1526

ACS AG/30.B/TN 4 10000/148/200P RATES AND FARES - TRANSA
AUG. 1944 - AUG. 1945

2008 RATES AND FARES - TRAMWAYS PROPOSED INCREASES
AUG. 1944 - AUG. 1945

TRANSLATION

Rome 6 August 45.

MINISTRY OF TRANSPORTS
ISPETTORATO GEN. DELLA
MOTORIZZAZIONE CIVILE E DEI
TRASPORTI IN CONCESSIONE

Ref.: Serv.V° Uff-5A n°8982

SUBJECT: Turin North Tramways Rates.

TO : Ispettorato Compartimentale della M.C.T.C.

Att.of : Tn Sub-Commission AC (Rail Division) TURIN
Ref.: AC/44/Tn.4

Allied Command Tn Sub-Commission (Rail Division) forward to us the herewith attached letter of some passengers protesting for the last increase of a/m tramway lines transportation rates.

Will you send quick report in such a way that our Ministry may be able to give informations to the Tn. Sub-Commission the soonest possible.

THE MINISTER.

Tn/al/6-8-45

I.G.M.739

Roma, 2 [illegible] 1944 - A

Ministero delle Comunicazioni
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE

Al l'ISPETTORATO COMP.LE DELLA M.C.T.C. = TORINO =

e p.c.: Alla Sottocommissione Trasporti AC.(Div.Ferrovie) - Con rif.al tel.843238-AC/44/Tn.4 -

SERV. V° = UFF. 5°
Prot. N. 8982 Allegati

Risposta al foglio N. del

OGGETTO: Tramvie Torino Nord. Tariffe.

Il Comando Alleato - Sottocommissione Trasporti (Divisione Ferrovie) - ha trasmesso l'acluso reclamo con il quale alcuni viaggiatori delle linee in oggetto esprimono il loro macontento per l'aumento recentemente subito dalle tariffe di quella azienda di trasporto.

Pregasi riferire in merito con ogni sollecitudine, in modo che questo Ministero sia, al più presto, in grado di fornire informazioni in proposito alla detta Sottocommissione del Comando Alleato.

IL MINISTRO

[illegible]

593

md.

30 B/33

ACP/1c

INTER-OFFICE MINUTE

Ref. AC/30B/Tn 4

SUBJECT : Rail Rates in Northern Italy -

TO : Chief,
Rail Division, Tn Sub-Comm.

Major Hall, Finance Sub-Comm. on tour in North recommends decrees passed in the South to increase rail rates be implemented also in the North.

Finance Sub-Commission (Lieut O'Connor) ask for our reaction to this.

In view of the introduction of road pools in the North with fixed tariff rates, it is felt the increase of rail rates is also justified.

May Director's decision be given please

A.C.PING, Major

Transportation Sub-Commission (Rails)
Tel. 843238
18 June 45.

INTER - OFFICE MEMO

CSW/1b

To :- Rail Division (attn. Major Ping)

From :- Accounts Branch.

SUBJECT :- Increase in Fares - Terni Railways.

PC/A/Tn.1.

19 April 1945

1. Ref. your AC/30B/Tn.4. dated 10th April.

2. This has been discussed with the Price Office of Economic Section. It is regretted that the information given in Sig. Cerabona's letter is insufficient, and that we must have the details as requested by us.

(C.S. WYATT) Capt. R.A.
Accountant.

MINISTRY OF TRANSPORTS
GEN. INSPECTORATE MCTC
Serv. 5°Uff. - N 2824 - Ag. 19.1

Roma, 29 March 1945

SUBJECT: Tramways of Terni: Increase of fares.

TO: Th S/Commission A.C. Rail Division.

The Company operating the Tramways of Terni has sought for authorization to increase present fares by 100 percent.

On this subject we want to point out what follows:

1. A general increase of 100 percent on the fares valid on 1 July 1943 (established in 1934) was granted by the local Prefecture and applied to the normal passenger and freight fares, while only 30 percent increase was applied to the ordinary contracts and no increase at all to the special contracts for workers.

2. Further to the application of said increases, on 15 June 1944 the Company was obliged to grant all personnel a general increase of 85 percent (instead of 70 percent) on the wages & salaries valid on 1 Sept. 1942, in order to adequate their treatment to that granted by other local industries.

Above increase, together with the special allowance and the dear-living indemnity, brought an additional burden of 275.000 lire monthly.

3. The operational expenses, from an average figure of abt. 400.000 lire, have been thus increased, considering also the increased prices of all materials, to a total amount of abt. 750.000 lire.

4. As the proceeds account for abt. 280.000 lire only, the total loss will be abt. 470.000 lire monthly.

5. Above sketched situation is going to become even worse when the new economical provisions for the personnel, already hinted at in the press, will become effective.

6. Should the request of the Company be granted, the resulting increase of the fares valid in 1934 would be as follows: 300 percent on ordinary passenger and freight fares, 160 percent on the ordinary contracts, 100 percent of the special contracts for workers.

././.

7. To be borne in mind that in accordance with Ministerial Decree 31 October 1944, the Company is still authorised to apply following increases: 70 percent on the ordinary contracts, 100 percent on the special contracts for workers.

As the Interministerial Price Committee, requested for their opinion on this subject, replied that, the province of Terni being still under AMG jurisdicition, they were not in a position to express any judgement on the matters, we beg to submit above application to that S/Commission and we would be grateful for an early reply.

THE MINISTER
CERABONA

I.G.M 239

Roma 29 MAR 1945 19 __

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Al LA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI
APO 394 ROMA
Via Veneto

Div. SERV. V UFF. 5
Prot. N° 2824 Allegati
AG.19.1

Risposta al f° del
Div. Sez. N°

OGGETTO Tramvie Elettriche di Terni
Aumento tariffe

La Società per le Tramvie di Terni ha chiesto di essere autorizzata ad aumentare del 100% le tariffe attualmente in vigore nella propria linea.

Al riguardo si fa presente:

1°) In seguito a benestare della locale R.Prefettura la detta Società ha a suo tempo apportato alle tariffe in vigore al I luglio 1943 (esistenti fin dal 1934) l'aumento del 100% per il servizio viaggiatori e merci ad eccezione degli abbonamenti aumentati del solo 30% e degli abbonamenti mensili operai rimasti invariati.

2°) Successivamente a tale aumento tariffario la Società ha dovuto dal 15 giugno 1944 maggiorare dell'85% (anzichè del 70%) le retribuzioni fruite dal dipendente personale al I° settembre 1942, per adeguarne il trattamento a quello delle industrie locali.

Prot. N.° 2824 Allegati

AG.19.1

Risposta al f.° del

Div. Sez. N.°

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Da tale maggiorazione salariale e dalla concessione al personale dell'assegno integrativo e dell'indennità di carovita è derivato all'Azienda un maggiore onere di complessive L.275.000 mensi-

sili.

3°) Le spese d'esercizio che si aggiravano su di una media di L.400.000- tenuto conto dell'ulteriore aumento dei prezzi del materiale sono, così, salite alla rilevante cifra di Lire 750.000.-

4°) Per contro gli introiti aziendali si aggirano sulla cifra di L.280.000, sicchè ne deriva una presumibile perdita anna di gestione di circa Lire 470.000.-

5°) La situazione risulterà notevolmente aggravata in conseguenza dei maggiori oneri di personale che graveranno sulla richiedente per i nuovi provvedimenti economici a favore dei prestatori d'opera preannunciati dalla stampa.

6°) Con l'accoglimento della richiesta sociale le tariffe in vigore dal 1934 verrebbero aumentate del 300% per quanto riguarda i biglietti ordinari ed i trasporti merci, del 160% per quanto concerne gli abbonamenti ordinari e del 100% per gli abbonamenti operai.

7°) E' da tener presente che in applicazione del D.M. 31 ottobre u.s. l'Azienda avrebbe già potuto aumentare del 70% gli abbonamenti ordinari e del 100% quelli operai.

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Ciò esposto e poichè il Comitato Interministeriale dei prezzi, all'uopo interpellato, ha dichiarato di non

I.G.M.239

Roma, ... 19.. A

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Al .....

Divisione ..... Sez. .....
Prot. N.° ..... Allegati .....

Risposta al f.° del .....
Div. ..... Sez. ..... N.° .....

OGGETTO .....

potersi pronunciare in proposito non essendo ancora la Provincia di Terni passata sotto la giurisdizione del Governo Italiano, s'inoltra, per suggerimento del Comitato stesso, la domanda in questione a codesta Commissione con preghiera di volerla esaminare ed esprimere, con cortese sollecitudine, il suo parere in merito.

IL MINISTRO

Cerruti

ACP/ic

INTER-OFFICE MINUTE

Ref. AC/30B/Tn 4

TO : Mr Bakken, Economic Section,
HQ AC.

SUBJECT : Increase of Tram Rates - STEFER COMPANY.

1. The document from the Minister of Communications, with supporting information, although apparently written on 10 January, was received in this Section on 23rd February. In the meantime, a letter from the Committee of Prices addressed to Economic Section, was received in this Office on 27 February, and was being made the subject of a special communication to you.

2. The essential points are these :

STEFER are proprietors of a Railway line which before the war was most successful, running by electric power at frequent intervals between Rome (Ostiense) and Ostia Lido, the seaside beach of the Romans. Since the shortage of power, it has been necessary to analyse very carefully all applications for electricity, and this Railway line found no support from Lazio-Umbria Region. There is only one important stop between Rome and the Lido, and that is at Acilia, where a form of workers' settlement exists. We had many reasons advanced for the line to be open - workers from Acilia to Rome, workers from Rome to Acilia; food from Acilia to Rome, food from Rome to Acilia. Lazio-Umbria Region supported none of the applications, and we compromised with a twice-weekly service.

STEFER also own a service of extra-urban tramways which run from Rome to the Alban Hills and beyond. Most of the repairs have been undertaken by the Company themselves, and they have fairly satisfactory services, inasmuch as the Region do not give preference to additional services at the moment.

3. So far as these tram lines are concerned, the following points are of interest :

592

Rome Area Allied Command made arrangements for the daily conveyance of workers from Rome to the Breda Works. To date

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3. So far as these tram lines are concerned, the following points are of interest :

592

Rome Area Allied Command made arrangements for the daily conveyance of workers from Rome to the Breda Works. To date the STEFER Company has received no payment for this, for AC Transportation Sub-Commission does not support the principle of free conveyanve of workers, and Finance Sub-Commission accepts no financial responsibility. We have, however, asked the Ministry to make advances to ensure the operation of the line, and it is quite likely they will base their advances on the number of free civilians carried to the Breda Works.

The trams are overcroweded, and many fares are doubtless not collected.

./.

Being an extra-urban tram service, an increase in fares of 100% over 1943 figures was permitted last November, and any further increase would require a decree, both for the tramline and the railway. It is felt, however, that the question of an increase in rates is bound up with the enforced restricted service imposed.

If it were possible to allow normal services, it is possible that the already increased fares would be sufficient to meet the cost. It is only because the services are forcibly restricted that the income is limited, and on such a thesis, the less the service and the fewer the passengers, the higher the fares must be, which is a fallacious argument, but one which was seriously advanced by STIFER in respect of the Lido line many months ago.

The decision to be reached, therefore, seems to be based on the desirability of either increasing the fares or inviting the Ministry to subsidize the Company, against the time when traffic can be restored on a more satisfactory schedule. The Company is in concession from the Government, and the latter is thus able to make subsidy in accordance with existing machinery to ensure continued operation. Such a subsidy is granted when the full operating costs of the Company are submitted to the Ministry and fully examined.

C.H. LINDBERG
Lieut.Col.R.E.,
Chief, Rail Division.

Transportation Sub-Commission, AC
Tel. 643238
1 March 1945.

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30B/28

INTER OFFICE MEMO

Tele: 478305
Our ref: AC/PC/A/Tn.1

12 February 1945

SUBJECT : Fares on Urban Tramways

TO : Transportation Sub-Comm., Rail Div. (att. Major Ping)

FROM : Transportation Sub-Comm., Admin. Div. Accounts Branch.

1. Ref. your AC/30.B/Tn.4 dated 5 Feb.

2. If the organisation controlling Urban Tramways wishes to increase fares the correct procedure is as follows:

(a) Organisation sends request to the Inter-Ministerial Price Committee of the Italian Govt. (Attention Dr. Foglietti) Via Flavia 6, Rome.

(b) If the Inter-Ministerial Price Committee agrees to the increase, they must forward their recommendations in writing to the Price Committee, Economic Section, HQ. Allied Commission.

(c) A.C. Price Committee will then forward their views through the usual staff channels to the Inter-Ministerial Price Committee who will, in turn, advise the transport organisation of the final result.

C.S. WYATT
Captain R.A.
Accountant

Copy to:
Economic Section
Price Office
(att. Dr. Bakken)

30B/27

ACF/ic

INTER - OFFICE MINUTE

Our Ref. AC/30 B/ Tn 4

TO : Capt Wyatt
Statistical Section
Tn Sub-Comm. HQ.AC.

SUBJECT: Fares on Urban Tramways

It is presumed that such an increase will have to be authorised by the price group. If concurrence is given, please so indicate, when Ministry will be advised.

O.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Division.

Transportation Sub-Comm. (Rails)
5 February 1945
Tel. 843238

I.G.M. 239

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Roma 25 NOV 1944 XXII

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti
APO 394
ROMA
Via Vittorio Veneto

Direzione SERV. V UFF. 5
Prot. N° 4526 Allegati
Ag.19-1

Rispondere al N° del
Div. Sez. N°

OGGETTO Tramvie urbane di Taranto. - Tariffe.

La Direzione di esercizio delle tramvie di Taranto esercitate dalla "The Taranto Tramways and Electric Supply C Ltd" ha chiesto di essere autorizzata ad aumentare a £.1 gli attuali biglietti da £.0,50; a lire 2 quelli da £.1 ed a raddoppiare anche l'attuale prezzo degli abbonamenti, onde far fronte ai maggiori oneri derivantile dall'adeguamento salariale, in corso di attuazione nei riguardi del dipendente personale, facendo presente che tale sua richiesta tende anche ad eliminare gli inconvenienti derivanti dalla mancanza della moneta divisionale.

Al riguardo si espone quanto appresso:

1) - con il 5 gennaio c.a., sulle tramvie stesse è stata attuata, in applicazione del R.D.Legge 16 dicembre

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Divisione SERV. V UFF. 5
Prot. N° 4526 Allegati
Ag.19-1

Oggetto Tramvie urbane di Taranto. - Tariffe.

Risposta al f. del
Div. Sez. N°

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Al riguardo si espone quanto appresso:

1) - con il 5 gennaio c.a., sulle tramvie stesse è stata attuata, in applicazione del R.D.Legge 16 dicembre 1943 n.27/B, una maggiorazione tariffa-

da

583

ria media del 66,66%;

2) - secondo quanto esposto dalla Direzione di esercizio richiedente, il costo medio dell'esercizio nell'anno corrente sarebbe aumentato del 91% in confronto all'anno precedente, in quanto l'onere del personale avrebbe subito l'aumento del 106,48% ed il costo del materiale d'esercizio quello del 77,16%; percentuale questa che sarebbe salita a cifra alquanto più elevata se l'esercente non avesse avuto la possibilità d'utilizzare scorte di magazzino in suo possesso;

3) - l'onere derivante dalla corresponsione al personale della detta azienda dell'indennità di caro-vita, stabilita in £.30 giornaliere oltre £.5 giornaliere per ogni persona a carico, valutato in £.1.560.000 annue circa, aggiunto al maggior costo del materiale, importa una maggiore spesa annua di esercizio di circa due milioni, pari all'incirca al gettito presunto dal richiesto aumento tariffario, tenuto conto della contrazione del traffico che deriverebbe dalla sua attuazione;

4) - il Prefetto di Taranto, interpellato in proposito, ha rilasciato il suo nulla osta all'accoglimento della richiesta, a condizione però che sia

corrente sarebbe aumentato del 91% in confronto all'anno precedente, in quanto l'onere del personale avrebbe subito l'aumento del 106,48% ed il costo del materiale d'esercizio quello del 77,16%; percentuale questa che sarebbe salita a cifra alquanto più elevata se l'esercente non avesse avuto la possibilità d'utilizzare scorte di magazzino in suo possesso;

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4) - il Prefetto di Taranto, interpellato in proposito, ha rilasciato il suo nulla osta all'accoglimento della richiesta, a condizione però che sia mantenuta la tariffa ridotta del 50%

I.G.M. 239

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Roma, ... 19 ..

