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DECREES

STATUTE FOR THE INSTITUTION AND FUNCTIONING
OF THE " NATIONAL CORPORATION FOR THE AUTO-TRANSPORTATION
OF GOODS" (E. N. A. C.)

Chapter 1
CONSTITUTION, PURPOSE AND DURATION

Art. 1

The National Corporation for the Auto-transportation of goods (Ente Nazionale Autotrasporto Cose) (E.N.A.C.), is instituted under the surveillance and the control of the Ministry of Communications - General Inspectorate for Civi lian Motorization and for Transportation in Concession - with the rights and duties and obligations established by the present Statute.

Art. II

The E.N.A.C. does not have profit as its aim, but has the purpose of promoting and controlling the transporta tion of goods whith vehicles and to constitute at the same time, an assure guarantee of work for members.

It does not establish any financial relation-ship among the members and does not involve any of its members with responsability of the others and of the Ente Itself.

Art. III

6107

The Ente has the following aims:

a) - To have effected promptly by its own members all and only those movements which are requested of it by the authority concerned;

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OF GOODS (E. N. A. C.)

Chapter 1

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It does not establish any financial relation-ship among the members and does not involve any of its members with responsability of the others and of the Ente Itself.

Art. III

6107

The Ente has the following aims:

a) - To have effected promptly by its own members all and only those movements which are requested of it by the authority concerned;

b) - To distribute equally among the members the above mentioned movements, to regulate and control the execution thereof in conformity with the regulations issued by the Ministry of Communications.

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c) - To coordinate the movements in such manner as to avoid as much as possible incomplete loadings and empty return trips.

d) - To supervise the rates of transport and necessary regulations determined by the Ministry of Communications.

e) - To provide for the distribution of fuel, lubrificants, tires and spare parts among the members, according to the methods imparted.

f) - To promote collective insurance against civil responsability, damages, thefts, fires of rolling stock and of goods transported.

g) - To promote and favor in the technical field, all initiative which will improve the development of motor transportation of goods (repair shops, road transport, fuel distributors, etc.)

Art. IV

Upon request of the Ministry of Communications, the Ente will constitute within itself, separate sections for the transport of identical goods which require special attention.

These sections may be detached in the territory of each province and in places where they will render themselves more useful.

6106

Art. V

The duration of the Ente is established for six months

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e) - To provide for the distribution of fuel, lubrificants, tires and spare parts among the members, according to the methods imparted.

f) - To promote collective insurance against civil responsa_ bility, damages, thefts, fires of rolling stock and of goods transported.

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These sections may be detached in the territory of each province and in places where they will render themselves more useful.

6106

Art. V

The duration of the Ente is established for six months after the conclusion of the peace, except if extended by deliberation of the Minister of Communications. The Ente can be dissolved at any time by provision of said Minister.

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Art. VI

All the owners of trucks, motocars, autotrains and road tractors with trailer destined for the transport of goods as well as all those who have in their possession for any reason whatsoever, autovehicles of the above mentioned categories for the transport of goods, are members of the Ente.

Art. VII

The applications for inscription to the E.N.A.C. will be made on appropriate forms distributed at the "Ispettorati Compartimentali della Motorizzazione Civile e dei Trasporti in Concessione".

Chapter 2

OBLIGATIONS OF THE INSCRIBED

Art. VIII

The members within the limits of their own activity and for the period of their inscription in the Ente, have the following obligations:

a) - To carry out promptly all and only those lifts ordered by the Ente;

6105

b) - To observe closely the general conditions of the movements, preestablished schedules, and all the instructions which shall be issued by the Ente;

c) - To stay within all the controls which the Ente or the

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reason whatsoever, autovehicles of the above mentioned categories for the transport of goods, are members of the Ente.

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The applications for inscription to the E.N.A.C. will be made on appropriate forms distributed at the "Ispettorati Compartimentali della Motorizzazione Civile e dei Trasporti in Concessione".

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a) - To carry out promptly all and only those lifts ordered by the Ente; 6105

b) - To observe closely the general conditions of the movements, preestablished schedules, and all the instructions which shall be issued by the Ente;

c) - To stay within all the controls which the Ente or the "Ispettorato della Motorizzazione Civile e dei Trasporti in Concessione" orders.

d) - To maintain in working order their own vehicles and to inform in due time the Provincial Directorate of the defects

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and damage and the lenght of time necessary for repairs.

e) - To forward all the data relative to the transportation performed requested by the Ente.

f) - To pay regularly the contributions for the operation of the Ente;

g) - To inform the Ente of eventual transfers of ownership of their vehicles, specifying the particulars and the residence of the new propriators.

The obligation in para g) above will remain even in case of dissolution of modification of the organizations already inscribed.

