

ACC

AC 230/TN. 4

10000/142/2307

HIGHWAY

JAN.-NOV. 1944

10000/100/2309

HIGHWAY TRANSPORTATION LATES

JAN.-NOV. 1944

HORSE DRAWN

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

R/40

Tel: 558

CJM/ram

3.05 [REDACTED] /ES

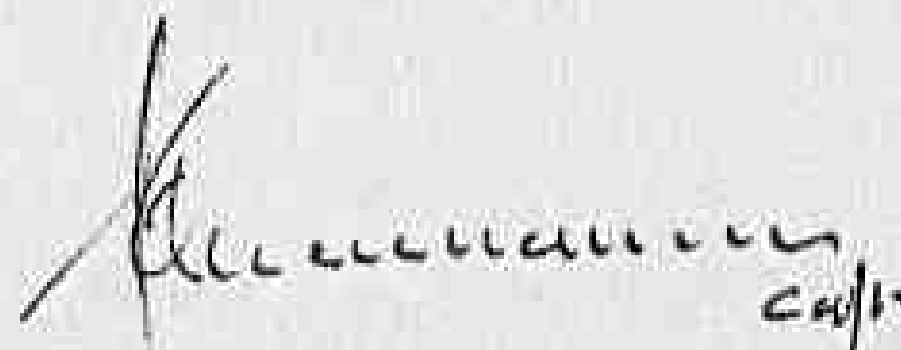
20 November 1944

SUBJECT: Monthly Report - October - Abruzzi-Marche Region.

TO : Transportation S/C

1. It is reported that the trucks sent to enable goods to be transported from Macerata to Jesi were unsuitable for the purpose.

2. This is sent to you for information and any action you see fit.


Capt.

C. J. MACNAMARA, Capt.
SO3 CA
Economic Section

7213

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

DCM/ab

File.

REFERENCE : AC/TH/40/MAINT.

SUBJECT : VEHICLE MAINTENANCE

TO : DIRECTOR
DISPLACED PERSONS AND REPATRIATION S/C,
H.Q. ALLIED COMMISSION.

1.) Reference your letter DPR/3/2 dated 15/Nov/44.

2.) This Sub Commission is charged with the responsibility of supervising the Maintenance of all Allied Commission transport and the information requested is necessary to enable us to carry on this task.

Information as to the exact location of your vehicles and to whom they are affiliated for higher echelon Maintenance is of particular importance.

CWD

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

25/Nov/44

7212

PP/rf

HEADQUARTERS ALLIED COMMISSION
APO 394
DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION

DER/2/Q

Tel. 489081 Ext 434

15 November 1944

SUBJECT: Vehicle Maintenance

TO : Transportation Sub-Commission

1. Ref your ACC/TN/R/16 dated 9 November 44 this Sub Commission's transport is spread all over Italy in various camps. It is on charge to this Sub-Commission who are responsible for its maintenance.

2. The completion of Appendix "A" requested in your letter of even number dated 9 October 44 would not therefore appear necessary.

For the Director:

P. Flippo J. Cond
Le K.C. BRO 7211
Major
O. i/c ADM

*Back**Info.**3341*
*Trans. S.C**40/17*

ACC MAIN TO DISPATCH BY COURIER TO ACC REAR FOR ITALIAN GOVERN-
MENT FOR CERADONA

B32/11

ACC ADV FROM GRADY SGD STONE

NONE

ADV 366

NONE

JUL111335B

IT IS ABSOLUTELY ESSENTIAL THAT PUBLICATION OF STANDARD TARIFF RATE
FOR TRUCKS APPROVED BY ACC AND ITALIAN GOVERNMENT BE IMMEDIATELY
PUBLISHED IN OFFICIAL GAZETTE. ACC REQUESTS NOTIFICATION OF PUBLICATION
AND COPY OF LETTER OF INSTRUCTIONS ITALIAN GOVERNMENT PROPOSED TO SEND
PROPECTS IN ITALIAN GOVERNMENT TERRITORY SO THAT PROPECTS IN MILITARY
GOVERNMENT TERRITORY MAY BE INSTRUCTED TO MAKE THE SAME STANDARD
TARIFF RATE-LAW. TREAT AS URGENT

ACC MAIN DIST

ACTION: ADJ. REAR HC
INFO DEP. CC.
TRANSP. MAIN ✓
FILE
FLOAT (2)

7210

JUL111335B

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APC 394

TNC/mm

2 July 1944

In reply
refer to: RTG 319.1

Subject: Motor Highway Transportation

To : Transportation Sub - Commission.
Hq. Allied Control Commission.

1. The Economic Section with letter of 14 June 1944; Subject, "Standard Tariff Rates and the Establishment of Road Hauilage Ente", instructed Region I on the new scheme applicable in this region. In addition this officer received personal instructions at Headquarters on the matter; preparations to commence operating on that basis have been completed, with the scheme to begin functioning 1 July 1944.

2. In a conference with Lt.Col. J.H. Borsese a proposal was put forth in which I.N.T.'s juridical status would be solved; I.N.T. would be put under the control of the Ferrovie dello Stato in Sicily, the administrations of each would remain entirely separate, the title to the whole of I.N.T. (property and profits) would have to await final disposition from A.F.H.Q., A.C.C. would retain control over I.N.T. An Ente Autotrasporti would have to be created to regulate private load carrying vehicles under similar tariff and priority conditions existing for I.N.T. However, regulation and administration of I.N.T. and privately owned would be kept entirely separate.

3. This officer called on the Requisition section of the Economic Section, in an effort to secure tyres, parts, batteries needed in this region, a reply is expected but none has reached this region to date.

7239

4. Immediately upon returning to region I, all the I.N.T. Directors conferred in Palermo and detailed instructions were given them on the new scheme to be put into effect. This officer attended a Provincial Commissioner's conference discussing the manner in which the new scheme would be put into effect.

72/40/16

21431

1. The Economic Section with letter of 14 June 1944; Subject, "Standard Tariff Rates and the Establishment of Road Haulage Rates", instructed Region I on the new scheme applicable in this region. In addition this officer received personal instructions at Headquarters on the matter; preparations to commence operating on that basis have been completed, with the scheme to begin functioning 1 July 1944.
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3. This officer called on the Requisition section of the Economic Section, in an effort to secure tyres, parts, batteries needed in this region, a reply is expected but none has reached this region to date.
4. Immediately upon returning to region I, all the I.N.T. Directors conferred in Palermo and detailed instructions were given them on the new scheme to be put into effect. This officer attended a Provincial Commissioner's conference discussing the manner in which the new scheme would be put into effect.
5. The program of withdrawing trucks from the communes and forming smaller centers (truck pool I.N.T.) in the provinces has been initiated, and will be completed in July. This operation, with the cooperation of local authorities will be a delicate affair as it has a tendency to eliminate "rackets" practiced by many communes.
6. As far as the "Granai Del Popolo" is concerned, from the point of view of transport (I.N.T.) thirty five to forty-five trucks have been shifted to the southern provinces in June

and preparation for this is paying off in the way of availability of trucks at the present time.

7. The financial position of I.N.T.:

Profit for the month of May 1944: Lire 951,744,70.
after deductions for A.C.C. free goods - movement of:

Palermo £.	1,729,612,45
Catania	92,162,55
Trapani	30,004,55

The fact that not all local agencies have paid up in full at the present time does not mean that I.N.T. has the profit available; also I.N.T. must pay excessive prices for any tires or parts or batteries it is able to purchase in the open market.

8. I.N.T. continues to operate the six hundred none - too - roadworthy trucks, with the organization itself becoming a more integrated system it is doing a fair operational transport job in this region.

I.M. Calvanese

I.M. CALVANESE
1st. Lt., Q.M.C.
Regional Road Haulage
Transport Control Officer.

7208

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1st. Lt., Q.M.C.
Regional Road Haulage
Transport Control Officer.

7208

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission (Roads)
AFO 394

14 June 1944

SUBJECT: Standard tariff rates and the establishment of Road Haulage Ente

TO : Regional Transportation Officer, Region I, Palermo
(Attn: Lt. Calvanese)

1. Pursuant to Mr. Villa's telephone conversation of 12th July we are forwarding, attached, copies of the standard tariff rate for road haulage, which is to be made law in all liberated Italy, now under the Italian Government.

2. This tariff rate has also been introduced in AMG regions and is in effect for both civilian trucks and those War Department vehicles that are controlled by ACC (excluding TO/WE vehicles).

3. Charges should be made for all goods transported by ACC vehicles and at the established tariff rate.

4. In confirmation of our telephone conversation, all ACC vehicles should be driven by employees of an organization or organizations under ACC direction. Renting vehicles (ACC) to individuals who are not controlled or financially responsible, will encourage Black Market operations.

5. The publication of a decree to establish an Ente Nazionale Autotrasporti is in the offing. This Ente will be the directing office, on the ministerial level, of truck pools to be formed at the Regional and Provincial level. The effect of the decree will be to force all civilian transport to enter under central control. Confiscation of vehicles will be the penalty for disregard of the law. This headquarters will use the W.D. vehicles, allotted for civilian supply, to make up the backbone of the proposed truck pools on the peninsula. The I.N.T. should be similarly used. Concentration of trucks required from time to time in any particular part of the Island, will not be effected by the legislation as the vehicles of I.N.T. can be shifted, by order of the Transportation Officer, ACC, from one pool to another. It has been agreed to by the Italian government that the Regional and Provincial directors

2148

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6. There will be no change of ownership when the civilian vehicles enter the truck pools voluntarily but all operators will be obliged to carry only what is approved by the directors and in a determined direction at the established rates. Law enforcement will be provided by the Italian Government.

7. Until a decision has been rendered by AFHQ, all vehicles that are ACC property should remain so. Revenues, which are fourth-coming from operations, should be held in a special account.