Al .....

Persone ..... Sez. .....
Prot. N.° ..... Allegati .....

Risposta al f.° del .....
Div. ..... Sez. ..... N.° .....

OGGETTO .....

rispetto al nuovo prezzo del biglietto e che la richiedente continui a rilasciare abbonamenti oltre che ai ferrovieri anche agli operai;

5) - il Controllore dei beni in Italia appartenenti agli Alleati, Maggiore Cavenaugh, secondo quanto informa la detta Direzione d'esercizio, ha subordinato la concessione di qualsiasi aumento salariale al personale all'attuazione dell'aumento tariffario richiesto, facendo presente che, ove tale aumento non venisse accordato, il Property Control ordinerà senz'altro la sospensione del servizio, non potendone consentire la continuazione in perdita.

Tutto ciò esposto si esprime parere favorevole all'accoglimento della richiesta alle condizioni indicate dal Prefetto di Taranto.

IL MINISTRO

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Divisione Sez. Risposta all'f.° del
Prot. N.° Allegati Div. Sez. N.°

OGGETTO

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IL MINISTRO

587

/ fd

T R A N S L A T I O N

MINISTRY OF COMMUNICATIONS
General Inspectorate for Civil Motorization
and Transports in Concession

Rome, 25 Nov. '44

Ref.: Serv. V-Uff.5- No.4526 Ag 19-1

To: AC. HQ.
Transportation S/C.

Subject : Fares on the urbane tramways

The operating direction of the Tramways of Taranto, operated by the "Taranto Tramways & Electric Supply C Ltd" requested for the authorization to increase up to one lire the price of the tickets presently costing 0,50 lire, and up to 2 lire that of the tickets presently costing one lire, as well as to redouble present prices of the contracts, in order to meet the increased expenses on account of the increasing of the wages, which is going to be carried out; above measure would also avoid present troubles on account of lack of metallic coins.

On this purpose we want to make following remarks:-

1) effective January 5th 1944 an average increase of 66,66% has been applied to all fares, according to Royal Law-Decree dec. 16th, 1943, No.27/B

2) according to what has been stated by the direction of the Tramways, the average operating expenses of running year should be by 91% higher than those of preceeding year, as the personnel's expenses were increased by 106,48% and the costs of operating material by 77,16%. Latter figure should have been even higher, had the operating Co. not had the possibility to utilize old stocks of material.

3) the payment of a daily indemnity of carovita, of 30 lire to each employee, plus 5 lire for each person of employee's family, totalling L. 1.560.000 yearly, together with the increased costs of all materials will mean a total higher expenditure of abt. 2 millions yearly, roughly corresponding to the proceeds expected by above fares increase, having also considered the traffic contraction which above increase will probably bear.

586

4) the Prefect of Taranto has already given his approval, provided that the special fares, with a 50% reduction on new prices, be [illegible] the Company keeps on issuing contracts for both

To: AC. HQ.
Transportation S/C.

Subject : Fares on the urbane tramways

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On this purpose we want to make following remarks:-

1) effective January 5th 1944 an average increase of 66,66% has been applied to all fares, according to Royal Law-Decree dec. 18th, 1943, No.27/B

2) according to what has been stated by the direction of the Tramways, the average operating expenses of running year should be by 91% higher than those of preceeding year, as the personnel's expenses were increased by 106,48% and the costs of operating material by 77,16%. Latter figure should have been even higher, had the operating Co. not had the possibility to utilize old stocks of material.

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586

4) the Prefect of Taranto has already given his approval, provided that the special fares, with a 50% reduction on new prices, be maintained and that the Company keeps on issuing contracts for both railway employees and workers.

5) according to informations supplied by the Company, Maj.Cavenaugh, who controls all goods belonging to the Allies in Italy, should have subordinated every wages-increase for the personnel to a/m fares-increase, pointing out that, should above fares increase be refused, the Property Control would suspend the service, as they could not consent that it be operated in deficit.

This Ministry is therefore of the opinion that above request be granted at the conditions stated by the Prefect of Taranto

The Minister
sgd Cerabona

File 30B/25

ACP/1c

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL SECTION)
C/o Transportation Increment
C.M.F.

Tel. 843238
Our Ref. AC/30B/Tn 4

25 January 1945

TO : Regional Commissioner
Southern Region

SUBJECT : Fares on Urban Tramways

Please let me have your recommendations in respect of the attached.

O.H.LINDBERG
Lt.Col. R.E.,
Chief, Rail Section

Tel. 489081 HJR/ac

M E M O R A N D U M

Reference : 064/PWU 23 Dec.44
Subject : Fares on Urban Tramways

To : TRANSPORTATION SUB-COMMISSION A.C.
From : Public Works and Utilities S/C, A.C.

I) - This Sub-Commission has not previously examined applications for rate increases of transportation systems.

2) - Royal Decree of Dec. I6, I943 N.27/B authorizes the Ministry of Communications to make necessary adjustments in rates charged by state railroads and other transportation systems.

3) - Inasmuch as the Ministry of Communications and the Prefect of Tarento recommended the increase we see no reason to object.

L.A.JENNY
Lt-Colonel, C.E.
Director

Enclosures :

I Itr 25/II/44 from Ministry of Communications
I copy translation of above

/fd

TRANSLATION

MINISTRY OF COMMUNICATIONS
General Inspectorate for Civil Motorization
and Transports in Concession

Rome, 25 Nov. '44

Ref.: Ser. V-Uff.5 - N°.4526 Ag I9-I

To: AC. HQ
Transportation S/C

Subject : Fares on the urbane tramways

The operating direction of the Tramways of Taranto, operated by the "Taranto Tramways & Electric Supply C Ltd" requested for the authorization to increase up to one lire the price or the tickets presently costing 0.50 lire, and up to 2 lire that of the tickets presently costing one lire, as well as to redouble present prices of the contracts, in order to meet the increased expenses on account of the increasing of the wages, which is going to be carried out; above measure would also avoid present troubles on account of lack of metallic coins.

On this purpose we want to make following remarks:-

I) effective January 5th I944 an average increase of 66,66% has been applied to all fares, according to Royal Law-Decree dec.I6th, I943, N°.27/B

2) according to what has been stated by the direction of the Tramways, the average operating expenses of running year should be by 9I% higher than those of preceeding year, as the personnel's expenses were increased by I06,48% and the costs of operating material by 77,I6%. Latter figure should have been even higher, had the operating Co. not had the possibility to utilize old stocks of material.

3) the payment of a daily indemnity of carovita, of 30 lire to each employee, plus 5 lire for each person of employee's family, to-talling L.I.560.000 yearly, together with the increased costs of all materials will mean a total higher expenditure of abt. 2 millions yearly, roughly corresponding to the proceds expected by above fares increase, having also considered the traffic contraction which above increase will probably bear.

4) the Prefect of Taranto has already given his approval, provided that the special fares, with a 50% reduction on new prices, be maintained and that the Company keeps on issuing contracts for both railway employees and workers.

5) according to informations supplied by the Company, Maj.Cavenaugh, who controls all goods belonging to the Allies in Italy, should have subordinated every wages-increase for the personnel to a/m fares-increase, pointing out that, should above fares increase be refused, the Property Control would suspend the service, as they could not consent that it be operated in deficit.

Subject : Fares on the urbane tramways

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This Ministry is therefore of the opinion that above request be granted at the conditions stated by the Prefect of Taranto

The Minister
sgd Cerabona

ACC/11
303/24

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel: 478701
Our Ref: AC.Tn/25/

15 November 1944

TO : Regional Commissioner
Sardinia Region

SUBJECT: Increase in Train Fares, Sardinia

1. Reference is your letter Tpm/1604 of 10 Nov.44.

2. A Decree is in process of being brought into operation authorising increase in fares up to 100% over June 1943, on State Railways and all private concerns under concession from the State and this will be put into force in the near future.

D.H. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

Copy to: Ministry of Comm.
(Inspectorate for Civil
Motors. & Transport
in Concession)

308/23

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

10th November 1944.

Reference : Totn/1604.

Subject : Increase on Tram Fares, Cagliari.

To : H.Q., A.C., Attention Transportation Sub-Commission.

1. The City of Cagliari Tram Company have made application to the Ministry of Communications for permission to increase the fares on the services running in Cagliari.

2. The Ministry of Communications have replied that they are awaiting the decision of Headquarters, Allied Commission (last paragraph of letter addressed to Allied Commission, Sardegna refers).

3. Copies of letters from High Commissioner for Sardinia and the Prefect of Cagliari supporting the application are attached together with a Table showing the old and proposed new fares.

4. The Provincial Commissioner of Cagliari Province has been consulted and he is of the opinion that the application is fair and the increases warranted.

5. May the matter be considered and any action necessary taken, please?

For the Regional Commissioner,

John H. Newby
Capt.

JOHN H. NEWBY.
Captain.
Regional Transportation Officer.

Copy to: Ispettorato del Motorizzazione.

581

COPY

MINISTERO DELLE COMUNICAZIONI
ISPETTORATO GENERALE MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE
ISPETTORATO COMPARTIMENTALE DI CAGLIARI

==========

Cagliari 28/11/1944.

Alla Commissione Alleata di

CAGLIARI

OGGETTO : Tramvie di Cagliari.

La Società delle Tramvie di Cagliari presentò in data 21 luglio 1944, trasmessa anche a codesta Commissione per conoscenza, una domanda di aumento delle tariffe tramvierie, in dipendenza degli aumentati costi di esercizio.

Tali aumenti risultano dal prospetto allegato, sul quale si fanno le seguenti considerazioni:

1)..Il prezzo medio preesistente era di L.2,25 $\left(\frac{£1,50 + 2,00 + 2,50 + 3}{3}\right)$ mentre con le tariffe richieste diventa di £ 3 $\left(\frac{£.2 + 3 + 4}{3}\right)$

2)..Che tale aumento porta un benificio di circa il 30% e siccome il 25% del 62% (incisione della mano d'opera nel totale delle spese) cioè il 15,25% circa è destinato all'adeguamento della mano d'opera il benificio che ne rimane all'Azienda si limita solo circa il 15%.

3)..Tale benificio, che porta a circa il 15% l'aumento delle tariffe è di per se stesso inadeguato subito nelle spese ed infatti :
la mano d'opera a tutto il 26/7/44 era aumentata del 15%.
Il costo medio dei materiali del 2000%

4)..La situazione economica dell'Azienda è la seguente :
incasso medio giornaliero 3/2/944 al 31/10/944
L.45.000 = circa.

SPESE :

mano d'opera ed accessori di contributi	£ 25.000, =
spese generali di esercizio e tasse	" 8.000, =
energia elettrica	" 2.500, =
biglietti accessori e tasse	" 5.000, =
[illegible] media per acquisto materiale	" 15.000, =

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Il costo medio dei materiali del 2000%

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incasso medio giornaliero 3/2/944 al 31/10/944 59

L.45.000 = circa.

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mano d'opera ed accessori di contributi	£ 25.000. =
spese generali di esercizio e tasse	" 8.000, =
energia elettrica	" 2.500, =
biglietti accessori e tasse	" 5.000. =
spesa media per acquisto materiale	" 15.000, =
Totale	£ 55.500

Con un deficit giornaliero di circa £ 10.000, = senza contare le spese dovute ad interessi passivi, ammontamenti ecc...

Su tale aumento si sono pronunciati favorevolmente la R.Prefettura, con lettera 20/7/1944. N.57, e l'Alto Commissariato, con lettera 18/8/1944 N.13752, e si attende tuttora il responso del Ministero del= ..

./.

le Comunicazioni p... essere applicato.

E poichè il predetto Ministero, con telegramma 19 corr. mi ha comunicato che sulla proposta dovrà pronunciarsi la Commissione Alleata di Controllo Centrale prego codesta Commissione voler far passi presso la predetta Commissione Centrale, affinchè venga sollecitato il suo assenzo, e metta la Società in condizioni di far fronte ai suoi impegni.

IL DIRETTORE COMPARTIMENTALE.

C O P I A

ALTO COMMISSARIATO PER LA SARDEGNA
Ufficio Affari Civili

Prot. 13762 Cagliari 18 agosto 1944

All'Ispettorato Compartimentale della Mot.C.M.C.
C A G L I A R I

e p.c.
PREFETTURA DI C A G L I A R I
rif.f.n. 57 Sind. el 29/7/44

ALLA SOC. AN. TRAMVIE DELLA SARDEGNA C A G L I A R I

OGGETTO: Aumenti salariali : aumento tariffe Soc.An.Tramvie della Sardegna.

oooooooooooooo

Con riferimento al foglio n.2523 in data 12 corr., pregasi far conoscere se codesto Ispettorato ha provveduto ad interessare il Ministero in merito all'aumento del 20% sulle attuali tariffe della Soc.Tramvie della Sardegna.

Nel caso contrario occorrerà farlo subito, rappresentando come tale aumento è condizione essenziale perchè la Soc.stessa sia posta finanziariamente in grado di sostenere l'onere degli aumenti previsti, indispensabili ed urgenti per gli operai ed impiegati dell'industria.

.....

La Prefettura di Cagliari vorrà tuttavia accertare che, nelle more della revisione delle tariffe, la Soc.Tramvie pratichi effettivamente gli aumenti salariali di cui al noto accordo 26 luglio 1944.

IL SEGRETARIO GENERALE
F.to Prefetto Catenacci

Per C.C.
Il Direttore Compartimentale

579

COPIA

Prefettura di Cagliari

Div. Gind. 7.57

Cagliari 29-7-944

All'Ispettorato Compartimentale della Mot.C.T.C.
Cagliari

e per conoscenza:

A S.E. L'Alto Commissario per la Sardegna
Cagliari

Soc.An.Tramvie della Sardegna
Cagliari

Oggetto: Aumenti salariali: Aumenti tariffe.

In riferimento alla lettera TS63/152 del 21.7.944 della Soc.Tramvie della Sardegna nella quale si chiede la concessione che venga applicato l'aumento sulle tariffe attuali di circa il 20% esprimo parere favorevole a tale applicazione con effetto immediato a condizione che contemporaneamente la stessa Società applichi per il proprio personale gli aumenti previsti per gli operai e impiegati dell'industrie.

IL PREFETTO
f. Pilia

Per C.C.
Il Direttore Compartimentale

TRAMVIE DELLA SARDEGNA

Soc. An. Capitale L. 3.500.000 interamente versato

CAGLIARI

Linea CAGLIARI-QUARTU S. ELENA

TARIFFA PER I VIAGGIATORI

BIGLIETTI DI CORSA SEMPLICE

I prezzi in nero sono gli attuali, quelli in rosso sono i proposti.

