

ACC AC 30/C/TN4 10000/148/2009 RATES AND FALES

2009 RATES AND FARES BASES

HEADQUARTERS ALLIED COMMISSION
APO 894
TRANSPORTATION SUB-COMMISSION

W/op

14 July 1945.

Ref: USA/V/PMS

SUBJECT: Tariff Rates for Passenger Bus Services in A.M.G. Territory.

TO : See Distribution.

1. Economic Section recommended a rate of 75 lire per passenger kilometer in A.M.G. Territory north of the freeze line in their letter 15.11/28 dated 8 May 1945. The Milan Department of the Ministry of Communications has proposed that the tariff be raised due to increased operating costs e.g. high price of tyres and increased prices of fuel and oil. The new tariff suggested is:

1.50 lire per passenger km. on the plain
2.0 " " " " hills and mountains
0.50 to 0.60 lire per passenger km. for workers tickets

2. In Italian Government Territory a uniform tariff, published under Legislative Decree No. 544 in the Gazzetta Ufficiale dated 5 December '44, is in operation. (A copy of the Decree is attached) The tariff is comprised of three schedules, which provide for differences in road surface and hilly roads, and are based on a sliding scale built up according to mileage and time. The average charge approximates to 1.50 lire per passenger km. No workers' fares are included. By an Order of the Minister of Transport dated 29 May 1945, the charges in each schedule were increased by 50% on the grounds of increased operating costs.

3. It is proposed to introduce the tariff in Decree No. 544 throughout A.M.G. Territory by General Order. It is felt that workers' fares as given in para. 1 or a standard charge of .50 lire per passenger km. should be included.

It is not intended that the 50% increase, applicable in Italian Government Territory, shall be added since operating costs have passed the peak now and can be expected to fall with a larger supply of tyres and spare parts becoming available. Without the increase the tariff approximates to the charges proposed in para. 1.

4. The application of the Decree 544 tariff in A.M.G. Territory would be the first stage in attaining uniformity of passenger bus rates throughout Italy. If it is found that the tariff, less the 50% increase, is

equitable from the standpoint of operating costs in the North, there will be a strong argument for cancelling the 80% increase in the South, thus attaining a standard tariff.

5. Your comments on the proposal are requested. Will you please provide specific recommendations on the following:

- (a) Are schedules A, B, and C in the tariff necessary or would one schedule be more practical, based on an average of the three?
- (b) What charge should be made for certain's tickets?
- (c) Is the 80% increase justified?

By Command of Rear Admiral [Signature]

G. F. [Signature]
Lt. Colonel, U.S.A.

DISTRIBUTION:

REGIONAL COMMISSIONERS:

AMC, LIGORIA REGION
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cc: G-5, 15th Army Group
G.C.A.C. 5th Army
G.C.A.C. 4 Corps
Logistics Sec. (Price Office)
Transportation S/O (3) *TN4.V*

LIEUTENANT OF THE REALM'S LEGISLATIVE DECREE

7 SEPTEMBER 1944 - No 344

UNIFORM NATIONAL TARIFF FOR PUBLIC LINES
OF MOTOR TRANSPORT SERVICES FOR PASSENGER

HULBERT OF SAVOY

PRINCE OF PIEDMONT

LIEUTENANT GENERAL OF THE REALM

By virtue of the authority delegated to us:
Considering the unified text of laws concerning railways granted to private enterprises, trarways, and motor vehicles, approved by R.Decree 9 May 1912, No 1447 and later amendments;
Considering the R. law-decree 12 March 1941 No 142;
Considering the R. law-decree 16 December 1943, No 27/B
Considering Art. 4 of Lieutenant's law-decree 25 June 1944 No 151
Considering the R. law-decree 30 Oct. 1943 No 2/B and later amendments;
Considering the resolution passed by the Council of Ministers on the proposal of the Minister of Communications in agreement with the Ministers for Treasury, Finance and Industry Commerce and Labour:

We have sanctioned and promulgated what follows:

Art. 1

Until six months after the state of war has ceased, the tariffs of public lines of passenger motor transport services, operating under concession, are unified and established within the maximum rates shown in the schedules attached to the present Decree, signed by the Minister of Communications.