9. Note: The use of the word pool in this letter is not meant to imply that all vehicles will be centrally garaged but only that the total lift will be pooled in each region in order to maximise total transport resources and control movements.

D.S. ADAMS
Colonel, C.E.
Executive Officer
Economic Section.

✓ 2149
cm

SCHEMA DI DECRETO-MINISTERIALETariffa unica per i trasporti di cose su strada con autoveicoli

o o o

IL MINISTRO PER L'INDUSTRIA, COMMERCIO E LAVORO

di concerto con

IL MINISTRO PER LE COMUNICAZIONI

- Visto il Decreto Ministeriale 27 Giugno 1942 che fissa i corrispettivi per i trasporti di cose su strade con autoveicoli;
- Ritenuta la necessità di adeguare i corrispettivi stessi alla situazione contingente;

D E C R E T A:

Articolo Unico

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

Il presente Decreto entra in vigore nel giorno della sua pubblicazione nella Gazzetta Ufficiale del Regno.

Data

IL MINISTRO PER L'INDUSTRIA
COMMERCIO E LAVORO

IL MINISTRO PER LE
COMUNICAZIONI

7205

Incompleta

40/16

Tariffa per trasporti di merci e carico completo con automezzi per merce posta sul ciglio pianale dell'automezzo (una sola presa, una sola resa)
 Tariffa per quintale indivisibile
 (al netto della tassa trasporti e dell'imposta sull'entrata)

TABELLA

Percorrenze in chilometri	AUTOTRENI		AUTOCARRI			MOTO	
	Pesanti	Medi	Pesanti	Medi	Leggeri	Carri	Furgoni
Da 1 a 5	8.70	9.85	11.00	12.15	15.95	15.05	23.75
Da 6 a 10	9.25	10.45	12.15	13.60	23.20	21.45	42.10
Da 11 a 15	10.15	11.60	13.35	15.05	30.45	27.80	60.25
Da 16 a 20	12.15	14.80	15.95	19.10	37.65	34.20	78.55
Da 21 a 30	15.05	17.95	20.00	24.35	52.15	46.95	115.05
Da 31 a 40	18.55	21.75	24.90	29.85	66.65	59.70	-
Da 41 a 50	22.30	26.65	32.15	36.50	81.15	72.45	-
Da 51 a 60	24.35	32.45	34.80	44.65	-	-	-
Da 61 a 70	26.35	36.50	37.40	50.15	-	-	-
Da 71 a 80	28.40	40.55	40.00	55.65	-	-	-
Da 81 a 90	30.45	44.65	42.60	61.15	-	-	-
Da 91 a 100	32.45	48.70	45.20	66.65	-	-	-
Da 101 a 110	34.50	-	47.80	-	-	-	-
Da 111 a 120	36.50	-	50.40	-	-	-	-
Da 121 a 130	38.55	-	53.00	-	-	-	-
Da 131 a 140	40.60	-	55.65	-	-	-	-
Da 141 a 150	42.50	-	56.25	-	-	-	-
						7204	

L. 0.2833 per 1'inte-
 L. 0.4870 per 1'inte-
 L. 0.3884 per 1'inte-
 L. 0.6665 per 1'inte-
 L. 1.623 per 1'inte-
 L. 1.449 per 1'inte-
 L. 3.835 per 1'inte-

	Pesanti	Medi	Pesanti	Medi	Leggeri	Carri	Furgoni
Da 1 a 5	8.70	9.85	11.00	12.15	15.95	15.05	23.75
Da 6 a 10	9.25	10.45	12.15	13.60	23.20	21.45	42.10
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Da 51 a 60	24.35	32.45	34.80	44.65	-	-	-
Da 61 a 70	26.25	36.50	37.40	50.15	-	-	-
Da 71 a 80	28.40	40.55	40.00	55.65	-	-	-
Da 81 a 90	30.45	44.65	42.60	61.15	-	-	-
Da 91 a 100	32.45	48.70	45.20	66.65	-	-	-
Da 101 a 110	34.50	-	47.80	-	-	-	-
Da 111 a 120	36.50	-	50.40	-	-	-	-
Da 121 a 130	38.55	-	53.00	-	-	-	-
Da 131 a 140	40.60	-	55.65	-	-	-	-
Da 141 a 150	42.50	-	56.25	-	-	-	-

7204

Oltre i 150 Km. L.0,2833 per 0,1e-Km. per 1'inte-
ro percorso.
Oltre i 100 Km. L.0,4870 per 0,1e-Km. per 1'inte-
ro percorso.
Oltre i 150 Km. L.0,3884 per 0,1e-Km. per 1'inte-
ro percorso.
Oltre i 100 Km. L.0,6665 per 0,1e-Km. per 1'inte-
ro percorso.
Oltre i 50 Km. L.1,623 per 0,1e-Km. per 1'inte-
ro percorso.
Oltre i 50 Km. L.1,449 per 0,1e-Km. per 1'inte-
ro percorso.
Oltre i 30 Km. L.3,835 per 0,1e-Km. per 1'inte-
ro percorso.

Il pagamento del ritorno a vuoto potrà essere fatto se il ritorno a vuoto medesimo sarà debitamente autorizzato dall'Competente Autorità e comprovato mediante esibizione del foglio di viaggio. Solo in tali condizioni per il viaggio di ritorno verrà corrisposta la tariffa di cui sopra ridotta del 40%.

- 1 -

NORME DI APPLICAZIONE

- 1) - Agli effetti dell'applicazione delle tariffe di cui alle precedenti tabelle si intendono per :
 - autotreni pesanti quelli di portata superiore ai 90 qli
 - autotreni medi quelli di portata fino ai 90 qli
 - autocarri pesanti quelli di portata superiore ai 40 qli
 - autocarri medi quelli di portata da oltre 20 qli fino a 40 qli
 - autocarri leggeri quelli di portata fino a 20 qli
 - motocarri gli autoveicoli a tre ruote, di portata fino a 10 qli e gli analoghi tipi di portata superiore eccezionalmente in circolazione.
 - motofurgoncini i motocicli per trasporto di cose di portata fino a 3,5 qli

S'intende per autotreno l'autoveicolo composto congiuntamente di motrice e rimorchio, s'intende per autocarro l'autoveicolo composto della sola motrice, e infine si intende per automezzo indistintamente l'autotreno e l'autocarro.

Per portata utile si intende quella indicata nel libretto di circolazione e sola ad essa bisognerà riferirsi per classificare l'automezzo e per calcolare il corrispettivo dovuto per il trasporto.
- 2) - Le tariffe della Tabella II si applicano quando l'automezzo viene impegnato dal committente con esplicita convenzione per un'intera giornata di otto ore purchè complessivamente si percorra un massimo di Km. 50; in tutti gli altri casi si applicano quelle di cui alla Tabella I.
- 3) - Qualora la natura delle cose e altre ragioni non consentano di utilizzare l'intera portata utile dell'automezzo, eppure qualo-

7203

- autocarri medi quelli di portata da oltre 20 qli fino a 40 qli
- autocarri leggeri quelli di portata fino a 20 qli
- motocarri gli autoveicoli a tre ruote, di portata fino a 10 qli e gli analoghi tipi di portata superiore eccezionalmente in circolazione.
- motofurgoncini i motocicli per trasporto di cose di portata fino a 3,5 qli

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7203

3) - Qualora la natura delle cose e altre ragioni non consentano di utilizzare l'intera portata utile dell'automezzo, eppure qualora sia sfruttata al massimo la capacità dell'automezzo con carico di materiale voluminoso, qualunque sia il peso corrispondente, le tariffe di cui alle precedenti tabelle verranno calcolate su tutta la portata utile dell'automezzo stesso.

4) - Le frazioni di chilometro devono arrotondarsi in eccesso; valgono, cioè, per un intero chilometro.

./.

- 2 -

5) - La percorrenza va calcolata computando i chilometri che, per la via più breve, separano l'autorimessa dell'automezzo dal posto di scarico delle cose trasportate. Viceversa per il ritorno.

Deve intendersi per via più breve quella che comprende le circunvallazioni e/e le eventuali necessarie deviazioni.

6) - Per il percorso, di ritorno a vuoto si applicano le tariffe ridotte del 40%

7) - Quando uno stesso automezzo trasporta cose appartenenti a più di un committente, con destinazioni diverse sullo stesso percorso, la somma da corrispondere al vettore sarà calcolata in base all'intero percorso e alla portata utile dell'automezzo, tenendo conto dell'eventuale ritorno a vuoto. Detta somma sarà ripartita proporzionalmente al numero dei quintali-chilometro per ciascun cliente trasportato.

8) - Le tariffe di cui alle unite Tabelle sono comprensive del per tempo necessario alle operazioni di carico e scarico, che devono effettuarsi nel tempo massimo di 80 qli all'ora per gli autotreni e di 40 qli all'ora per gli altri automezzi. Per ogni mezz'ora in più l'utente è tenuto a corrispondere :

- L. 130 per gli autotreni pesanti
- L. 85 per gli autotreni medi
- L. 70 per gli autocarri pesanti
- L. 40 per gli autocarri medi
- L. 25 per gli autocarri leggeri

7202

9) - La durata del servizio deve calcolarsi dal momento in cui lo

- 2154
- 6) - Per il percorso, di ritorno a vuoto si applicano le tariffe ridotte del 40%
- 7) - Quando uno stesso automezzo trasporta cose appartenenti a più di un committente, con destinazioni diverse sullo stesso percorso, la somma da corrispondere al vettore sarà calcolata in base all'intero percorso e alla portata utile dell'automezzo, tenendo conto dell'eventuale ritorno a vuoto. Detta somma sarà ripartita proporzionalmente al numero dei quintali-chilometri per ciascun cliente trasportato.
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- L. 130 per gli autotreni pesanti
 - L. 85 per gli autotreni medi
 - L. 70 per gli autocarri pesanti
 - L. 40 per gli autocarri medi
 - L. 25 per gli autocarri leggeri
- 7202
- 9) - La durata del servizio deve calcolarsi dal momento in cui lo automezzo lascia l'autorimessa a quello in cui vi giunge di ritorno, senza tener conto delle perdite di tempo imputabili al vettore
- 10) - Le presenti condizioni e tariffe non sostituiscono le preesistenti convenzioni e le tariffe già in vigore più favorevoli per i committenti del trasporto.