Cagliari - Piazza Garibaldi										
1,50 / 2.00	San Mauro									
1,50 / 2.00	1,50 / 2.00	Case Brusa								
2,00 / 2.00	1,50 / 2.00	1,50 / 2.00	Pirri - Via Riva							
2,00 / 2.00	1,50 / 2.00	1,50 / 2.00	1,50 / 2.00	Pirri - Piazza Italia						
2,00 / 3.00	2,00 / 2.00	1,50 / 2.00	1,50 / 2.00	1,50 / 2.00	Pirri - Attrav. Ferr. Complem.					
2,50 / 3.00	2,00 / 3.00	2,00 / 2.00	1,50 / 2.00	1,50 / 2.00	1,50 / 2.00	Monserrato Stazione				
2,50 / 3.00	2,00 / 3.00	2,00 / 3.00	2,00 / 2.00	2,00 / 2.00	1,50 / 2.00	1,50 / 2.00	Monserrato - Via Aie			
3,00 / 4.00	2,50 / 3.00	2,50 / 3.00	2,00 / 3.00	2,00 / 2.00	2,00 / 2.00	1,50 / 2.00	1,50 / 2.00	Selargius		
3,00 / 4.00	3,00 / 4.00	2,50 / 3.00	2,50 / 3.00	2,50 / 3.00	2,00 / 2.00	1,50 / 2.00	1,50 / 2.00	1,50 / 2.00	Quartucciu	
3,00 / 4.00	3,00 / 4.00	3,00 / 4.00	2,50 / 3.00	2,50 / 3.00	2,50 / 3.00	2,00 / 2.00	2,00 / 2.00	1,50 / 2.00	1,50 / 2.00	Quarto S. E.

Tariffa che sarà applicata sul percorso fino a Via Roma.

Via Roma											
2,00	Magazzini Generali										
2,00	2,00	P.zza Garibaldi									
2,00	2,00	2,00	S. Mauro								
2,00	2,00	2,00	2,00	Case Brusa							
3,00	2,00	2,00	2,00	2,00	Pirri - Via Riva						
3,00	3,00	2,00	2,00	2,00	2,00	Pirri - P.za Italia					
3,00	3,00	3,00	2,00	2,00	2,00	2,00	Pirri - Attrav.FF.CC.				
3,00	3,00	3,00	3,00	2,00	2,00	2,00	2,00	Monserrato Stazione			
4,00	3,00	3,00	3,00	3,00	2,00	2,00	2,00	2,00	Monserrato-Via Aie		
4,00	4,00	3,00	3,00	3,00	3,00	2,00	2,00	2,00	2,00	Selargius	
4,00	4,00	4,00	3,00	3,00	3,00	3,00	2,00	2,00	2,00	2,00	Quartucciu
4,00	4,00	4,00	4,00	3,00	3,00	3,00	3,00	2,00	2,00	2,00	2,00	Quartu S.E.

Per gli abbonamenti settimanali e per i biglietti di andata e ritorno si provvederà in conformità.

(:) Si rilasciano nei soli giorni feriali e limitatamente ai primi due treni della mattina. Il tagliando per la corsa di ritorno è valido solo sui treni ordinari in partenza dal capilinea tra le 15 e le 22 della stessa giornata di emissione del biglietto.

Cagliari, 1 Febbraio 1944

LA DIREZIONE

VIE DELLA SARDEGNA

Capitale L. 3.500.000 interamente versato

CAGLIARI

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2,00 / 2,00	1,50 / 2,00	1,50 / 2,00	1,50 / 2,00	Monserrato Stazione				
2,00 / 2,00	2,00 / 2,00	2,00 / 2,00	1,50 / 2,00	1,50 / 2,00	Monserrato - Via Aie			
2,50 / 3,00	2,00 / 3,00	2,00 / 2,00	2,00 / 2,00	1,50 / 2,00	1,50 / 2,00	Selargius		
2,50 / 3,00	2,50 / 3,00	2,50 / 3,00	2,00 / 2,00	1,50 / 2,00	1,50 / 2,00	1,50 / 2,00	Quartucciu	
3,00 / 2,00	2,50 / 3,00	2,50 / 3,00	2,50 / 3,00	2,00 / 2,00	2,00 / 2,00	1,50 / 2,00	1,50 / 2,00	Quartu S. E.

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3,00	3,00	2,00	2,00	2,00	2,00	Pirri - P.za Italia						
3,00	3,00	3,00	2,00	2,00	2,00	2,00	Pirri - Attrav.FF.CC.					
3,00	3,00	3,00	3,00	2,00	2,00	2,00	2,00	Monserrato Stazione				
4,00	3,00	3,00	3,00	3,00	2,00	2,00	2,00	2,00	Monserrato-Via Aie			
4,00	4,00	3,00	3,00	3,00	3,00	2,00	2,00	2,00	2,00	Selargius		
4,00	4,00	4,00	3,00	3,00	3,00	3,00	2,00	2,00	2,00	2,00	Quartucciu	
4,00	4,00	4,00	4,00	3,00	3,00	3,00	3,00	2,00	2,00	2,00	2,00	Quartu S.E.

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bbonamenti settimanali e per i bigliet
data e ritorno si provvederà in confor-

liari, 1 Febbraio 1944

LA DIREZIONE

303/22

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

GES/ram

Tel: 415

7 November 1944

ES/41

TO : Director, Transportation Sub-Commission

REF. : Your Inter Office Memorandum Ac Tn/308/

1. The attached letter addressed to H. E. Cerebona, Minister of Communications, outlines the action taken.

GAEL E. SULLIVAN
Major, QMC
Staff Officer
Economic Section

Enclosure (1)
Letter to H. E. Cerebona

30B/21
Transportation Sub

Fol. 197

HEADQUARTERS
ALLIED COMMISSION
ROMANO SECTION
APO 394

NCB/Mal

35/41

4 November 1944

SUBJECT: Proposed Increase of Rates and Fares for Railways and for Inter-urban Tramways.

TO : H. E. Cerabona, Minister of Communication.

1. Reference is made to Royal Decree of December 16, 1943, No. 27/R.

2. This proposed decree was reviewed by the Price Office of the Allied Commission in July, and through consultation between our Legal Sub-Commission and Avv. Cerevita of your Ministry, an agreement was reached on a simplified wording of the decree.

3. A copy of the act concerning railways and tramways is herewith returned.

4. The Allied Commission has no objection to the publication of this decree in its present context.

5. The effective date of imposing the rate increases should be changed however, to coincide with some contemporary date to be determined by the Italian Government at the time of the final approval of the decree.

For the Acting Chief Commissioner:

A. G. Astolini
Acting Deputy Chief of Staff
Romanic Section

Attachment:

As stated above.

Distribution:
Transportation Sub-Commission
Legal Sub-Commission
Mr. Taylor
Harlan Cleveland
Files

576

ACP/Td

308/20

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele : 478701

4 November 1944

Our ref.: Ac Tn/308/

TO : Acting Head
Economic Section

INTER OFFICE MEMO

Increase in rail fares

1. As this matter was brought to a satisfactory conclusion pursuant to your instruction to negotiate with the Minister, and a draft letter was submitted for your signature on 15 October last, may I know the position in order to reply to the Minister please?

D.S. ADAMS
Colonel, C.E.,
Director, Tn. S/C.

575.

ACF/hl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Economic Section
APO 394

File 308/19

17 October 1944

Our Ref: ACC.Tn/30 B/

TO : Ministry of Communications
(Ispettorato della Motorizzazione Civile
e Trasporti in Concessione)

SUBJECT: Re - Opening of Public Services Transport

1. Reference is to your letter No.2571 of 12 Sept.

2. It is expected that the operation of urban tramway, bus and trolley bus services will be arranged locally by the ACC/AMG authorities and the local officials, based on the facilities available.

3. The introduction of inter-urban tramway services is a matter for submission through your Headquarters to the Transportation Sub-Commission.

4. Increases in rates and fares on all urban routes, busses, trams, trolley-busses, as well as on the inter-urban services must be submitted through your Office, with appropriate recommendation to this Sub-Commission for consideration, as already agreed.

Sd. A.G. Antolini
A.G. ANTOLINI
Acting Head
Economic Section

ACC/hl

File

30B/18

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel.479701 2 October 1944

ACC.TR/30B/15

TO : Ministry of Communications, Rome

SUBJECT: Increase of tariffs for Railways in concession

1. Reference is to your letter 2743 of 23 Sept.'44.

2. It seems desirable that we should establish that your interpretation of "trolley bus" is the same as ours. Our interpretation of "trolley bus" is the public conveyance operating by means of electric current from overhead wires, but running on rubber tyres and able to manoeuvre on the road. Such vehicles replace internal tramways. If such is also your interpretation, then it is considered they are purely urban in character and any increases in fares would be the subject of individual application, in the same way as internal tramway and autobus concerns.

3. So far as inter-urban tramways are concerned, it is agreed that in many cases they are very much like railways and I would be prepared to agree that they be included in private railways in concession so far as general increase in fares is concerned.

I might mention in passing that papers already passed to you containing application by the S.T.E.F.E.R. Company for increases on tariffs on their various routes, do not ask for 100% increase in fares, but a proportionate grading according to what the traffic will bear.

4. Your interpretation of our suggestion in respect of shortening of fare stages has unfortunately been wrongly translated. The point was made that an urban tramway service might prefer in some cases to shorten the distance over which, say, a one lire journey can be made, rather than make a definite increase over the previously existing fare. The diagram below may serve to illustrate this point, but there was no intention of suggesting a reduction in existing services.

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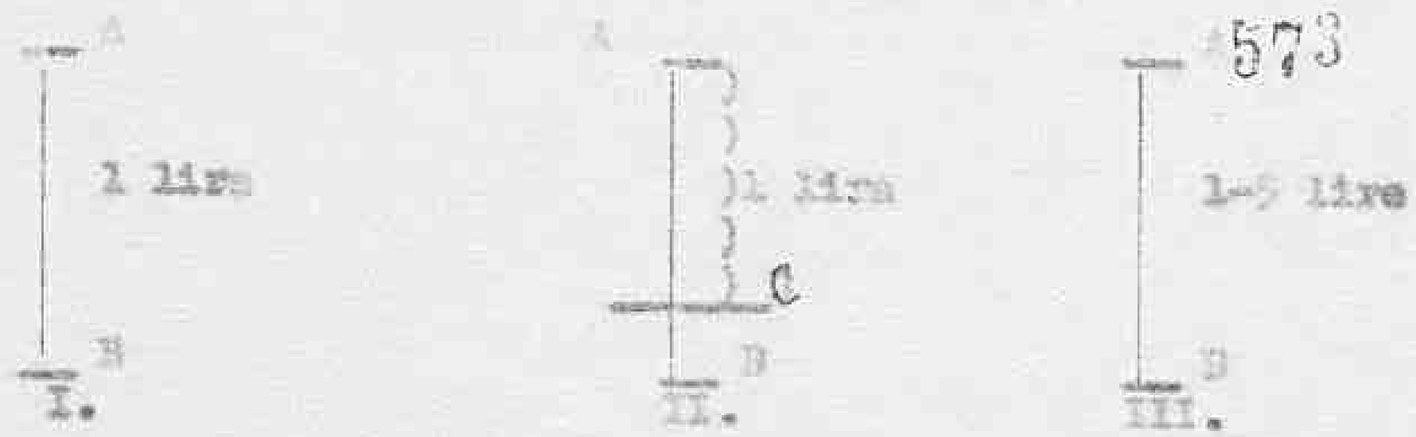
I might mention in passing that papers already passed to you containing application by the S.T.E.T.A.M. Company for increases on tariffs on their various routes, do not ask for 100% increase in fares, but a proportionate grading according to what the traffic will bear.

4. Your interpretation of our suggestion in respect of shortening of fare stages has unfortunately been wrongly translated. The point was made that an urban tramway service might prefer in some cases to shorten the distance over which, say, a one lira journey can be made, rather than make a definite increase over the previously existing fare. The diagram below may serve to illustrate this point, but there was no intention of suggesting a reduction in existing services.



I. Existing distance for fare of 1 lira
II. Shortening of distance for fare of 1 lira (reduced to C to B)
III. Flat rate increase over same distance.

D.S. ADAMS
Director, Ta.S/S

308/17
REB/mb
19/37

TRANSLATION

MINISTRY OF COMMUNICATIONS
General Inspectorate of Civil
Motorization and Transport
in Concession

Divis. SERV. V - Office 5th.

Rome 27th Sept. 1944

Ref: 2782

F. 114-19

TO : Allied Control Commission, APO 394.
Via Veneto (Ex Ministry of Corporations)
R o m e.

SUBJECT: Inter-urban railway Bari-Barletta.

With the letter of the 23rd of September, reference No. 2745 AG. 19/11, we informed this Allied Control Commission of the reason why the interurban tramway and bus lines, having the same operation of the railways in concession, should be compared to these in order to increase the 100% of the fares which were valid since the 1st of July 1943, and have been authorized by this Sub-Commission with a letter of the 21st of September, reference ACC Tn.30.

We have good reason to think that the tramways which, referring to your letter ought to be excluded from the increase, are surely the urban tramways, which have the character of the real and true tramways, and for this reason they have been considered with the funiculars.

Referring to the above mentioned letter we are of the opinion to call the attention of this Sub-Commission of the particular situation of the tramway line Bari-Barletta which, even if considered as tramway and not as a railway, has a mileage of 65 Km. and has all the characteristics of the narrow gauge railway.

This line operates with coal having therefore heavy

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expenses, it is subjected to all the law dispositions concerning the operation of railways; its personnel has the same juridical prerogatives and has the same economic conditions of that of railways; the operator has the same expenses and the line has always been compared to the enterprises which have railways in concession.

We then point out that when in 1941 there has been the sealing of all transportation fares, it has been impossible for us to accept the request of this Society of an increase of charges, while other positions sent by other societies have been approved by this Ministry only because they have examined before.

Therefore we ask this Commission to consider willingly the situation of the tramway Bari-Barletta, as its economic situation suggests a prompt decision about the increase of its charges.

The Minister
(sgd. Cerabona)

I.G.M. 239

Roma 27 SET 1944 XXI, A

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Divisione SERV. V UFF. 5°
Prot. N. 2782 Allegati
F.114-19

OGGETTO Tramvia Intercomunale Bari - Barletta.

Al LA COMMISSIONE ALLEATA
DI CONTROLLO
Sotto Commissione di Trasporti
A.P.O. 394
Via Veneto
Ministero ex Corporazioni
R O M A

Rispondere al f. del
Div. Sez. N.

Con lettera 23 corr. N.2745 AG. 19/11, sono state prospettate a codesta Spett.Commissione le considerazioni per le quali le tramvie ed i filobus intercomunali, aventi le stesse caratteristiche di esercizio delle ferrovie in concessione, dovrebbero essere assimilati a queste ultime, agli effetti dell'applicazione dell'aumento del 100% sulle tariffe in vigore al 1° luglio 1943, autorizzato da cotesta Commissione stessa con lettera 21 c.m. A.C.C. Tu 30.

E' infatti da ritenere che le tramvie di cui parla la lettera stessa per escluderle dall'aumento siano evidentemente le tramvie urbane aventi le caratteristiche delle tramvie vere e proprie, come si evince anche dal fatto che esse sono

Divisione SERV. V UFF. 5°
Prot. N. 2782 Allegati
F.114-19

Ministero ex Corporazioni
Risposta al f. del R O M A
Div. Sez. N.

OGGETTO Tramvia Intercomunale Bari - Barletta.

Con lettera 23 corr. N.2745 AG. 19/11, sono state prospettate a codesta Spett.Commissione le considerazioni per le quali le tramvie ed i filobus intercomunali, aventi le stesse caratteristiche di esercizio delle ferrovie in concessione, dovrebbero essere assimilati a queste ultime, agli effetti dell'applicazione dell'aumento del 100% sulle tariffe in vigore al 1° luglio 1943, autorizzato da cotesta Commissione stessa con lettera 21 c.m. A.C.C. Tu 30.

