination of the application by the Commission. Until this has been decided, the Commission should not be asked to express an opinion on the matter.

(3) The present situation in Italy should remain effective for the time being. No local or regional authorities should be asked to make any change which may be decided upon after examination of the application by the Commission. Until this has been decided, the Commission should not be asked to express an opinion on the matter.

(4) The present situation in Italy should remain effective for the time being. No local or regional authorities should be asked to make any change which may be decided upon after examination of the application by the Commission. Until this has been decided, the Commission should not be asked to express an opinion on the matter.

449

99

Chief of Internal Transportation and Communication, etc.

Copy to :-  
H. ...  
H. ...  
H. ...  
X together with copy of letter from C.E.C. dated 8 Jan 44 (C.C. 30).

COPY.

CENTRAL ECONOMIC COMMITTEE.

KJK/rmc  
CFO/230

30A/2

APD 400.

8 Jan 44.

SUBJECT: Freight rates schedules.

TO: Col. Fitch, Internal Transportation SubComm.

We will appreciate it if you will inform us if the Internal Transportation Sub-Commission is in agreement with us on the following:

- (1) The freight rates that prevailed prior to the occupation should be continued (for the time being at least) and no local or regional adjustments should be made in them.
- (2) Steps should be taken to secure from the Italian State Railways and from private lines a schedule of the freight and passenger rates prevailing prior to the occupation and the schedule prevailing today. These schedules may be used to determine what, if any, changes have been made.

(sgd) K.J. COFFMAN, Capt.

Central Economic Committee.  
NAPLES.

447

Copy to:- AMB 15/Army Group. BARI.

GENERAL ECONOMIC COMMITTEE

APC 400

KJK/rma  
CEC/230

30A/7

Rec'd 1/10

10 Jan 44

8 January 1944.

SUBJECT: Freight rates schedules.

TO: Col Fitch, Internal Transportation Sub-Comm.

We will appreciate it if you will inform us if the Internal Transportation Sub-Commission is in agreement with us on the following:

- (1) The freight rates that prevailed prior to the occupation should be continued (for the time being at least) and no local or regional adjustments should be made in them.
- (2) Steps should be taken to secure from the Italian State Railways and from private lines a schedule of the freight and passenger rates prevailing prior to the occupation and the schedule prevailing today. These schedules may be used to determine what, if any, changes have been made.

*K.J. Curran*  
K.J. CURRAN, Capt.  
Central Economic Committee,  
Naples.

Copy to: AMG 15/Army Gp, Bari

Rec'd 0850h  
7 Jan 44

478

~~20/43~~

30A/6

HEADQUARTERS PENINSULAR BASE SECTION

5 JANUARY 1944

CONFIDENTIAL

PRIORITY

CG PBS (TO PENCE FOR MERRALL), 8TH ARMY FOR AMG

NONE

AMG 15 ARMY GP

05/NFT

051648A

FA 739/5TH

NONE

*Sup. Platter  
4-1/2 inch  
thin in about  
1/2 inch  
1/1*

REF R/155 3 JAN. CENTRAL ECONOMIC COMMITTEE AND TRANSPORT  
COMMITTEE FLAMBO MUST ESTABLISHED UNIFORM FREIGHT CHARGES ALL  
ITALY. YOU TELEGRAM REFERRED TO THEM FOR ACTION. MEANTIME  
PRICE AT WHICH YOU TURN ANY SUPPLIES OVER TO ALIMENTATION OR  
OTHER DISTRIBUTING AGENCY MUST BE CALCULATED TO COVER ANY  
TRANSPORTATION OR OTHER COSTS INCURRED BY YOU.

ACTION - AMG CIVIL SUPPLY ✓  
INFO - AMG HQ  
MGS ADV  
SECY  
C.G.