- 3 -

11) - I contratti in corso, ove non contengano condizioni più favorevoli per il committente del trasporto, si intendono decaduti dal giorno stesso, della data di pubblicazione nella Gazzetta Ufficiale delle presenti condizioni e tariffe; in caso contrario conservano le loro validità fino al termine massimo di un mese dopo le la suddetta pubblicazione.=

7201

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission(Roads)
APO 394

JHB/re

Tn/40/14

2 June 1944

SUBJECT: Horse drawn transport.

TO : R.C. Region III.

1. Supplies and Transport, 57 Area are of the opinion that in the very near future a considerable amount of their W.D. transport will be taken away for operations elsewhere.

2. They are discussing the practicability of using horse drawn vehicles.

3. They have approached us as to the amount of horse drawn transport available in their area, which comprises practically all the Province of Naples, the Province of Benevento and the northern part of the Province of Salerno.

4. They have asked us as to whether there would be any objection to them hiring horse drawn vehicles and if not, what the rates should be.

5. Could you please let us have your opinion on this matter and the particulars of information requested.

/for/ *[Signature]* VINING
Lieut.Colonel,
Director,
Transportation Sub-Commission(Roads)

7200

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

GMS/ml

24 May 1944.

ES/59

SUBJECT : Rates for Hire Horse Drawn Transport.

TO : HQ. AAI, Q Branch (ATT: Capt. Disley).

1. Ref. telephone conversation Capt. Disley - Col. Adams today reference Cable No. 5027. 15 May 44.

2. Herewith table detailing the rates for the different types of transport. It is regretted that the rates for four wheel two horse transport were omitted from the cable.

RATES FOR HIRE OF HORSE DRAWN TRANSPORT

Type of Cart	Capacity Quintals	Rate in lire per Half Day	Rate in lire per 10 - Hour Day
<u>Two wheels</u> One Horse or Mule	6 - 8	92	183
<u>Two wheels</u> Two Horses	10 - 15	118	235
<u>Four wheels</u> One Horse	6 - 8	102	193
Two Horses	15 - 20	128	255
Three Horses	30 - 40	151	302

These rates include services of driver only. If helper or helpers must be hired their wages should be added.

D. S. ADAMS
Colonel, C.E.

D. S. ADAMS
Colonel, C.E.
Executive Officer,
Economic Section.

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✓ File
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FIGURE 10

502

40/12

15 MAY 44

ASSIGNED

319

References

ADA11E

FIVE

REFERENCE TWO ZERO FIVE SEVEN SLANT TWO SLANT QUIN TWO DED ONE EIGHT APR FOUR FOUR
REMARKS: FIRE OF HORSEBURN TONIGHT THE FOLLOWING RATES ARE SUBMITTED TO PARM
TO VISIT FROM AGE MAN FOR ADAMS SIGNED MACFARLANE PARM COLUMN ONE TYPE OF CART OR
COLUMN TWO CAPACITY ORA COLUMN THREE RATE PER HALF DAY ORA COLUMN FOUR RATE PER TEN
HOUR DAY TO COLUMN ONE/TWO WHEELS ONE HORSE OR MULE ORA COLUMN TWO ORA SIX DASH EIGHT
OR ORA COLUMN THREE ORA FIVE TWO ORA COLUMN FOUR ORA ONE EIGHT THREE LINE ORA COLUMN
ONE TWO THREE TWO HORSES ORA COLUMN TWO TEN DASH FIFTEEN ORA ORA COLUMN THREE ONE
ONE EIGHT ORA COLUMN FOUR TWO THREE FIVE LINE ORA COLUMN ONE ORA FOUR WHEELS WITH
ONE HORSE ORA COLUMN TWO SIX DASH EIGHT ORA ORA COLUMN THREE ONE ZERO TWO ORA COLUMN
FOUR ONE NINE THREE LINE ORA COLUMN ONE FOUR WHEELS WITH TWO HORSES ORA COLUMN TWO
FIFTEEN DASH TWENTY LINE ORA TWO FIVE FIVE LINE ORA COLUMN ONE FOUR WHEELS WITH THREE
HORSES ORA COLUMN TWO THIRTY DASH FORTY ORA ORA COLUMN THREE ONE FIVE ONE ORA COLUMN
FOUR ORA THREE ZERO TWO LINE TO THREE DASH INCLUDE SERVICES OF DRIVER ONLY TO IF
A HELPER OR BELAYED MUST BE HIRED THEIR WAGES SHOULD BE ADDED.

7198

L. T. MONTAGT, JR.
1st Lt. AGO
Adjutant

RESTRICTED

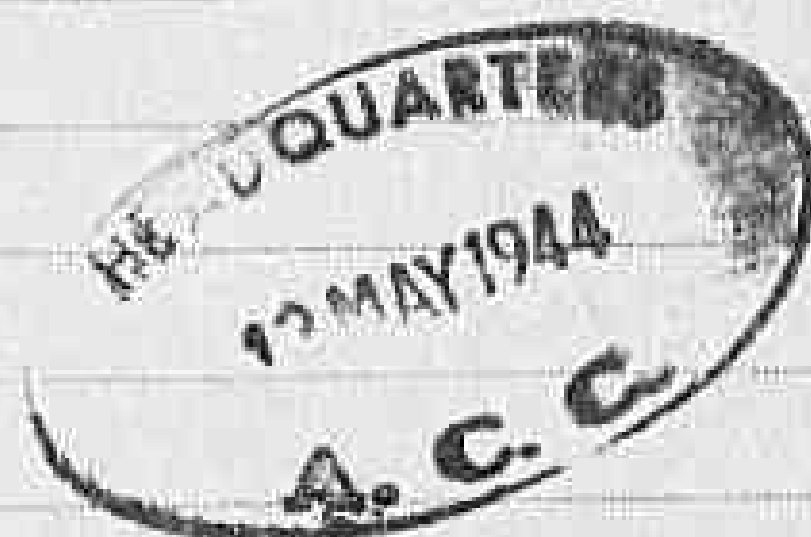
9307

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

MSG Center No : N 77/11
Classification : NONE
Precedence : NONE
From : FILPOT
To : ACC

Date | Time Rec'd MAY 11/1730
Date | Time Sent MAY 11/1230
Reference NR Q2183
Cite NONE

REPLY AT EARLIEST CONVENIENCE TO OUR 2057/2/Q2 DATED 18 APRIL 44 REGARDING
HIRE OF HORSEDRAWN TRANSPORT IS REQUESTED



ACC DIST

Action - Economic 3
Info - DCC
File
Flora

7197

17 May
100

Subject: Hire of Horse Drawn Transport.

HQ Allied Control Commission.

HQ AAI
CMT.

2057/2/22.

18 Apr 44.

1. It is considered that standardized rates should be laid down for the hire of horse drawn transport. At present the rates paid vary considerably, and with the advent of the harvest it is thought that competition for this type of transport will lead to a very rapid increase in prices.
2. Some time ago AEC Region III supplied basic rates for the province of Naples, which rates were based on the assumption that the hirer would provide food for the animals. This procedure being adopted in order to prevent if possible black market purchases of fodder, with subsequent increases in cost for hiring.
3. It will be appreciated if you could now prepare schedules to cover the whole of Italy, which would be applied to both Allied military hiring agencies and civilians.



J. V. L'W
Major General,
Chief Administrative Officer.

Copy to:- G-4.
ST.
APA.
CPO.

7196

31 December 1943

RATES FOR HIRE FOR HORSE DRAWN VEHICLES, EFFECTIVE 1 Jan. 1944
PROVINCE OF NAPLES

(These rates are based on the assumption that the Hirer will supply food for the animals. If the Owner is required to supply the food, the rate may be increased by 150 lire per day per horse.)

	CAPACITY	RATE PER HALF DAY	RATE PER DAY
<u>FOR TWO WHEEL CART</u>			
WITH ONE HORSE	6 -8 Q.le	L. 78	L.156
WITH TWO HORSES	10-15 "	" 95	" 190
<u>FOR FOUR WHEEL CART</u>			
WITH ONE HORSE	6- 8 "	" 88	" 176
WITH TWO HORSES	15-20 "	" 105	" 210
WITH THREE HORSES	30-40 "	" 122	" 244

These rates include the services of the driver only. If a helper, or helpers, must be hired, their wages must be added.

7195

HEADQUARTERS
REGION 3
ALLIED MILITARY GOVERNMENT
APO 464, U.S.ARMY

SUBJECT: Rates for hire of Horse
Transport.

31 December 1943

TO : AFHQ, Advance Administrative Echelon
(For attention Maj. Russel-Hay)
See Distribution.

1. In reply to your communications of 7 Dec. and 27 Dec.43, we transmit herewith a schedule of rates for the hire of horse transport in the Province of Naples.

2. You will note that the basic price is fixed on the assumption that the hirer will supply food for the animals, with a provision for additional payment if the owner supplies the food. We urge that the Army supply the food, whenever possible, in order to discourage black market purchases of fodder by the owners of animals.

3. We would appreciate it if you would advise us, from time to time of the efficacy of these prices, in order that we may be able to determine whether revision is indicated.