E' infatti da ritenere che le tramvie di cui parla la lettera stessa per escluderle dall'aumento siano evidentemente le tramvie urbane aventi le caratteristiche delle tramvie vere e proprie, come si evince anche dal fatto che esse sono state abbinate, nella detta comunica-

da

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zione, con le funicolari.

Con riferimento all'anzidetta segnalazione ritiensi ora di dover richiamare la particolare attenzione di codesta Spett.Commissione sul caso speciale della tramvia Bari-Barletta la quale, sebbene concessa pro forma come tramvia e non come ferrovia, ha un percorso di ben 65 chilometri e riveste tutte le caratteristiche della ferrovia a scartamento ridotto.

Essa funziona infatti a carbone, con tutti gli oneri conseguenti; è soggetta indistintamente a tutte le disposizioni di legge relative all'esercizio di ferrovie; il suo personale è soggetto allo stesso stato giuridico ed ha il medesimo trattamento economico di quelle delle ferrovie, con i conseguenti oneri per la esercente, la quale è stata sempre equiparata, a tutti gli effetti, alle aziende esercenti ferrovie in concessione.

Aggiungesi inoltre che, nel 1941, a causa del soppavvenuto blocco dei prezzi dei trasporti, non fu possibile accogliere una richiesta di aumento di tariffe da essa avanzata, non ostante che richieste analoghe presentate contemporaneamente da altre aziende similari abbiano trovato accoglimen

di codesta Spett.Commissione sul caso speciale della tramvia Bari-Barletta la quale, sebbene concessa pro forma come tramvia e non come ferrovia, ha un percorso di ben 65 chilometri e riveste tutte le caratteristiche della ferrovie a scartamento ridotto.

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Aggiungesi inoltre che, nel 1941, a causa del soppavvenuto blocco dei prezzi dei trasporti, non fu possibile accogliere una richiesta di aumento di tariffe da essa avanzata, non ostante che richieste analoghe presentate contemporaneamente da altre aziende similari abbiano trovato accoglimento da parte di questo Ministero perchè esaminate precedentemente a quella della detta Società.

I.G.M. 239

Roma, 19 A

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Al

Divisione Sez.
Prot. N.° Allegati

Risposta al f.° del
Div. Sez. N.°

OGGETTO

Nel rappresentare quanto sopra si prega codesta Spett.Commissione di voler esaminare con cortese sollecitudine il detto caso speciale della tramvia Bari-Barletta, la cui grave situazione economica consiglia l'adozione di una sollecita determinazione in merito al richiesto provvedimento tariffario.

IL MINISTRO
Cerabona

30B/16

Ind

MINISTRY OF COMMUNICATIONS
General Inspectorate of Civil Motorization
and Transports in Concession

Rome, 23 September 944

Div: Service V - Office 5

Reference: 2745
AG-19-11

Reply to: letter of the 12/9/944- ACC/Tn/30B 6

TO : Allied Control Commission
Transportation Sub-Commission
APO 394
Via Veneto - Ex-Ministry of Corporations

SUBJECT : increase of charges and service of railways in concession.

1. We assure first of all this Sub-Commission of having invited, through the compartmental Inspectorate of civil motorization and transports in concession, all private enterprises, which have in concession public services of transports, not to send anymore directly to this Allied Control Commission the requests for the increase of fares and service.

These petitions, carefully compiled, by the above said compartmental offices, will from now on be forwarded to the Allied Control Commission by this Ministry, which will send also all the instructions necessary for a definitive decision.

2. Referring to pp.6 of the above mentioned letter and to pp.3 of the preceeding letter of the 21 August No. ACC/Tn/30, with which the tramway, trolley-bus and funicular lines have been excluded from the increase of fares, we must inform you that the enterprises which operate inter-urban lines, can be easily compared with railway enterprises and have always been considered as the railway enterprises for what concerns the fares. 568

The reasons which have provoked the increase of railway-charges are the same for the inter-urban transportation enterprises, because they too had to support the same expenses of the operation of the railway lines (increase of the cost of the material necessary for the operation and of the salaries of the personnel, ect.)

We suggest therefore to extend also to the inter-urban tramway and trolley-bus enterprises the granted increase of the 100%.

TO : Allied Control Commission
Transportation Sub-Commission
APO 394
Via Veneto - Ex-Ministry of Corporations

SUBJECT : increase of charges and service of railways in concession.

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These petitions, carefully compiled, by the above said compartmental offices, will from now on be forwarded to the Allied Control Commission by this Ministry, which will send also all the instructions necessary for a definitive decision.

2. Referring to pp.6 of the above mentioned letter and to pp.3 of the preceeding letter of the 21 August No. ACC/Tn/30, with which the tramway, trolley-bus and funicular lines have been excluded from the increase of fares, we must inform you that the enterprises which operate inter-urban lines, can be easily compared with railway enterprises and have always been considered as the railway enterprises for what concerns the fares.

The reasons which have provoked the increase of railway-charges are the same for the inter-urban transportation enterprises, because they too had to support the same expenses of the operation of the railway lines (increase of the cost of the material necessary for the operation and of the salaries of the personnel, ect.)

We suggest therefore to extend also to the inter-urban tramway and trolley-bus enterprises the granted increase of the 100%.

3. Reference to the pp. 7 of the above mentioned letter, with which this Sub-Commission suggests that it is more convenient for the operator to reduce the service than to increase the fares, we answer, observing that the reduction of services will make the situation of transports more serious with the result that the suppression of service will not be an economy for the enterprises, because a great deal of the expenses for the operation, such as those concerning the warding of the line and the personnel, will

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always remain unaltered, while at the same time the revenue will have a sensible contraction.

4. It remains understood that the Allied Command will send us instructions concerning the requests of increase of fares, enlisted in the pp.6 of the above said letter.

The Minister

sgd. Cembona

I.G.M. 739

Roma 23 SET. 1944 XXII A

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Alla COMMISSIONE ALLEATA
DI CONTROLLO
Sotto Commissione Trasporti
Via Veneto
Ministero ex Corporazioni
R O M A

ADO 394

Divisione SERV. V UFF. 5°
Prot. N° 2745 Allegati
AG.19-11

Risposta al f. del 12.9.1944
Div. Sez. M.P.C. Tw/
80 B 8

OGGETTO Aumenti di tariffe e corse sulle ferrovie in concessione.

1) - Si assicura anzitutto codesta Spett.Commissione di aver rivolto nuovamente, a mezzo dei competenti Ispettorati Comp/li della M.C.T.C., energico invito alle aziende esercenti pubblici servizi di trasporto in concessione ad astenersi, per l'avvenire, dal presentare direttamente a codesta Commissione Alleata di Controllo le domande di aumenti di corse e delle tariffe.

Tali domande, debitamente istruite a cura degli Uffici Comp/li anzidetti, verranno, d'ora in poi, rimesse a codesta Commissione da questo Ministero che provvederà a corredarle di tutti gli elementi d'istruttoria occorrenti per l'adozione di determinazioni in merito.

2) - Per quanto concerne il punto 6° della lettera sopra richiamata e con riferimento anche al punto 8° della

Ministero ex Corporazioni
ROMA

Divisione SERV. V UFF. 5°
Prot. N° 2745 Allegati
AG.19-11

Risposta al f. del 12.5.1944
Div. Sez. A.C.C. Tu/
30 R 8

OGGETTO: Aumenti di tariffe e corse sulle ferrovie in concessione.

1) - Si assicura anzitutto codesta Spett.Commissione di aver rivolto nuovamente, a mezzo dei competenti Ispettorati Comp/li della M.C.T.C., energico invito alle aziende esercenti pubblici servizi di trasporto in concessione ad astenersi, per l'avvenire, dal presentare direttamente a codesta Commissione Alleata di Controllo le domande di aumenti di corse e delle tariffe.

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2) - Per quanto concerne il punto 6° della lettera sopra richiamata e con riferimento anche al punto 3° della

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precedente lettera 21 s.m. n.A.C.C. Tu/30, con il quale le aziende tramviarie di filobus e di funicolari sono state, per il momento, escluse dall'aumento tariffario, devesi far presente che quelle di esse le quali esercitano linee intercomunali sono perfettamente assimilabili alle aziende ferroviarie, tanto che nei provvedimenti tariffari del genere esse sono state costantemente considerate alla stessa stregua di quelle ferroviarie.

Per le dette aziende di trasporti intercomunali valgono infatti le ragioni che hanno determinato l'adozione del provvedimento tariffario in questione, in quanto anche esse hanno subito, pressochè nella stessa misura, le maggiorazioni verificatesi nel costo di esercizio delle linee ferroviarie.(aumento del costo del materiale di esercizio, maggiorazioni salariali del personale ecc.).

Si segnala pertanto l'opportunità che il concesso aumento tariffario del 100% sia automaticamente estèso alle aziende tramviarie e di filobus intercomunali.

3) - Circa poi il punto 7° della lettera cui si risponde, con il quale codesta Commissione fa presente che una riduzione delle corse potrebbe manifestarsi, per l'esercente, economicamente più

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3) - Circa poi il punto 7° della lettera cui si risponde, con il quale codesta Commissione fa presente che una riduzione delle corse potrebbe manifestarsi, per l'esercente, economicamente più

I.G.M. 239

Roma, 19 4

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Al

Divisione Sez.
Prot. N.° Allegati

Risposta al f.° del
Div. Sez. N.°

OGGETTO

conveniente di un aumento di tariffe, si fa rilevare che, a prescindere dalla considerazione che una tale soluzione aggraverebbe la locale situazione dei trasporti, la soppressione di corse non rappresentarebbe per l'azienda un'economia in quanto gran parte delle spese di esercizio, quali quelle di sorveglianza della linea, quelle per il personale e quelle generali, rimarrebbero invariate, mentre gli incassi subirebbero una notevole contrazione.

4) - Si resta intesi che codesto Comando Alleato farà, a suo tempo, comunicazioni in merito alle richieste di aumenti tariffari elencate nel punto 8 della lettera anzidetta.

IL MINISTRO
Ceradonna

Divisione
Prot. N.°

Sez.
Allegati

Risposta al f.° del
Div. Sez. N.°

OGGETTO

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4) - Si resta intesi che codesto Comando Alleato farà, a suo tempo, comunicazioni in merito alle richieste di aumenti tariffari elencate nel punto 8 della lettera anzidetta.

IL MINISTRO
Cerabona

565

Tel. 497

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

HEP/lml

E/41

27 September 1944

SUBJECT : Tramways, Bus Services, Filobuses and Funiculars Increases in Fares.

TO : Transportation Sub-Commission
Attention: Col. D. S. Adams

1. Reference is made to ACC/Tn/308/7, dated 12 September and ACC/Tn/308/10, dated 20 September 1944 to Economic Section, Attention Price Section.

2. Kindly refer to procedure on adjustments in utility rates as outlined in my communication to you dated 21 September 1944.

Henry H. Bakken
Staff Officer
Economic Section

TRANSLATION

MINISTRY OF COMMUNICATIONS

General Inspectorate of Civil Motorization
and transports in concession

Serv. V - Off. 5
Ref. : 2783

Rome 23 Sept. 1944

To : Allied Control Commission
Transportation Sub-Commission
Via Veneto

(ex Corporations' Palace)

Rome

Subject : Increase of tariffs for railways in concession

Owing to the approval released by this Allied Commission, reference your letter of the 21 September, n. ACC/Tn/30, this Ministry has authorized the enterprises which have in concession private railways to increase of the 100% the tariffs for passengers and freights of the 1st July 1943.

In the meantime the local compartmental Inspector of civil motorization have been requested to inform us when there will be cases of increase superior to the said percentage; and this in order to adopt the eventual measure of equilisation mentioned in pp. 2 of the said letter.

- We quite agree that the increase of tariffs for tramways, trolley-busses and funiculars will be the subject of a further letter.

The Minister

sgd. Cerabona

I.G.M. 239

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23 SET 1944 II 10 4

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Div. SERV. V UFF. 5
Prot. N. 2783 Allegati

OGGETTO Aumenti di tariffe sulle ferrovie in concessione

A LA COMMISSIONE ALLEATA
DI CONTROLLO = Sottocommissione trasporti - Via Veneto
(ex Ministero Corporazioni)
= R O M A =

Risposta al f. del
Div. Sez. N.

In seguito al consenso rilasciato da codesta Commissione Alleata con la lettera 21 s.m. n. A.C.C. Tu/30, questo Ministero ha autorizzato le Aziende esercenti ferrovie in concessione ad aumentare del 100% le tariffe viaggiatori e merci in vigore al I° luglio 1943.

Nel contempo sono stati incaricati i locali Ispettorati Compartimentali della Motorizzazione Civile a segnalare a questo Ministero i casi in cui siansi verificati aumenti tariffari eccedenti la detta percentuale; e ciò ai fini dell'adozione dell'eventuale provvedimento di adeguamento accennato al punto 2° della detta lettera.

Rimane inteso che l'aumento delle tariffe delle tramvie, filobus e funicolari formerà oggetto di trattazione a parte.

IL MINISTRO

E DEI TRASPORTI IN CONCESSIONE

sione trasporti - Via Veneto
(ex Ministero Corporazioni)
= R O M A =

Div. SERV. V UFF. 5
Prot. N. 2783 Allegati

Risposta al f.° del
Div. Sez. N.°

OGGETTO Aumenti di tariffe sulle ferrovie in concessione

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Rimane inteso che l'aumento delle tariffe delle tramvie, filobus e funicolari formerà oggetto di trattazione a parte.

IL MINISTRO
Ceradini

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/fd 308/13

TRANSLATION

Ministry of Communications
General Inspectorate of Civil
Motorization and Transports in Concession

Rome 23 Sept. 44

Ser. V Office 5

Ref.:2745
AG 19-11
Reply to letter: No. ACC. Tn/305 8 of the 12-9-44

To : Allied Control Commission
Transportation Sub-Commission
Rome

SUBJECT : Increase of fares and service of railways in concession

1. We assure first of all this Sub-Commission of having invited, through the compartmental Inspectorates of civil motorization and transports in concession, all private enterprises, which have in concession public services of transports, not to send anymore directly to this Allied Control Commission the requests for the increase of fares and service.

These petitions, carefully compiled, by the above said compartmental offices, will from now on be forwarded to the Allied Control Commission by this Ministry, which will send also all the instructions necessary for a definitive decision.

2. Referring to pp. 5 of the above mentioned letter and to pp. 3 of the preceeding letter of the 21 August No. ACC. Tn/30, with which the tramway, trolley-bus and funicular lines have been excluded from the increase of fares, we must inform you that the enterprises which operate inter-urban lines, can be easily compared with railway enterprises and have always been considered as the railway-enterprises for what concerns the fares.

The reasons which have provoked the increase of railway-charges are the same for the inter-urban [illegible] enterprises, because they too had to

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Ser. V Office 5

Ref.: 2745
AG 19-11

Reply to letter: No. ACC. Tn/305 8 of the 12-9-44

To : Allied Control Commission
Transportation Sub-Commission
Rome

SUBJECT : Increase of fares and service of railways in concession

1. We assure first of all this Sub-Commission of having invited, through the compartmental Inspectorates of civil motorization and transports in concession, all private enterprises, which have in concession public services of transports, not to send anymore directly to this Allied Control Commission the requests for the increase of fares and service.

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The reasons which have provoked the increase of railway-charges are the same for the inter-urban transportation enterprises, because they too had to support the same expenses of the operation of the railway lines (increase of the cost of the material necessary for the operation and of the salaries of the personnel, ect.)

We suggest therefore to extend also to the inter-urban tramway and trolley-bus enterprises the granted increase of the 100%.