To Int. Dph. S. C.*In reply*

*Mr. [Signature]  
4-1/2 inch  
L.O. Comm. Sect.*

6 Jan 44

7920

7 Jan 44.

On 2 Jan 44, Communications Section ACC, transmitted to Economic Director and Finance Sub-Commission, application by Under-secretary of State for Railways for increase (100%) in freight rates. Transmittal appears to have been re-routed to Economic and Administrative Section ACC. The application is now in a Mr. Diemel's office - Room 24 Provincia Building.

I made no representations as to our position - or that we had any interests at this time, other than to know as a matter of information, whether an application had in fact been made, and if so its general status.

8 Jan 44.

Lt.Col. Henderson had copy of attached message 478. Said the matter was one which had'nt but would formally come before the Central Economic Committee. I explained that my ~~XXXX~~ enquiry was only for information to supplement that contained in "information" copy of attached message.

*Major TC*  
Jan 8, 44

444

15101

30114

DECLASSIFICATION

MINISTERO DELLE COMUNICAZIONI

Settore Reti e Infrastrutture

per le Ferrovie, Motorie/ve Civili e Trasporti in Auto/ve

.....

RAILWAY RATES STRUCTURE:

The railway rates for the goods transports are differential either in regard to the distance or in regard to the weight (belgian type).

The differential rate is designed that which is not fixed upon an only unitarian price, applicable to transports of any weight and distance, and from which should follow proportional rates, but that which is fixed upon some sets of unitarian prices, decreasing in opposite direction to distances and weights.

Every of such unitarian prices is applied at a determined zone in which the aggregate distance is divided.

In our rates the distance zones are 10 for the "high speed" and 11 for the "low speed". The first and the second high speed zones are each by 50 kms. and the succeeding by 100 kms.. The first and the second low speed zones are respectively by 10 and 15 kms.. the third by 50 and the succeeding are each by 100 kms.

The aggregate price of the transport follows from the addition of the produced succeeding unitarian prices by the kilometer number of each of the succeeding zones.

That is the differentiability in regard to the distance. That in regard to the weight consists in the fact that to higher weights correspond lower unitarian prices.

The transports have to be divided into "collection transports" (without weight conditions) and "truck transports" (conditioned by lowest prices weights by 5, 10, 15 and more tons).

The goods are shared into classes: 84 for high speed and 79 for low speed. From the goods list follow the classes to which the goods are ascribed with the collection transports.

In the rates forming which has been elaborated and brought to perfection with the time, the industrial profit, contemplated with political-economic sense, has been principally followed.

The determination of a more or less high price has been made setting a value on many principles, principally those for the specific weight and for the goods worth. Political principle: the regard to the necessity to aid, in the general economic interest of the country, determine traffic: i.e. that of the agricultural products from the custom bound for Center and North-Italy and for abroad.

On purpose to competition for determinate transports, which were affected by road and by sea, the prices were reduced in due

The railway rates for the goods transports are differential either in regard to the distance or in regard to the weight (belgian type).

As differential rate is designed that which is not fixed upon an only unitarian price, applicable to transports of any weight and distance, and from which should follow proportional rates, but that which is fixed upon some sets of unitarian prices, decreasing in opposite direction to distances and weights.

Every of such unitarian prices is applied at a determined zone in which the aggregate distance is divided.

In our rates the distance zones are 1. for the "high speed" and 1. for the "low speed". The first and the second high speed zones are each by 50 kms. and the succeeding by 100 kms.. The first and the second low speed zones are respectively by 1. and 30 kms., the third by 50 and the succeeding are each by 100 kms.

The aggregate price of the transport follows from the addition of the produced succeeding unitarian prices by the kilometer number of each of the succeeding zones.

That is the differentiality in regard to the distance.

That in regard to the weight consists in the fact that to higher weights correspond lower unitarian prices.

The transports have to be divided into "collection transports" (without weight conditions) and "truck transports" (conditioned by lowest prices weights by 5, 10, 15 and more tons).

The goods are shared into classes: 24 for high speed and 70 for low speed. From the goods list follow the classes to which the goods are ascribed with the collection transports.

