

ACC

ACT 105/35A

10000/148/2590

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MAY

10000/148/2590

TARIFF RATES NORTH ITALY
MAY - OCT. 1945

MINISTERO DEI TRASPORTI
 Vicerato Generale M.C.T.C.

To: ALLIED COMMISSION
 Transportation Sub-Commission.

R O M E
 =====

via Veneto

Serv. 30

#8218 - a.g. h. y

Subject: Tariff Rates for Motorbuses -Northern Italy.

This Ministry has considered the instructions sent by the Allied Commission with letter 20 Sept. 1945, in regard to the Tariff Rates of Motorbus Passenger Lines, and acknowledges the adequacy of same which are on the same basis as those of Central and Southern Italy, the only difference being the reduction of 50% for laborers.

We draw your attention only to:

1° The above mentioned reduction of 50% for laborers should be granted in the form of a subscription, as it has always been in the past, owing that this reduction should be granted to the laborers when they are travelling on the bus route to and from their work.

2° The Tariff Rates, as fixed, should be approved, line by line, directly by the Ispettorato Compartimentale M.C., excluding the Comitato Industriale per i Frezzi, as the interference of same would hinder the procedure of each routine, and moreover it would be in contrast with what is being done in the provinces of Central and Southern Italy, for which, the tariff Rates are approved without need of Price Committee's advice, and it is not contemplated in Decree L.L. of the 7 Sept., 1944 n. 344.

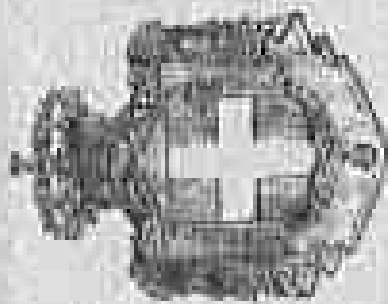
THE MINISTER

112 La Motta

6711

Roma, 22 OTT. 1945

19



Ministero dei Trasporti

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONECON. COMMISSIONE ALLENATA
SOTTOCOMMISSIONE TRASPORTI= R O M A =
Via VenetoServizio 3° = A. G. H. P.
Prot. V. 8218 AllegatoRispostale Foglio N. 3
del

Oggetto Tariffe servizi automobilistici in Alta Italia =

Questo Ministero, esaminate le istruzioni impartite da codesta
On. Commissione con lettera 20 settembre u.s. in ordine alle tariffe
per servizio passeggeri con autobus, riconosce adeguate le tariffe
medesime, le quali sono state stabilite sulle stesse basi di quelle
vigenti nell'Italia centro - meridionale, con la sola variante della
riduzione del 50 % per i viaggi degli operai.

Si osserva soltanto:

1° = La cennata riduzione del 50 % per i viaggi degli operai do-
vrebbe essere accordata sotto forma di abbonamento, in conformità a
quanto è stato praticato in passato, dato che tale beneficio sarebbe
da limitare ai viaggi per raggiungere il posto di lavoro e ritornarne,
e quindi dovrebbe essere valevole sulla sola autolinea congiungente
l'abitazione dell'operaio a detto posto di lavoro.

2° = Le tariffe, entro i limiti fissati, dovrebbero essere appro-
vate, linea per linea, direttamente dagli Ispettorati Compartimentali
della Motorizzazione civile, senza il preventivo esame del Comitato
Industriale per i Prezzi del Nord, dato che l'intervento di detto Co-
mitato ritarderebbe la definizione delle singole pratiche e sarebbe
inoltre in contrasto con quanto viene fatto per le provincie dell'Ita-
lia centro - meridionale, per le quali le tariffe vengono approvate
senza sentire preliminarmente il Consiglio Interministeriale dei Prezzi

Decreto 30 = 2.5.44
Prot. N. 8218 Allegato

Proposta di legge
del

Oggetto Tariffe servizi automobilistici in Alta Italia =

Questo Ministero, esaminate le istruzioni impartite da codesta
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lia centro - meridionale, per le quali le tariffe vengono approvate
senza sentire preliminarmente il Consiglio Interministeriale dei Prez-
zi, il cui avviso non è richiesto in base al Decreto Legislativo Lue-
gotenzenziale 7 settembre 1944, n° 344.

IL MINISTRO

Ugo da Palma

CWGT/CBL

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

14

REF

SUBJECT

TO

AC/ 35/14 /Tns

:- Rates for Hire of ISR Road Transport
:- Transportation Sub-Commission
(Rail Division)

22 October '45

Reference your AC/74/Tn4 dated 30 September '45.

- 1.- These Trucks were handed over to the Italian State Railways primarily for freight haulage to supplement existing Rail services .
- 2.- If the Italian State Railways are able to divert some of their trucks for use by contractors the arrangements made as between the Italian State Railways and the contractors are not the affair of A.C.
- 3.- The contractors have their own remedies if they consider they are over charged and as to POL, the issue to the Italian State Railways is for their use for services supplementing Rail services and not for the use of contractors .

4 Capt- Cantor's letter is returned herewith.

FOR THE DIRECTOR

CWC.TAYLOR
Major RA.

6708

27/23

Ministry of Transports
I S R Equipment and Traction Service
Liaison Office - Rome

Rome, 25 Sept. 1943
TV NR 310 4 / *See 6588/3*
Re: IS/345/Tr 3 of 4 last

~~XXXXXXXXXXXXXX~~

Subject: 1 1/2 tons. trucks turned over to I.S.R.

Mr. Frank Upman Jr.
Director Tn. Sub Commission
Hqs. A.C.

Rome

Out of the 1600 trucks now being turned over to ISR, 1030 will be assigned to freight movements and 570 to ISR purposes, such as rehabilitation of lines, repair of plants, recovery of materials, etc. When delivery will be completed, the total distribution of these trucks will be as follows:

	for ISR purposes	for freight movement
Traction Service	33	=
PAE Service	3	=
Stores Service	51	=
"Gestione Provvida"	5	=
Torino Compartimento	30	60
Lilano	70	60
Genova	40	60
Trieste	=	50
Bologna	50	-95
Verona	30	65
Venezia	40	70
Firenze	65	185
Rome	45	130
Ancona	40	55
Napoli	20	100
Bari		
		6706

U o m e

Out of the 1800 trucks now being turned over to ISR, 1030 will be assigned to freight movements and 570 to ISR purposes, such as rehabilitation of lines, repair of plants, recovery of materials, etc. When delivery will be completed, the total distribution of these trucks will be as follows:

	for ISR purposes	for freight movement
Traction Service	33	=
PAO Service	3	=
Stores Service	31	=
"Gestione Provvida"	5	=
Torino Compartimento	50	60
Milano	70	60
Genova	40	60
Trieste	=	50
Bologna	50	95
Verona	30	85 6706
Venezia	40	70
Firenze	65	185
Roma	45	130
Ancona	40	55
Napoli	20	100
Bari	20	50
Reggio C.	7	=
Palermo	=	50
Delegazione di Cagliari	1	=
Total	570	1030

The Director General
Di Raimondo

ca ng 25/9



MINISTERO DEI TRANSPORTI
DELL'E COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Servizio Materiale e Trazione

Rosario di Calcestruzzo - Roma

OGGETTO

Autocarri da Pom. IX
ceduti alle F.S.

ALLEGATI:

Roma, 11 SET. 1945

194 - A

N. IV. NR. 310.4/10096588/3

Al NAC/345/En5 del 4 U.S.

Sig. FRANK UPMAN JR
Direttore Sotto Commissione Trasporti
Sede Centrale Commissione Alleata

R C M A

I 1600 autocarri americani in corso di consegna alle F.S. verranno esibiti per 1030 al trasporto merci e per 570 ai bisogni interni della nostra Amministrazione, ripristino linee, riparazione impianti, recupero materia li ecc. A consegna ultimata la loro ripartizione risulterà la seguente:

	per bisogni di servizio	per trasporto merci
Servizio Trazione	33	-
Servizio P.A.S.	3	-
Servizio Approvvigionamenti	51	-
Gestione Provvide	5	-
Compartimento Torino	50	60
" Milano	70	67
" Genova	40	60
" Trieste	-	50
" Bologna	50	95
" Verona	30	65
" Venezia	40	70

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Compartimento Firenze	65	185
" Roma	45	130
" Ancona	40	55
" Napoli	20	100
" Bari	20	50
" Reggio C.	7	-
" Palermo	-	50
Delegazione di Cagliari	1	-
Totale N.	570	1030

IL DIRETTORE GENERALE

Ud. P. P. P. P. P.

Om.

HEADQUARTERS ALLIED COMMISSION
ADVANCE PRICE OFFICE

25 September 1945

SUBJECT: Bus Passenger Tariff Rates

TO : North Italy Price-fixing Board

1. This office has just received an urgent letter from AC Headquarters in Rome asking for immediate consideration of a regulation providing bus passenger rates for North Italy. The Transportation Sub-Commission of that Headquarters recommended the adoption of the new passenger bus tariff now effective in areas under control of the Italian Government.

2. In Italian Government Territory a uniform tariff dated 7 September 1944, published under Legislative Decree No. 344 in the Gazzetta Ufficiale dated 5 December 1944 is in operation. 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 H. M. The average charge approximates 1.50 lire per passenger Km. No workmen's fares are included. By Decree of the Minister of Transport, dated 18 May 1945 the charges in each schedule were increased by 80% on the grounds of increased operating costs. Copies of both Decrees are attached.

3. It is the proposal of the Transportation Sub-Commission to introduce the tariff in Decree No. 344, plus the 80% increase, throughout North Italy by a Deliberation of the North Italy Price-fixing Board, in order to obtain uniformity of bus fares throughout Italy. In addition it is suggested that workmen's fares should be included on the basis of 50% normal fares during specified early morning and late afternoon hours. It will be necessary for the Price Board to define the hours during which workmen's fares should be available. This tariff approximates that proposed by the Ispettorato Compartimentale di Milano (attached), and has been approved by all AMG Regional Transportation Offices, and also by the Ministry of Transport in Rome.

4. At the present time no uniform tariff is in operation in North Italy. The Price Board can well understand the advantages of having one uniform tariff rate throughout the entire nation.

5. You are instructed to give prompt attention to this proposal as it is desired to put a revised schedule of bus fares into operation quickly. A copy of this letter is being sent to the Industrial Council and it is suggested that you contact both the Council and the interested sub-committees promptly for their re-

2. In Italian Government Territory a uniform tariff dated 7 September 1944, published under Legislative Decree No. 344 in the Gazzetta Ufficiale dated 5 December 1944 is in operation. 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 H. 7. The average charge approximates 1.50 lire per passenger Km. No workmen's fares are included. By Decree of the Minister of Transport, dated 18 May 1945 the charges in each schedule were increased by 60% on the grounds of increased operating costs. Copies of both Decrees are attached.

3. It is the proposal of the Transportation Sub-Commission to introduce the tariff in Decree No. 344, plus the 60% increase, throughout North Italy by a Deliberation of the North Italy Pricing Board, in order to obtain uniformity of bus fares throughout Italy. In addition it is suggested that workmen's fares should be included on the basis of 50% normal fares during specified early morning and late afternoon hours. It will be necessary for the Pricing Board to define the hours during which workmen's fares should be available. This tariff approximates that proposed by the Inspectorato Compartimentale di Milano (attached), and has been approved by all ANO Regional Transportation Offices, and also by the Ministry of Transport in Rome.