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3. Refernce to the pp. 7 of the above mentioned letter, with which this Sub-Commission suggests that it is more convenient for the operator to reduce the service than to increase the fares, we answer, observing that the reduction of services will make the situation of transports more serious with the result that the suppression of service will not be an economy for the enterprise, because a great deal of the expenses for the operation, such as those concerning the warding of the line and the personnel, will always remain unaltered, while at the same time the revenue will have a sensible contraction.

4. It remains understood that the Allied Command will send us instructions concerning the requests of increase of fares, enlisted in the pp.8 of the above said letter.

The Minister

sgd. Cerabona

I.G.M 239

Roma 23 SET 1944 XXII

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

ALLA COMMISSIONE ALLEATA
DI CONTROLLO
Sotto Commissione Trasporti
Via Veneto APO 394
Ministero ex Corporazioni
R O M A

Direzione SERV. V UFF. 5°
Prot. N° 2745 Allegati
AG.19-11

Rispondere al N° del 12.9.1944
Div. Sez. N° M.C.C. Tu/
30.B 6

OGGETTO Aumenti di tariffe e corse sulle ferrovie in concessione.

1) - Si assicura anzitutto codesta Spett.Commissione di aver rivolto nuovamente, a mezzo dei competenti Ispettorati Comp/li della M.C.T.C., energico invito alle aziende esercenti pubblici servizi di trasporto in concessione ad astenersi, per l'avvenire, dal presentare direttamente a codesta Commissione Alleata di Controllo le domande di aumenti di corse e delle tariffe.

Tali domande, debitamente istruite a cura degli Uffici Comp/li anzidetti, verranno, d'ora in poi, rimesse a codesta Commissione da questo Ministero che provvederà a corredarle di tutti gli elementi d'istruttoria occorrenti per l'adozione di determinazioni in merito.

2) - Per quanto concerne il punto 6° della lettera sopra richiamata e con

Divisione SEFV. V Sez. 5°
Prot. N° 2745 Allegati
AG.19-11

ROMA

Risposta al f.to del 12.9.1944
Div. Sez. N. C.C. Tu/
30 B 8

OGGETTO Aumenti di tariffe e corse sulle ferrovie in concessione.

1) - Si assicura anzitutto codesta Spett.Commissione di aver rivolto nuovamente, a mezzo dei competenti Ispettorati Comp/li della M.C.T.C., energico invito alle aziende esercenti pubblici servizi di trasporto in concessione ad astenersi, per l'avvenire, dal presentare direttamente a codesta Commissione Alleata di Controllo le domande di aumenti di corse e delle tariffe.

Tali domande, debitamente istruite a cura degli Uffici Comp/li anzidetti, verranno, d'ora in poi, rimesse a codesta Commissione da questo Ministero che provvederà a corredarle di tutti gli elementi d'istruttoria occorrenti per l'adozione di determinazioni in merito.

2) - Per quanto concerne il punto 6° della lettera sopra richiamata e con riferimento anche al punto 3° della

da

559

precedente lettera 21 s.m. n.A.C.C. Tu/30, con il quale le aziende tramviarie di filobus e di funicolari sono state, per il momento, escluse dall'aumento tariffario, devesi far presente che quelle di esse le quali esercitano linee intercomunali sono perfettamente assimilabili alle aziende ferroviarie, tanto che nei provvedimenti tariffari del genere esse sono state costantemente considerate alla stessa stregua di quelle ferroviarie.

Per le dette aziende di trasporti intercomunali valgono infatti le ragioni che hanno determinato l'adozione del provvedimento tariffario in questione, in quanto anche esse hanno subito, pressochè nella stessa misura, le maggiorazioni verificatesi nel costo di esercizio delle linee ferroviarie.(aumento del costo del materiale di esercizio, maggiorazioni salariali del personale ecc.).

Si segnala pertanto l'opportunità che il concesso aumento tariffario del 100% sia automaticamente estèso alle aziende tramviarie e di filobus intercomunali,

3) - Circa poi il punto 7° della lettera cui si risponde, con il quale codesta Commissione fa presente che una riduzione delle corse potrebbe manifestarsi, per l'esercente, economicamente più

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LGM 239

Roma, 19 .4

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Divisione Sez.
Prot. N.° Allegati

Risposta al f.° del
Div. Sez. N.°

OGGETTO

conveniente di un aumento di tariffe, si fa rilevare che, a prescindere dalla considerazione che una tale soluzione aggraverebbe la locale situazione dei trasporti, la soppressione di corse non rappresentarebbe per l'azienda un'economia in quanto gran parte delle spese di esercizio, quali quelle di sorveglianza della linea, quelle per il personale e quelle generali, rimarrebbero invariate, mentre gli incassi subirebbero una notevole contrazione.

4) - Si resta intesi che codesto Comando Alleato farà, a suo tempo, comunicazioni in merito alle richieste di aumenti tariffari elencate nel punto 8 della lettera anzidetta.

IL MINISTRO

Cerabona

Divisione Sez.
Prot. N.° Allegati

Risposta al f.° del
Div. Sez. N.°

OGGETTO

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IL MINISTRO
Ceradonna

/h1

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

27 September 1944

ACC.Tn/30B/12

TO : Minister of Communications
(Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione).

SUBJECT: Increase in Fares - Local Tramways

1. Pursuing the suggestion put before you in a recent letter, that increases in local tramway fares should depend on existing economic conditions in the localities rather than that a uniform increase should be given all over the country, the attached applications are sent you for early consideration and return.

S.T.E.F.E.R. Company
A.T.A.G.

2. Your early response will be appreciated as numerous requests have been received and it is desirable to bring the matter to a satisfactory conclusion.

D.S. ADAMS
Colonel, C.E.
Director, Tn.S/C

30B/11

Tel. 497

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION

HHB/lml

21 September 1944

ES/41

SUBJECT : Tramways, Bus Services, Filobusses and Funiculars
Increases in fares.

TO : Transportation Sub-Commission
Attention: Col. D. S. Adams

1. Reference ACC Tn/30 B/7, 12 September 1944 to Economic Section, Attention Price Section.

2. This Price Office does not normally assume the responsibility of the collection and analysis of data and initiating recommendations to the Sub-Commissions.

3. The Price Group is composed of designated officers from the different Sub-Commissions. They convene weekly to consider various recommendations originating with the Italian Government, from units of the Allied Forces, AMG or the Sub-Commissions of ACC for the purpose of determining policy, procedure and specific price actions. In this way we attain maximum co-ordination and unity in ACC's administrative direction over prices in the Italian economy.

4. In the attached copy "Procedure for Decisions on Price Controls" your attention is directed, particularly, to Paragraphs 3, 4, and 5.

5. It would be desirable then, to have the Minister of Communications direct his recommendation through your Sub-Commission, supported insofar as it is possible, with facts and figures to enable us to appraise the merits of the suggested price action.

Henry H. Balken
Staff Officer
Economic Section

Attachment - 1 - Procedure for Decisions on Price Controls
Dated 26 June 1944

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

26 June 1944

EC/41

SUBJECT : Procedure for decisions on Price Controls

TO : All Sub-Commissions in Economic Section.

1. The head of the Economic Section makes all decisions with respect to:-
(a) the determination or revision of official prices.
(b) The establishment of new system of control over prices and marketing of commodities.

2. The Price Group is a coordinating body whose function is to review recommendations for decision with respect to the matters mentioned above, and to advise the Head of the Economic Section.

3. Industry and Commerce will make recommendations on price controls relating to manufactured articles (except foodstuffs) and minerals.
Food Sub Commission will recommend on control of prices of foodstuffs, except prices paid to primary producers).
Agriculture Sub-Commission will make recommendations on control of prices received by primary producers for products of agriculture, forestry and fishing.
Transportation Sub-Commission will recommend on transportation rates.
Public Work & Utilities Sub-Commission on utility rates.
The above are not intended to be hard and fast rules. Any Sub-Commission may make recommendations on price control problems arising in connection with its regular work. Other interested Sub-Commissions will be able to express their views when the recommendations come before the Price Group for review. All recommendations prepared by Sub-Commissions shall be sent direct to the Economic Section.

4. It is desired that, so far as possible, recommendations be prepared by offices outside this Headquarters, including both Italian Authorities and Regional ACC or AMG offices. Such recommendations should be transmitted by the interested Sub-Commission with whatever comments or additional information may be needed to the Economic Section. Sub-Commissions shall make it clear to those Italiane authorities or Regional Officers with whom they deal, what information is required to support price recommendations.

5. The following data should, wherever possible, accompany price recommendations:

(a) Number of man days of work required to produce one unit of the commodity or service to be priced, and rates of wages paid for such labor. This information is necessary not only for analysing costs of production, but also for coordinating price control with wage control.
(b) The amounts of materials, fuel, power, etc., required to produce one unit of the product, and the prices paid for materials, etc. This information, again, is useful not only for cost analysis, but also in suggesting possible methods of reducing cost of production through control of prices of raw materials, etc.

See

(c) Previous prices (pre-invasion and pre-war) for the article to be priced, and, where possible, comparative cost data for same pre-invasion period. In particular, it is important, in order to check violation of wage ceilings, to have comparative wage data showing rates paid now, in 1943 prior to invasion, and pre-war.

(d) Where the commodity or service is to be produced by a single business firm, a statement showing the financial position of the firm.

An excellent schedule of required data for price recommendations on industrial products has been prepared by the Industry & Commerce Sub-Commission. It is suggested that this be mimeographed and issued to all industrial firms preparing cost statements for price determination.

6. As a general rule, price recommendations should contain a full statement of the way in which it is proposed to enforce the official price recommended. It is not the policy to fix prices unless we have reason to believe that we can enforce the price fixing effectively. As a general rule, we cannot enforce price controls unless duties of the Price Group are not confined to reviewing a recommended price alone; it is their function also to review the entire scheme and method of control.

7. Whenever/ a price control project, or price has been reviewed by the Price Group and approved by the Head of the Economic Section, the appropriate Sub-Commission (as a general rule, this will be the Sub-Commission which has prepared the recommendation) will take all necessary action to follow up the decision. In the case of all major decisions, this will include the drafting of a letter for my signature to the Italian Government.

HENRY F. GRADY
Vice President,
Economic Section.

ACP/ 1a

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele : 478701 Rome, 20 September 944

ACC Tn/30B/10

SUBJECT : Tramways, Bus Services, Filobusses and Funiculars increases in fares.

TO : Economic Section (Attn. Price Sect.)

1. Reference is to my letter ACC Tn/30B/7 of the 12 Sept. on this subject.

2. Electric current charges have recently been increased in Rome - may result of your consideration on increases in fares be received early please?

D.S.ADAMS
Colonel, C.E.,
Director: Tptn. S/C.

308/9

REP/lx

MINISTRY OF COMMUNICATIONS

GENERAL INSPECTORATE OF CIVIL MOTORIZATION AND TRANSPORT
IN CONCESSION

Rome 12th September 1944

Service V. Office : 3rd
Ref. 2571

SUBJECT : Reoperation of public services on transports.

TO : Allied Control Commission
Transportation Sub-Commission
Via Veneto - Rome

With the circular No. 2020 of the 9th of August 1944, addressed to this Sub-Commission we asked to let us know if, besides the instructions concerning the operation of railway lines, the Allied Control Commission had to examine also the measures concerning tramway and busses lines even in the case of re-operation of lines.

In order to have a direction in our instructions, we beg this Commission to let us know urgently its decision on the matter.

The Minister
sgd illegible

I.GM 239

Roma, 6 SET. 1944 19 A

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Divisione SERV.V *Div.* 3°
Prot. N.° 2571 *Allegati*

Risposta al f.° del
Div. *Sez.* *N.°*

ALLA COMMISSIONE ALLEATA
DI CONTROLLO
Sotto Commissione Trasporti
Via Veneto
R O M A

OGGETTO Riattivazione servizi pubblici di trasporto. -

Con la ministeriale N.2020 del 9 agosto p.p. diretta a codesta On. Commissione venne, fra l'altro, richiesto di far conoscere se, oltre i provvedimenti di esercizio concernenti le linee ferroviarie, dovevano essere sottoposte all'esame della Commissione Alleata di Controllo anche quelli riguardanti linee tramviarie ed automobilistiche e anche nei casi di riapertura all'esercizio.

Per averne norma nelle decisioni da adottare si prega cotesta On. Commissione di far conoscere con cortese sollecitudine le proprie determinazioni al riguardo.

IL MINISTRO

Divisione SERV.V UFF. 3°
Prot. N.° 2571 Allegati

R O M A

Risposta all'off. del
Div. Sez. N.°

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IL MINISTRO
Cerulli

551

EWD/lr

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tele. 478701 12 September 1944

ACC Tn/30B/8

SUBJECT : Tariffs for railways, tramways, filobuses and funiculars consessioned to private enterprise.

TO : Ministry of Communications
(General Inspectorate for Civil Motorization and Transports in concession)
R o m e

1. Reference to your letter (Ref. 1 PG8/3655) dated 9 Aug. '44, with regard to the question of increases of fares on private railways, tramways and filobuses.

2. This question is one which should at once be put on a proper basis, and a uniform method of procedure adopted for dealing with all applications from private enterprises for increases in their present rates and fares.

3. At the present time applications are being received by the Allied Control Commission from various private bodies asking for permission to increase their rates and fares.

4. In order to regularize the procedure it is essential that all such applications should be submitted to this Headquarters through the appropriate department of your Ministry, and instructions should be issued by you to this effect.

5. On receipt of applications from you, with your considered recommendations they will be fully examined by the ACC Commissioner of the Region concerned in the light of the economic conditions appertaining in the area, and his recommendations will be considered and the decision arrived at will be notified to you for your concurrence and necessary action with the body concerned.

6. Referring to the proposals, outlined in paragraph 5 of your letter of 9 Aug., namely that a flat increase be allowed to all private concerns, it is felt that such a proposal is undesirable for various reasons, such as

(a) The economic situation in the area concerned.
(b) What increase, if any, the traffic can bear.
(c) Whether the shortening of fare stages would not be more expedient than an actual increase in rates.

(General Inspectorate for Civil Motorization and Transports in concession)
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(a) The economic situation in the area concerned. 850
(b) What increase, if any, the traffic can bear.
(c) Whether the shortening of fare stages would not be more expedient than an actual increase in rates.

7. It does not follow that a flat increase which might solve the difficulty of one enterprise would necessarily meet the needs of a similar enterprise in another area. The latter may not require such a generous increase to meet its obligation or on the other hand, adjustments in fare stages, or larger or smaller increases over certain parts of the system, may be preferable to meet the local situation.

8. As mentioned in paragraph 3 of this letter applications have already been received for certain Companies, which are at the moment under consideration. These are as under:

From S.T.E.F.E.R. (Rome)

(a) For an increase of 100% in the rates Fiuggi Città to Fiuggi Centro.

(b) Varying increases on the Rome Marino Section (temporary)

(c) Abolition of certain fractional fares on Rome City Tramways (temporary)

(d) Subsequent increases of 300% inside City rates and 400% out of city rates for passengers and goods.

From A.T.A.G. (Rome)

For an increase of 100% in fares.

9. The results of our considerations on these applications will be submitted to you in due course.

10. Please let me know that you will ensure that all local enterprises will in future follow the procedure set out in paragraph 4 above.

D.S. ADAMS
Colonel, C.E.
Director, Tptn. S.C.

Copy to : Economic Section

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

EWD/re

Tele: 478701

12 September 1944

ACC Tn/30 B/7.

SUBJECT : Tramways, Bus Services, Filobusses and Funicolars
Increases in fares.

TO : Economic Section, (Attn.: Price Section),
HQ. ACC.