In the rates forming which has been elaborated and brought to perfection with the time, the industrial profit, contemporated with political-economic sense, has been principally followed.

The determination of a more or less high price has been made setting a value on many principles, principally those for the specific weight and for the goods worth. Political principles: the regard to the necessity to aid, in the general economic interest of the country, determine traffic: i.e. that of the agricultural products from the southern bound for center and North-Italy and for abroad.

On purposes to competition for determinate transports, which were effectuated by road and by sea, the prices were reduced in due time.

For what above, it does not exist a simple rule unitarian price for the goods transports (for kilometer-ton) but many such prices according to the transport quality, the goods kind, the distances.

- 2 -

## EMPTINESS AND THE GOODS WEIGHT.

To give a notion about the rates amount, the enclosed scheme, from which follows the transport cost for one ton of determinate goods for a distance by 400 kms., respectively at high, at low speed and "in collection", has been drawn up.

Should one want to extend the examination to all the goods kinds, it should be necessary to consult the relative issues, which are very bulky, and which have been issued by the Ministry of Communications.

The interested can take cognizance of them at some stations and at the State Railway Compartments.

-----C-----

In regard to the passenger transports, there are three classes and two sorts of rates: the one with a constant basis for mixed trains, omnibus, and fast trains till 400 kms, and the other with a differential basis for the transports by fast and express-trains for all distances.

The rate with differential basis, which results less expensive than that with constant basis, is applied to the transports by omnibus, mixed and fast trains superior to 400 kms.

The basis prices averages of the basis n° 1 (differential rate)

are:

|                        |            |
|------------------------|------------|
| - 1 <sup>a</sup> class | lire 0,363 |
| - 2 <sup>a</sup> "     | " 0,255    |
| - 3 <sup>a</sup> "     | " 0,149    |

The prices for kilometer of the ordinary rate n.9 (constant base) are:

|                        |            |
|------------------------|------------|
| - 1 <sup>a</sup> class | lire 0,552 |
| - 2 <sup>a</sup> "     | " 0,370    |
| - 3 <sup>a</sup> "     | " 0,216    |

N.B. The km-price averages of rate n.1 are lower than those of base n.9

by:

|                                           |
|-------------------------------------------|
| - lire 0,189 for the 1 <sup>a</sup> class |
| - " 0,115 for the 2 <sup>a</sup> "        |
| - " 0,167 for the 3 <sup>a</sup> "        |

lection, has been drawn up.

Should one want to extend the examination to all the goods kinds, it should be necessary to consult the relative issues, which are very bulky, and which have been issued by the Ministry of Communications.

The interested can take cognizance of them at some stations and at the State Railway Compartments.

In regard to the passenger transports, there are three classes and two sorts of rates: the one with a constant basis for mixed trains, omnibus, and fast trains till 400 kms. and the other with a differential basis for the transports by fast and express-trains for all distances.

The rate with differential basis, which results less expensive than that with constant basis, is applied to the transports by omnibus, mixed and fast trains superior to 400 kms.

The basis prices averages of the basis n° 1 (differential rate)

are:

- 1<sup>st</sup> class lire 0,363  
- 2<sup>nd</sup> " " 0,255  
- 3<sup>rd</sup> " " 0,149

The prices for kilometer of the ordinary rate n.9 (constant base)

are:

- 1<sup>st</sup> class lire 0,552  
- 2<sup>nd</sup> " " 0,370  
- 3<sup>rd</sup> " " 0,216

N.B. The km-price averages of rate n.1 are lower than those of base n.9

by:

- lire 0,139 for the 1<sup>st</sup> class  
- " 0,115 for the 2<sup>nd</sup> "  
- " 0,157 for the 3<sup>rd</sup> "

442

Ministero delle Comunicazioni  
 SOTTOSEGRETARIATO DI STATO  
 per le Ferrovie, Motorizzazione Civile e Trasporti in Concorrenza  
 -----000000-----

STATEMENT INDICATING THE TRANSPORT EXPENSES OF THE UNDERNAMED GOODS IN BASIS TO THE ACTUAL RATES

PRICE per ton.