Art. IX

Any member shall not effect or have effected transport directly for his account or for third parties. without authorisation.

Such authorizations do not exempt the inscribed from the obligation to pay the Ente the contributions as per art.10.

Art. X

Each firm is obliged to pay to the Ente the following contributions:

6104

a) - Registration fee for each autovehicle;

b) - Payment for each quintal-kilometer of transport effected.

The amount of these payments shall be determined year by year by the Board of Directors of the Ente for the follow_

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performed requested by the Ente.

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a) - Registration fee for each autovehicle;

b) - Payment for each quintal-kilometer of transport effected.

The amount of these payments shall be determined year by year by the Board of Directors of the Ente for the following year and shall be subject to the approval of the Minister of Communications;

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Chapter III

ORGANS OF THE ENTE

Art. XI

The organs of the Ente are:

- Board of Directors
- Board of Supervisors

Art. XII

The Board of Directors is presided over by the President, and in case of impracticability or absence, by the Vice President.

It is composed of:

One technical functionary and one administrative functionary of the "Ispettorato Generale della Motorizzazione Civile e dei Trasporti".

One representative of the Ministry of Finance.

One representative of the Ministry of Industry, Commerce and Labor.

One State's attorney.

Three representatives of the firms inscribed in the Ente.

Art. XIII

All powers of the ordinary and special administration of the Ente are conferred upon the Board of Directors as follows:

a) - It fixes the administrative directives which the Ente

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One representative of the Ministry of Industry, Commerce and Labor.

One State's attorney.

Three representatives of the firms inscribed in the Ente.

Art. XIII

All powers of the ordinary and special administration of the Ente are conferred upon the Board of Directors as follows:

a) - It fixes the administrative directives which the Ente must follow to ensure its operation.

b) - It appoints and discharges the personnel and determines the provisions to be adopted in regard to them, with the

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observance of appropriate regulations approved by the Minister of Communications in agreement with the Minister of Finance.

c) - It prepares, at the beginning of each fiscal year, the program of business activity of the Ente and the estimated balance to be submitted for the examination of the Ministries of Communications and Finance.

d) - It prepares at the end of each fiscal year the financial statement to be submitted to the Ministries of Communications and Finance.

e) - It proposes the changes in the rates to be submitted for approval of the Minister of Communications in agreement with the Minister of Industry Commerce and Labor,

f) - It appoints the secretary of the Board, who is chosen from among the officials of the"Ispettorato Generale della Motorizzazione Civile e dei Trasporto in Concessione".

g) - It deliberates upon any other subject relative to the organization and development of the Ente;

The Board of Directors can delegate part of its rights and duties to the President or Vice President.

Art. XIV 6102

The Board of Directors is assembled by the President by means of registered letter containing the agenda and the

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c) - It prepares, at the beginning of each fiscal year, the program of business activity of the Ente and the estimated balance to be submitted for the examination of the Ministries of Communications and Finance.

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g) - It deliberates upon any other subject relative to the organization and development of the Ente;

The Board of Directors can delegate part of its rights and duties to the President or Vice President.

6102

Art. XIV

The Board of Directors is assembled by the President by means of registered letter containing the agenda and the date of the meeting. The letter is sent at least 15 days before the date fixed for the meeting.

In case of urgent and exceptional matter, the meeting can be called within a shorter time and even by means of telegram.

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The Board of Directors meets four times a year or any other time the President deems it necessary or upon request of at least four Board members or upon proposal of the Supervisors.

Art. XV

The Board is presided over by the President or Vice President.

For deliberations to be valid, the approval of the majority of those present is necessary. In case of a tie, the vote of the President prevails. The General Director may attend the meeting of the Board.

Art. XVI

THE PRESIDENT - The Presidency of the Board of Directors is given to the Minister of Communications or by his delegation to the Under Secretary of State for railroads and for the "Motorizzazione Civile e Trasporti in Concessione".

The President :

a) - represents the Ente and has power of signature,

b) - makes proposal about the organization of the Ente,

c) - supervises the entire organization of the Ente,

d) - exercises the rights and duties conferred upon him by

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request of [redacted]

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b) - makes proposal about the organization of the Ente,

c) - supervises the entire organization of the Ente,

d) - exercises the rights and duties conferred upon him by the Board of Directors,

e) - in exceptional and urgent cases, has the option to substitute himself for the Board of Directors, provided ratification by the Board itself is given at the first subsequent meeting."

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Art. XVII

VICE PRESIDENT - The functions of the Vice President are entrusted to the General Director of the General Inspectorate of Civilian Motorization and Transport under Concession, or one of his representatives.