Art. 2

The concessionaires of services mentioned in art. 1 are authorized to recover the amount of the revenue tax as laid down in Art. 8 (para 1) of the R.Decree-law 9 Jan. 1940 No 2 converted into the law 19 June 1940 No 762, by increasing the prices of transport by the same amount.

Art. 3

The Minister for Communications is empowered to set down in agreement with the Minister of Industry, Commerce and Labour, the rules for the application of the tariffs mentioned in Art. 1 and to bring about alterations to the same tariffs on the basis of periodical surveys of operating costs.

Considering the situation of the country, and motor vehicles, approved to private enterprises, tramways, and later amendments; by R. Decree 9 May 1912, No 1447 and later amendments; Considering the R. law-decree 12 March 1941 No 142; Considering the R. law-decree 16 December 1943, No 27/B; Considering Art. 4 of Lieutenant's law-decree 25 June 1944 No 151; Considering the R. law-decree 30 Oct. 1943 No 2/B and later amendments; Considering the resolution passed by the Council of Ministers on the proposal of the Minister of Communications in agreement with the Ministers for Treasury, Finance and Industry Commerce and Labour;

We have sanctioned and promulgated what follows:

Art. 1

Until six months after the state of war has ceased, the tariffs of public lines of passenger motor transport services, operating under concession, are unified and established within the maximum rates shown in the schedules attached to the present Decree, signed by the Minister of Communications.

Art. 2

The concessionaires of services mentioned in art. 1 are authorized to recover the amount of the revenue tax as laid down in Art. 8 (para. 1) of the R. Decree-law 9 Jan. 1940 No 2 converted into the law 19 June 1940 No 762, by increasing the prices of transport by the same amount.

Art. 3

The Minister for Communications is empowered to set down in agreement with the Minister of Industry, Commerce and Labour, the rules for the application of the tariffs mentioned in Art. 1 and to bring about alterations to the same tariffs on the basis of periodical surveys of operating costs.

Art. 4

The present Decree comes into force on the thirtieth day following its publication in the Official Gazette of the Kingdom. We order to all whom it may concern, to observe the present Decree and to see that it is observed as a law of the State.

Given in Rome 7 Sept. 1944

HUMBERT OF SAVOY
BONOLLI-CERABONA-SOLIRI-SIGLIENI-GRONCHI

SCHEDULE A

TARIFF FOR PASSENGER - KILOMETRE

No	Average Line daily distance	Level roads with good maintenance					
		Up to 19 HP	20-26 HP	27-32 HP	33-38 HP	39-45 HP	Over 45-HP
1	Up to 20 Kms	2,63	2,37	2,25	2,17	2,12	2,08
2	From 21 to 30	2,33	2,12	2,02	1,93	1,90	1,87
3	From 31 to 40	1,99	1,83	1,75	1,70	1,66	1,62
4	From 41 to 50	1,80	1,67	1,61	1,56	1,52	1,49
5	From 51 to 60	1,67	1,57	1,51	1,47	1,43	1,40
6	From 61 to 70	1,59	1,50	1,45	1,41	1,37	1,34
7	From 71 to 80	1,53	1,45	1,40	1,36	1,32	1,29
8	From 81 to 90	1,48	1,41	1,36	1,33	1,29	1,26
9	From 91 to 100	1,45	1,38	1,33	1,30	1,27	1,24
10	From 101 to 110	1,42	1,35	1,31	1,28	1,25	1,22
11	From 111 to 120	1,39	1,33	1,29	1,26	1,23	1,20
12	From 121 to 131	1,37	1,31	1,27	1,24	1,21	1,18
13	From 131 to 140	1,35	1,29	1,26	1,23	1,20	1,17
14	From 141 to 150	1,33	1,28	1,25	1,22	1,19	1,16
15	Over 150 Kms(2)	1,32	1,27	1,24	1,21	1,18	1,15

(1) The tariff is applicable also to motor busses obtained by the transformation of cars, even if over 19 HP in power, provided they have a number of seats not over 14.