DISTRIBUTION

All SCAO's 2 ea.
A.C.C.
HQ.AMG. 15 Army Group
Base Purchasing Agent, PBS.
Hq. 57 Base Area
D.D.W. (British) of AFHQ
AFHQ
N.O.I.C. Royal Navy
Economics & Supply Reg. III
Adjutant General " "
Lab. Sec. " "
Public Safety " "
Agriculture " "
Transportation " "
Public Relations Reg. 3
Prefect Naples Province

/s/ Guy I. Warren
/t/ Guy I. Warren
Lt. Col. AUS,
Director, Division of Economics
& Supply, Reg. III.

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
TRANSPORTATION SECTION

II April 44.

To : H.Q. ACC (Tptn Sub-Commission)
Subject : Freight Rate
Reference : ACC 3/TN/47/9.

I have been asked by the Reg. Commissioner to publish as early as possible max freight rates for Region 3 ACC.

I think you will agree that this is a matter of great urgency in view of the concerted drive against Black Market activities at present in force, and I feel these should be published within a few days at the most.

I understand from Maj. Bordass that no definite date can be given as to when the rates pertinent to Kings Italy will be available and in consequence I ask your permission to publish forthwith the rates as submitted to you in our letter of 20 March 44. The publication of these would be followed by publishing the Italian rates when available, and if you have no objection I intend to take this course without further delay.

J.A.N. Giles
J.A.N. GILES
Major,
Transportation Section.

JANG/td

719

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

40/8 ^{1H/SEN}

2 April 1944

ES/49

SUBJECT: Road Haulage Rates.

TO : Regional Commissioner, Region III,
(for O I/c Transportation).

1. Reference meeting of Lt. Col. Huttenbach, Col. Fitch and Major Bordass (Transportation Sub-commission) and telephone conversations (Lt. Col. Huttenbach - Major Bordass).

2. It is agreed you should proceed with your Road Haulage organisation on the basis of the following freight rates:-

a. Where the haul is governed by a fixed daily charge, i.e. a haul of 50 kilometres or less, a standard charge of 1200 lire per 8 hour day.

b. Over 50 kilometres, a standard charge of 19.5 lire per vehicle/kilometre. Any distance between 50 and 75 kilometres to be charged as for 75 kilometres.

M. Hay

M. HAY
Capt. RA.

Staff Officer Economic Section

Copy to : Transportation Sub-commission

7193

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

Our reference : ACC Tn/40/7

Date : 30 March 44.

TO : Main Hq. ACC.
(Economic Section).

SUBJECT : Road Haulage Rates - Region III.

1. Reference meeting 29 March with Gen di Raimondo¹⁵, representative and conversation (Col. Adams - Major Bordess).
2. Lt.Col. Huttenbach (Transportation Officer, Region III) was informed by telephone this morning that he could proceed on the lines of the haulage rates being as given to him verbally by Major Bordess. Lt.Col. Huttenbach requested this in writing.
3. Attached please find draft letter to the Transportation Officer, Region III for your approval and, if approved, onward transmission.

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

7192

P E A F T

TO : Regional Commissioner, Region III.
(for O i/c Transportation).

SUBJECT : Road Haulage Rates.

1. Reference meeting with Lt.Col. Huttenbach and Col. Fitch and Major Bordess (Transportation Sub-Commission) and telephone conversations (Lt.Col. Huttenbach - Major Bordess).

2. It is agreed that you should proceed with your Road Haulage organisations on the basis of the freight rates being as follows :

(a) Where the haul is governed by a fixed daily charge, i.e. : a haul of 50 kilometres or less, a standard charge of 1200 lire per 8 hour day.

(b) Over 50 kilometres a standard charge of 19.5 lire per vehicle kilometre. Any distance between 50 and 75 kilometres to be charged as for 75 kilometres.

7191

Transportation Sub-Commission, ACC.

C/o Wov and Tn.

H. L. I. (Adm. Echelon),

C. F. I.

Our Reference : ACC Tn/40/6

Date : 28 Mar 44

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

SUBJECT: Road Haulage Freight Rates.

1. Attached please find letters from Region III, together with freight rates referred to therein.
2. Lt. Col. Huttenbach has been informed of the fact that negotiations are taking place with the Italian Government in regard to a standard rate to be charged in King's Italy.
3. Lt. Col. Huttenbach has been given the basis of the rates suggested by you to the Italian Government, but he would like confirmation at the earliest possible moment in order that he may include them in a contract which he is having prepared.
4. It has been explained to Lt. Col. Huttenbach that under the scheme, rates allowing for the supply of Gasoline and Oil by the Hiner are not necessary.

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

(HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
TRANSPORTATION SECTION

3/74/44/3

20 March, 44.

TO : H.Q. A.C.C. (Internal Transportation ✓
Sub-Commission)

SUBJECT : Road Haulage Transport - Freight Rates.

1. With reference to instructions for the organisation of Road haulage transport dated 11 February 1944 para 11 A Sub para 11 (a) herewith for your approval table showing old and proposed New Freight Rates: which at the prices ruling to day in my opinion constitute a fair increase.

2. In compiling these Rates allowance has been made for:-

(a) increase in salaries based on 70% 1st £ 1.000
60% 2nd £ 1.000

or an overage of 65%.

(b) approximately 35% on the increase of salaries to cover Social insurance

(c) an increase of 5.2. lire per litre of gasoline, based on the amount of gasoline consumed by each truck daily per consumption of fuel on capacity and size of truck

(d) increase of lire 25 per litre of lubricating oil based on daily consumption p. truck.

3 The basic schedule on which these rates were set is as follows:-

(a) Average drivers wage £ 70 p. day
(b) Average increase at 65% . 46 .
(c) Social insurance at 35% a. increase 16 .

Total Wage and Social Insurance £132 p. day.

4. The increase in gasoline at lire 5.20 per litre based as follows:-

1-10 Q. Truck	-----	9 Km p. litre.
11-15 Q. .	-----	8.5 Km .
16-20 Q. .	-----	7 Km .
21-25 Q. .	-----	6.5 Km .
26-30 Q. .	-----	5 Km .
31-35 Q. .	-----	4.5 Km .

4/.....

4.

36-40 Q. Truck	-----	4 Km p. litre
41-50 Q. .	-----	3.5Km .
51-60 Q. .	-----	3 Km .
Over 60 Q. .	-----	2 Km .

5. Increase on lubricating oil of Lire 25 p.litre consumption based as follows:-

Truck I-25 Quintals used $\frac{1}{2}$ litre p.day
 . over 25 ; . 1 litre .

6. No increase for depreciation, maintenance and general expenses has been considered because the prevailing rates allow sufficient margins to take care of these.

7. Your early reply would be appreciated.

N. N. Huttenbach.

N.H. HUTTENBACH
 Lt. Colonel
 Transportation Section.

Copy to : Regional Commissioner
 Provincial Commissioner Naples
 ; ; Avellino
 ; ; Benevento
 ; ; Salerno.
 Files 41 and 47.

TRANSPORTATION TARIFF FOR TRUCKS IN THE CITY
OF MAPLES WHEN GASOLINE & OIL IS FURNISHED BY THE CARRIER

(Based on 50 Km per day)

Quintals	Old rates in- cludes truck & 1 driver	additional		New rates in- cludes truck & 1 driver	additional per 1 hour
		gasoline	oil		
I-10	400	29	12.50	500	40
11-15	550	30.70	12.50	650	40
16-20	600	37.15	12.50	710	40
21-25	775	40	12.50	890	55
26-30	815	52	25	960	55
31-35	1050	57.70	25	1200	55
36-40	1100	65.60	25	1275	70
41-50	1150	74.40	25	1310	70
51-60	1275	86.65	25	1450	70
61-70	1425	130.	25	1642	70
	old rates in- cludes truck with driver & helper			new rates in- cludes truck with driver & helper	
51-60	1400	130	25	1617	100
61-70	1550	130	25	1767	100
71-75	1650	130	25	1867	110
76-100	1700	130	25	1917	110
101-125	1950	130	25	2167	140
126-150	2200	130	25	2417	140

NOTE/- all the rates are in round figures.-

TRANSPORTATION TARIFF FOR TRUCKS OUT-SIDE THE CITYOF NAPLESWHEN GASOLINE & OIL IS FURNISHED BY THE CARRIER

Quintals	Old rates up to 75 Km includes truck and I driver	additionals		New rates up to 75 Km includes truck and I driver	over 75 Km.
		gasoline	oil		
			wages		
I-10	450	43.50	18.75	575	5.65
11-15	600	46	18.75	726	7.25
16-20	675	55.80	18.75	810	9.30
21-25	850	60	18.75	990	10.75
26-30	925	78	18.75	1100	13.20
31-35	1150	86.50	37.50	1335	14.
36-40	1225	98.40	37.50	1425	17.60
41-50	1300	111.60	37.50	1510	18.20
51-60	1450	130	37.50	1680	19
61-70	1600	130	37.50	1830	21
					23.40
	old rates includes truck with driver & helper			new rates includes truck with driver & helper	
51-60	1550	130	37.50	1780	20.35
61-70	1700	130	37.50	1930	23.
71-75	1850	130	37.50	2080	26.40
76-100	1950	130	37.50	2180	28
101-125	2200	130	37.50	2430	31.80
126-150	2450	130	37.50	2680	35.70

NOTE: all the rates are in round figures.-

TRANSPORTATION TARIFF FOR TRUCKS IN THE CITY OF NAPLESWHEN GASOLINE & OIL IS FURNISHED BY THE HIRER(Based on 50 Km per day)

Quintels	Old rates including truck with I driver	Additional wages	New rates including truck with I driver	Additional per I hour
I-10	300	62	362	40
11-15	375	62	437	40
16-20	425	62	485	40
21-25	500	62	562	55
26-30	550	62	612	55
31-35	600	62	662	55
36-40	650	62	712	70
41-50	750	62	812	70
51-60	850	62	912	70
61-70	1000	62	1062	70
	old rates includes truck with driver & helper		New rates includes truck with driver & helper	
51-60	1000	62	1062	100
61-70	1100	62	1162	100
71-75	1200	62	1262	120
76-100	1300	62	1362	110
101-125	1500	62	1562	140
126-150	1750	62	1812	140