DISTANCE: 400 kms.

| GOODS              | Slow train      |            | Fast train      |            |
|--------------------|-----------------|------------|-----------------|------------|
|                    | actual rate for |            | actual rate for |            |
|                    | truck           | collection | truck           | collection |
| Wheat              | 51,40           | 65,40      | 136,20          | 180,00     |
| Flour              | 52,40           | 65,40      | 136,20          | 180,00     |
| Cheese             | 99,60           | 118,60     | 143,40          | 240,00     |
| Sugar              | 115,10          | 169,60     | 226,80          | 240,00     |
| Paste              | 68,10           | 90,80      | 105,00          | 180,00     |
| Equine cattle      | -               | -          | 1250,40         | -          |
| Bovine "           | -               | -          | 915,60          | -          |
| Swinish "          | -               | -          | 424,80          | -          |
| Ovine "            | -               | -          | 378,00          | -          |
| Chestnut           | 46,30           | 65,40      | 105,00          | 180,00     |
| Dried Fruits       | 74,80           | 104,30     | 143,40          | 180,00     |
| Oil                | 90,80           | 68,10      | 105,00          | 180,00     |
| Charcoal           | 132,20          | 181,50     | 654,00          | 770,00     |
| Firewood           | 132,20          | 181,50     | 654,00          | 770,00     |
| Cloth              | 315,80          | 425,60     | 654,00          | 770,00     |
| Shoes              | 315,80          | 425,60     | 654,00          | 770,00     |
| Building Timber    | 158,30          | 208,60     | 654,00          | 770,00     |
| Scrap iron         | 109,70          | 130,80     | 654,00          | 770,00     |
| Olive husks        | 81,60           | 130,80     | 654,00          | 770,00     |
| Wine               | 131,20          | 145,20     | 229,50          | 384,00     |
| Building materials | 199,40          | 237,20     | 654,00          | 770,00     |

421

Ministero delle Comunicazioni  
 SOTTOSECRETARIATO DI STATO  
 per le Ferrovie, Motorizzazione Civile e Trasporti in Generale  
 -----000000-----

INDICATING THE TRANSPORT RATES OF THE UNDERNAMED GOODS IN BASIS TO THE ACTUAL RATES.

PRICE per ton.

DISTANCE: 400 kms.

| Slow train      |            | Fast train      |            | NOTES |
|-----------------|------------|-----------------|------------|-------|
| actual rate for |            | actual rate for |            |       |
| truck           | collection | truck           | collection |       |
| 51,40           | 65,40      | 136,20          | 180,00     |       |
| 52,40           | 65,40      | 136,20          | 180,00     |       |
| 99,60           | 118,60     | 143,40          | 240,00     |       |
| 112,10          | 169,60     | 226,80          | 240,00     |       |
| 68,10           | 90,80      | 102,00          | 180,00     |       |
| -               | -          | 1250,40         | -          |       |
| -               | -          | 912,60          | -          |       |
| -               | -          | 424,80          | -          |       |
| -               | -          | 378,00          | -          |       |
| 46,30           | 65,40      | 105,00          | 180,00     |       |
| 74,80           | 104,30     | 143,40          | 180,00     |       |
| 90,80           | 68,10      | 105,00          | 180,00     |       |
| 132,20          | 181,50     | 654,00          | 770,00     |       |
| 132,20          | 181,50     | 654,00          | 770,00     |       |
| 315,80          | 425,60     | 654,00          | 770,00     |       |
| 315,80          | 425,60     | 654,00          | 770,00     |       |
| 158,30          | 208,60     | 654,00          | 770,00     |       |
| 109,70          | 130,80     | 654,00          | 770,00     |       |
| 81,60           | 130,30     | 654,00          | 770,00     |       |
| 131,20          | 145,20     | 229,50          | 384,00     |       |
| 199,40          | 237,20     | 654,00          | 770,00     |       |

451

erials

Ministero delle Comunicazioni  
 SOGROSECRETARIATO DI STATO  
 per le Ferrovie, Motorizzazioni Civili e Trasporti in Conco.