(2) For motor services on an average daily distance of more than 150 Kms and which entail that the personnel is to spend the night and the motor busses are to be sheltered in a locality different from the starting one, the tariffs as shown on line No 15 may be increased up to a maximum of 30%.

Transport of luggage

4	From	41 to 50	1,60	1,67	1,61	1,56	1,52	1,49
5	From	51 to 60	1,67	1,57	1,51	1,47	1,43	1,40
6	From	61 to 70	1,59	1,50	1,45	1,41	1,37	1,34
7	From	71 to 80	1,53	1,45	1,40	1,36	1,32	1,29
8	From	81 to 90	1,48	1,41	1,36	1,33	1,29	1,26
9	From	91 to 100	1,45	1,38	1,33	1,30	1,27	1,24
10	From	101 to 110	1,42	1,35	1,31	1,28	1,25	1,22
11	From	111 to 120	1,39	1,33	1,29	1,26	1,23	1,20
12	From	121 to 130	1,37	1,31	1,27	1,24	1,21	1,18
13	From	131 to 140	1,35	1,29	1,26	1,23	1,20	1,17
14	From	141 to 150	1,33	1,28	1,25	1,22	1,19	1,16
15	Over	150 Kms(2)	1,32	1,27	1,24	1,21	1,18	1,15

(1) The tariff is applicable also to motor busses obtained by the transformation of cars, even if over 19 HP in power, provided they have a number of seats not over 14.

(2) For motor services on an average daily distance of more than 150 Kms and which entail that the personnel is to spend the night and the motor busses are to be sheltered in a locality different from the starting one, the tariffs as shown on line No 15 may be increased up to a maximum of 30%.

Transport of Luggage

Up to one piece of baggage for each passenger measuring not more than cms 0,50 x 0,30 x 0,25 and weighing not more than 10 kilos, transportation is free of charge.

For other luggage or agricultural packages, a tariff of L. 0,025 per kilo and per km is to be applied in steps of 10 Kgs each.

The Minister of Communications
C ERABONA

16751

SCHEDULE B

TARIFF PER PASSENGER - KILOMETRE

No	Average Line daily distance-	Level Road with bed maintenance or silly road with good maintenance.					
		Up to 19 HP	20-26 HP	27-32 HP	33-38 HP	39-45 HP	Over 45-HP
1	Up to 20 Kms	2,71	2,45	2,33	2,25	2,19	2,15
2	From 21 to 30	2,41	2,20	2,10	2,03	1,97	1,94
3	From 31 to 40	2,07	1,91	1,83	1,78	1,73	1,69
4	From 41 to 50	1,88	1,75	1,69	1,64	1,59	1,56
5	From 51 to 60	1,75	1,65	1,59	1,55	1,50	1,47
6	From 61 to 70	1,67	1,58	1,53	1,49	1,44	1,41
7	From 71 to 80	1,61	1,53	1,48	1,44	1,39	1,36
8	From 81 to 90	1,56	1,49	1,44	1,41	1,36	1,33
9	From 91 to 100	1,53	1,46	1,41	1,38	1,34	1,31
10	From 101 to 110	1,50	1,43	1,39	1,36	1,32	1,29
11	From 111 to 120	1,47	1,41	1,37	1,34	1,30	1,27
12	From 121 to 130	1,45	1,39	1,35	1,32	1,28	1,25
13	From 131 to 140	1,43	1,37	1,34	1,31	1,27	1,24
14	From 141 to 150	1,41	1,36	1,33	1,30	1,26	1,23
15	Over 150 Kms(2)	1,40	1,35	1,32	1,29	1,25	1,22