TRANSPORTATION TARIFF FOR TRUCKS OUTSIDE THE CITY OF NAPLES

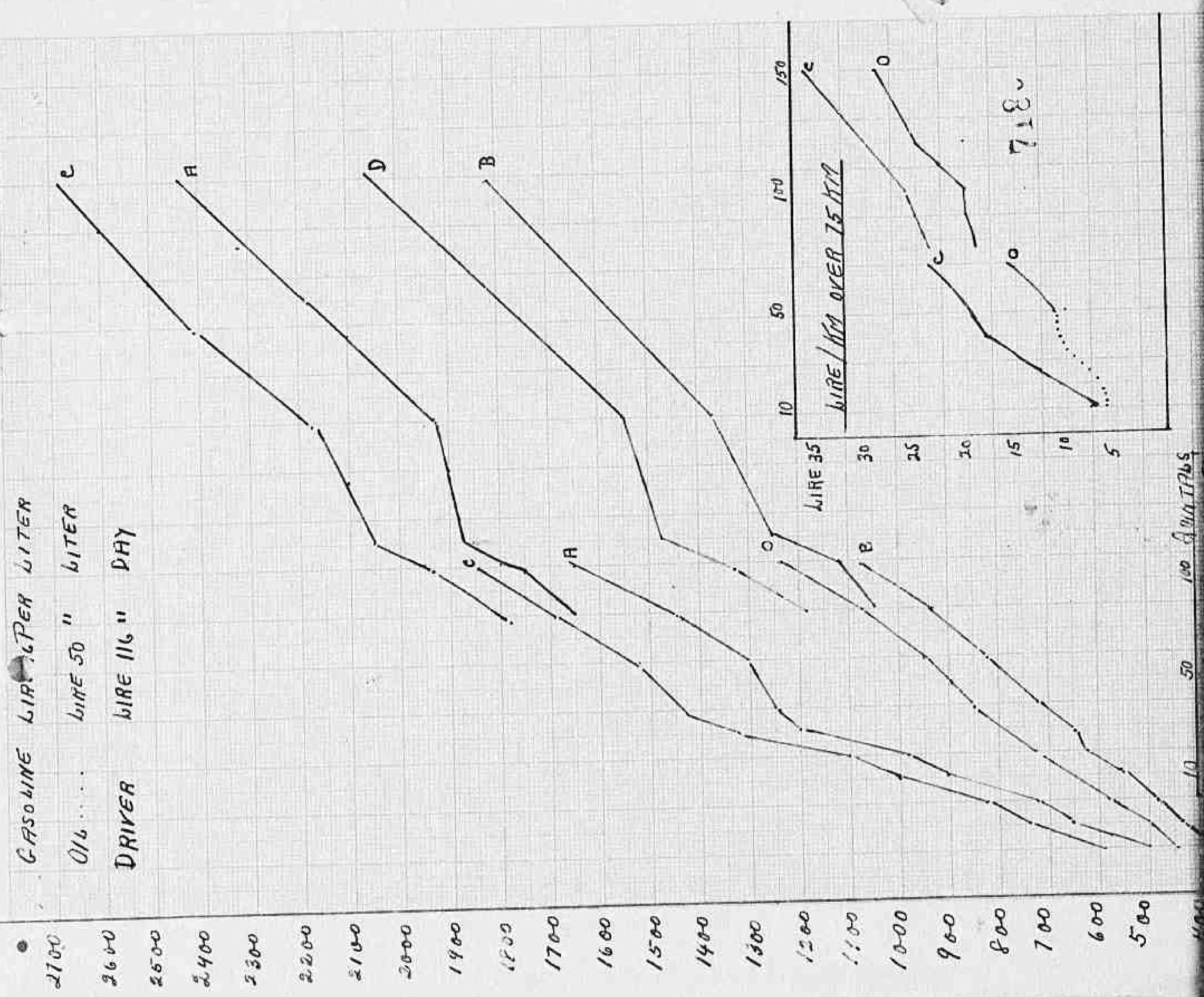
WHEN GASOLINE AND OIL IS FURNISHED BY THE HIRER

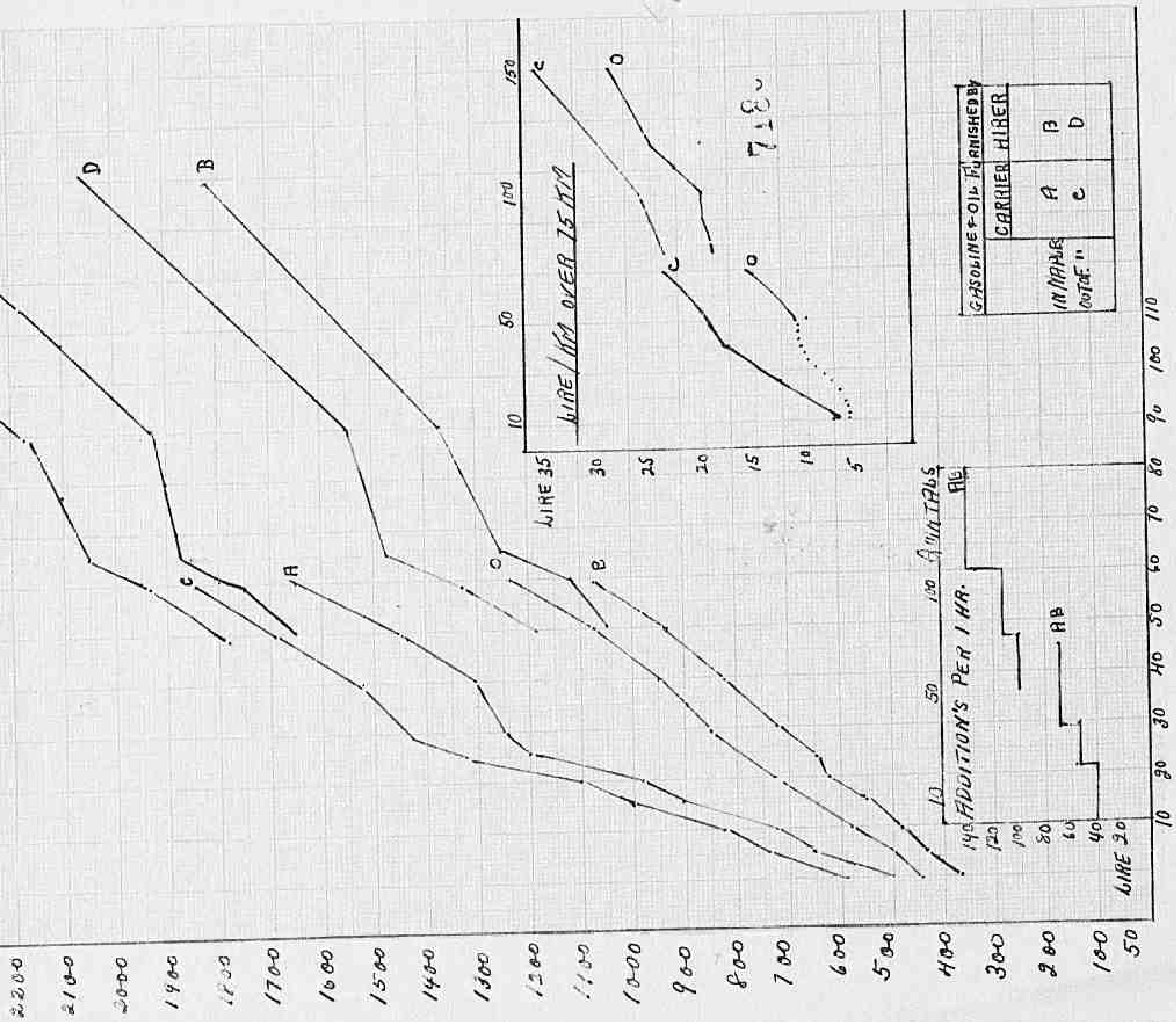
Quintals	old rates up to 75 Km includes truck & I driver	addition- al wages	new rates up to 75 Km includes truck & I driver	over 75 Km	
				old rates per Km	new rates per Km
I-10		62	420	4.65	5.45
II-15	358	62	487	5.35	6.25
I6-20	425	62	562	6.35	7.25
2I-25	500	62	637	7	8
26-30	575	62	712	8	8.90
3I-35	650	62	787	9	10.00
36-40	725	62	862	10	10.80
4I-50	800	62	937	10.65	11.50
5I-60	875	62	1087	12.65	13.70
6I-70	1025	62	1237	14.65	16.-
	1175				
	old rates includes truck with driver & helper		new rates includes truck with driver & helper		
5I-60	1125	62	1187	-	-
6I-70	1275	62	1337	-	-
7I-75	1425	62	1487	17.35	19
76-100	1500	62	1562	18.35	20
10I-125	1750	62	1812	21.65	24
126-150	2000	62	2062	25.	28

NOTE: all the rates are in round figures.-

7817

PROPOSED MOTOR TRANSPORT RATES





1376
195
494

CALCOLO PER STABILIRE LA TARIFFA NAZIONALE DEI TRASPORTI
DI COSE CON AUTOVEICOLI

Per stabilire la tariffa nazionale per trasporti di cose con autoveicoli si sono presi in esame i consumi e le spese relativi ad autocarri di media portata, particolarmente quelli del tipo che verranno assegnati dagli Alleati al Governo Italiano.

I consumi ed i prezzi dei materiali che si sono previsti nella seguente analisi sono basati in parte sui dati di massima forniti dalla Sotto Commissione Alleata di Controllo per la Industria, sui prezzi preesistenti al 1° settembre 1943 maggiorati del 300 % per tener conto del cambio fra Lira Italiana e Lira Sterlina, ed in parte tenendo conto dei prezzi del mercato e dei salari attuali.