LA STRUTTURA DELLE TARIFFE PERROVIARIE

Le tariffe ferroviarie per il trasporto delle cose sono differenziali sia rispetto alla distanza che rispetto al peso (tipo belge).

Per tariffa differenziale s'intende quella che non si basa su di un unico prezzo unitario applicabile a trasporti di qualsiasi peso e percorso e da cui risulterebbero tasse proporzionali, ma che si basa bensì su serie di prezzi unitari decrescenti in senso inverso a quello dei percorsi e dei pesi.

Ciascuno di tali prezzi unitari si applica ad una determinata zona in cui è divisa il percorso globale.

Nelle nostre tariffe le zone di percorrenza sono 12 per la G.V. e 13 per la P.V. - La prima e la seconda zona della G.V. sono di 50 Km. ciascuna e le successive di 100. La prima è la seconda della P.V. sono rispettivamente di 12 e 38 Km., la terza è di 50 e le successive sono di 100 ciascuna.

Il prezzo globale del trasporto risulta dalla somma dei prodotti dei successivi prezzi unitari per il numero dei chilometri di ciascuna delle successive zone.

Questa la differenzialità riguardo alla distanza.

Quella relativa al peso consiste nel fatto che a pesi maggiori corrispondono prezzi unitari minori.

I trasporti vanno distinti in "trasporti a collettame" (senza vincolo di peso) e "trasporti a carro" (vincolati ai pesi minimi di 5, 10, e 15 e più tonnellate).

Le merci sono ripartite in classi: 24 per la G.V. e 72 per la P.V. Dalla nomenclatura delle merci risultano le classi cui la merce è ad un tempo ascritta coi trasporti a collettame.

Nella formazione delle tariffe che si è andate elaborando e perfezionando col tempo, si è seguito principalmente il criterio industriale del tornaconto contemperato con quello politico-economico.

La determinazione di un prezzo più o meno alto è stata fatta tenendo conto dei molteplici elementi, tra cui principalmente quelli del peso specifico e del valore della merce. Elemento politico: la considerazione della necessità di favorire, nell'interesse economico generale del paese, determinati traffici, ad esempio quello dei prodotti agricoli del mezzogiorno in destinazione del centro e settentrione d'Italia ed anche dell'estero.

A scopo di concorrenza furono a suo tempo ridotti i prezzi per determinati trasporti, che venivano eseguiti da linee automobilistiche e dalla navigazione.

Per quanto sopra detto, NON ESISTE PER I TRASPORTI DELLE MERCI UN UNICO PREZZO UNITARIO BASE (per tonnellata-chilometro), MA ESISTE

Le tariffe ferroviarie per il trasporto delle cose sono differenziali sia rispetto alla distanza che rispetto al peso (tipo belge).

Per tariffa differenziale s'intende quella che non si basa su di un unico prezzo unitario applicabile a trasporti di qualsiasi peso e percorso e da cui risulterebbero tasse proporzionali, ma che si basa bensì su serie di prezzi unitari decrescenti in senso inverso a quello dei percorsi e dei pesi.

Ciascuno di tali prezzi unitari si applica ad una determinata zona in cui è diviso il percorso globale.

Nelle nostre tariffe le zone di percorrenza sono 12 per la G.V. e 13 per la P.V. - La prima e la seconda zona della G.V. sono di 50 Km. ciascuna e le successive di 100. La prima e la seconda della P.V. sono rispettivamente di 12 e 38 Km., la terza è di 50 e le successive sono di 100 ciascuna.