8704

4. At the present time no uniform tariff is in operation in North Italy. The Price Board can well understand the advantages of having one uniform tariff rate throughout the entire nation.

5. You are instructed to give prompt attention to this proposal as it is desired to put a revised schedule of bus fares into operation quickly. A copy of this letter is being sent to the Industrial Council and it is suggested that you contact both the Council and the interested sub-committees promptly for their recommendations.

Chief, Price Office

cc: Economic Section, Rome

Col. Harris, Milan

Col. Fernyhough, Transportation S/C, Rome

North Italy Industrial Council

K.E. Stauffer

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GF/gbl

7. 11

20 September 1945

EXT :- 566
REF :- AO/35 A/11/Tn5
SUBJECT :- Tariff Rates for Passenger
Bus Services in A.E.G. Territory
TO :- Transportation Section
Office of the Representative of the
Chief Commissioner,
H.Q. Allied Commission, MILAN
(Attn Lt. Col. Harris)

1. On 2 May 1945 Economic Section recommended a rate of .75 lire per passenger km. in A.E.G. Territory in their letter 15.11/25 addressed to Regional Commissioners. This rate has since been proved too low based on present operating costs, with the result that higher rates are being charged in all Regions, while no uniform tariff is in operation throughout A.E.G. Territory.
2. The Ispettorato Compartimentale di Milano of the Ministry of Communications proposed, in their letter 5356 of 23 June '45, addressed to the Ispettorato Generale A.E.G. in Rome, that rates be raised due to increased cost of P.O.L. and methane and higher wages. The tariff proposed was :

1.50 lire per passenger km	on the plain
2.0 "	" " hills & mountains
0.35 to 0.50 "	" " for workmen's fares . .
3. In Italian Government Territory a uniform Tariff dated 7 September 1944, published under Legislative Decree No 344 in the Gazzetta Ufficiale dated 5 December '44, is in operation. The tariff is comprised of three schedules which provide for differences in road surface and hilliness roads and are based on a sliding scale built up according to mileage and H.P. The average charge approximates to 1.50 lire per passenger km. No workmen's fares are included.

- 1 -

By Decree of the Minister of Transport, dated 30 May '45, the charges in each schedule were increased by 80% on the grounds of increased operating costs. Copies of both Decrees are attached.

4. It is proposed to introduce the Tariff in Decree N° 344, plus the 80% increase, throughout A.M.G. Territory by General Order, in order to obtain uniformity of bus fares throughout Italy. In addition it is suggested that workmen's fare should be included on the basis of 50% normal fares during specified early morning and late afternoon hours. This tariff approximates to that proposed by the Ispettorato Compartimentale di Milano.
5. The proposal was submitted to all A.M.G. Regional Transportation Officers in our letter 10/35 A/7/En5 dated 18 July '45. Replies have been received from all Regions & it is the consensus of opinion that the new tariff should be introduced. The matter has also been discussed with the Minister of Transport who is in complete agreement with the scheme.
6. Before the new tariff can be put in effect it must be submitted to the North Italy Industrial Price Fixing Board in Milan for approval. It is requested that you will refer the proposal to the Board as soon as possible and notify their agreement, or alternatively any alterations or amendments to the tariff which the Board recommend. The Board should also be asked to define the hours during which workmen's fares shall be available.
7. Will you please treat this as a matter of urgency as it is desired that the revised bus fares shall be in operation before the withdrawal of A.M.G. from North Italy.

By Command of REAR ADMIRAL STONE

G. FLEMING
Lt. Col. R.A.

6701

Copy to: Economic Section
Minister of Transport
North Div. (Roads)

ALLIED MILITARY GOVERNMENT
AOSTA PROVINCE

Rec'd
HQ Piemonte Reg. AMG
Date 8/13/45
No _____

13 AUGUST, 1945

File AO/2201

Subject :Tariff Rates for Passenger Bus Service in AMG Territory.
To :The Regional Transport Officer, Piemonte Region, AMG.

1. Reference letter file 35A/7/Tn5 dated 18 July 45, subject as above.
2. It is felt there that the three schedules are definitely necessary and should be kept as they are or raised slightly. The present tariff seems rather low as outlined. Due to the hilly condition in this province and the bad facilities for maintenance, the three schedules should be used. It is felt that schedules "B" and "C" will apply here.
3. On the subject of workmen's tickets, it is not understood from the covering letter whether or not they are to be paid for by the workman, his company, or both. Local authorities agree that the workman should not be charged more than 30% of the total. Definitely a very low rate should be set.
4. Based on the Decree 344 tariff, the cost of a bus ticket from here to Turin would be about 156 Lira. This seems very low in view of other prices. The blackmarket price of bus tires, for instance, is about 125,000 Lira. The 20% increase is recommended.

George F. Christians
GEORGE F. CHRISTIANS
WOJG USA
PTO 6700

ALLIED MILITARY GOVERNMENT

TURIN PROVINCE

Provincial Transportation Office
Via San Francesco da Paola 28
Turin

TPT/13/32

14 August 1945

SUBJECT: Tariff Rates for Passenger Bus Service

TO : Regional Transportation Office, Piemonte Region A.M.G.

1. Reference your letter PR/RT/258/28 dated 8 August, 1945.

2. There is in operation in this province a tariff rate for Bus Service that is slightly higher than the suggested rate, the tariff used is:

- (a) Hilly roads with bad maintenance - 3 Lire per Km.
- (b) Level roads with bad maintenance
and good hilly roads - 2,50 L. per Km.
- (c) Good level roads - 2 Lire per Km.

3. In reply to your request in Paragraph 5:

- (a) This office considers it necessary to have a tariff divided into types of road, as this part of Italy has all types of roads, mountains and plains.
- (b) Workmans tickets should be 50% of the regular rates.
- (c) Recommend that the 80% increase be applied in the North at least for a few months until the lines have begun operating more efficiently and more Busses have been put into operation.


ROBERT R. JOHNSON
1st LT. F.A.

PROVINCIAL TRANSPORTATION

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- (b) Level roads with bad maintenance
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- (c) Good level roads - 2 Lire per Km.

3. In reply to your request in Paragraph 5:

- (a) This office considers it necessary to have a tariff divided into types of road, as this part of Italy has all types of roads, mountains and plains.
- (b) Workmans tickets should be 50% of the regulated rates.
- (c) Recommend that the 80% increase be applied in the North at least for a few months until the lines have begun operating more efficiently and more Busses have been put into operation.


ROBERT H. JOHNSON
 1st LT. F.A.
 PROVINCIAL TRANSPORTATION
 OFFICER

HEADQUARTERS
NOVARA PROVINCE
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT
APO 394

Novara, 14 August 1945

Ref. : RD/TS/55
Subject: Tariff Rates for Passenger Bus Service in
A.M.C. Territory.
To : Major Saunders, R.T.O.

1. - Reference Your Memo dated 8 August 1945.
2. - After a careful study of schedules A, B and C by the undersigned and Ing. Gaifani who is Chief Inspector of all bus services, it is suggested that it would be more practical to retain tariffs A, B and C instead of one tariff based on an average of the three.
3. - A 50 % reduction on the official tariffs for workmen's tickets would be in order.
4. - An 80 % increase on the charges in each schedule could be justified, due to high cost of operation, such as scarcity of tires, spare parts and high wages.

6698
Lachar W. Sautier
Capt. L. W. Sautier
Trans. Officer

PROVINCIAL HEADQUARTERS ALLIED MILITARY GOVERNMENT CUNEO

SUBJECT: Tariff rates for bus service
TO: REGIONAL TRANSPORTATION OFFICER
PIMONTE REGION A.M.G.

Ref: CEF/ RI/ 84. 8

Date: 20th August 1945

Ref. your letter of 8/ 8/ 45 and attached letter from Transportation Sub Commission, Subject: " Tariff Rates for Passenger Bus Service in A. M. G. territory ".

Comments on the proposal re. para. 5 follow :

a) - Schedules A, B. & C. are considered necessary i.e.
A = Level roads with good maintenance ; B= Level roads with bad maintenance or hilly roads with good maintenance ;
C = Hilly roads with bad maintenance.

As the greater part of this Province grades from hilly to mountainous and the remainder is flat, a different scale is considered necessary.

b) - A charge of 50 % is considered just for workmen.

c) - In discussing the rates with the Ispettorato della Motorizzazione Civile and Autobus Operators they recommend for A = 2 Lire / Km. ; for B = 2,50 Lire / Km. ; for C = 3 Lire / Km.



M. A. D.
M. A. DICKENS Capt.
Prov. Tptn. Officer
A.M.G. CUNEO PROVINCE

8697

ALLIED MILITARY GOVERNMENT
PROVINCE OF VERCELLI
TELEPHONE NOS. 2490 - 1 - 2 - 3 - 4

DEPARTMENT

Transportation Section

VERCELLI,

August, 20th

1945.

Ref. : V/tp/12

Subject: Tariff Rates for Passenger Bus Service in
A.M.G. Territory.

To : Major R.W. Saunders, R.T.O. Turin

1. Reference Your Memo dated 8 August 1945.
2. After a careful study of schedules A, B and C by the undersigned and Ing. Antoni who is Chief Inspector of all bus service, it is suggested that it would be more practical to retain tariffs A, B and C instead of one tariff based on an average of the three.
3. A 50% reduction on the official tariffs for workmen's tickets would be in order.
4. An 80% increase on the charges in each schedule could be justified, due to high cost of operation, such as scarcity of tires, spare parts, and high wages.

Zachary M. Santini
Capt. Zachary M. Santini
Trans. Officer

6690

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
TRANSPORTATION SECTION

August 21st. 1945.

Tel: 28771.
Ref: Lig/Tran/224.
Subject: Tariff Rates for Passenger Bus Service.

To Headquarters, Allied Commission,
Transportation Sub-Commission.

1. - Reference your AC/35/A/9/Tn5 of 18 July. Para 5.

2. - It is considered that schedules A. B. and C. are unnecessary. A schedule similar to the tariff quoted in Para 1 of your letter would be more practical.

3. - The Genoa Compartment of the Ministry of Communication have made an application to increase their rates as follows:

2.-	Lire	per	passenger	per	Km.	on	the	plain.
2.50	"	"	"	"	"	"	"	hills and mountains.
.75	"	"	"	"	"	"	"	for workers tickets.

It should be borne in mind that Liguria Region is mostly hilly or mountainous.

4. - This application although higher than the Milan proposal is lower than the tariff published under decree No. 344 plus 80% increase.

For the Regional Commissioner.

E. W. *[Signature]*
Regional Transportation Officer.

EWV.FM

6695

HEADQUARTERS
VENEZUELA REGION

Allied Military Government
Transportation Division
APO 394

10 August 45

TO :- HQ Allied Commission
Attention Transportation S/C

SUBJECT :- Rates - Passenger Bus Services - AMG Territory

FILE NO. :- RXII/TN/11.16.

1. Year 35A/7/Tn5 dated 18 July 45.

2. Those interested in passenger traffic in this Region have been contacted and the following is a summary of opinions:-

a) Put into effect all three schedules, or as a second preference operate on schedules "B" and "C".

b) Workmen tickets at half price, subject to the following stipulations:-

(i) Tickets only issued on lines operating two or more round trip services daily.

(ii) Valid during specified early morning to late afternoon hours.