ELEMENTI DELLA STIMA:

- a) - carburanti - Lt. 16 a litro
- b) - lubrificanti - Lt. 55 a chilogramma
- c) - pneumatici - non conoscendo il prezzo esatto dei pneumatici che verranno forniti dalla A.C.O./A.M.G., la valutazione è stata fatta in base al prezzo di listino in vigore al marzo 1940 maggiorato del 300 %, e cioè:
per ciascun anello della sezione media 34 x 7

Lt. 1582,00 x 4 = Lt. 6328,00

d) - personale viaggiante:	
salario giornaliero	Lt. 100,00
indennità di trasferta	" 728,00
Totale	Lt. 150,00

con autoveicoli si sono presi in esame i consumi e le spese relativi ad autocarri di media portata, particolarmente quelli del tipo che verranno assegnati dagli Alleati al Governo Italiano.

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ELEMENTI DELLA STIMA:

- a) - carburanti - Lt. 16 a litro
- b) - lubrificanti - Lt. 55 a chilogramma
- c) - pneumatici - non conoscendo il prezzo esatto dei pneumatici

che verranno forniti dalla A.C.C./A.M.G., la valutazione

è stata fatta in base al prezzo di listino in vigore al marzo 1940 maggiorato del 300 %, e cioè:

per ciascun anello della sezione media 34 x 7

Lt. 1582,00 x 4 = Lt. 6328,00

d) - personale viaggiante:

salario giornaliero	Lt.	100,00
indennità di trasferta	"	728,90
Totale	Lt.	150,00

Maggiorazione per assicurazioni sociali

Cassa Mutua Malattie	4,22
" Assicurazioni Familiari	3,82
" Integrazione Salari	30,00
" Operai richiamati	7,50
	3,00
a riportare	198,54

	riporto	198,54
Infortuni		
Ferie e festività Nazionali		2,87
Anzianità		3,33
53^ settimana		2,00
Indennità di presenza giornaliera		2,33
		6,00
Totale	It.	215,07

CALCOLO DELLA SPESA PER QUINTALE-CHILOMETRO
(carico completo - percorso minimo 100 Km.)

No di or di ne	Voci	Spesa unitaria Lt.	Spesa a carico completo per Km. Lt.	Spesa per q.le-Km. Lt./q.le Km.
	Spese di esercizio:			
1	Carburante Litri 0,350 e Lire. 16,00 -	5,60		
2	Lubrificanti Kg. 0,02 a L. 55,00	1,10		
3	Pneumatici $\frac{6328 \times 6}{25000}$	1,52		
4	Manutenzione:			
	Personale d'officina L. 1,20			
	Pezzi di ricambio " 0,50			
	Energia, ossigeno, grassi etc." 1,00			
	Totale L. 2,70	2,70		
5	Personale	2,15		
	TOTALE SPESE DI ESERCIZIO		13,07	
	Spese generali:			
1	Direzione, Amministrazione, Organizzazione, contolleria, affitto. Manutenzione locali ed uffici. Tasse.			
	40 % delle spese di esercizio	5,23		
2	Interesse sul costo del materiale rotabile	0,28		
3	Ammortamento di L. 200.000 in tre anni per un totale di 108.000 Km.	1,76		
4	Utile dell'Azienda: 5 % del capitale circolante per un trimestre: $\frac{120.000 \times 0,05}{4}$	1,00		
5	Assicurazioni R.C.; incendio e danni al materiale, furto	0,30		
6	Spese di conservazione controllo manutenzione	0,50		
			718*	

1	Spese di esercizio:			
	Carburante Litri 0,350 a Lire. 16,00		5,60	
	Lubrificanti Kg. 0,02 a L. 55,00		1,10	
	Pneumatici $\frac{6328 \times 6}{25000}$		1,52	
4	Manutenzione:			
	Personale d'officina	L. 1,20		
	Pezzi di ricambio	" 0,50		
	Energia, ossigeno, grassi etc.	1,00		
	Totale	L. 2,70	2,70	
5	Personale		2,15	
	TOTALE SPESE DI ESERCIZIO		13,07	
Spese generali:				
1	Direzione, Amministrazione, Organizzazione, controlloria, affitto. Manutenzione locali ed uffici. Tasse.		5,23	
2	40 % delle spese di esercizio		0,28	
3	Interesse sul costo del materiale rotabile		1,76	
4	Ammortamento di L. 200.000 in tre anni per un totale di 100.000 Km.		1,00	
5	Utile dell'Azienda: 5 % del capitale circolante per un trimestre: $\frac{100.000 \times 0,05}{9.000}$			
6	Assicurazioni R.S.; incendio e danni al materiale, furto		0,30	
7	Spese di consorzio e controllo Ministeriale		0,50	
+	Rinnovamento materiale rotabile		1,76	
	TOTALE SPESE GENERALI		10,83	
	TOTALE SPESE DI ESERCIZIO E SPESE GENERALI		23,90	0,7967

718*

(3)

Tariffa per trasporti di merci a carico completo con automezzi per merce
posta sul ciglio pianale dell'automezzo (una sola presa, una sola resa)

Tariffe per quintale indivisibile

(al netto della tassa trasporti e dell'imposta sull'entrata)

Tabella I - Servizi continuativi

Percorrenze in Chilometri	Autotreni		Autocarri			Moto	
	Pesanti	Medi	Pesanti	Medi	Leggeri	Carri-Furgon	
Da 5 ..	10,40	11,80	13,20	14,60	19,10	18,10	28,5
Da 10 ..	11,10	12,50	14,60	15,35	27,80	25,70	50,40
Da 15 ..	12,15	13,90	16,00	18,10	36,50	33,40	72,30
Da 20 ..	14,60	17,70	19,15	22,95	45,20	41,00	94,20
Da 30 ..	18,10	21,60	24,00	29,20	62,60	56,30	138,=
Da 40 ..	22,25	26,10	29,90	35,80	80,00	71,60	
Da 50 ..	26,50	32,00	36,60	43,80	97,25	86,85	
Da 60 ..	29,20	38,90	41,70	52,50			
Da 70 ..	31,60	43,80	44,85	60,10			
Da 80 ..	34,10	48,55	48,00	66,70			
Da 90 ..	36,50	53,50	51,10	73,30			
Da 100 ..	38,90	58,40	54,20	80,00			
Da 110 ..	41,35		57,30				
Da 120 ..	43,80		60,50				
Da 130 ..	46,20		63,60				
Da 140 ..	48,65		66,70				
Da 150 ..	51,10		69,85				

Altre 150 Km. T.O. 34 per g.le
m. per l'intero percorso.
Altre 100 Km T. 0,5840 per
g.le-Km per l'intero percorso
Altre 150 Km T.O. 4657 per
g.le-Km per l'intero percorso
Altre 100 Km T.O. 80 per g.le
Km per l'intero percorso
Altre 50 Km T.I. 945 per g.le
Km per l'intero percorso
Altre 150 Km T.I. 4,60 per g.le Km
Km per l'intero percorso

Chilometri		Autotreni		Autocarri		Moto	
		Pesanti	Medi	Pesanti	Medi	Leggeri	Carri-Vagon
Da	I 6	10,40	11,80	13,20	14,60	19,10	18,10
Da	I 6	11,10	12,50	14,60	16,35	27,60	25,70
Da	II 6	12,15	13,90	15,00	16,10	36,50	33,40
Da	II 6	14,60	17,70	19,15	22,95	45,20	41,09
Da	21 6	18,10	21,60	24,00	29,20	62,60	58,30
Da	31 6	22,45	26,10	29,90	35,80	80,00	71,60
Da	41 6	26,90	32,00	38,60	45,80	97,25	86,55
Da	51 6	29,20	36,90	41,70	52,50	-	-
Da	61 6	31,60	43,80	44,85	60,10	-	-
Da	71 6	34,10	48,55	49,00	66,70	-	-
Da	81 6	36,50	53,50	51,10	73,30	-	-
Da	91 6	38,90	58,40	54,20	80,00	-	-
Da	101 6	41,35	-	57,30	-	-	-
Da	111 6	43,80	-	60,50	-	-	-
Da	121 6	46,20	-	63,60	-	-	-
Da	131 6	48,65	-	66,70	-	-	-
Da	141 6	51,10	-	69,85	-	-	-
		Oltre 1 150 Km. L.0,34 per g.le Km. per l'intero percorso.	Oltre 1 100 Km L.0,3840 per g.le-Km per l'intero percorso	Oltre 1 150 Km L.0,4657 per g.le-Km per l'intero percorso	Oltre 1 100 Km L.0,80 per g.le Km per l'intero percorso	Oltre 1 50 Km L.1,945 per g.le Km per l'intero percorso	Oltre 1 50 Km L.1,737 per g.le Km per l'intero percorso
		Oltre 1 150 Km L.0,34 per g.le Km. per l'intero percorso.	Oltre 1 100 Km L.0,3840 per g.le-Km per l'intero percorso	Oltre 1 150 Km L.0,4657 per g.le-Km per l'intero percorso	Oltre 1 100 Km L.0,80 per g.le Km per l'intero percorso	Oltre 1 50 Km L.1,945 per g.le Km per l'intero percorso	Oltre 1 50 Km L.1,737 per g.le Km per l'intero percorso

Il pagamento del ritorno a vuoto sarà pari al 75% (settantacinque per cento) della tariffa a carico completo.

Tariffe esistenti, prima dell'ordinamento

(Allegato al D.M. 27 giugno 1942).

Tariffa per trasporti di merci a carico completo con automezzi per
merce posta sul ciglio pianale dell'automezzo (una sola presa, una
sola presa).