1. Applications have been received from the S.T.E.F.E.R. Company (Rome Electric Tramway and Railway Company) and the A.T.A.C. (Rome Communal Tram and Bus System) for permission to increase their rates and fares

2. These are privately owned concerns and are not affected by the recent decree authorising the Italian State Railway to increase their rates by 100%.

3. It does not necessarily follow that a flat increase in rates applicable to all such private concerns is desirable as not only are local conditions decisive factors, but also any increase is dependant upon what the traffic can bear, or on the other hand it may be expedient to shorter certain fare stages.

4. These latter points are brought out in the application of the S.T.E.F.E.R. copy of which together with that of the A.T.A.C. are attached hereto.

5. In order to enable full consideration to be given to these requests, please let me have recommendations so far as your Section is concerned.

548

D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

Note n 2277

To the "Difezione della Ferrovia"
Roma - Fiuggi - Frosinone"
Nuovo Viale Ppe di Piemonte
R o m a

Rome, Aug. 10 th 1944.

Tramway "Fiuggi Città - Fiuggi Centro" to be restored.

Following the former letter and referring to the conversation I had, to-day, with your Manager Ing. Armenni, I declare that nothing avoids the increasing of the rates Fiuggi Città - Fiuggi Centro from L. 1,00 to L. 2,00 and therefore the doubling of the monthly ticket rates.

I here notify the necessity of restoring this line, as soon as possible, to help the wants of the inhabitants of the place

The "Commissario Prefettizio"

Limited lectric Tramway and Railw Company in Rome

S. T. E. F. E. R.

TO the A.C.C.
Via Veneto - Rome

Aug. 9th 1944

Proportionating rates

This Company manages:
a) The Tramway System of the "Castelli Romani"
b) The Railways of "Roma - Lido"
c) The Railways of "Vicinali"

concerning 215 kilometers, and a staff of 1450 employees actually in duty.

On account of war damages, only a quarter of these transport,system can be used, and with a reduced number of daily cars.

The Company is now in a serious cash-deficiency due to such casualities as well as the proportionating of the staff pay and the increased cost of material.

The enclosed note is to show the present anddfuture economic and financial situation of the Company, and the pressing and inevitable necessity of increasing the rates.

The present average rates are the following:

a) out of city lines:
for passenger . . . . . L. 0,30 per Km.
" goods . . . . . L. 0,90 per Km.

b) inside city lines:
for passenger (only) . . . . . L. 0,18 per Km.

They are extraordinarily cheap rates.
Therefore the Company applies

a) temporarily:
- to be allowed to increase the rates on the out of the city line "Rome - Marino" that is gradually being restored, as the following table

	actual rates	new rates
Roma - Cinecittà	from £ 3.50	to £ 4.00
Roma - Casal Morena	" " " 5.00	" " 7.00
Roma - Bivio Grottaferrata	" " 6.50	" "10.00
Roma - Valle Violata	" " 8.50	" "11.00
Roma - Marino	" " 8.00	" "12.00
Cinecittà - Casal Morena	" " 2.50	" " 3.00
Cinecittà - Bivio Grott.	" " 4.50	" " 5.50
Cinecittà - Marino	" " 6.00	" " 7.50
	" " 7.00	" " 6.50

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Roma - Valle Violata	" " 8.50	" "11.00
Roma - Marino	" " 8.00	" "12.00
Cinecittà - Casal Morena	" " 2.50	" " 3.00
Cinecittà - Bivio Grott.	" " 4.50	" " 5.50
Cinecittà - Marino	" " 6.00	" " 7.50
Cinecittà - Valle Violata	" " 5.00	" " 6.50
Casal Morena - Bivio Grott.	" " 2.00	" " 3.00
Casal Morena - Valle Violata	" " 3.00	" " 4.50
Casal Morena - Marino	" " 3.50	" " 5.50
Bivio Grott. - Valle Violata	" " 1.50	" " 2.00
Bivio Grott. - Marino	" " 2.00	" " 3.00
Valle Violata - Marino	" " 1.50	" " 1.50

2 - to be allowed to abolish some fractional fares on the city tramway as RRome - Tognattara" (L.0,80) and "Roma - Torre Gaia" (L.1.20), leaving "Roma - Piazza Mirti (L.1.00) and " Roma - Grotta Celoni" (L.1.40) that could include the formers.

Similar abolitions were made on the"Termini - Quadraro" Tramway in May Last.

b - afterwards
to be allo..d to increase the presen' 'ates at the proportionate average of 3 to 1 & to inside city rates and the monthly tickets for employees and workers shall be increased at the average of 2 to 1; the c..t of city rates for passenger and goods shall be increased to the average of 4 to 1

As we need some study to do it, we cannot exhibit at the moment an exact new rate table, but we promise it shall be done as soon as possible and at the exact average of 3 to 1

The General Manager

(Ing. Mario Urbinati).

Npte N.5

ELECTRIC TRAMWAY AND RAILWAY COMPANY IN ROME

NOTE OF THE ECONOMIC AND FINANCIAL SITUATION OF THE S. T. E. F. E. R. DURING THE FIRST HALF YEAR 1944. - PREVISIONS OF THE SECOND HALF OF THE SAME.

---o-o-o---

The receipts, free of all taxes, during the 1st half year 1944, amounts to L.13.527.377, and exactly divided in the following way:

"Castelli Romani" Tramways	L 9.432.680.-
"Roma - Lido" Railways	" 554.012.-
"Vicinali" Railways	" 3.240.685.-
Other extra incomes about	" 300.000.-
	L 13.527.377.-

Staff expenses, during the same period, amount to L. 18.044.213. To this sum must be added L.1.500.000, that is represented by a payment of L.1.000 given to every employee as a rise for the period 1st Jan. to 31st of May.

Adding this new sum, we get an amount of L.19.544.213.

The other expenses of working (with exclusion made of all the other special patrimonial expenses) amount to L.5.788.984.-

Therefore the entire amount of all the expenses during the 1st six mon months of this year, is of:

L.19.544.213 + L. 5.788.984 = L. 25.333.197.+

and deficit that follows is :

L.25.333.197.- - 13.527.377 = L. 11.805.820

It is very difficult to estimate the financial situation during the 2nd half of the year. At any rate, working on the best prevision - on the present rates - considering a natural improvement and develpment of the transport system, due to reconstruction work, and, therefore, a gradual increase of receipts, we may be supposed to reach even L. 20.600.000, (an average increase of about 50%).

The staff expenses for the aforesaid rise of pays, fixed by the Allied Command, on June the 13th ult. will monthly increase up to L.2.100.000, reaching in this way a higher expense of L. 12.600.000, during the six months.

But other pay rises are to be expected during this year so this sum must be raised to L.20.000.000, and then adding it to the 18.000.000 of the 1st half year, we shall reach, in the second half a sum of

"Roma - Lido" Railways	" 3.240.685.-
"Vicinali" Railways	" 300.000.-
Other extra incomes about	"
	L 13.527.377.-

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and deficit that follows is :

L.25.333.197.- - 13.527.377 = L. 11.805.820

It is very difficult to estimate the financial situation during the 2nd half of the year. At any rate, working on the best provision - on the present rates - considering a natural improvement and develpment of the transport system, due to reconstruction work, and, therefore, a gradual increase of receipts, we may be supposed to reach even L. 22.600.000, (an average increase of about 50%).

The staff expenses for the aforesaid rise of pays, fixed by the Allied Command, on June the 13th ult. will monthly increase up to L.2.100.000, reaching in this way a higher expense of L. 12.600.000, during the six months.

But other pay rises are to be expected during this year so this sum must be raised to L.20.000.000, and then adding it to the 18.000.000 of the 1st half year, we shall reach, in the second half a sum of

L.18.000.000 + 20.000.000 = L. 38.000.000

Even the other expenses for working will surely increase in a very considerable measure, specially, for what, concerns the material supply, that is almost the 50% of such expenses. A good may articles cost presently ten times more than they did in 1942 - 43, when the last and now almost used up supplying of material was made.

We must therefore estimate that the working expenses, without those for the staff, will rise to no less L.18.000.000(increased of the 200%).

It must be also considered that, among those that are not for mere work, there are some expenses that weigh inevitably on the economic balance, and exactly the expenses of the joint-capital (L.35.000.000) and loans (L. 11.000.000). Such expenses amount, in six months, to L. 1.300.000 -

Therefore, previsions on actual expenses during this 2nd half year may be considered as follows:

Staff expenses	L. 38.000.000
Other actual expenses for working	L. 18.000.000
Patrimonial burdens	" 1.300.000
	L. 57.300.000

The deficit during the 2nd half year, may be roughly estimated as follows :

L. 57.300.000 - 20.000.000 = L. 37.300.000

By all the above considerations, the pressing and inevitable necessity of increasing the rates in the temporary proportionate average of 3 to 1. And if we desire to keep down the inside city rates and the special monthly tickets for employees and workers at the low average of 2 to 1, as these receipts are the 50% of the amounting receipts, the common rates for passenger and for goods, should be raised to the average of 4 to 1

On the average increase of 3 to 1, receipts during the six months will reach, or at least will get near the sum of L. 60.000.000.

It is to be noticed that, in these previsions, no expenses for reconstruction or repairing for war damages is included, except part of the pay expenses for the part of the staff employed in the reconstruction and repairing work, for lack of employ in their usual places. But no sooner the transport work increases for the improvement of the system, restoring of lines and increasing of daily trains, all the present staff will be placed again in their former work.

It is also to be noticed that more than a month of the 2nd half year is over already, and so the deficit of this period from the first of July to the date when the new rates will be allowed, must be added to the deficit of the 1st six months of the year.

This financial deficiency is a great trouble for the Company that has actually almost no cash, and is, however, burdened with a mass of bonds and loans of above L. 46.000.000.

The General Manager
(Ing. Mario Urbinati)

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(Ing. Mario Urbinati)

30B/6

Tel. 497

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

ALV/mt

8 September 1944

ES/44/1

SUBJECT : Tramways, Bus services, Filobuses, and Funiculars.

TO : Transportation Sub-Commission.

1. Reference your ACC/Tn/30B/2 of 21 Aug 44 and ACC/Tn/30B/4 of 2 Sep. 44 we are in agreement with your suggestion that regions should submit to the Economic Section considered recommendations on tramway and private railway fares.

2. We do not believe that the regions should undertake to negotiate increases prior to consultation with this Section.

3. Regional Commissioners should show cause so that proposed rates may be given proper consideration by the Price Section in view of the effect of transportation charges on the cost of living.

4. The actual increases should be discussed through your Sub-Commission with the Ministry of Communications.

5. If the applications of the companies mentioned in Para 3 of your ACC/Tn/30B/2 have not as yet been taken up with the Price Section, it is requested that they be presented for consideration by one of your officers.

A.G. ANTOLINI
Executive Director
Economic Section.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Ref: ACC/Tn/30B/2
21 August 1944

TO : Vice President, Economic Section
HQ ACC
SUBJECT : Tramways

1. It is desired to draw attention to the position in regard to tramways and methods of dealing with the managements of them.

2. It has always been the policy of Transportation Sub-Commission to regard tramways, whether purely urban or operating to some point outside the town (as in the case of the tram-route from Rome to Frascati via Cine Città) as a responsability of the T.C.U. Division of the Region concerned, and in the main this has been quire satisfactory.

3. There is, however, the question of increase in fares which has arisen in the past and is now arising in Rome.

4. It is often desirable that for such systems of transport; it is preferable to increase fares on a basis of what the traffic can bear. That is to say, the fare may be increased on a short journey stage, but not on a long journey stage, or vice-versa. Similarly, it is sometimes expedient to shorten a fare-stage rather than to increase a fare.

5. In all cases, local conditions are decisive factors, and the Regional Commissioner should be able to effect suitable arrangements.

6. The point arises, however, that the Minister of Communications maintains a separate department to deal with Private Railways in Concession and Tramways. It seems obvious that he should therefore be consulted as to fare increases of local tramway undertaking, whether Municipal or Privately owned, and it seems undesirable that communications in such matters should be direct between Region and Ministry.

5. It should be pointed out that tramways, because of

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7. It should be pointed out that tramways, because of the cheapness of power, constitute a net work of separate undertakings which would place a good deal of additional work on this Sub Commission at a time when the expansion of the railway system is already demanding additional attention, but it is felt the position should be placed on a satisfactory footing, not only as to approach to the Ministry, but to ensure the legality of any increases which may take place.

D.S. ADAMS
Colonel, C.E.
Tn. Sub-Commission

copy

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel : 478701

Our ref : ACC Tn/30B/4
Date : 2 sept. 44

SUBJECT : Tamways, Bus services, Filobuses, Funiculars.

TO : Vice President + Economic Section.

1. Further to my ACC/Tn/30B/2 of 21 August.

2. In view of numerous applications from various utilities in Rome for increase in fares request is made for decision as to whether following procedure is approved:-

a) - Region concerned to negotiate satisfactory and reasonable increases based on what the traffic can bear.

b) - Region to submit to Economic Section considered recommendations.

c) - Economic Section to indicate agreement and authorize increase through Ministry of Communications Department concerned with such services.

3. For your information, the following concerns in Rome await answers to applications:-

a. Communal Bus & Tramways.
b. Castelli Romani Tramway Services.
C. Vicinali Tramways
d. Rome - Fiuggi - Frosinone Tramway.

4. The Minister of Communications is pressing for some information as to procedure and it would seem desirable to lay down a definite plan to be followed.

D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

549

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Colonel, C.E.
Tn. Sub-Comm.

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Ex O (Rome)

HJR/ac

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
ENGINEERING DIVISION
REGION IV
APO 394

Date : 30 August 1944

5th A/En.Div./1500/300

To : TRANSPORTATION SUB-COMMISSION
ALLIED CONTROL COMMISSION

Thru Commission
~~Via~~ : Regional ~~Director~~, Region 4

Subject : Application for increase in utility rates

1) - Enclosed application of the Azienda Tramive e Autobus del Comune di Roma for increase in rates.

C.R.BIRCHETT
Lt.Col.C.E.
Dir. En.Div., Region IV

Distribution :

2 copies to Regional ~~Director~~ Commission (enclosures - 2 copies application)
1 copy to P.Wrks. & U. Sub-Commission (enclosure - 1 c. ")
1 " to Transportation Sub-Commission " 1 " ")
1 " to file

AZIENDA TRAMVIE ED AUTOBUS
DEL COMUNE DI ROMA

26 AGO. 1944

TO THE HEAD QUARTER OF

A.M.G.

R O M E

16150 M
115/10

The A.T.A.C. (Comunal tram and Bus System of Rome), begs the necessary authorisation to mddify the present rates on tram trolleybus and bus lines.

As indicated in detail here after, this Concern begs to perform an augmentation of 100 % on the actual rates, except large facilitation for some categories of passengers.

The instant necessity of such augmentation rises up of the, considerations on the Concern's general economical situation hereafter exposed.

a) - Expenses - The expenses of the Concern's exercice have been considerably increased these last months, which is due principally to the continuous increasing of materials prices, second to the staff salaries augmentation.

As Known whilst materials cost to-day 10 - 20 times more, the salaries have been increased of 70 % from the 1° June 1944, which must be shortly increased again owing to the grave economical situation of the employees.

b) - Entrances - Whilst expensas have been increased so considerably, entrances have endured a strong diminution for the sake of the services contraction.

In fact the bus service has been gradually suppressed so in centre as in the peripherical zones, in default of fuel and tires. The tram and trolleybus services for deficiency of electrical energy have been reduced to 1/6 of the normal time service.

In consequence of such diminution of circulation, the daitz cash which at the end of May ult: was between 1.250.000 and 1.300.000 lire and was hardly sufficient for the general expenses is actually reduced to about 350.000 lire with a lost of 900.000 for day.