(Note: It has been suggested that students be granted same rates as workmen).

c) It is thought that the 80% increase is justified when the round trip exceeds 100 km., but not on shorter runs.

6694

[Handwritten signature]

1. Your 354/7/Tn5 dated 18 July 45.

2. Those interested in passenger traffic in this Region have been contacted and the following is a summary of opinions:-

a) Put into effect all three schedules, or as a second reference operate on schedules "B" and "C".

b) Workmen tickets at half price, subject to the following stipulations:-

(i) Tickets only issued on lines operating two or more round trip services daily.

(ii) Valid during specified early morning to late afternoon hours.

5594

(Note: It has been suggested that students be granted same rates as workmen).

c) It is thought that the 50% increase is justified when the round trip exceeds 100 km., but not on shorter runs.

J. S. Woodger
cc.

J.S. WOODGER
Colonel
REGIONAL TRANSP. OFFICER

ADMINISTRATIVE ALLIED COMMISSION
 475 594
 TRANSPORTATION SUB-COMMISSION

27/59

Ref: 384/7/75

18 July 1948.

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 18.11/58 dated 6 May 1948. 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
 0.55 to 0.80 lire per passenger km. for workers tickets

3. 2. In Italian Governmental 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 H.P. The average charge approximates to 1.50 lire per passenger km. No workmen's fares are included. By an Order of the Minister of Transport dated 20 May 1948, the charges in each schedule were increased by 50% on the grounds of increased operating costs. *Both of both decrees are attached.*

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

It is not intended that the 50% increase, applicable in Italian Governmental Territory, shall be added since operating costs have passed the peak now and can be expected to fall with a longer supply of tyres and spare parts becoming available. Without the increase the tariff approximates to the charges proposed in para. 1. 6693

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 60% 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 change should be made for workers' tickets?
- (c) Is the 60% increase justified?

By command of your General Officer:

[Signature]
 S. FORTKINS
 Lt. Colonel, A.S.

DISTRIBUTION

REGIONAL OVERSIGHT:
 AMT. LIAISON OFFICE
 PERMANENT " "
 MEMPHIS " "
 VALENTIA " "
 KATIA " "

cc: G-3, 10th Army Group
 G.S.A.S. 8th Army
 G.S.A.S. 4 Corps
 Economic Sec. (Vice Office)
 Transportation S/C (S)

6692

LIEUTENANT OF THE REALM'S LEGISLATIVE DECREE
7 SEPTEMBER 1944 - No 344

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

HUBERT OF SAVOY
PRINCE OF PIEMONTE

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, trams, 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 promulgate 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

By virtue of the authority delegated to us:
 Considering the unified text of laws concerning railways granted to private enterprises, tramways, and motor vehicles, approved by R. Decree 9 May 1912, No 1447 and later amendments;
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 Considering Art. 4 of Lieutenant's law-decree 25 June 1944 No 151
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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

HUBERT OF SAVOY
 BONOLLI-CERABONA-SOLIRI-SICLIENI-
 GRONCHI

LIEUTENANT OF THE REALM'S LEGISLATIVE DECREE
7 SEPTEMBER 1944 - No 344

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

HUBERT OF SAVOY
PRINCE OF PIEMONTE

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, traways, and motor vehicles, approved by R.Decree 9 May 1942, 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;
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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 perio-

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:

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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.

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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

HILBERT OF SAVOY
BONOLTI-CERABONA-SOLIRI-SICILIENTI -
GRONCHI

SCHEDULE 4

TARIFF FOR PASSENGER - KILOMETRE

No Line	Average daily distance	Level roads with good maintenance				
		Up to 19	20-26	27-32	33-38	39-45
1	Up to 20 Kms	2,63	2,37	2,25	2,17	2,12
2	From 21 to 30	2,33	2,12	2,02	1,95	1,90
3	From 31 to 40	1,99	1,83	1,75	1,70	1,66
4	From 41 to 50	1,80	1,67	1,61	1,56	1,52
5	From 51 to 60	1,67	1,57	1,51	1,47	1,43
6	From 61 to 70	1,59	1,50	1,45	1,41	1,37
7	From 71 to 80	1,53	1,45	1,40	1,36	1,32
8	From 81 to 90	1,48	1,41	1,36	1,33	1,29
9	From 91 to 100	1,45	1,36	1,33	1,30	1,27
10	From 101 to 110	1,42	1,35	1,31	1,28	1,25
11	From 111 to 120	1,39	1,33	1,29	1,26	1,23
12	From 121 to 131	1,37	1,31	1,27	1,24	1,21
13	From 131 to 140	1,35	1,29	1,26	1,23	1,20
14	From 141 to 150	1,33	1,28	1,25	1,22	1,19
15	Over 150 Kms(2)	1,32	1,27	1,24	1,21	1,18

(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 shown on line No 15 may be increased up to a maximum of 30%

Transport of Luggage

31 to 40	1,99	1,83	1,75	1,70	1,60	1,52
From						
41 to 50	1,80	1,67	1,61	1,56	1,52	1,49
From						
51 to 60	1,67	1,57	1,51	1,47	1,43	1,40
From						
61 to 70	1,59	1,50	1,45	1,41	1,37	1,34
From						
71 to 80	1,53	1,45	1,40	1,36	1,32	1,29
From						
81 to 90	1,48	1,41	1,36	1,33	1,29	1,26
From						
91 to 100	1,45	1,38	1,33	1,30	1,27	1,24
From						
101 to 110	1,42	1,35	1,31	1,28	1,25	1,22
From						
111 to 120	1,39	1,33	1,29	1,26	1,23	1,20
From						
121 to 130	1,37	1,31	1,27	1,24	1,21	1,18
From						
131 to 140	1,35	1,29	1,26	1,23	1,20	1,17
From						
141 to 150	1,33	1,28	1,25	1,22	1,19	1,16
From						
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 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 ERIBONA

SCHEDULE B

TARIFF PER PASSENGER - KILOMETRE

No	Average Line daily distance	Level Road with bad maintenance or hilly road with good maintenance					
		Up to 19 HP (1)	HP 20-26	HP 27-32	HP 33-38	HP 39-43	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

6689

(Footnotes as per Schedule A)

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
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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 times(2)	1,40	1,35	1,32	1,29	1,25	1,22

6689

(Footnotes as per Schedule A)

0.868

SCHEDULE C

TARIFF PER PASSENGER - KILOMETRE

No Line	Average daily distance	Hilly Road with bad maintenance					
		Up to 19 ⁰ HP	HP 20-26	HP 27-32	HP 33-38	HP 39-45	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	From 31 to 40	2,16	2,-	1,92	1,56	1,82	1,76
4	From 41 to 50	1,97	1,84	1,76	1,72	1,66	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
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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 Yrs(2)	1,49	1,44	1,41	1,37	1,34	1,31

(Footnotes as per SCHEDULE A)

The Minister of Communications

CERABONA

Roma, 30 maggio 1945

MINISTERO DEI TRASPORTI
Ispettorato Generale della Moto-
rizzazione Civile e dei Tra-
sporti in concessione

AGLI ISPETTORATI COMPARTIMENTALI
TALI M.C.T.C.

Servizio 3° = AG. 47 = All. 1.

N° 3493

OCCORRENZA: Tariffe autolinee.

CIRCOLARE =

Con Decreto Ministeriale 18 maggio u.s. n° 1821, registrato alla Corte dei Conti il 23 stesso mese Reg. 1 foglio 142, di cui si unisce copia, è stata aumentata, nella misura dell'80%, la tariffa unica nazionale per i pubblici autoservizi di linea per trasporto di persone, approvato con Decreto Legislativo Luogotenenziale 7 settembre 1944, n° 344.

L'aumento in parola, come è ben precisato nel Decreto, si riferisce ai limiti massimi stabiliti col Decreto Legislativo anzidetto, e non alle tariffe attualmente in vigore sui singoli servizi; sicchè la misura degli aumenti eventualmente da accordare va esaminata caso per caso, in relazione agli effettivi oneri di esercizio facenti carico a ciascuna Impresa e in maniera da non superare il cennato nuovo limite.

Il menzionato Decreto Ministeriale aumenta inoltre da L. 0,025 a L. 0,05 per chilogrammo chilometro la tariffa stabilita per il trasporto dei bagagli col Decreto legislativo del 7 settembre 1944.

Circa le modalità di applicazione delle nuove tariffe si fa riferimento a quanto disposto con circolare 19 dicembre 1944, n° 2980.

Nell'occasione si richiama l'attenzione degli Ispettorati compartimentali sul fatto che numerosi concessionari hanno già aumentato, di propria iniziativa, le tariffe precedentemente approvate a norma del ripetuto Decreto Legislativo, e ciò specialmente per il trasporto dei bagagli, per i quali vien fatto inoltre pagare il trasporto anche sui primi dieci chilogrammi, che devono invece essere trasportati gratuitamente.

Pertanto in tutti i casi in cui risultino applicate tariffe superiori a quelle consentite dagli aumenti ora autorizzati, gli Ispettorati compartimentali inviteranno le Imprese a ridurre subito le tariffe - e a mantenerle anche in seguito - entro la misura ammessa dai sopra richiamati Decreti.

In caso d'inadempienza saranno senz'altro adottati i provvedimenti di rigore previsti dalla legge.

Chilometri =

Con Decreto Ministeriale 18 maggio u.s. n° 1821, registrato alla Corte dei Conti il 23 stesso mese Reg. 1 foglio 142, di cui si unisce copia, è stata aumentata, nella misura dell'80%, la tariffa unica nazionale per i pubblici autoservizi di linea per trasporto di persone, approvato con Decreto Legislativo Luogotenenziale 7 settembre 1944, n° 344.

L'aumento in parola, come è ben precisato nel Decreto, si riferisce ai limiti massimi stabiliti col Decreto Legislativo anzidetto, e non alle tariffe attualmente in vigore sui singoli servizi; sicchè la misura degli aumenti eventualmente da accordare va esaminata caso per caso, in relazione agli effettivi oneri di esercizio facenti carico a ciascuna Impresa e in maniera da non superare il cennato nuovo limite.

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Circa le modalità di applicazione delle nuove tariffe si fa riferimento a quanto disposto con circolare 19 dicembre 1944, n° 2980.

Nell'occasione si richiama l'attenzione degli Ispettorati competenti sul fatto che numerosi concessionari hanno già aumentato, di propria iniziativa, le tariffe precedentemente approvate a norma del ripetuto Decreto Legislativo, e ciò specialmente per il trasporto dei bagagli, per i quali vien fatto inoltre pagare il trasporto, anche sui primi dieci chilogrammi, che devono invece essere trasportati gratuitamente.

Pertanto in tutti i casi in cui risultino applicate tariffe superiori a quelle consentite dagli aumenti ora autorizzati, gli Ispettorati competenti inviteranno le Imprese a ridurre subito le tariffe - e a mantenerle anche in seguito - entro la misura ammessa dai sopra richiamati Decreti.

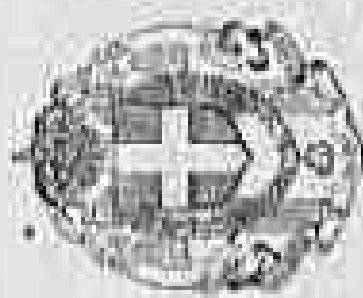
In caso d'inadempienza saranno senz'altro adottati i provvedimenti di rigore previsti dalla legge.