Il prezzo globale del trasporto risulta dalla somma dei prodotti dei successivi prezzi unitari per il numero dei chilometri di ciascuna delle successive zone.

Questa la differenzialità riguardo alla distanza.

Quella relativa al peso consiste nel fatto che a pesi maggiori corrispondono prezzi unitari minori.

I trasporti vanno distinti in "trasporti a collettame" (senza vincolo di peso) e "trasporti a carro" (vincolati ai pesi minimi di 5, 10, e 15 e più tonnellate).

Le merci sono ripartite in classi: 24 per la G.V. e 79 per la P.V. Della nomenclatura delle merci risultano le classi cui la merce è ed un tempo ascritta coi trasporti a collettame.

Nella formazione delle tariffe che si è andata elaborando e perfezionando col tempo, si è seguito principalmente il criterio industriale del tornaconto contemporaneo con quello politico-economico.

La determinazione di un prezzo più o meno alto è stata fatta tenendo conto dei molteplici elementi, tra cui principalmente quelli del peso specifico e del valore della merce. Elemento politico: la considerazione della necessità di favorire, nell'interesse economico generale del paese, determinati traffici, ad esempio quello dei prodotti agricoli del mezzogiorno in destinazione del centro e settentrione d'Italia ed anche dell'estero.

A scopo di concorrenza furono a suo tempo ridotti i prezzi per determinati trasporti, che venivano eseguiti da linee automobilistiche e dalla navigazione.

Per quanto sopra detto, NON ESISTE PER I TRASPORTI DELLE MERCI UN UNICO PREZZO UNITARIO BASE (per tonnellata-chilometro), MA ESISTONO BENSI' MOLTIPLICI PREZZI BASE A SECONDA DELLA NORMATIVA DEL TRASPORTO, LA SPECIE DELLE MERCI, L'ENTITA' DEL PERCORSO ED IL TIPO DELLA MERCE STESSA.

.../.

- pag. 2 -

Per dare un'idea circa l'ammontare delle tariffe stesse, si è compilato l'unico specchio dal quale risulta il costo del trasporto di una tonnellata di determinate merci per un percorso di 400 Km., rispettivamente a grande velocità, a piccola velocità ed a collettame.

Qualora si volesse estendere l'esame a tutte le merci occorrerebbe consultare le pubblicazioni relative, che sono molto voluminose, e che sono state pubblicate dal Ministero delle Comunicazioni.

Gli interessati possono prendere visione presso alcune stazioni ed i compartimenti delle FF/S.

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In quanto al trasporto delle persone, esistono tre classi e due specie di tariffe: una a base costante per i trasporti con treni misti, omnibus ed accelerati fino a 400 Km., ed un'altra a base differenziale per i trasporti con treni diretti e direttissimi di qualunque percorso.

Ai trasporti con treni omnibus, misti ed accelerati superiori a 400 Km. si applica la tariffa a base differenziale, che risulta più economica di quella a base costante.

Le medie dei prezzi base della tariffa n. 1 (differenziale) sono i seguenti:

- 1<sup>a</sup> classe 0,353
- 2<sup>a</sup> " 1.0,255
- 3<sup>a</sup> " 1.0,149.

I prezzi chilometro della tariffa ordinaria n. 9 (a base costante) sono:

- 1<sup>a</sup> classe L.0,552
- 2 " L.0,370
- 3<sup>a</sup> " L.0,216.

N.B. le medie dei prezzi chilometro della tariffa n. 1 sono inferiori a quella della n. 9 di :

- L. 0,189 per la 1<sup>a</sup> classe
- L. 0,115 per la 2<sup>a</sup> classe
- L. 0,167 per la 3<sup>a</sup> classe.

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consultare le pubblicazioni relative, che sono molto voluminose, e che sono state pubblicate dal Ministero delle Comunicazioni.

Gli interessati possono prendere visione presso alcune stazioni ed i compartimenti delle FF/S.