Tariffe per quintale indivisibile

(al netto della tassa trasporti e dell'imposta sull'entrata)

Tabella I - Servizi continuativi

Percorrenza in		Autotreni			Autocarri			Moto		
		Pesanti		Medi	Pesanti		Medi	Leggeri	Carri	Turgoni
Da	I a	I, 50	I, 70	I, 70	I, 50	2, 10	2, 75	2, 75	2, 60	4, 10
Da	6 a	I, 60	I, 80	I, 80	2, 10	2, 35	4, =	4, =	3, 70	7, 25
Da	II a	I, 75	2, =	2, =	2, 30	2, 60	5, 25	5, 25	4, 80	10, 40
Da	16 a	2, 10	2, 55	2, 10	2, 75	3, 30	6, 50	6, 50	5, 50	13, 55
Da	21 a	2, 60	3, 10	3, 10	3, 45	4, 20	9, =	9, =	8, 10	19, 85
Da	31 a	3, 20	3, 75	3, 75	4, 30	5, 15	11, 30	11, 30	10, 30	-
Da	41 a	3, 85	4, 60	4, 60	5, 55	6, 30	14, =	14, =	12, 50	-
Da	51 a	4, 20	5, 60	5, 60	6, =	7, 70	-	-	-	-
Da	61 a	4, 55	6, 30	6, 30	6, 45	8, 65	-	-	-	-
Da	71 a	4, 90	7, =	7, =	6, 90	9, 60	-	-	-	-
Da	81 a	5, 25	7, 70	7, 70	7, 35	10, 55	-	-	-	-
Da	91 a	5, 60	8, 40	8, 40	7, 80	11, 50	-	-	-	-
Da	101 a	5, 95	-	-	8, 15	-	-	-	-	-
Da	111 a	6, 30	-	-	9, 15	-	-	-	-	-
Da	121 a	6, 65	-	-	10, 05	-	-	-	-	-
Da	131 a	7, =	-	-	-	-	-	-	-	-
Da	141 a	7, 35	-	-	-	-	-	-	-	-

ltre 1 150 Km. L. 0,049
g. 1e Km. per l'intero
g. 1e Km. per l'intero
ltre 1 100 Km. L. 0,084
g. 1e Km. per l'intero
ltre 1 150 Km. L. 0,067
g. 1e Km. per l'intero
ltre 1 100 Km. L. 0,115
g. 1e Km. per l'intero
ltre 1 50 Km. L. 0,480
g. 1e Km. per l'intero
ltre 1 50 Km. L. 0,250
g. 1e Km. per l'intero
ltre 1 50 Km. L. 0,662
g. 1e Km. per l'intero

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(al netto della tassa trasporti e dell'imposta sull'entrata)

Tabella I - Servizi continuativi

Percorrenze in Chilometri		autotreni			autocarri			Noto	
		Pesanti	Medi	Pesanti	Medi	Leggeri	Carri	Carri	Carri
Da	I a	1,50	1,70	1,90	2,10	4,75	2,50	4,10	4,10
Da	6 a	1,60	1,80	2,10	2,35	4,=	3,70	7,25	7,25
Da	11 a	1,75	2,=	2,30	2,50	5,25	4,50	10,40	10,40
Da	16 a	2,10	2,55	2,75	3,30	6,50	5,30	13,55	13,55
Da	21 a	2,60	3,10	3,45	4,20	9,=	6,10	19,85	19,85
Da	31 a	3,20	3,75	4,30	5,15	11,50	10,30	-	-
Da	41 a	3,85	4,60	5,55	6,30	14,=	12,50	-	-
Da	51 a	4,20	5,60	6,45	7,70	-	-	-	-
Da	61 a	4,55	6,30	7,45	8,65	-	-	-	-
Da	71 a	4,90	7,=	8,90	9,60	-	-	-	-
Da	81 a	5,25	7,70	9,35	10,55	-	-	-	-
Da	91 a	5,60	8,40	10,80	11,50	-	-	-	-
Da	101 a	5,95	9,10	11,15	12,50	-	-	-	-
Da	111 a	6,30	9,80	12,50	-	-	-	-	-
Da	121 a	6,65	-	-	-	-	-	-	-
Da	131 a	7,=	-	-	-	-	-	-	-
Da	141 a	7,35	-	-	-	-	-	-	-
Il pagamento del		Oltre 1 150 Km. L. 0,049 a g.le Km. per l'intero percorso.	Oltre 1 100 Km. L. 0,084 a g.le Km. per l'intero percorso.	Oltre 1 150 Km. L. 0,067 a g.le Km. per l'intero percorso.	Oltre 1 100 Km. L. 0,115 a g.le Km. per l'intero percorso.	Oltre 1 50 Km. L. 0,480 a g.le Km. per l'intero percorso.	Oltre 1 50 Km. L. 0,250 a g.le Km. per l'intero percorso.	Oltre 1 30 Km. L. 0,662 a g.le Km. per l'intero percorso.	Oltre 1 20 Km. L. 0,662 a g.le Km. per l'intero percorso.

Il pagamento del ritorno a vuoto in l. 6,65 5,70 4,35 3,45 2,50 1,90 1,75 per Km., potrà essere fatto solo se il ritorno a vuoto sia stato debitamente autorizzato dalla competente autorità e comprovato mediante esibizione del foglio di viaggio.

HEADQUARTERS ALLIED CONTROL COMMISSION AHS/dmd 40/3

ARO 394

In reply refer to:
Tn/21/1

19 January 1944

Subject: Road Haulage Rates

To : Colonel S. E. Fitch, Internal Transportation Sub-Commission

1. I enclose copy of the new rates for road haulage approved by Region III.
2. It is not clear if these rates are an increase on the existing rates or not.
3. This list is forwarded as the Internal Transportation Sub-Commission did not figure on the distribution list.


A. H. STREET, D.S.O.
Captain
Internal Transportation
Sub-Commission

7181

2188

Col. Murphy

*COL. DINSMORE
COMMUN. SEC*

REVISED

HEADQUARTERS
REGION 3
ALLIED MILITARY GOVERNMENT
APO 464, U.S. ARMY

SUBJECT: MOTOR TRANSPORT TARIFFS
Province of Avellino Naples &
Benevento.

12 January 1944

TO : SCAO's, Region 3.

1. Few Tariffs are issued as follows:
 - (a) Hourly basis, carburant and lubricant to the charge of the hirer.
 - (b) Hourly basis, carburant and lubricant to the charge of the transporter.
 - (c) Kilometric basis, carburant and lubricant to the charge of the hirer.
 - (d) Kilometric basis, carburant and lubricant to the charge of the transporter.
2. Tariffs (b) and (c) are based on the present prices of L.10,80 per litro for gas, and L.25,00 per litro for oil.
3. All tariffs inconsistent herewith are cancelled.
4. The new tariffs will come into force Monday, 10 January 1944.

DISTRIBUTION

- | | |
|----|-------------------------------|
| 2 | each All SCAO's |
| 3 | A.C.C. |
| 1 | HQ. AMG. 15 Army Group |
| 1 | Base Purchasing Agent, PES. |
| 1 | Ho. 57 Base Area |
| 1 | DDW. (Brit) of AFHG |
| 3 | AFHG - ADV. ADM. ECH. |
| 10 | N.O.I.C. Royal Navy |
| 1 | Adjutant General, Reg. 3. |
| 1 | Agriculture |
| 3 | Trans. Com. & Util. |
| 4 | The Prefect, Naples Provinces |
| 1 | Economics & Supply |
| 1 | Labor Division |
| 1 | Public Safety |
| 1 | Public Relations |
| 4 | HQ. AMG. |

GUY I. WARREN
Lt. Col.,
Director, Economics &
Supply, Region 3.

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HEADQUARTERS
REGION 2
ALLIED MILITARY GOVERNMENT
APO 464, U.S. ARMY

SCHEDULE OF MOTOR TRANSPORT RATES FOR THE PROVINCES OF
AVELINO AND BENEVENTO

CAPACITY OF TRUCK	Minimum Daily Rate		Maximum Daily Rate	
	8 hours Lire 1 Driver 2.	Supplement- ary hours Lire 1 Dr. 2 Dr.	8 hours Lire 1 Dr. 2 Dr.	Supplement- ary hours Lire 1 Dr. 2 Dr.
A Hourly Basis				
Up to 5 quintals.	250	30	300	40
6-10 quintals.	300	30	350	40
11-15 quintals.	350	30	425	40
16-20 quintals.	425	40	475	50
21-25 quintals.	475	40	550	50
26-30 quintals.	550	40	600	50
31-35 quintals.	600	50	650	60
36-40 quintals.	650	50	700	60
41-50 quintals.	700	50	850	60
51-60 quintals.	850	50	975	80
61-70 quintals.	975	50	1125	60
71-75 quintals.	1000	70	1100	80
76-100 quintals.	1100	70	1200	90
101-125 quintals.	1200	80	1275	90
126-150 quintals.	1275	80	1500	100
	1500	100	1750	100
	1750	100	2000	100

Carburent & Lubrificent to the charge of the Transporter	
Up to 5 quintals.	300
6-10 quintals.	380
11-15 quintals.	460
16-20 quintals.	560
21-25 quintals.	650
26-30 quintals.	790
31-35 quintals.	875
36-40 quintals.	970
41-50 quintals.	1080
51-60 quintals.	1250
61-70 quintals.	1400
	1550
	1625
	1700