Per copia conforme;
IL CAPO SERVIZIO REGGENTE

IL MINISTRO
F.to Cerabona

J. Ceram

1.64 239



Ministero delle Comunicazioni

ISPettorato GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Roma 19 *4*

M

Divisione

Gen.

Dist. N. 2

Allegato

Prospettiva del

Gen. Gen. N. 2

OGGETTO

IL MINISTRO SEGRETARIO DI STATO
PER I TRASPORTI

VISTO il Decreto Legislativo Luogotenenziale 7 settembre 1944, n° 344, col quale le tariffe degli autoservizi pubblici di linea per trasporto di persone sono state unificate e fissate, fino a sei mesi dopo la cessazione dello stato di guerra, nei massimi indicati nelle tabelle A, B e C, allegate al Decreto medesimo;

VISTO l'art. 3 del Decreto sopracitato, col quale il Ministro dei Trasporti è stato autorizzato ad apportare modificazioni alle tariffe stesse in base a revisioni periodiche dei costi di esercizio;

RITENUTO che dal settembre 1944 ad oggi i costi di esercizio delle pubbliche autolinee hanno subito notevoli aumenti per cui si rende necessario far luogo ad un adeguamento delle tariffe per compensare le maggiori spese;

D E C R E T A :

ARTICOLO 1 - I limiti massimi delle tariffe delle pubbliche autolinee per trasporto di persone, indicati nelle tabelle A, B e C, allegate al Decreto Legislativo Luogotenenziale 7 settembre 1944, n° 344, sono aumentati nella misura dell'80%.

ARTICOLO 2 - La tariffa per trasporto bagaglio di cui alla lettera b) dell'annotazione posta in calce alle tabelle richiamate nel precedente articolo sono aumentate da L. 0,035 a L. 0,05 per chilogrammo chilometro.

Roma, 13 maggio 1945

IL MINISTRO
F.to Cerabona

Registrato alla Corte dei Conti
Addì 23 maggio 1945
BILANCIO COMUNICAZIONI
Reg.n. 1 I. M.T.C. Fogl. n. 142
F.to Casaburi

VISTO il Decreto Legislativo Luogotenenziale 7 settembre 1944, n° 344, col quale le tariffe degli autoservizi pubblici di linea per trasporto di persone sono state unificate e fissate, fino a sei mesi dopo la cessazione dello stato di guerra, nei massimi indicati nelle tabelle A, B e C, allegate al Decreto medesimo;

VISTO l'art. 3 del Decreto sopracitato, col quale il Ministro dei Trasporti è stato autorizzato ad apportare modificazioni alle tariffe stesse in base a revisioni periodiche dei costi di esercizio;

RITENUTO che dal settembre 1944 ad oggi i costi di esercizio delle pubbliche autolinee hanno subito notevoli aumenti per cui si rende necessario far luogo ad un adeguamento delle tariffe per compensare le maggiori spese;

D E C R E T A :

ARTICOLO 1 - I limiti massimi delle tariffe delle pubbliche autolinee per trasporto di persone, indicati nelle tabelle A, B e C, allegate al Decreto Legislativo Luogotenenziale 7 settembre 1944, n° 344, sono aumentati nella misura dell'80%.

ARTICOLO 2 - La tariffa per trasporto bagaglio di cui alla lettera b) dell'annotazione posta in calce alle tabelle richiamate nel precedente articolo sono aumentate da L. 0,025 a L. 0,05 per chilogrammo chilometro.

Roma, 13 maggio 1945

IL MINISTRO
F.to Cerabona

Registrato alle Corte dei Conti
Addì 23 maggio 1945

BILANCIO COMUNICAZIONI

Reg.n.1 I. M.T.O. Fogl. n.142

F.to Casaburi

Per copia conforme:

IL CAPO SERVIZIO REGISTRI

HEADQUARTERS ALLIED COMMISSION
APO 394
LEGAL SUB-COMMISSION

12
73544
/lc.
12 July 1945.

AC/4010/4/L.

SUBJECT : Bus Fares - AMG Territory.

TO : Transportation Sub-Commission - Roads Division.

1. Reference your AC/35/41/Tn5 dated 10 July 1945.

2. The national Tariff for public bus services, contained in the Legislative Decree of the Lieutenant General N°344 dated 7 Sept. 1944 published in Official Gazette N°90 dated 5 Dec. 1944 has been amended according to an advice of Ministero di Trasporti by a Ministerial Decree dated 18 May 45. This decree has not yet been published in the Official Gazette but a circular thereon has been distributed to the authorities concerned by the Ministero dei Trasporti. A copy of Ministerial Decree may be obtained at the Ministero dei Trasporti, Dott. De Cupis' Office.

M.O.T.

G. G. Hannaford

G. G. HANNAFORD,
Lt. Col.
Officer i/c Italian Branch,
for Chief Legal Advisor.

6686

Tel. 566

TRANSPORTATION SUB-COMMISSION
Roads Division

GE/ep

Ref: AC/55/41/Tn5

10 July 1945.

SUBJECT: Bus Fares - AMG Territory.

TO : Legal Sub-Commission.

1. Reference your AC/4010/4/L dated 26 June 1945.

2. It is requested that you will state whether the National tariff for public bus services, included in the Legislative Decree No. 344 dated 7 September 1944, published in the Gazzetta Ufficiale dated 5 December 1944, has been amended or altered by any subsequent decree or notice.

3. Consideration is being given to the possibility of introducing bus fares according to the above tariff in AMG territory in order that uniform charges shall apply throughout Italy.

For the Director:


G. FENNYNOUGH
Lt. Colonel, R.A.

6685

HEADQUARTERS ALLIED COMMISSION
APC 394
TRANSPORTATION SUB-COMMISSION

CF/ep

Ref: AC/36/40/Tn5

10 July 1945

SUBJECT: Tariff Rates for Passenger Bus Services.

TO : Regional Commissioner - LOMBARDIA Region
(Att: Regional Transportation Officer)

1. Reference is made to your letter TH/165/144 dated 7 July 1945.
2. Consideration is being given to the possibility of introducing the National tariff for bus services included in Legislative Decree No. 344 dated 7 September 1944, now operative in Italian Government Territory. This tariff provides for a sliding scale of charges according to horsepower of the bus and length of journey. The average charge is approximately 1.5 lire per passenger kilometer.
3. It would be of assistance if you would forward the figures from the Ministro delle Comunicazioni justifying the proposed increase in bus fares.

By Command of Rear Admiral STONE:



G. FERRYMOUGH
Lt. Colonel, R.A.

cc: ~~Capt. Price, T.O., 1st Gen. Staff~~

6684

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
TRANSPORTATION DIVISION
APO 394

TN/I65/I44

Milan, 7th. July 1945

SUBJECT : Tariff Rates for Passenger Bus
Service, Intra-regional and
Inter-regional.

TO : Transportation Sub Commission
Allied Commission A.P.O. 394

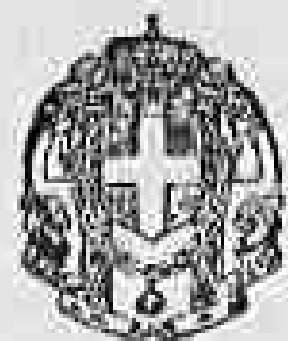
I. Herewith are letters requesting an increase of bus fares. I have asked the Ministro delle Comunicazioni of the Milan Compartimento to give us figures to justify a bus rate increase. In the meantime should the Allied Commission have in mind increasing the rates throughout Italy it may not be necessary to submit the figures. Do you wish them to be forwarded when received by this office?

FOR THE REGIONAL COMMISSIONER

Marion Fitzgerald
J. MARION FITZGERALD
LT. COL. Q.M.C.
R.T.O.

JMF/fdbb.

6630



MINISTERO DELLE COMUNICAZIONI

ISPETTORATO GENERALE

Ispettorato Generale delle Ferrovie, Tramvie e Automobili

della Motorizzazione civile e dei Trasporti in concessione

CIRCOLO DI MILANO

ISPETTORATO COMPARTIMENTALE DI MILANO

Prot. N. 5956

Allegati

Milano 23 GIU. 1945 194 A

VIA TELEF. 2 - TEL. 43.746 - 43.251 - 43.252

Risposta al fo del

Div. Sez. N.

Al L'ISPETTORATO GENERALE

M.C.T.C.

OGGETTO: Tariffe di trasporto viaggiatori
con autoservizi di linea

ROMA

URGENTE

S'informa codesto Ministero che questo Compartimento, nel territorio di competenza, ha potuto finora contenere tariffe per trasporto di persone sulle linee automobilistiche sulla base di £ 1 per viaggiatore-Km.-

In seguito però a un forte aumento verificatosi nel costo del metano, passato recentemente da £ 9,50 a £ 15,50 al mc. anche tale prezzo non è più ritenuto dalle Aziende di trasporti compensativo dei forti oneri di esercizio.-

Devesi tenere conto che da molti mesi non è stata più fatta alcuna assegnazione di gomme a ditte esercenti autotrasporti e solo in questi giorni il Comando Militare Alleato - Ufficio Trasporti della Regione Lombardia - ha fatto qualche assegnazione, limitandole a poche ditte più grosse.-

Anche le assegnazioni di lubrificante e carburante da molto tempo non vengono più fatte e pertanto detto materiale deve essere dalle ditte acquistato al libero mercato.-

pv/28

./.

Indirizzo Telegrafico "L'Espresso" "L'Espresso"

Recentemente pertanto ho proposto alla Commissione Economica Centrale, perché sia approvata dal Comando Al leato la seguente nuova tariffa:

£ 1,50 per viaggiatore-Km per linee di pianura
£ 2,- per viaggiatore-Km per linee a carattere montano
£ 0,35 a 0,50 per viaggiatore-Km per gli abbonamenti operai.-

Mi risulta che la Sottocommissione dei Trasporti istituita presso il Comitato Economico Centrale del C.L. N.A.I. si è espressa favorevolmente su tale proposta ammettendo anche la possibilità della tariffa base-chilometrica di £ 2 al Km anche per le linee a carattere pianeggiante nelle quali il servizio a carattere operai sia prevalente sul servizio ordinario.-

La presente lettera si trasmette a codesto Ministero pel tramite del Comando Alleato, come richiesto dallo stesso.-

IL DIRETTORE COMPARTIMENTALE



Translation ISPETTORATO COMPARTIMENTALE DI MILANO

N. 5956

Milan, the 23rd June 1945

To the ISPETTORATO GENERALE M.C.T.C.

R O M E

Subject: Tariff per passengers-transport with Omnibusservices.

We beg to inform you that this Department in his territory has been able till now to hold the tariff for passengers-transport on the 'Busservices up to Lire 1,- per traveller/km.

Afterwards owing to the great increase of the prices of metan, that from Lire 9.50 raised to Lire 15.50 a cm. this price is considered no more remunerator by the Omnibus Firms on account of the great expences.

You have to pay attention that since many months no supply of tyres has been allowed to the Transport-firms and only in the last few days the Allied Military Government - Lombardia Region - Transport Office, has made a supply reserved for the big firms.

Also supplies of fuel have not been allowed since long and therefore all this material must be bought by the firms on the free market.