In quanto al trasporto delle persone, esistono tre classi e due specie di tariffe: una a base costante per i trasporti con treni misti, omnibus ed accelerati fino a 400 Km., ed un'altra a base differenziale per i trasporti con treni diretti e direttissimi di qualunque percorso. Ai trasporti con treni omnibus, misti ed accelerati superiori a 400 Km. si applica la tariffa a base differenziale, che risulta più economica di quella a base costante.

Le medie dei prezzi base della tariffa n. 1 (differenziale) sono i seguenti:

- 1<sup>a</sup> classe 0,363
- 2<sup>a</sup> " 1.0,255
- 3<sup>a</sup> " 1.0,149.

I prezzi chilometro della tariffa ordinaria n. 9 (a base costante) sono:

- 1<sup>a</sup> classe 1.0,552
- 2 " 1.0,370
- 3<sup>a</sup> " 1.0,216.

N.B. le medie dei prezzi chilometro della tariffa n. 1 sono inferiori a quelli della n. 9 di:

- L. 0,189 per la 1<sup>a</sup> classe
- L. 0,115 per la 2<sup>a</sup> classe
- L. 0,167 per la 3<sup>a</sup> classe.

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SOTTOSCRITTARIO DI STATO  
per le Ferrovie, Motorizzazione Civile e Trasporti in Conc.

PROSPETTO indicante la spesa di trasporto ferroviario delle sottoindicate merci in base alle tariffe. Prezzi per tonnellata - Km. 400.

| M E R C I              | Piccola Velocità   |            | Grande Velocità    |            |
|------------------------|--------------------|------------|--------------------|------------|
|                        | Tariffe attuali a: |            | Tariffe attuali a: |            |
|                        | Carro              | Collettame | Carro              | Collettame |
| Grano                  | 51,40              | 55,40      | 136,20             | 180,00     |
| Farina                 | 51,40              | 55,40      | 136,20             | 180,00     |
| Formaggio              | 99,70              | 118,60     | 143,40             | 240,00     |
| Zucchero               | 115,10             | 159,60     | 226,80             | 240,00     |
| Pasta                  | 68,10              | 90,80      | 105,00             | 180,00     |
| Bestiame equino        | -                  | -          | 1250,40            | -          |
| " bovino               | -                  | -          | 915,60             | -          |
| " suino                | -                  | -          | 424,80             | -          |
| " ovino                | -                  | -          | 378,00             | -          |
| Castagne               | 46,30              | 55,40      | 105,00             | 180,00     |
| Frutta secca           | 74,80              | 104,30     | 143,40             | 180,00     |
| Olio                   | 90,80              | 68,10      | 105,00             | 180,00     |
| Carbone vegetale       | 132,20             | 181,50     | 654,00             | 770,00     |
| Legna da ardere        | 132,20             | 181,50     | 654,00             | 770,00     |
| Stoffe                 | 315,80             | 425,60     | 654,00             | 770,00     |
| Calzature              | 315,80             | 425,60     | 654,00             | 770,00     |
| Legname da costruzione | 158,30             | 208,60     | 654,00             | 770,00     |
| Rottami                | 109,70             | 130,80     | 654,00             | 770,00     |
| Sassa                  | 81,60              | 130,80     | 654,00             | 770,00     |
| Vetro                  | 131,20             | 145,20     | 229,50             | 384,00     |
| Materie plastiche      | 199,40             | 237,20     | 654,00             | 770,00     |

SEGRETERIA DI STATO  
per le Ferrovie, Motorizzazione Civile e Trasporti in Conc.