The Concern's deficit, which is according to the statude supported by the Comunal Administration is at present absolutely unwarrantable, so that the Comunal Council has delibe_ rated in Iuly ult: ad only possible redress; the proposed augmen_ tation by us.

Such augmentation, would not bear the Concern's balance to normalcy but atleast it would reduce the actual fearful liabili_ ties, which will be attenuated ad soon as we could increase the circulation with electrical energy increasing.

On deciding the augmentation the Concern in relation to the deficiency of cupper coins (of 0,50 : 0,20 : 0,10 : 0,05) has adopted rates of 1 lire or exact multiples of one lire.

For such necessity (that we have satisfied for all possible rates, excepted that reduced one of 0,50 lire which will be in force on the peripherical lines only on week days before 8 o'clock a.m.)we have suppessed the Sunday supplement, actually used.

The new rates compared to the old ones are the follo_ wing.

A) - TICKETS

	ACTUAL RATES			PROPOSED RATES	
	reduced up 8 o'clock	week days	sunday rates	reduced up 8 o'clock	ordinary and Sunday rates
1) circular and radial-lines	0,50	1,00	1,20	1,00	2,00
2) double lines for each treat	0,50	1,00	1,20	1,00	2,00
3) central and diametral lines (actually suspended)	1,00	1,50	-	2,00	3,00
4) peripherical lines (actualy suspended)	0,30	0,50	0,50	0,50	1,00

B) MONTHLY SUBSCRIPTION (except on sunday)
(actually suspended)

		Ordinary	for employees
1) circular and radial lines	50,00 lire	100,00	75,00 lire
2) double for each treat	50,00	100,00	75,00 "
3) central and diametral lines (actually suspended)	75,00	150,00	-
4) peripherical (actually suspended) for each treat	-	-	-

C) WEEKLY SUBSCRIPTION FOR WORKERS
(except on sunday)

	ACTUAL RATES	PROPOSED RATES
2 daily retum tickets type	6,00 lire	8,00 lire
3 daily retum tickets type	8,00 "	10,00 "

As resulting from the tablet special monthly subscription for government and comunal employees would be instituted wth a reduced rate of 75,00 lire on the radial and circular lines in order to grant a reduction of 25 lire on the ordinary subscription price.

However ad long as the service will not get its regularity extended to whole the day, the ordinary or reduced monthly subscription would be suppressed.

For the luggage transporting rates would be maintained the formero prices.

This Concerne owing to the gravity of itsown economical situation and the consequences on the cash disponibility, which often prevent us te pay regularily own employees beg these authorities to grant the necessary approval.

THE DIRECTOR

COMPARATION BETWEEN ECONOMIC RESULTS OF JUNE 1943 AND JUNE 1944

			Year 1943		Year 1944
I N C O M E			Amount	purcent.	Amount
Patrimonial revenue			210.030,50	0,704	94.355,30
Traffic income			27.887.563,90	93.464	9.516.238,40
	1943	1944			
-Ordinary tickets	24.957.299,75	9.398.160,20			
-Subscriptions	2.533.568,30	-			
-Various transport profits	396.695,85	118.078,20			
	27.887.563,90	9.516.238,40			
Various incomes			1.740.194,88	5.832	1.362.235,05
Total income			29.837.789,28	100	10.972.828,75
E X P E N D I T U R E					
Patrimonial expenses			1.416.226,75	5.186	1.497.646,27
General expenses			506.525,70	1.855	404.261,95
Staff expenses			12.826.790,75	46.975	22.334.581,50
Exercise expenses			9.508.075,28	34.820	4.347.396,75
Extinction			2.509.227,90	9.189	2.254.023,65
Extraordinary expenses			539.368.90	1.975	883.353,65
Total expenditure			27.306.215,28	100	31.721.263,77
Difference			+ 2.531.574,==	-	20.748.435,02
Transportated passengers			N. 64.554.747		N. 12.478.923
Medium expense for each passenger			L. 0.423		L. 2.542
Medium collection " " "			" 0.462		" 0.879
" " " " " for tickets and subscrip			" 0.426		" 0.753

MO/.

RATION BETWEEN ECONOMIC RESULTS OF JUNE 1943 AND JUNE 1944

	1943	1944	Year 1943 Amount	Year 1943 purcent.	Year 1944 Amount	Year 1944 purcent.
N C O M E						
			210.030,50	0,704	94.355,30	0.860
			27.887.563,90	93.464	9.516.238,40	86.725
	24.957.299,75	9.398.160,20				
	2.533.568,30	-				
	396.695,85	118.078,20				
	27.887.563,90	9.516.238,40				
			1.740.194,88	5.832	1.362.235,05	12.415
Total income			29.837.789,28	100	10.972.828,75	100
X P E N D I T U R E						
s			1.416.226,75	5.186	1.497.646,27	4.721
			506.525,70	1.855	404.261,95	1.274
			12.826.790,75	46.975	22.334.581,50	70.409
			9.508.075,28	34.820	4.347.396,75	13.705
			2.509.227,90	9.189	2.254.023,65	7.[illegible]6
ses			539.368.90	1.975	883.353,65	2.785
Total expenditure			27.306.215,28	100	31.721.263,77	100
Difference +			2.531.574,==	-	20.748.435,02	
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each passenger			L. 0.423		L. 2.542	
" "			" 0.462		" 0.879	
" "			" 0.426		" 0.753	

for tickets and subscrip

(1) The tichets collection has been calculated on the daily medium result from 6 th to 30 th June

(2) Subscriptions have been suppressed from the 1 rst July

(3) The effective expenses for the staff in June have been increased of about 40 %

N.B. - We have choosen June instead July for the comparation, owing to the bombardment of 19 th July and the political events of 25 th of the same month which have gravely swayed the tram and bus services.

ACP/mb

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Tel: 478701

Our ref: ACC Tn/30B/4
Date : 2 sept. 44

SUBJECT: Tramways, Bus Services, Filobuses, Funiculars.

TO : Vice President - Economic Section.

1. Further to my ACC/Tn/30B/2 of 21 August.

2. In view of numerous applications from various utilities in Rome for increase in fares request is made for decision as to whether following procedure is approved:-

a) - Region concerned to negotiate satisfactory and reasonable increases based on what the traffic can bear.

b) - Region to submit to Economic Section considered recommendations

c) - Economic Section to indicate agreement and authorize increase through Ministry of Communications Department concerned with such services.

3. For your information, the following concerns in Rome await answers to applications: -

a. Communal Bus & Tramways
b. Castelli Romani Tramway Services
c. Vicinali Tramways
d. Rome - Fiuggi - Frosinone Tramway.

4. The Minister of Communications is pressing for some information as to procedure and it would seem desirable to lay down a definite plan to be followed.

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D.S. ADAMS
Colonel, C.E.
Tn. Sub-Comm.

1635

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1968

acc Defense

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
ENGINEERING DIVISION
REGION IV
APO 394

Date : 30 August 1944

5th A/En.Div./1500/300

To : TRANSPORTATION SUB-COMMISSION
ALLIED CONTROL COMMISSION

Via : Regional Director, Region 4

Subject : Application for increase in utility rates

1) - Enclosed application of the Azienda Tramive e Autobus del Comune di Roma for increase in rates.

C.R.MIRCHETT
Lt.Col.C.E.
Dir. En.Div., Region IV

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26-8-44

TO THE HEAD QUARTER OF
A.S.C.

R O M E

The A.T.A.C. (Comunal tram and bus System of Rome), begs the necessary authorisation to modify the present rates on tram trolleybus and bus lines.

As indicated in detail here after, this Concern begs to perform an augmentation of 100 % on the actual rates, except large facilitation for some categories of passengers.

The instant necessity of such augmentation rises up of the, considerations on the Concern's general economical situation hereafter exposed.

a) - Expenses - The expenses of the Concernin exercise have been considerably increased these last months, which is due principally to the continuous increasing of materials prices, second to the staff salaries augmentation.

As known whilst materials cost to-day 10 - 20 times more, the salaries have been increased of 70 % from the 1° June 1944, which must be shortly increased again owing to the grave economical situation of the employees.

b) - Entrances - Whilst expenses have been increased so considerably, entrances have endured a strong diminution for the sake of the services contraction.

In fact the bus service has been gradually suppressed so in centre as in the peripherical zones, in defaults of fuel and tires. The tram and trolleybus services for deficiency of electrical energy have been reduced to 1/6 of the normal time service.

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In consequence of such diminution of circulation, the daily cash which at the end of May ult: was between 1.250.000 and 1.300.000 lire and was hardly sufficient for the general expenses is actually reduced to about 350.000 lire with a lost of 900.000 for day.

The Concern's deficit, which is according to the statude supported by the Communal Administration is at presents absolutely unwarrantable, so that the Comunal Council has delibe_ rated in July ult: ad only possible redress; the proposed augmen_ tation by us.

Such augmentation, would not bear the Concern's balance to normalcy but atleast it would reduce the actual fearful liabili_ ties, which will be attenuated ad soon as we could increase the circulation with electrical energy increasing.

On deciding the augmentation the Concern in relation to the deficiency of circulation of copper coins (of 0,50 : 0,20 : 0,10 : 0,05) has adopted rates of 1 lire or exact multiples of one lire.

For such necessity (that we have satisfied for all possible rates, excepted that reduced one of 0,50 lire which will be in force on the peripherical lines only on week days before 5 o'clock a.m.)we have suppessed the Sunday supplement, actually used.

The new rates compared to the old ones are the follo_ wing.

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For such necessity (that we have satisfied for all possible rates, excepted that reduced one of 0,50 lire which will be in force on the peripherical lines only on week days before 8 o'clock a.m.)we have suppressed the Sunday supplement, actually used.

The new rates compared to the old ones are the follo_ wing.

A) - TICKETS

	ACTUAL RATES			PROPOSED RATES	
	reduced up 8 o'clock	week days	sunday rates	reduced up 8 o'clock	ordinary and Bund rates
1) circular and radial-lines	0,50	1,00	1,20	1,00	2,00
2) double lines for each track	0,50	1,00	1,20	1,00	2,00
3) central and diametral lines (actually suspended)	1,00	1,50	–	2,00	3,00
4) peripherical lines (actually suspended)	0,30	0,50	0,50	0,50	1,00

B) MONTHLY SUBSCRIPTION (except on sunday)

(actually suspended)

		ordinary	for eagle
		[illegible]	[illegible]
1) circular and radial lines	50,00 lire	100,00	75,00 li
2) double for each track	50,00	100,00	75,00
3) central and diametral lines (actually suspended)	75,00	150,00	–
4) peripherical (actually suspended) for each track	–	–	–

C) DAILY SUBSCRIPTION FOR WORKERS

(except on sunday)

	ACTUAL RATES	PROPOSED RATES
2 daily return tickets type	6,00 lire	8,00 lire
3 daily return tickets type	8,00 "	10,00 "

As resulting from the tablet special monthly subscription for government and communl employees would be instituted with a reduced rate of 75,00 lire on the radial and circular lines in order to grant a reduction of 25 lire on the ordinary subscription price.

However ad long as the service will not get its regularity extended to whole the day, the ordinary or reduced monthly subscription would be suppressed.

For the luggage transporting rates would be maintained the formers prices.

This Concerns owing to the gravity of itsown economical situation and the consequences on the cash disponibility, which often prevent us to pay regularily own employees beg these authorities to grant the necessary approval.

THE DIRECTOR

AGP/bl

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Ref: ACC/Tn/30 B/2
21 August 1944.

TO : Vice President, Economic Section
HQ ACC.

SUBJECT: Tramways

1. It is desired to draw attention to the position in regard to tramways and methods of dealing with the managements of them.

2. It has always been the policy of Transportation Sub-Commission to regard tramways, whether purely urban or operating to some point outside the town (as in the case of the tram-route from Rome to Frascati via Cine Città) as a responsibility of the T.C.U. Division of the Region concerned, and in the main this has been quite satisfactory.

3. There is, however, the question of increase in fares which has arisen in the past and is now arising in Rome.

4. It is often desirable that for such systems of transport, it is preferable to increase fares on a basis of what the traffic can bear. That is to say, the fare may be increased on a short journey stage, but not on a long journey stage, or vice-versa. Similarly, it is sometimes expedient to shorten a fare-stage rather than to increase a fare.

5. In all cases, local conditions are decisive factors, and the Regional Commissioner should be able to effect suitable arrangements.

6. The point arises, however, that the Minister of Communications maintains a separate department to deal with Private Railways in Concession and Tramways. It seems obvious that he should therefore be consulted as to fare increases of local tramway undertakings, whether Municipal or Privately owned, and it seems undesirable that communications in such matters should [illegible] Region and Ministry.

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7. It should be pointed out that tramways, because of the cheapness of power, constitute a network of separate undertakings which would place a good deal of additional work on this Sub-Commission at a time when the expansion of the railway system is already demanding additional attention, but it is felt the position should be placed on a satisfactory footing, not only as to approach to the Ministry, but to ensure the legality of any increases which may take place.

D.S.ADAMS
Colonel,C.E.
Tn.Sub-Commission

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
REGION IV
APO 394
TCU DIV.

CRB/mp

5A/TCU/1500/250

14 August 1944

SUBJECT: Tramway & Railway Fares - STEFER Co.

TO : To Transportation Sub-Commission, ACC

1. Forwarded as a matter pertaining to your office.

2. As these lines are part of the Public Utility System of the city of Rome, this office is interested in the matter from a P.U. viewpoint.

3. It is therefore requested that the matter be given your attention.

4. Increase by adding a surcharge is recommended by this office.

C.R. BIRCHETT
Lt. Col. C.E.
Dir. TCU Div.

Enclosures:
letter 9 Aug.1944 from STEFER Co.
Note No.5 dated 5 Aug.44 from STEFER Co.
letter 10 Aug.1944 from Mayor of Rome

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Copy to STEFER Co.

Limited Electric Tramway and Railway Company in Rome

S. T. E. F. E. R.

To the A.C.C.

Via Veneto - Rome

(Please find note n: 5)

Aug. 9th 1944

Proportionating rates

This Company manages:

a) The Tramway System of the "Castelli Romani"

b) The Railways of "Roma - Lido"

c) " " "Vicinali"

concerning 215 kilometres, and a staff of 1450 employees actually in duty.

On account of war damages, only a quarter of these transport systems can be used, and with a reduced number of daily cars.

The Company is now in a serious cash-deficiency due to such casualities as well as the proportionating of the staff pay and the increased cost of material.

The enclosed note is to show the present and future economic and financial situation of the Company, and the pressing and inavitable necessity of increasing the rates.

The present average rates are the following:

a) out of city lines:

for passengers .....L. 0,30 per kilometre

" goods .....L. 0,90 a ton per kilometre

b) inside city lines:

for passengers (only) .....L. 0,18 per kilometre

They are extraordinarily cheap rates.

Therefore the Company applies

524

a) temporarily:

1- to be allowed to increase the rates on the out of city line "Roma - Marino" that is gradually being restored, as the following table:

actual rates new rates

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a) temporarily:

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	actual rates	new rates	
Roma - Cinecittà	from L. 3,50	to L. 4,00	15%
Roma - Casal Morena	" " 5,00	" " 7,00	40%
Roma - Bivio Grottaferrata	" " 6,50	" " 10,00	54%
Roma - Valle Violata	" " 8,50	" " 11,00	30%

	actual rates	new rates	
Roma - Marino	from L. 8,00	to L. 12,00	50%
Cinecittà - Casal Morena	" " 2,50	" " 3,00	20%
Cinecittà - Bivio Grott.	" " 4,50	" " 5,50	22%
Cinecittà - Valle Violata	" " 5,00	" " 6,50	30%
Cinecittà - Marino	" " 6,00	" " 7,50	25%
Casal Morena - Bivio Grott.	" " 2,00	" " 3,00	50%
Casal Morena - Valle Violata	" " 3,00	" " 4,50	50%
Casal Morena - Marino	" " 3,50	" " 5,50	57%
Bivio Grott.- Valle Violata	" " 1,50	" " 2,00	33%
Bivio Grott. - Marino	" " 2,00	" " 3,00	50%
Valle Violata-Marino	" " 1,50	" " 1,50	—

2 - to be allowed to abolish some fractional fares on the city tramway as "Roma - Tognattara" (L.0,80) and "Roma - Torre Gaia" (L.1,20),leaving "Roma - Piazza Mirti" (L.1,00) and "Roma - Grotta Celoni" (L.1,40) that could include the formers.