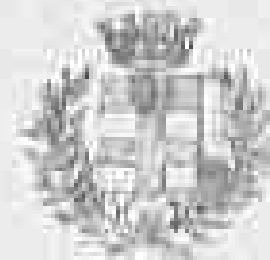
Lately I have proposed to the Central Economic Committee that the following new tariff be allowed by the A.M.G.:

Lire 1.50 per traveller/km. on the plain
" 2.- " " " hills and mountains
" 0.35 to 0.50 per traveller/km. for workers-tickets

I am aware that the Settecommissione dei trasporti by the Central Economic Committee ed the C.L.N.A.I. has accepted my proposal and admitted the possibility of the tariff of Lire 2.- per Km. also for the services on the plain, which transport more workers than usual passengers.

We send this letter to you through the Allied Military Government as requested.

THE MANAGER OF THE DEPARTMENT



AZIENDA TRANVIARIA MUNICIPALE

MILANO - FORO BUONAPARTE, 61

26396

N°
UDA CITARE NEMORE NELLA RISPOSTA

Milano, 11 28 giugno 1945

AL GOVERNO MILITARE ALLEATO
Palazzo Montecatini
MILANO

All'attenzione del sig. Col. Fitzgerald

Come da Vostro desiderio Vi trasmettiamo un rapporto del Direttore Compartimentale di Milano dell'Ispettorato della Motorizzazione Civile diretto all'Ispettorato Generale della Motorizzazione Civile di Roma, col quale le informo di avere interessato il Comitato Economico Centrale del C.L.N.A.I. per ottenere dal Comando Alleato l'approvazione della seguente nuova tariffa:

£.1,50 per viaggi/km per linea in pianura
" 2,- " " " " montagna
" 0.35 + 0.50 " " abbon. operai

La tariffa concessa dall'Ispettorato Compartimentale di Milano per la linea Milano-Lodi, inaugurata il 4 giugno corr. è di £.1,- al viaggi/km. ed è la massima che l'Ispettorato ha potuto concedere considerando le tariffe vigenti presso le altre Aziende di autotrasporti che hanno avuto solo scarsi aumenti. Però tale tariffa non è affatto compensativa se si considerano i forti aumenti dei prezzi dei carburanti, dei lubrificanti dei pezzi di ricambio e della mano d'opera, in continua crescita.

Milan, the 28th June 1945

To the ALLIED MILITARY GOVERNMENT
Montecatini Building
MILAN

To the kind attention of Col. Fitzgerald

Dear Sir,

As you desire we beg to send you a report of the Milan Department Manager of the Ispettorato della Motorizzazione Civile addressed to the Ispettorato Generale della Motorizzazione Civile of Rome, by which he informs that he has interested the Economic Central Committee of the C.L.N.A.I. in order to get from the A.M.G. the approval of the following new tariff:

£.1,50 per travel/km. for 'Busservices on the plain
" 2,- " " " " for 'Busservices on the hills
" 0.35 + 0.50 " " for workers-tickets

The tariff allowed by the Ispettorato Compartimentale of Milan for the service Milano-Lodi, which started on June 4th, is of £.1,- per traveller/km. and is the highest one which the Ispettorato has been able to allow with regard to the tariffs in force by other Firms, which have had only little increase. Anyhow this tariff is not remunerative if we consider the great increase of the prices of fuel and repairs expenses.

..//..

Perciò l'Ispettorato Compartimentale della Motorizzazione Civile ha da tempo preso in esame la richiesta da parte delle ditte esercenti gli autotrasporti di elevare la tariffa almeno a £.1.50 per viaggiatore/km. ed in tal senso ha interessato la Commissione Economica Centrale, perché l'aumento di tariffa venga approvato dal Comando Alleato.

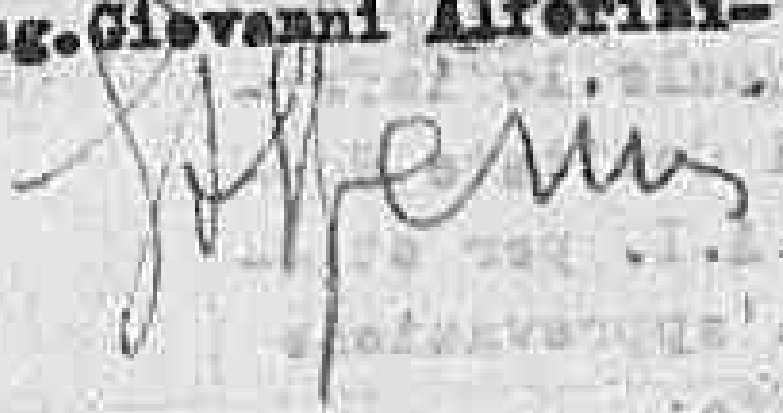
Certi del Vostro interessamento favorevole al richiesto aumento, ringraziamo e distintamente salutiamo

Therefore the Ispettorato Compartimentale della Motorizzazione Civile has since long examined the desires of the several Firms to increase the tariff at least up to £.1.50 per traveller/km. and has interested the Central Economic Committee in order that the increase be allowed by the Allied Military Government.

We are sure of your assistance and thanking you for your kind attention to this matter, we remain, dear Sir,

Sincerely Yours

IL COMMISSARIO STRAORDINARIO
(Dr. Ing. Giovanni Alferini)



023/gb

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

4

EXT 1- 566

20 JUNE 1945

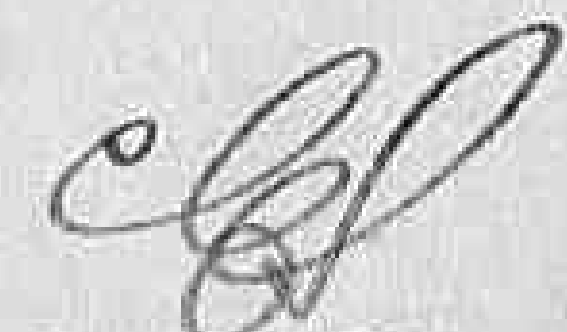
REF 1- 10.35 1/4/45

SUBJECT 1- Passenger Haulage Rates -A.M.G. Territory

TO 1- Economic Section

1. The charge of 75 lire per kilometer for northern A.M.G. Territory is considered below economic level.
2. After due consideration by this Sub-Commission it is recommended that 1 Lire per kilometer be fixed, which in conformity with the rate now operating in Milan will also establish uniformity in the area throughout the North.
3. A ruling on this matter is requested in order that a suitable directive may be issued accordingly.

For the DIRECTOR


C.E. SQUIRE

18.05/ES 22 667

HEADQUARTERS ALLIED COMMISSION
4FO 394
TRANSPORTATION SUB-COMMISSION

Ext. 220

MTT/eh

Phone 489081

13 June 1945

SUBJECT: Transportation - Northern Italy

TO : File

1. Colonel Kirkwood, Regional Commissioner, Toscana Region, was visited 4 June 1945. He requested that ships be allowed to discharge civil supplies destined for Florence at Leghorn; he also requested an audit of all truck pools in Toscana Region before the scheduled date of closing his region, that is, 20 June. He stressed the necessity of the warehouse officer and enlisted men remaining at Leghorn for the present.

Sufficient transport is available, however, insufficient gasoline is allotted to civilian trucks.

Colonel Kirkwood stressed the need of approximately 25 trucks from a GT or A Company to do odd jobs which cannot be done satisfactorily on a commercial basis.

2. Colonel Bowman, Regional Commissioner, Emilia Region, and Major Sowers, Transportation Officer, were visited 5 June 45. Colonel Bowman stressed the insufficient quantity of personnel transport available, stating that 30 to 50 percent of the personnel transport is off the road at one time. The following truck pools are established:

Forli	500 trucks
Ravenna	300 "
Bologna	1,500 " (200 trucks being in operation)

It is not known how many of the Bologna trucks could be put in operation if sufficient IOL were available and the tariff rates properly adjusted. Emilia Region has been operating in strict conformity with General Order 42, setting forth tariff rates approximately 50 percent lower than the SWAC rates. Emilia Region has been continuously loading trucks to regions where higher tariff rates are in effect. Colonel Bowman authorized to install the Milan tariff rates in Emilia Region to bring his region into line with his neighbors.

Both railheads at Bologna are in operation, however, no capacity is available for civilian supplies.

PETSEC were declining to make available Diesel fuel on the grounds that the only authorization for civil transport was petrol. Therefore, all Diesel-burning trucks were immobilized. This question should be taken up by Movements-Roads and corrected. Lubricating oils are not being supplied for trucks.

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Colonel Kirkwood stressed the need of approximately 25 trucks from a GP or 3 Company to do odd jobs which cannot be done satisfactorily on a commercial basis.

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Forli	500 trucks
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Bologna	1,500 " (200 trucks being in operation)

It is not known how many of the Bologna trucks could be put in operation if sufficient FOL were available and the tariff rates properly adjusted. Emilia Region has been operating in strict conformity with General Order 42, setting forth tariff rates approximately 50 percent lower than the EMAC rates. Emilia Region has been continuously losing trucks to other regions where higher tariff rates are in effect. Colonel Bowman authorized to install the Milan tariff rates in Emilia Region to bring his region into line with his neighbors.

Both railheads at Bologna are in operation, however, no capacity is available for civilian supplies.

ERTSAC were declining to make available Diesel fuel on the grounds that the only authorization for civil transport was petrol. Therefore, all Diesel-burning trucks were immobilized. This question should be taken up by Movements-Roads and corrected. Lubricating oils are not being supplied for trucks operating on Methane gas. Lubricants are issued only in proportion to gasoline or Diesel oil. This matter should be taken up with Movements-Roads, because everything possible should be done to encourage operation of vehicles with Methane gas.

A rail officer for Bologna was requested.

June 13th, 1945

The question of supplying AO transport for the hauling of hemp was discussed. Transportation Sub-Commission's position is that until the movement of civil supplies necessary to the prevention of disease and unrest is adequately taken care of, no AO transport can be made available for the transport of hemp. The gathering of this crop should be a military responsibility and could well be taken care of with military transport. After AO has taken care of its primary responsibility under the disease and unrest formula, any additional transport will be made available for the transport of hemp.

It has been agreed to supply 1 QM Company for operation in the provinces of Emilia Region not under 15th Army Group control, and to supply an additional QM Company to 15th Army Group with the understanding that 15th Army Group will provide necessary lift to Emilia Region in provinces which are 15th Army Group's responsibility in Phase I.

3. Brigadier Dunlop, Regional Commissioner, and Captain Jefferson, Acting Transportation Officer, of Venezia Region, were called on at Padova 5 June, and Colonel Woodger was called on at the hospital 7 June, where he has been confined to his bed.

The organization of transport in Venezia Region has been handicapped by lack of personnel. 3 additional transportation officers are urgently requested.

Venezia now has one QM Company operating and requests additional organized transport. It is recommended that one QM Company or two QM Companies be made available as soon as possible from vehicles supplied to 15th Army Group by AO.

Milan tariff rates are in operation in Venezia Region without the additional charge for drivers and gasoline provided for in the Milan rates. Brigadier Dunlop was of the opinion that the rates in use now in Venezia Region are sufficiently high.

4. Lt.Col. Harris, G-5, 15th Army Group, was visited 7 June at Verona. 5th Army is picking up German vehicles and forming them into GT and Q Companies for hauling civil supplies. 5th Army, 8th Army and District 1 will split these vehicles. 5,000 will probably be available, 2,000 of which will be cargo-carrying vehicles.