31 to 40	2,07	1,91	1,83	1,78	1,73	1,69
From						
41 to 50	1,88	1,75	1,69	1,64	1,59	1,56
From						
51 to 60	1,75	1,65	1,59	1,55	1,50	1,47
From						
61 to 70	1,67	1,58	1,53	1,49	1,44	1,41
From						
71 to 80	1,61	1,53	1,48	1,44	1,39	1,36
From						
81 to 90	1,56	1,49	1,44	1,41	1,36	1,33
From						
91 to 100	1,53	1,46	1,41	1,38	1,34	1,31
From						
101 to 110	1,50	1,43	1,39	1,36	1,32	1,29
From						
111 to 120	1,47	1,41	1,37	1,34	1,30	1,27
From						
121 to 130	1,45	1,39	1,35	1,32	1,28	1,25
From						
131 to 140	1,43	1,37	1,34	1,31	1,27	1,24
From						
141 to 150	1,41	1,36	1,33	1,30	1,26	1,23
Over						
150 Xms(2)	1,40	1,35	1,32	1,29	1,25	1,22

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(Footnotes as per Schedule A)

SCHEDULE C

TARIFF PER PASSENGER - KILOMETRE

No	Average Line daily distance	Hilly Road with bad maintenance					
		Up to 19 HP	20-26 HP	27-32 HP	33-38 HP	39-45 HP	Over 45-HP
1	Up to 20 Kms	2,80	2,54	2,42	2,33	2,28	2,24
2	From 21 to 30	2,50	2,29	2,19	2,11	2,06	2,03
3	From 31 to 40	2,16	2,-	1,92	1,86	1,82	1,78
4	From 41 to 50	1,97	1,84	1,78	1,72	1,68	1,65
5	From 51 to 60	1,84	1,74	1,68	1,63	1,59	1,56
6	From 61 to 70	1,76	1,67	1,62	1,57	1,53	1,50
7	From 71 to 80	1,70	1,62	1,57	1,52	1,48	1,45
8	From 81 to 90	1,65	1,58	1,53	1,49	1,45	1,42
9	From 91 to 100	1,62	1,55	1,50	1,46	1,43	1,40
10	From 101 to 110	1,59	1,52	1,48	1,44	1,41	1,38
11	From 111 to 120	1,56	1,50	1,46	1,42	1,39	1,36
12	From 121 to 130	1,54	1,48	1,44	1,40	1,37	1,34
13	From 131 to 140	1,52	1,46	1,43	1,39	1,36	1,33
14	From 141 to 150	1,50	1,45	1,42	1,38	1,35	1,32
15	Over 150 Kms(2)	1,49	1,44	1,41	1,37	1,34	1,31

(Footnotes as per SCHEDULE A)

3	31 to 40 From	2,16	2,-	1,92	1,86	1,82	1,78
4	41 to 50 From	1,97	1,84	1,78	1,72	1,66	1,65
5	51 to 60 From	1,84	1,74	1,68	1,63	1,59	1,56
6	61 to 70 From	1,76	1,67	1,62	1,57	1,53	1,50
7	71 to 80 From	1,70	1,62	1,57	1,52	1,48	1,45
8	81 to 90 From	1,65	1,58	1,53	1,49	1,45	1,42
9	91 to 100 From	1,62	1,55	1,50	1,46	1,43	1,40
10	101 to 110 From	1,59	1,52	1,48	1,44	1,41	1,38
11	111 to 120 From	1,56	1,50	1,46	1,42	1,39	1,36
12	121 to 130 From	1,54	1,48	1,44	1,40	1,37	1,34
13	131 to 140 From	1,52	1,46	1,43	1,39	1,36	1,33
14	141 to 150 From	1,50	1,45	1,42	1,38	1,35	1,32
15	Over 150 KFs(2)	1,49	1,44	1,41	1,37	1,34	1,31

(Footnotes as per SCHEDULE A)

The Minister of Communications

CERABONA

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