Indicente la spesa di trasporto ferroviario delle sottoindicate merci in base alle vigenti tariffe. Pressi per tonnellata - Km. 400.

|           | Piccola Velocità   |            | Grande Velocità    |            |  |
|-----------|--------------------|------------|--------------------|------------|--|
|           | Tariffe attuali a: |            | Tariffe attuali a: |            |  |
|           | Carro              | Collettame | Carro              | Collettame |  |
|           | 51,40              | 65,40      | 135,20             | 180,00     |  |
|           | 51,40              | 65,40      | 136,20             | 180,00     |  |
|           | 99,70              | 118,60     | 143,40             | 240,00     |  |
|           | 115,10             | 169,60     | 226,80             | 240,00     |  |
|           | 68,10              | 90,80      | 105,00             | 180,00     |  |
| ino       | -                  | -          | 1250,40            | -          |  |
| ino       | -                  | -          | 915,60             | -          |  |
| no        | -                  | -          | 424,80             | -          |  |
| no        | -                  | -          | 378,00             | -          |  |
|           | 46,30              | 65,40      | 105,00             | 180,00     |  |
|           | 74,80              | 104,30     | 143,40             | 180,00     |  |
|           | 98,80              | 68,10      | 105,00             | 180,00     |  |
| ale       | 132,20             | 181,50     | 654,00             | 770,00     |  |
| re        | 132,20             | 181,50     | 654,00             | 770,00     |  |
|           | 315,80             | 425,60     | 654,00             | 770,00     |  |
|           | 315,80             | 425,60     | 654,00             | 770,00     |  |
| struzione | 156,30             | 208,60     | 654,00             | 770,00     |  |
|           | 109,70             | 130,80     | 654,00             | 770,00     |  |
|           | 81,60              | 130,80     | 654,00             | 770,00     |  |
|           | 131,20             | 145,20     | 229,50             | 384,00     |  |
| struzione | 192,40             | 237,20     | 654,00             | 770,00     |  |

EXTRACT

30A/3

EXTRACT FROM FIRST MEETING OF CENTRAL ECONOMIC COMMITTEE  
HELD 27 DEC 43.

5. Consideration of wage and tariff matters of the Italian State  
Railways.

The Deputy Chairman referred to correspondence received from the Italian Undersecretary of State for Railways and Highways recommending an increase in wages of Italian railway workers and also an increase of 100% in passenger tariffs. It was determined that wage rates for railway workers should be made uniform throughout occupied portions of the Italian mainland. It was further determined that indemnities relating to bombing and the war situation should be eliminated in those areas where conditions no longer warranted their payment, and that this policy should be considered in establishing uniform wage rates. The Chief Executive was directed to make the necessary investigations and prepare the directives required to implement this policy.

Consideration of the proposed increase of passenger tariffs was postponed until the next Committee Meeting because of the inadequacy of information produced in support of the proposal.

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COPY

30A/2

FATIMA FOR STONE

FLAMBO FROM FITCH

8/ 3 Jan

1749

REFERENCE YOUR SIGNAL ONE SEVEN FOUR NINE 02 JAN (.)

NO RATES INCREASE YET AUTHORISED EITHER PASSENGER OR FREIGHT (.)

POSITION REMAINS AS STATED IN OUR SIGNAL 115/5820 OF 26 DEC

Signed  
W.S.WALKER Major  
for Col.

IMMEDIATE

426

COPY

IMPORTANT

30A/1

7064

LRHY V LRCT NR 1031 IMPORTANT

QXR JJEM

TO MOV FLAMBO FOR FITCH

FROM FATIMA FROM STONE SIGNED JOYCE

ONE SEVEN FOUR NINE

ADVICE RECEIVED FROM NAPLES VIA GENERAL DI RAIMONDO THAT  
TRANSPORTATION RATES INCREASED ONE HUNDRED PERCENT  
FROM JANUARY ONE PD TO MOV

FLAMBO FOR FITCH FROM FATIMA FROM STONE  
SIGNED JOYCE PD ADVISE IMMEDIATELY PAREN A  
PAREN ARE FREIGHT RATES INCLUDED QUERY PAREN B  
PAREN IS WHOLE OF AMG RPT AMG TERRITORY  
AFFECTED QUERY

THI 021120A  
REPTN NR 1031 FIP

435

1525