Lt.Col. Harris has deputized Major Talbot to act as his advanced representative at Milan for Northwest Italy. Lt.Col. Harris hopes shortly to be relieved of his duties as Acting Deputy Chief of Staff, G-5, so that he can devote his entire time to the transport problems of Northern Italy.

Lt.Col. Harris was advised of Transportation Sub-Commission's position on the movement of hemp and the necessity for first

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Lt.Col. Harris was advised of Transportation Sub-Commission's position on the movement of hemp and the necessity for first transporting the minimum civilian supplies under the disease and unrest formula.

The question of tariff rates for Northern Italy was discussed at length. It was agreed that a consensus of opinion would be obtained from all Regional Commissioners and Regional Transportation Officers. Lt.Col. Harris will discuss definite rates to be applied to Northern Italy as a modification of General Order 42 in Rome with Transportation Sub-Commission on 16 June.

35

Transportation - Northern Italy - 3 - June 13th, 1945

5. Colonel Peletti, Regional Commissioner, and Lt. Colonel Fitzgerald, Transportation Officer, Lombardia Region, and Major Talbot, advanced representative of Lt. Col. Harris, were visited in Milan 7 and 8 June.

It is estimated that 20,000 railway wagons are available in Lombardia, Piemonte, and Liguria Regions.

Coal is urgently needed and a month's allotment of POL is sufficient for only half a month. It is estimated that the factories of Northwest Italy are capable of producing 5,000 trucks and 7,000 passenger cars in the balance of 1945, and 20,000 trucks and 30,000 passenger cars for the year 1946 if coal and other materials for manufacture are made available. It was stated that the rate established by IG Headquarters of 3/4 lira per kilometer for bus passengers was not sufficient and that the rate of 1 lira per kilometer is the going rate in Milan. (For action Roads Division). This position is concurred in by the Direction, Transportation Sub-Commission.

All trucking rates are charged in accordance with the Milan tariffs with an additional charge for trucks over 100-quintal capacity, which is the limit shown in the Milan table of rates.

Adequate lift by both trucks and rail wagons is available in Lombardia Region, providing coal and POL are made available.

6. Colonel Marshall, Regional Commissioner, and Major Saunders, Transportation Officer, Piemonte Region, were visited in Turin 9 and 10 June.

Truck registrations May 31 -- 6,161 non-load carrying vehicles; May 31 registrations -- 1,727. Sufficient vehicles are available for local needs providing coal and POL are made available. A limited amount of organized transport is requested for reaching isolated communes, 1 QM Company recommended from 15th Army Group resources furnished by MO. 3 additional transportation officers are urgently requested.

The Milan rates are being charged for trucking with the exception that no additional charge is made for trucks and trailers over 100-quintal capacity, all services of equipment over 100-quintal capacity charged at the 100-quintal rate. The effect of this will be to cause large capacity vehicles to migrate to Lombardia or Liguria Regions. Major Saunders agreed to coordinate this inequity with Lt. Col. Fitzgerald of Lombardia Region and recommend a change for trucks in excess of 100-quintal capacity, which could be applied to both Lombardia and Piemonte Regions. It is the feeling of both Transportation Officers and their Regional Commissioners that the installation of EMAG rates would be undesirable at this time.

7. Brigadier Carr, Regional Commissioner, and Major James, Transportation Officer, Liguria Region, were visited at Nervi 10 and 11 June.

Handwritten notes: 20.6.45, 20.6.45, 20.6.45

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7. Brigadier Carr, Regional Commissioner, and Major James, Transportation Officer, Liguria Region, were visited at Nervi 10 and 11 June.

Two road transportation officers and one port officer are urgently requested, also 3 IM/GRs.

Sufficient trucks are available for all civilian needs except port clearance at Genoa, for which 200 additional trucks organized into military units are necessary. This is in addition to 100 trucks in

Handwritten notes: 10.6.46, 20.6.46, 20.6.46

June 13th, 1945

Transportation - Northern Italy - 4 -

military units at present available to Liguria Region.

Altho it is felt that the Milan rates are high enough for Liguria Region, due to the inability of Liguria Region to procure rate books setting out the Milan rates the present tariff charge was established at 100 percent in excess of the rates set forth in General Order 42.

8. In general, sufficient transport is available in Northern Italy, except for the temporary requirement of certain vehicles organized into military formations for the performance of specific tasks, providing POL and coal are supplied in sufficient quantities now and times are made available in the near future. There is a general shortage of Allied transport personnel, which must be corrected by posting of officers from the Southern truck pools at the earliest possible date to the Northern regions, supplemented by additional officers to be procured elsewhere. It is the general feeling that the Milan rates with a moderate charge for vehicles over 100 quintals capacity are plenty high enough and that it would be unwise to use EMAC rates at the present time.

Herbert H. Taylor
HERBERT H. TAYLOR,
Director.

DISTRIBUTION:

External:

15th Army Group (G-5 - att'n: Lt. Col. Harris).
Regional Commissioner, Toscana Region)
" " , Emilia Region) With
" " , Liguria Region) Copies for
" " , Venezia Region) Transportation
" " , Lombardia Region) Officers
" " , Piemonte Region)
HQ, Lombardia Region, (for att'n: Major Talbot).

Internal:

Acting
Vice President, Economic Section
Commerce Sub-Commission
Industry Sub-Commission (2)
Deputy Director, Tn. S/C
Planning Staff, Tn. S/C
Movements Division, Tn. S/C (4)) UNION
Rail Division, Tn. S/C) and

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 " " , Emilia Region) With
 " " , Liguria Region) Copies for
 " " , Venezia Region) Transportation
 " " , Lombardia Region) Officers
 " " , Piemonte Region)
 HQ, Lombardia Region, (for att'n: Major Talbot).

Internal:

Acting
 Vice President, Economic Section
 Commerce Sub-Commission
 Industry Sub-Commission (2)
 Deputy Director, Tn. S/C
 Planning Staff, Tn. S/C
 Movements Division, Tn. S/C (4)) ACTION
 Rail Division, Tn. S/C) and
 Road Division, Tn. S/C) Report to
 Port & Warehouse Division, Tn. S/C) Director
 Colonel Walton, Supply Division, Economic Section

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

735A

ROUTING AND WORK SHEET

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

SUBJECT: Revised G.O.42

No	Date	To	REMARKS	From
1	17/6	Civil Affairs Section Legal S/C	1. Attached hereto is a draft of G.O.42 revised to include a new Tariff Rate for AMG Territory . 2. It has been found that the charges for road haulage contained in G.O.42 are below those in operation in the North before Liberation .After discussion with 15 Army Group it has been decided to introduce a higher rate,which, though lower in certain cases,than that applied before Liberation, is more closely related to costs of Transport than the existing G.O.42 Tariff . 3. The new charges are based on the ENAC Tariff,now in operation in Italian Govt. Territory,with certain reductions amounting to approximately 30% . The application of the proposed new rates will be the first stage in equalising charges as between North and South . Efforts are being made to reduce the ENAC Tariff charges in the South to the same level as those now proposed for the North . 4. Your concurrence is requested G.FERNYHOUGH Lt.Col.R.A.	Tpt.S/C

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Page

No	Date	To	REMARKS	From
2	18/6/45	Tn S/C	All that is required is a "Notice", signed by the Chief Comr in the form of the attached draft. W.E.BEHRENS Col.C.L.A.	Legal S/C
3	18/6/45	Economic Section	1. Proposed schedule of rates for Northern Italy have been agreed between Transportation Sub-Commission and G-5. 15th Army Group. 2. Proposed notice to accompany revised schedule has been prepared by Legal Sub-Commission and concurred by Transportation Sub-Commission. 3. For your concurrence, please. M.H.TAYLOR Director Transp/S/C	Tn.S/C.
4	18/6/45	Civil Affairs Section	1. For your concurrence and signature of chief Civil Affairs Officer, please. Edward B.Mc KINLEY Brig.General USA. Act.Vice President	Economic Section

DO NOT WRITE BELOW THIS LINE

ALLIED MILITARY GOVERNMENT

OF OCCUPIED TERRITORY

GENERAL ORDER NO. 42

TRANSPORTATION RATES

I, ELLERY WHEELER STONE, Rear Admiral, United States Naval Reserve, Chief Civil Affairs Officer, for and on behalf of the Supreme Allied Commander and Military Governor, hereby order as follows:

ARTICLE 1

This Order applies to all territory subject to Allied Military Government and situated north of the northern boundaries of the Provinces of Ravenna, Firenze, Pistoia, Lucca and Apuania. Such territory is hereinafter referred to as the northern territory.

This Order shall come into effect in any province or part thereof in the northern territory on the date of its first posting therein.

ARTICLE 2

This Order applies to all contracts for the transportation by any motor vehicle, as hereinafter defined, of goods, freight or merchandise, in which the goods, freight or merchandise to be transported are situated within any part of the northern territory whether or not a truck pool is operating in that part of the northern territory and irrespective of the route to be covered in such transportation and the point of destination.

ARTICLE 3

The maximum freight rate to be charged in respect of any such contract shall be calculated as laid down in this Order and in accordance with the Schedule hereto or any later variation of such Schedule duly made and publicly notified by the Allied Military Government.

ARTICLE 4

For the purpose of this Order, motor transport shall include all motor vehicles which are propelled by mechanical means and which are designed and suitable for the transportation of goods, merchandise or freight and in particular shall include all such auto-trains, trucks, trucks and trailers, tractors and trailers, motor cars and motor tricycles.

ARTICLE 5

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Reserve, Chief Civil Affairs Officer, for and on behalf of the Supreme Allied Commander and Military Governor, hereby order as follows:

ARTICLE 1

This Order applies to all territory subject to Allied Military Government and situated north of the northern boundaries of the Provinces of Ravenna, Firenze, Pistoia, Lucca and Apuania. Such territory is hereinafter referred to as the northern territory.

This Order shall come into effect in any province or part thereof in the northern territory on the date of its first posting therein.

ARTICLE 2

This Order applies to all contracts for the transportation by any motor vehicle, as hereinafter defined, of goods, freight or merchandise, in which the goods, freight or merchandise to be transported are situated within any part of the northern territory whether or not a truck pool is operating in that part of the northern territory and irrespective of the route to be covered in such transportation and the point of destination.

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For the purpose of this Order, motor transport shall include all motor vehicles which are propelled by mechanical means and which are designed and suitable for the transportation of goods, merchandise or freight and in particular shall include all such auto-trains, trucks, trucks and trailers, tractors and trailers, motor cars and motor tricycles.

ARTICLE 5

A. The rate to be charged in respect of any motor transportation contract shall be computed in accordance with Table I of the Schedule hereto in all cases except where in respect of any particular contract

(i) the hirer of the motor vehicles agrees that the rate to be charged shall be computed in accordance with Table II of the said Schedule, and

(ii) the distance to be travelled by the motor vehicle is less than 100 kilometers in a period of 8 hours,

8672

in which case in respect of that particular contract the rate shall be computed in accordance with the said Table II.