CAPACITY OF TRUCK	Minimum Daily Rate		Maximum Daily Rate	
	8 hours	Supplementary hours	8 hours	Supplementary hours
	1 Driver 2. 1 Dr. 1 Dr.	1 Dr. 1 Dr.	1 Dr. 2 Dr. 1 Dr. 1 Dr.	1 Dr. 2 Dr. 1 Dr. 1 Dr.
A Hourly Basis				
Up to 5 quintals.	250	30	300	40
From 6-10 quintals.	300	30	350	40
" 11-15 quintals.	350	30	425	40
" 16-20 quintals.	425	40	475	50
" 21-25 quintals.	475	40	550	50
" 26-30 quintals.	550	40	600	50
" 31-35 quintals.	600	50	650	60
" 36-40 quintals.	650	50	700	60
" 41-50 quintals.	700	50	850	60
" 51-60 quintals.	850	50	975	80
" 61-70 quintals.	975	50	1125	80
" 71-75 quintals.		70		90
" 76-100 quintals.	1000	70	1100	90
" 101-125 quintals.	1100	80	1200	100
" 126-150 quintals.	1200	80	1275	100
	1275	100	1500	100
	1500	100	1750	100
	1750	100	2000	100
B Hourly Basis				
Carburent & Lubrificent to the charge of the Transporter				
Up to 5 quintals.	300	30	300	40
From 6-10 quintals.	380	30	460	40
" 11-15 quintals.	460	30	560	40
" 16-20 quintals.	560	40	650	50
" 21-25 quintals.	650	40	790	50
" 26-30 quintals.	790	40	875	60
" 31-35 quintals.	875	50	970	60
" 36-40 quintals.	970	50	1080	60
" 41-50 quintals.	1080	50	1250	70
" 51-60 quintals.	1250	50	1400	70
" 61-70 quintals.	1400	50	1550	80
" 71-75 quintals.		70		90
" 76-100 quintals.	1425	70	1525	90
" 101-125 quintals.	1525	80	1625	100
" 126-150 quintals.	1625	80	1700	100
	1700	100	1950	100
	1950	100	2200	100
	2200	100	2450	100

Basic Prices: Carburent L. 10,80 per litre
Lubrificent " 25,00 " "

17 JAN 1944

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HEADQUARTERS

REGION 3

ALLIED MILITARY GOVERNMENT

SCHEDULE OF MOTOR TRANSPORT RATES FOR THE PROVINCES OF

SARAWAK AND LABUAN

CAPACITY OF TRUCK	Basic rate, (Rate of up to 50 Km.)		Kilometric rates, over 50 Km. per kilometer	
	Minimum	Maximum	Minimum	Maximum
	Lire 1 Driver 2	Lire 1 Dr. 2 Dr.	Lire 1 Dr. 2 Dr.	Lire 1 Dr. 2 Dr.
C Kilometric basis	Carburent & Lubrifiant to the charge of the driver			
	Up to 50.15	240	3.4	4.2
	From 10 "	300	4.2	5.4
	11 - 15 "	360	5.4	6.6
	16 - 20 "	420	6.6	7.8
	21 - 25 "	470	7.4	8.4
	26 - 30 "	520	8.4	9.4
	31 - 35 "	570	9.4	10.4
	36 - 40 "	620	10.4	11.4
	41 - 50 "	720	10.9	12.9
	51 - 60 "	810	12.9	14.7
	61 - 70 "	900	14.7	16.5
	71 - 75 "	910	17.3	18.1
	76 - 100 "	990	18.1	21.7
	101 - 125 "	1030	21.7	23.1
	126 - 150 "	1210	25.1	25.3
	151 - 180 "	1380		
D Kilometric basis	Carburent & Lubrifiant to the charge of the transporter.			
	Up to 50.15	230	4.0	5.4
	From 10 "	300	5.4	7.0
	11 - 15 "	360	7.0	8.6
	16 - 20 "	420	8.6	10.2
	21 - 25 "	480	9.4	11.8
	26 - 30 "	540	11.8	14.0
	31 - 35 "	600	13.2	15.2
	36 - 40 "	660	14.8	16.4
	41 - 50 "	720	16.4	18.0

Basic rate, (Rate of up to 50 Km.)
50 Km. 300 Kilometers

CAPACITY OF

TRUCK

Minimum	Maximum
Like	Like
1 Driver 2	1 Dr. 2 Dr.

Carburent & Lubrificant to the charge of the driver

C Kilometric basis

Up to	Minimum	Maximum
From	Like	Like
5	240	4.2
11	300	5.4
15	360	6.5
20	420	7.8
25	470	9.4
30	520	10.4
35	570	11.4
40	620	12.9
50	720	14.7
60	810	16.5
70	900	18.1
75	990	21.7
100	1030	23.1
125	1210	28.3
150	1360	

D Kilometric basis

Carburent & Lubrificant to the charge of the transporter.

Up to	Minimum	Maximum
From	Like	Like
5	250	4.0
11	300	5.4
15	360	7.0
20	420	8.6
25	480	10.2
30	540	11.8
35	600	13.4
40	660	15.0
50	720	16.6
60	790	18.2
70	860	20.0
80	930	21.8
90	1000	23.6
100	1070	25.4
125	1270	27.2
150	1500	30.0

Basic prices:

Carburent L. 10,80 per litre
Lubrificant " 15,00 "

HEADQUARTERS
REGION 3
ALLIED MILITARY GOVERNMENT

SCHEDULE OF RATES FOR MOTOR TRANSPORT WITHIN THE CITY OF NAPLES.

(Carburent and Lubricant to the charge of the transporter)

CAPACITY OF TRUCK	Minimum daily rate		Maximum daily rate	
	For 8 hrs lire	For 24 hrs. 1 dr. 2 drs.	For 8 hrs. Lire	For 24 hrs. 1 dr. 2 drs.
Up to 5 q. 11	350	30	400	40
From 6 to 10 q. 11	400	30	450	40
11	550	30	600	40
16	600	40	650	50
21	775	40	825	50
26	825	40	875	50
31	1050	50	1075	60
36	1100	50	1150	60
41	1150	50	1275	60
51	1275	50	1400	80
61	1425	50	1550	80
71		70		90
76		80		90
101		80		100
125		100		100
		100		

Trucks of 1 - 50 quintals supplied with driver only.

Trucks of 71 - 150 quintals supplied with a driver and an assistant driver.

For trucks with a capacity of 51 to 70 q. 11 for the supplementary hours the first schedule is applied when the truck carries only the driver; when the truck carries an assistant driver the second schedule is applied.

Base prices:

Carburent L.10.80 p. litro
Lubricant L.25.00 p. litro.

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HEADQUARTERS
REGION 3
ALLIED MILITARY GOVERNMENT

SCHEDULE OF RATES FOR MOTOR TRANSPORT OUTSIDE THE CITY OF NAPLES.

(Carburant and lubricant to the charge of the transporter)

CAPACITY OF TRUCK	Daily Rate for Runs up to 75 Km.			Kilometric Rates exceeding 75 Km.	
	Minimum Lire 1Dr. 2Dr.	Maximum Lire 1Dr. 2Dr.	Minimum Lire	Maximum Lire	
From 1 to 5 q.li	375	450	4.65	5.65	
6 10	450	525	5.65	6.65	
11 15	600	650	7.65	8.35	
16 20	675	750	8.65	9.65	
21 25	850	925	10.65	11.65	
26 30	925	1000	11.65	12.65	
31 35	1150	1225	14.65	15.65	
36 40	1225	1300	15.65	16.65	
41 50	1300	1450	16.35	18.35	
51 60	1450	1600	18.35	20.35	
61 70	1600	1750	20.35	22.35	
71 75	1550	1700	23.00	25.00	
76 100	1700	1850	24.35	27.35	
101 125	1850	1925	27.65	30.65	
126 150	1950	2175	31.00	34.35	
	2200	2425			
	2450	2700			

HEADQUARTERS

REGION 3

ALLIED MILITARY GOVERNMENT

SCHEDULE OF RATES FOR MOTOR TRANSPORT OUTSIDE THE CITY OF NAPLES.

(Carburant and Lubricant furnished by thehiner.)

CAPACITY OF TRUCK	Basic Rates for Runs up to 75 Km.			Kilometric Rates exceeding 75 Km.	
	Minimum Lire 1 dr. 2 dr.	Maximum Lire 1 dr. 2 dr.		Minimum Lire	Maximum Lire
From 1 to 5 q.li	275	340		3.35	4.20
6 to 10	350	425		4.65	5.35
11 15	425	500		5.35	6.35
16 20	500	575		6.35	7.35
21 25	575	650		7.00	8.00
26 30	650	725		8.00	9.00
31 35	725	800		9.00	10.00
36 40	800	875		10.00	11.00
41 50	875	1025		10.65	12.65
51 60	1025	1175	1275	12.65	14.65
61 70	1175	1325	1425	14.65	17.00
71 75			1500	17.35	18.35
76 100			1750	18.35	21.65
101 125			2000	21.65	25.00
125 150			2250	25.00	28.35

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HEADQUARTERS

REGION 3

ALLIED MILITARY GOVERNMENT

SCHEDULE OF RATES FOR MOTOR TRANSPORT WITHIN THE CITY OF NAPLES

(Carburent and lubricant furnished free by the hirer.)

CAPACITY OF TRUCK	Minimum Daily Rate		Maximum Daily Rate	
	For 8 hrs Lire		For 8 hrs Lire	
	ldr.	2drs.	ldr.	2drs.
Up to 5 q.li				
From 6 to 10	250	30	300	40
11 to 15	300	30	350	40
16 to 20	375	30	425	40
21 to 25	425	40	475	50
26 to 30	500	40	550	50
31 to 35	550	40	600	50
36 to 40	600	50	650	60
41 to 50	650	50	700	60
51 to 60	750	50	850	60
61 to 70	850	50	975	60
71 to 75	1000	50	1125	60
76 to 100		1000		80
101 to 125		1100		80
126 to 150		1200		90
		1300		90
		1500		100
		1750		100

Trucks of 1 - 50 quintals supplied with driver only.

Trucks of 71 - 150 quintals supplied with a driver and assistant driver.

For Trucks with a capacity of 51 to 70 q.li for the supplementary hours the first schedule is applied when the truck carries only the driver; when the truck carries an assistant the second schedule is applied.

Base prices:

Carburent L 10,80 p.litro

Lubricant L 25,00 p.litro.

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100-000