Similar abolitions were made on the "Termini - Quadraro" Tramway in May last.

b) afterwards:

to be allowed to increase the present rates at the proportionate average of 3 to 1 = the inside city rates and the monthly tickets for employees and workers shall be increased at the average of 2 to 1; the out of city rates for passengers and goods shall be increased to the average of 4 to 1

As we need some study to do it,we cannot exhibit at the moment an exact new rate table,but we promise it shall be done as soon as possible and at the exact average of 3 to 1

The General Manager
(Ing. Mario Urbinati)

M. Urbinati

Casal Morena - [illegible]						
Casal Morena - Valle Violata	"	"	3,00	"	"	4,50
Casal Morena - Marino	"	"	3,50	"	"	5,50
Bivio Grott.- Valle Violata	"	"	1,50	"	"	2,00
Bivio Grott. - Marino	"	"	2,00	"	"	3,00
Valle Violata-Marino	"	"	1,50	"	"	1,50

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Note N.5

ELECTRIC TRAMWAY AND RAILWAY COMPANY IN ROME

NOTE OF THE ECONOMIC AND FINANCIAL SITUATION OF THE S.T.E.F.E.R. DURING THE FIRST HALF YEAR 1944 - PREVISIONS ON THE SECOND HALF OF THE SAME .

The receipts, free of all taxes, during the 1st half year 1944, amounts to L.13.527.377, and exactly divided in the following way:

"Castelli Romani" Tramways	L.9.432.680.-
"Roma - Lido" Railways	" 554.012.-
"Vicinali" Railways	" 3.240.685.-
Other extra incomes about	" 300.000.-
	L.13.527.377.-

Staff expenses, during the same period, amount to L.18.044.213. To this sum must be added L.1.500.000, that is reppresented by a payment of L.1.000 given to every employee as a rise for the period 1st of Jan. to 31st of May.

Adding this new sum, we get to an amount of L.19.544.213.

The other expenses of working (with exclusion made of all the other special patrimonial expenses) amount to L.5.788.984 -

Therefore the entire amount of all the expenses during the 1st six months of this year, is of:

L.19.544.213 + L. 5.788.984 = L. 25.333.197.

and the deficit that follows is :

L. 25.333.197 - 13.527.377 = L. 11.805.820

It is very difficult to estimate the financial situation during the 2nd half of the year - At any rate, working on the best previsions -on the present rates- considering a natural improvement and development of the transport system, due to reconstruction work, and, therefore, a gradual increase of receipts, we may be supposed to reach even L. 20.000.000 (an average increase of about 50 %)

The staff expenses for the aforesaid rise of pays, fixed by the Allied Command, on June the 13th ult. will monthly increase up to L. 2.100.000, reaching in this way a higher expense of L.12.600.000, during the six months.

But other pay rises are to be expected during this year so this sum must be raised to L.20.000.000, and then adding it to the L.18.000.000 of the 1st half year we shall reach, in the 2nd half a sum of

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L.18.000.000 + 20.000.000 = L.38.000.000

Even the other expenses for working will surely increase in a very considerable measure, specially, for what concerns the material supply, that is

p.t.o.

almost the 50 % of such expenses . A good many articles cost presently ten times more than they did in 1942 - 43,when the last and now almost used up supplying of material was made.

We must therefore estimate that the working expenses,without those for the staff,will rise to no less L. 18.000.000 (increased of the 200 %)

It must be also considered that,among those that are not for mere work, there are some expenses that weigh inevitably on the economic balance,and exactly the expenses of the joint-capital (L.35.000.000) and loans, (L.11.000.000) . Such expenses amount,in six months,to L.1.300.000 -

Therefore,previsions on actual expenses during this 2nd half year may be considered as follows:

Staff expenses	L. 38.000.000
Other actual expenses for working..	" 18.000.000
Patrimonial burdens.....	" 1.300.000
	L. 57.300.000

The deficit during the 2nd half year,may be roughly estimated as follows:

L. 57.300.000 - 20.000.000 = L. 37.300.000.

By all the above considerations,the pressing and inevitable necessity of increasing the rates in the temporary proportionate average of 3 to 1 - And if we desire to keep down the inside city rates and the special monthly ti = ckets for employees and workers at the low average of 2 to 1,as these receipts are the 50 % of the amounting receipts,the common rates for passengers and for goods,should be raised to the average of 4 to I.

On the average increase of 3 to 1,the receipts during the six months will reach,or at least will get near the sum of L.60.000.000.

It is to be noticed that,in these previsions,no expense for reconstruction or repairing for war damages is included,except part of the pay expenses for the part of the staff employed in the reconstructions and repairing work,for lack of employ in their usual places .- But no sooner the transport work in= creases for the improvement of the system,restoring of lines and increasing of daily trains,all the present staff will be placed again in their former work.

It is also to be noticed that more than a month of the 2nd half year is over already,and so the deficit of this period from the 1st of July to the date when the new rates will be alowed,must be added to the deficit of the 1st six months of the year.

This financial deficiency is a great trouble for the Company that has

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This financial deficiency is a great trouble for the Company that has actually almost no cash, and is, however, burdened with a mass of bonds and loans of above L.46.000.000.

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The General Manager
(Ing. Mario Urbinati)

note n.2277

To the "Direzione della Ferrovia "
Roma - Fiuggi - Frosinone "
Nuovo Viale Ppe di Piemonte
R o m a

Rome, Aug.10th 1944

Tramway"Fuiggi Città - Fiuggi Centro" to be restored

Following the former letter and referring to the conversation had, to-day, with your Manager Ing. Armanni, I declare that nothing avoids the increasing of the rates Fiuggi Città - Fiuggi Centro from L.1,00 to L.2,00 and there= fore the doubling of the monthly ticket rates.

I here notify the necessity of restoring this line, as soon as possible, to help the wants of the inhabitants of the place.

The "Commissario Prefettizio"

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REB/lr

Ministry of Communications

General Inspectorate for Civil Motorization
and for Transports in concession

Ref. 1PG8/3655

TO : Transportation Sub-Commission
ACC - APO 394 - R o m e

Subject : Tarifs of railways, tramways, filobusses and funiculars
concessed to private enterprises.

1. As a consequence of the war, all enterprises operating railways, tramways, filobusses, funiculars have met very great economic difficulties owed to following facts:

a) the necessity to reduce the working programs because of restrained or inadequate power supplies (electricity, coal, liquid fuels), with following lowering of incomes.

b) the great prices increase (sometimes up to 1500%) of all raw materials necessary to operate the lines and to the ordinary and extraordinary maintenance of fixed installations and running stock.

c) the 70% increase of all wages and salaries while the personnel asks for further increases in order to keep pace with the still increasing life-cost.

2. As already known, in all provinces administered by the Italian Government it was not possible to actually enforce the Royal Decree dec. 16th 1943, No. 27/B, concerning a 100% increase of all tarifs of above mentioned services, owing to the prohibitions of that Sub-Commission. Vice versa Allied Military Government authorized increases even higher than 300% in all zones administered by it.

3. The situation is presently as follows:

a) in Sicily all railways and tramways concessed to private enterprises have obtained a 150% increase of their tarifs, authorized by order No. 64 dated feb. 8th 1944, issued by Col. Poletti, officer chief for private Business.

b) in Calabria the Tarifs are the same as valid at the date of armistice, excepting the railway line Lagonegro-Spezzano Albanese operated by Ferrovie Calabro Lucane, for which an increase of 300% has been authorized.

c) in Sardegna, Puglia and Lucania the tarifs remained enchanged.

d) in Campania Allied Military Government successively authorized tarifs increases from 100% to 370%.

e) in Lazio it seems that Società Romana Ferrovie del [illegible] 600% increase.

railways, tramways, funiculars, [illegible]
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e) in Lazio it seems that Società Romana Ferrovie del Nord has been recently authorized to apply at once a 600% increase.

wrong!

4. From what has been written above, it results the necessity to level said tarifs in all liberated Italy be employing are uniform system both in the provinces administered by Italian Governmment and in those administered by Allied Military Government.

To carry out the above program, the quickest system would be to equally increase all tarifs valid at the date of

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armistices since said tarifs had been established according to the operating conditions and the financial conditions of each enterprise.

But owing to the serious troubles which have wholly altered both the transport possibilities of each service and the financial possibilities of each enterprise, it results the necessity to adapt each tarif to the altered conditions of each service and of each enterprise.

5. It is therefore opinion of this Inspectorate that, in order to prevent that the enterprises operating said lines get in bad financial conditions with all following troubles, following measures be taken:

a) immediate 200% increase of all tarifs valid at the date of armistice and still unchanged.

b) immediate 200% increase of all tarifs valid at the date of armistice, whenever the increases already applied do not attain above amount.

c) to subsequently complete above increases by another increase to be singularly established for each service and for each enterprise after having carefully investigated each operating budget.

The total increase should not surpass a max. of 350%.

6. The measures as listed under a and b would aim to reduce the present disparity of tarifs among the provinces of liberated Italy and although said measures would not be sufficient to avoid deficits of the budgets, they would enable the enterprises to keep operating while awaiting the measures listed under c whose aim is to definitively settle all tarifs of all enterprises operating transports in concession.

7. This Inspectorate must point out that, if above measures could not be timaly taken, several lines would be probably forced to stop operating, with serious consequences both for the personnel, which would remain unemployed, and for the civil population, or the Italian Government would be compelled to support all liabilities of concerned enterprises.

8. Please let know to this Inspectorate the decisions of that Sub-Commission.

The Minister

CERABONA

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CERABONA

I. G. M. 239

Roma, 9 AGO 1944/94

Ministero delle Comunicazioni
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Servizio ____ Sez. ____
Prot. N° 1PGS/3655 Allegati ____

Alla COMMISSIONE ALLEATA DI CONTROLLO - Sottocommissione Trasporti Interni APO 394
= R O M A =

Risposta al f° del ____
Serv. ____ Sez. ____ N° ____

OGGETTO: Tariffe delle ferrovie, tramvie filovie e funicolari concesse all'industria privata -

1) - In seguito agli avvenimenti bellici le gestioni delle ferrovie, tramvie, filovie, funicolari concesse all'industria privata si sono venute a trovare in una situazione economica molto difficile. Vi hanno contribuito contemporaneamente:

a) la riduzione dei programmi di esercizio per insufficienza di energia elettrica o per limitazione dei consumi di carbone e carburanti, con conseguente diminuzione degli introiti;

b) l'aumento considerevole (in alcuni casi fino al 1500% delle materie prime occorrenti per l'esercizio e per la manutenzione ordinaria e straordinaria degli impianti e del materiale rotabile.

c) l'aumento del 70% delle paghe del personale, il quale continua a richiedere nuovi aumenti in conseguenza del costante rincaro della vita;

2) - Come è noto, il R.D. 16/12/1943 n. 27/B che prevedeva l'aumento del 100% delle tariffe dei servizi in questione per divieto di codesta Commissione non è stato praticamen

Servizio _____ Sez. _____ = R O M A =

Prot. N° IPGS/3655 Allegati _____ Risposta al f° del _____

Serv. _____ Sez. _____ N° _____

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2) - Come è noto, il R.D. 16/12/1943 n. 27/B che prevedeva l'aumento del 100% delle tariffe dei servizi in questione per divieto di codesta Commissione non è stato praticamente applicato nelle provincie ammi-

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nistrate dal Governo Italiano. Viceversa il Governo Militare Alleato nelle zone da esso amministrate ha autorizzato aumenti anche superiori al 300%

3) - Attualmente la situazione è la seguente:
- in Sicilia le ferrovie e le tramvie concesse all'industria privata con ordinanza n. 64 dell'8 febbraio 1944 dell'Ufficiale Capo degli Affari Civili Col. Poletti hanno ottenuto di aumentare del 150% le proprie tariffe;
- in Calabria le tariffe sono rimaste quelle che erano in vigore all'atto dell'armistizio ad eccezione della sola linea Lagonegro - Spezzano Albanese delle Ferrovie Calabro - Lucane, per la quale è stato autorizzato l'aumento del 300% ;
- in Sardegna, nelle Puglie e nella Lucania le tariffe sono rimaste inalterate.
- in Campania sono stati autorizzati dall'A.M.G. in successive riprese aumenti di tariffe variabili dal 100 al 370%;
- nel Lazio sembra che recentemente la Società Romana Ferrovie del Nord sia stata autorizzata ad applicare addirittura l'aumento del 600%.

4) in relazione a quanto sopra si appalesa evidente la necessità:
di procedere alla perequazione tariffaria in tutto il territorio della zona liberata adottando un criterio unico tanto per leprovincie amministrate dal Governo italiano tanto per quelle amministrate dal Governo Militare Alleato.

Al riguardo sarebbe sbrigativo adottare una percentuale unica di aumento delle tariffe in vigore

all'atto dell'armistizio le quali tenevano conto delle caratteristiche dell'esercizio di ciascuno dei servizi di trasporto indicati in oggetto e delle condizioni finanziarie delle Aziende esercenti

Ma, dopo i gravi sconvolgimenti verificatisi che hanno modificato totalmente le possibilità di trasporto di ciascuno dei suddetti mezzi e le possibilità economiche e finanziarie di ciascuna Azienda, si manifesta evidente la necessità di adattare caso per caso le tariffe alle mutate condizioni peculiari di ciascun servizio e di ciascuna Azienda.

5) - Ciò premesso allo scopo di evitare il dissesto finanziario delle Aziende esercenti e le relative dannose conseguenze, questo Ispettorato ritiene che sia necessario di :

a) aumentare subito del 200% le tariffe in vigore all'atto dell'armistizio che, successivamente, non siano state aumentate .

b) aumentare subito del 200% le tariffe in vigore all'atto dell'armistizio che, successivamente, siano state aumentate di una percentuale inferiore a quella detta.

c) integrare in un secondo tempo l'aumento di cui sopra con un successivo aumento la cui percentuale dovrà determinarsi caso per caso e Azienda per Azienda in base ad esame particolareggiato del bilancio Aziendale di puro esercizio.

L'aumento complessivo in ogni caso non dovrebbe sorpassare il limite massimo del 350%

6) - I provvedimenti di cui ai punti a e b) tenderebbero a ridurre la sperequazione tariffaria attualmente esistente fra le varie regioni dell'Italia liberata, e malgrado

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siano da ritenersi insufficienti ad eliminare il deficit dei bilanci aziendali, metterebbe le Aziende stesse in grado di proseguire l'esercizio in attesa del provvedimento di cui al punto c)che si ripromette la completa sistemazione tariffaria di tutte le aziende di trasporti in concessione di cui all'oggetto.

7) - Si fa presente che qualora tali provvidenze non fossero adottate tempestivamente si rischierebbe o di chiudere all'esercizio molte linee con gravi conseguenze per il personale che resterebbe disoccupato e per la popolazione civile oppure di fare gravare sul Governo Italiano tutte le passività delle Aziende esercenti.

8) - Si prega di fare conoscere le decisioni di codesta Commissione.

IL MINISTRO
Cerabona