2. For the computation of rates in accordance with the said Tables, the following rules shall apply:

- (i) The capacity of the motor vehicle shall be the capacity as shown in the circulation booklet of the vehicle concerned, and shall be used for the computation of all rates in connection with that vehicle without regard to the bulk or weight of the load carried thereby.
- (ii) Under Table I the total tariff shall consist of a basic charge (Column B) which shall be determined solely by the capacity of the motor vehicle (Column A) and, in addition to the basic charge, of a quintal-kilometer charge which shall be calculated by a multiplication of the said capacity by the quintal-kilometer rate (Column C) applicable thereto and by the distance (in kilometers) travelled thereby.
- (iii) Under Table II the total tariff shall consist of a charge calculated by a multiplication of the capacity of the motor vehicle (Column A) by the rate per quintal per hour (Column D) and by the number of hours involved and shall be without reference to the distance travelled and without the addition of any basic charge.
- (iv) In any territory in which a truck pool is operating the distance travelled shall be computed to be the distance from the despatch office of the motor truck pool to the unloading point and return according to the route reasonably necessary for the transportation involved and including all detours and diversions. The distance between the said despatch office and the garage of the motor vehicle shall be excluded.
- (v) In any contract to which Table I applies, a 50% deduction shall be made in the quintal-kilometer charge for any part of the distance travelled without carriage of any goods, freight or merchandise.
- (vi) In any contract to which Table I applies and in which goods, freight, or merchandise are transported for more than one hirer and whether for the whole or part only of the distance travelled, the total tariff charged shall be determined as laid down in rule (ii) hereof and shall be payable by and between the said hirers in proportion to the weight carried multiplied by the distance travelled, in quintal-kilometers, for each of the said hirers respectively.
- (vii) In any contract to which Table I applies, the basic charge shall be included once only per day without regard to the number of journeys made between the loading and unloading points.

- (ii) Under Table I the total tariff shall consist of a basic charge (Column B) which shall be determined solely by the capacity of the motor vehicle (Column A) and, in addition to the basic charge, of a quintal-kilometer charge which shall be calculated by a multiplication of the said capacity by the quintal-kilometer rate (Column C) applicable thereto and by the distance (in kilometers) travelled thereby.
- (iii) Under Table II the total tariff shall consist of a charge calculated by a multiplication of the capacity of the motor vehicle (Column A) by the rate per quintal per hour (Column D) and by the number of hours involved and shall be without reference to the distance travelled and without the addition of any basic charge.
- (iv) In any territory in which a truck pool is operating the "distance travelled" shall be computed to be the distance from the despatch office of the motor truck pool to the unloading point and return according to the route reasonably necessary for the transportation involved and including all detours and diversions. The distance between the said despatch office and the garage of the motor vehicle shall be excluded.
- (v) In any contract to which Table I applies, a 50% deduction shall be made in the quintal-kilometer charge for any part of the distance travelled without carriage of any goods, freight or merchandise.
- (vi) In any contract to which Table I applies and in which goods, freight, or merchandise are transported for more than one hirer and whether for the whole or part only of the distance travelled, the total tariff charged shall be determined as laid down in rule (ii) hereof and shall be payable by and between the said hirers in proportion to the weight carried multiplied by the distance travelled, in quintal-kilometers, for each of the said hirers respectively.
- (vii) In any contract to which Table I applies, the basic charge shall be included once only per day without regard to the number of journeys made between the loading and unloading points.
- (viii) In any contract to which Table II applies, any fraction of an hour shall count as one hour.
- (ix) In any contract an additional charge of L. 400 shall be made for each night that the motor vehicle is with due cause and by reason of the performance of the contract prevented from

being returned to its normal garage, provided that such charge shall not be made if such non-return is due to the fact that the said motor vehicle is in process of being repaired.

C. Loading, storage and unloading of goods shall be the obligation and at the risk and expense of the consignor and consignee thereof and shall not be included as a charge in a transportation contract.

D. In any contract to which Table I applies there shall be added to the total tariff in clause b (ii) hereof a charge in respect of all time consumed in the loading and unloading of motor vehicles which shall be calculated as follows:

	Capacity		
	Vehicle Up to 30 Qli.	30 to 120 Qli.	Over 120 Qli.
1st hour	0 lire	0 lire	0 lire
Each additional hour or portion thereof	200 "	250 "	300 "

FOR THE SUPREME ALLIED COMMANDER AND MILITARY GOVERNOR:

ELLERY WHEELER STONE,
Rear Admiral,
United States Naval Reserve,
Chief Civil Affairs Officer.

Dated:

6671

THE SCHEDULE (*Superseded*)
TABLE I

RATED CAPACITY OF VEHICLE (Quintals)	TABLE II		RATE PER Q.LI PER HOUR (lire)	RATE PER Q.LI PER HOUR (lire)
	A	B	C	D
From 1 to 10 Q.Li		110	1.05	16.82
" 11 " 15		210	0.91	15.30
" 16 " 20		320	0.82	14.35
" 21 " 22		350	0.78	13.67
" 23 " 24		380	0.74	13.08
" 25 " 26		400	0.71	12.55
" 27 " 28		420	0.68	12.10
" 29 " 30		430	0.66	11.69
" 31 " 32		440	0.64	11.32
" 33 " 34		450	0.62	10.98
" 35 " 36		470	0.60	10.67
" 37 " 38		500	0.58	10.39
" 39 " 40		540	0.56	10.13
" 41 " 42		570	0.55	9.79
" 43 " 44		580	0.54	9.66
" 45 " 46		590	0.53	9.45
" 47 " 48		620	0.52	9.25
" 49 " 50		630	0.51	9.07
" 51 " 55		740	0.49	8.90
" 56 " 60		760	0.48	8.75
" 61 " 65		800	0.47	8.61
" 66 " 70		850	0.46	8.48
" 71 " 80		910	0.45	8.37
" 81 " 90		1000	0.44	8.27

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From 1 to 10 Q.11	110	1.05	16.06
" 11 " 15	210	0.91	15.30
" 16 " 20	320	0.82	14.35
" 21 " 22	350	0.78	13.67
" 23 " 24	380	0.74	13.08
" 25 " 26	400	0.71	12.56
" 27 " 28	420	0.68	12.10
" 29 " 30	430	0.66	11.69
" 31 " 32	440	0.64	11.32
" 33 " 34	450	0.62	10.98
" 35 " 36	470	0.60	10.67
" 37 " 38	500	0.58	10.39
" 39 " 40	540	0.55	10.13
" 41 " 42	570	0.53	9.79
" 43 " 44	580	0.54	9.66
" 45 " 46	590	0.53	9.45
" 47 " 48	620	0.52	9.25
" 49 " 50	630	0.51	6670
" 51 " 55	740	0.49	9.07
" 56 " 60	760	0.48	8.90
" 61 " 65	800	0.47	8.75
" 66 " 70	850	0.46	8.61
" 71 " 80	910	0.45	8.48
" 81 " 90	1000	0.44	8.37
" 91 " 100	1120	0.43	8.27
" 101 " 120	1220	0.42	8.15
" 121 " 140	1380	0.41	8.10
" 141 and over	1580	0.40	8.05
		0.40	8.00

THE SCHEDULE (Revised).

TABLE I			TABLE II	
RATED CAPACITY OF VEHICLE (quintals)	BASIC CHARGE (lire)	RATE PER Q.LI KM. (lire)	RATE PER Q.LI PER HOUR (lire)	
A	B	C	D	
Up to 5 Q.Li	210	2.100	36.60	
6	234	2.107	36.00	
7	258	2.064	35.40	
8	282	2.021	34.80	
9	306	1.979	34.20	
10	330	1.937	33.60	
11	354	1.900	33.00	
12	382	1.862	32.40	
13	408	1.824	31.80	
14	434	1.787	31.20	
15	460	1.750	30.60	
16	486	1.714	30.00	
17	512	1.679	29.84	
18	538	1.643	29.46	
19	564	1.612	29.08	
20	590	1.580	28.70	
21	614	1.550	28.02	
22	638	1.520	27.34	
23	662	1.491	26.75	
24	686	1.462	26.16	
25	710	1.434	25.67	
26	734	1.407	25.18	
27	758	1.381	24.69	
28	782	1.356	24.20	
29	806	1.332	23.72	
30	830	1.309	23.24	
31	854	1.287	22.76	
32	878	1.263	22.28	
33	902	1.244	21.80	
34	926	1.225	21.32	
35	950	1.207	20.84	
36	974	1.189	20.36	
37	998	1.173	19.88	
38	1.022	1.156	19.40	
39	1.046	1.141	18.92	
40	1.070	1.126	18.44	

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23.72
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21.34
21.00
20.78
20.52
20.26
20.01
19.78
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TABLE I

TABLE II

RATED CAPACITY OF VEHICLE (Quintals)	BASIC CHARGE (lire)		RATE PER Q.I.I KM. (lire)	RATE PER Q.I.I PER HOUR (lire)
	A	B	C	D
51 to 52 Q.I.I		1.333	1.004	17.97
53 " 54 "		1.379	0.983	17.80
55 " 56 "		1.425	0.974	17.70
57 " 58 "		1.471	0.960	17.60
59 " 60 "		1.517	0.948	17.50
61 " 62 "		1.561	0.937	17.33
63 " 64 "		1.603	0.927	17.22
65 " 66 "		1.645	0.917	17.14
67 " 68 "		1.687	0.909	17.06
69 " 70 "		1.729	0.901	16.96
71 " 73 "		1.769	0.893	16.88
74 " 76 "		1.826	0.883	16.81
77 " 79 "		1.883	0.874	16.74
80 " 82 "		1.940	0.865	16.68
83 " 85 "		1.991	0.856	16.61
86 " 88 "		2.042	0.848	16.54
89 " 91 "		2.093	0.842	16.48
92 " 94 "		2.144	0.836	16.42
95 " 97 "		2.195	0.832	16.36
98 " 99 "		2.246	0.829	16.30
100 " 109 "		2.280	0.827	16.23
110 " 119 "		2.430	0.820	16.20
120 " 129 "		2.570	0.815	16.13
130 " 139 "		2.700	0.812	16.10
140 " 149 "		2.800	0.809	16.05
150 " 159 "		2.900	0.806	16.00
160 " 169 "		2.990	0.804	15.96
170 " 179 "		3.070	0.802	15.90
180 and over		3.160	0.800	15.85

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1. The Milano tariff provides for the free issue of P.O.L. to haulier.
2. When haulier provides the P.O.L. he is paid
Lire 45 p. Km. (if using "gasolio")
" 15 p. Km. (if " coal)
" 10 p. Km. (if " wood fuel)
3. For further details please refer to page I of tariff book.

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1-309

196

Outland

Hire	830.	
30 Gt. for 100 km.	3927.	(@ 1309 line position)
30 Gt. for 100 km.	180	INAC charge of line object
		1 ct/Km.
	4937	
4%	197.	
	<u>5134</u>	

Return Trip: (Paid by original liner & refunded if return load obtained)

30 Gt. truck for 100 km	= 3927
INAC charge as above	= 180
	<u>4107</u>

Veh. Hire charge & Port tax are NOT paid by original (despatching) liner.

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/es :

ENAC TARIFF

Qls	5		10		20		30		50		80		100		150	
	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b
Km. 25	505	279	862	499	1466	820	1930	1027	2756	1340	3941	1850	4675	2218	6398	3
" 50	793	5575	1381	998	2319	1640	2998	2054	4150	2680	5867	3700	6983	4435	9770	6
" 100	1367	1105	2419	1997	4024	3280	5134	4107	6937	5360	9714	7400	11596	8870	16525	12
" 150	1942	1662	3458	2995	5730	4920	7270	6161	9724	8040	13560	11100	16208	13305	23280	19
" 200	2517	2310	4496	3994	7436	6560	9406	8214	12510	10720	17410	14800	20820	17740	30035	25

663

ENAC TARIFF

	20		30		50		80		100		150		180	
b	a	b	a	b	a	b	a	b	a	b	a	b	a	b
99	1466	820	1930	1027	2756	1340	3941	1850	4675	2218	6398	3248	7301	3870
98	2319	1640	2998	2054	4150	2680	5867	3700	6983	4435	9770	6495	11326	7740
97	4024	3280	5134	4107	6937	5360	9714	7400	11596	8870	16525	12990	19375	15480
95	5730	4920	7270	6161	9724	8040	13560	11100	16208	13305	23280	19485	27425	23220
94	7436	6560	9406	8214	12510	10720	17410	14800	20820	17740	30035	25980	35474	30960

MILANO TARIFF

Qls.	5	10	20	30	50	80	100	150
Km. 25	231	412	775	1137	1862	2950	3675	5165
50	412	725	1350	1975	3225	5100	6350	8930
100	752	1305	2410	3515	5725	9040	11250	15830
150	1077	1855	3410	4965	8075	12740	15850	22310
200	1402	2405	4410	6415	10425	16440	20450	28790

99

MILANO TARIFF

10	20	30	50	80	100	150	180
412	775	1137	1862	2950	3675	5165	6035
725	1350	1975	3225	5100	6350	8930	10430
1305	2410	3515	5725	9040	11250	15830	18482
1855	3410	4965	8075	12740	15850	22310	26042
2405	4410	6415	10425	16440	20450	28790	33602

886

Sp-10
INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION *In file 2*

Originator's Reference: 1183
Date/Time of Origin: JUNE 13/1000

Message Centre No: E/4870
Date Time Rec'd: JUNE 13/1813E
Precedence: ROUTINE

FROM: LOMBARDIA REGION TRANSPORTATION DIV
TO : ALLIED COMMISSION ROME ACTET

735A

RESTRICTED

RESTRICTED.

1. SAUNDERS and I have agreed to use the rates as published in the Green Tariff Rate Book of Milan. Normal procedure and usage of the book as outlined will be followed except paragraphs 4 and 5 relating to free issue of POL found on first page of tariff rate will not apply.

2. Wish to call your attention to paragraph 6 page 1 and believe it is the answer we were looking for.

DIST

ACTION : TN SC (2)

INFO : CHIEF COMMISSIONER
ECON SEC
FILE (2)
FLOAT

*HEADQUARTERS
34 JUN 1945*
RESTRICTED

ACTION *6660*

INCCMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: CAS/569
Date/Time of Origin: MAY 311900Message Centre No: E/3125
Date Time Rec'd: MAY 312000
Precedence: ROUTINEFROM: 15TH ARMY GROUP
TO: ALCOM FOR ECONOMIC SECTION, INFO: AMG FIFTH ARMY, AMG EIGHTH ARMY
AFHQ FOR G-5 SECTION.

RESTRICTED

RESTRICTED.

Reference General Order No 42 highway tariff rates northern ITALY and conversation HARRIS and DENSMORE 30 May. Imperative immediate action be taken to install uniform tariff through out ITALY earliest. Abrogation economic boundary nullifies present rates. Understand verbal instructions given to use MILAN rates. Do not concur in either rates or procedure. Suggest agreement with Italian Government for simplified and lowered ENAC rates. These can then be inserted into General Order 42 for use in northern ITALY according to prearranged plan with Legal Sub Commission.

Distribution

Action: Econ Sec
Info: Chief Commissioner
Ex Commissioner
CA Sec
Finance S/C
Legal S/C
Float



666

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION

Rome 31 May 1945

MEMO

To/ Mr A.G. Antolini

1. This is the letter I mentioned this noon. Note para 3 particularly.... if true, I believe we should reconsider the whole deal in the North as Harris suggests.
2. I find it hard to reconcile statements that there are pool trucks standing idle for lack of petrol with statements that high rates are needed to get the trucks registered. Also we have the report of one regional pool making very good profits on the basis of G.O. n.42 rates.


K.E. Stauffer
Chief,
Price Office.

666

HEADQUARTERS 15TH ARMY GROUP
G-5 SECTION
APO 777

MH/mlh

25 May 1945

REF: G-5/15/9.1

SUBJECT: Highway Tariff Rates.

TO: HQ Allied Commission,
Attn: Transportation Sub-Commission.

1. Reference is made to Colonel Thomas's letter AG/200/31/Tn 5 dated 21 May 45 which refers to a conference in Milan held 24 May (?). Further reference is made to AICOM signal 8210 and 8208.

2. Inasmuch as the economic boundary line is to be abolished in the near future, it is suggested that your proposal to establish new tariffs be reviewed in this light.

3. Your attention is directed to Appendix C which is far from clear as to how the Milan rates are applied. These rates are based on free fuel, which, if added to the tariff and the driver's wages, would make higher than the ENAC rate.

4. In view of the above comments, we are not prepared to recommend a change at present, but suggest that you give this problem more consideration based on detailed study of local conditions.

For A. C. of S., G-5:

M. Harris
M. HARRIS
Lt. Col., GE
Economics Officer

6658

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

Phone 489981

AC/300/31/2a 2

21 May 1945

SUBJECT: Tariff Rates For Road Transport

TO : Hqs., 15th Army Group, C.M.F.

1. In the south of Italy, i.e., that part liberated prior to this month, road transport rates are in accordance with the EMAC tariff, copy of which is enclosed as Appendix "A".

2. Owing to the different price and wage levels between the north and the south, it was intended that the tariff rates for road transport in the north should be in accordance with AMO General Order No. 42, copy of which is attached as Appendix "B".

3. It has been found, however, that all sorts of difficulties arose about applying these rates and that they had not in fact been fully adopted except at Genoa. At a meeting held between the Regional Transportation Officers and this Sub-Commission in Milan on 24 May it was agreed to recommend that the March 1943 tariff rates in force at Milan should be applied to Northern Italy. By using these rates we should not jeopardize the established economic price and wage level in the north since we shall be going back to the pre-liberation rates. Copies of the new tariff are in the hands of all the Regional Transportation Officers and it is recommended that its adoption should be confirmed through you.

4. For information, it may be stated that the Milan rates (Appendix "C") are lower than the EMAC rates (Appendix "A") for small vehicles over normal distances, but that they are higher in certain cases for large vehicles over long distances. Both Appendix "A" and Appendix "C" rates are higher than the Appendix "B" rates which it was not found to be practicable to adopt. At a later date it is proposed to carry out a revision of the north and south rates in order to apply a uniform tariff for the whole of Italy.

MBT

M. B. THOMAS, Colonel
Deputy Director

6654

3 inclos:
Appendices A, B and C

H

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COPY

G-5 AFHQ RPTD (FOR INFORMATION) G-5 15 ARMY GROUP, SCAO FIFTH ARMY, SCAO EIGHTH ARMY, SCAO IV CORPS

6210

22 MAY 45

PRIORITY

SECRET PD

SUBJECT IS WAGES AND PRICES POLICY NORTHERN ITALY AND ECONOMIC BOUNDARY LINE PD PAREN TO AFHQ FOR GEORGE DASH FIVE RPTD PAREN FOR INFO PAREN ONE FIVE ARMY FOR GEORGE DASH FIVE CMA SCAO FIVE ARMY CMA SCAO EIGHT ARMY CMA SCAO FOUR CORPS FROM HQ ALCON SITE ACTXC PAREN

PARA ONE PD REFERENCE YOUR FOX XRAY SIX FOUR ONE EIGHT TWO FIGES OF TWO TWO APRIL AND YOUR FOX SEVEN ZERO SEVEN NINE SIX OF FIVE MAY PD PARA TWO PD WAGE AND PRICE REGULATION POLICY FOR THE NORTH WILL CONTINUE AS SET FORTH IN GENERAL ORDER NUMBER FOUR ONE AND WE ARE ASKING FIFTH AND EIGHTH ARMIES TO AUTHORIZE REGIONAL COMMISSIONERS AT PRESENT OPERATING AS ASSISTANT SCAS TO IMPLEMENT THIS POLICY IMMEDIATELY ON THE BASIS OF INSTRUCTIONS ALREADY ISSUED AND ABOUT TO BE ISSUED PD INITIAL PERIOD DURING WHICH ECONOMIC BOUNDARY LINE AND POLICE ROAD BLOCKS WERE REQUIRED CAN BE CONCLUDED WITHOUT PREJUDICE TO EFFECTIVE OPERATION OF GENERAL POLICY PD IT IS THEREFORE RECOMMENDED THAT EFFECTIVE TWO EIGHT MAY FOUR FIVE FURTHER ACTION WITH RESPECT TO THE ESTABLISHMENT AND OPERATION OF POLICE ROAD BLOCKS AS PROVIDED FOR IN AFHQ MESSAGE FOX XRAY SIX FOUR ONE EIGHT TWO OF TWO TWO APRIL ON ALL ROADS CROSSING THE BOUNDARY BE DISCONTINUED PD

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(2326

SECRET

Capt. Jefferson % P.C. Padua

HEADQUARTERS
VENETIE REGION
Allied Military Government
Transportation Division
APO 394

29 May 45

TO : All P.C.'s D.R.C. VENEZIA GIULIA (2)
Copy to Finance Division

SUBJECT : Road transport rates

FILE No : RXII/TN/11.12.

Pending the issue by E.C. A.C. of a new General Order 42 the rate to be charged for Road Transport throughout the Region will be as follows:-

a)	Up to 30 Kilometres	12.50 lire per ton/Kilometre
	From 31 to 80 "	10. " "
	From 81 Kilometres	9. " "

Truck owners paying for their own fuel.

b) When trailers are used they will be paid for at 80 per cent of the above rates.

c) Return journeys, if empty, will only be charged at 60 per cent of the above rates.

d) Charges for time taken in loading or unloading of vehicles will be calculated as follows:

up to 30 Qli. 30 to 120 Qli. over 120 Qli.

1st Hour.	no charge	no charge	no charge
each additional hour or portion thereof	200 lire.	250 lire.	300 lire.

In calculating this charge trailers will be allowed at their nett capacity.

Pending the issue by E.C. A.C. of a new General Order 42 the rate to be charged for Road Transport throughout the Region will be as follows:-

- a) Up to 30 Kilometres 12.50 lire per ton/Kilometre
 From 31 to 80 " 10. " " "
 From 81 Kilometres " 9. " " "

Truck owners paying for their own fuel.

- b) When trailers are used they will be paid for at 80 per cent of the above rates.
- c) Return journeys, if empty, will only be charged at 60 per cent of the above rates.
- d) Charges for time taken in loading or unloading of vehicles will be calculated as follows:

	up to 30 Qli.	30 to 120 Qli.	over 120 Qli.
1st Hour.	no charge	no charge	no charge
each additional hour or portion thereof	200 lire.	250 lire.	300 lire.
			800

In calculating this charge trailers will be allowed at their nett capacity.

FOR REGIONAL COMMISSIONER

Vandya

(S.W.)

J.S. WOODGER
 Colonel
 REGIONAL TRANSP. OFFICER