The Vice President:

a) - Substitutes in case of absence of the President, and assists him in all his duties,

b) - Signs the acts of ordinary administration and those of more than ordinary administration according to the will of the Board,

c) - Exercises the rights and duties conferred upon him by the Board of Directors and the President.

Art. XVIII

THE OTHER DIRECTORS - The representatives of the Ministry of Communications and of the other Ministries, are appointed by Decree of the respective Ministers.

The State Attorney is appointed by provision of the Attorney General of State.

The representatives of the firms inscribed in the Ente, are appointed by the Associazione di Categoria.

All the Directors remain in office for two years unless it is otherwise determined.

6100

Art. XIX

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VICE PRESIDENT - The functions of the Vice President are entrusted to the General Director of the General Inspectorate of Civilian Motorization and Transport under Concession, or one of his representatives.

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a) - Substitutes in case of absence of the President, and assists him in all his duties,

b) - Signs the acts of ordinary administration and those of more than ordinary administration according to the will of the Board,

c) - Exercises the rights and duties conferred upon him by the Board of Directors and the President.

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All the Directors remain in office for two years unless it is otherwise determined.

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Art. XIX

BOARD OF SUPERVISORS - The Supervisors are appointed for one four years period, in the number of five, three by the Ministry of Communications, and two by the Minister of Finance.

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The Minister of Communications and the Minister of Finance each shall appoint also an alternative Supervisor.

The functions for the Supervisors are the ordinary ones in matters of supervisions.

Chapter IV
OFFICES OF THE AGENCY

Art. XX

Offices of the Agency are:

- The Provincial Directions with seat in the Provincial Capitals.
- The Compartmental Directions with seat at the Compartmental Inspectorates of Civilian Motorization and Transport under Concession.
- The General Direction with seat at the General Inspectorates of Civilian Motorization and Transport under Concession.

Art. XXI

PROVINCIAL AND COMPARTMENTAL DIRECTORATES

The Provincial Directorates organize the transport which interests only one Province or two adjacent Provinces. The Compartmental Directorates organize the transport which interests more than two Provinces of the same Compartment or two adjacent Compartments.

They Provide each in its area of jurisdiction, the

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ones in matters of supervision.

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The Provincial Directorates organize the transport which interests only one Province or two adjacent Provinces. The Compartmental Directorates organize the transport which interests more than two Provinces of the same Compartment or two adjacent Compartments.

They Provide each in its area of jurisdiction, the following:

a) - To have effected by the members the transport in the order which will be established by the competent Body as provided by Law,

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b) - To coordinate, control and distribute among the members and supervise transport in conformity with the purpose of the Ente established by Art. 3 of the present Statute, as well as the dispositions issued by Law and these which will be issued by the Ministry of Communications - General Inspectorate of Civilian Motorization and Transport under Concession.

c) - To collect on behalf of the owner the price of the transport;

d) To collect the registration feees and the required payments per kilometer,

e) - To distribute fuels, lubricants, tires and spare parts in conformity with the order issued by the General Inspectorate of Civilian Motorization and Transport under Concession,

f) - To enforce the provisions of the Compartmental Inspectorate of Civilian Motorization and Transports under Cobcession against the firms which fail to carry out the obligations as per art. 8 of the present Statute.

Art. XXII

GENERAL DIRECTORATE

The General Directorate: 6098

a) - Organizes the carrying out of movements of major

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well as the dispositions issued by Law and these which will be issued by the Ministry of Communications - General Inspectorate of Civilian Motorization and Transport under Concession.

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d) To collect the registration feees and the required payments per kilometer,

e) - To distribute fuels, lubricants, tires and spare parts in conformity with the order issued by the General Inspectorate of Civilian Motorization and Transport under Concession,

f) - To enforce the provisions of the Compartmental Inspectorate of Civilian Motorization and Transports under Cohcession against the firms which fail to carry out the obligations as per art. 8 of the present Statute.

Art. XXII

GENERAL DIRECTORATE

The General Directorate: 6098

a) - Organizes the carrying out of movements of major importance which interests more than two Compartments, requested by the competent body as prescribed by Law,

b) - Studies the traffic routes and promotes provisions to orient and estabilize them with pre-established itineraries

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with the purpose of constituting an organic network of transport, in harmony with the raildroads in operation.

c) - Promotes provisions intended to favor the construction of warehouses for goods, garages, workshops, fuls distributors, etc., as well as the establishment of supply-centers and road repair stations.

d) - Promotes and favors types of collective insurance against civil responsability, damages, thefts, fires of rolling stock and the goods transported.

e) - Coordinates the activity of the individual services and superintends the general operation of the Ente and iits technical functioning.

f) - Imparts the directives for the execution of all the dispositions issued by the General Inspectorate of Civilian Motorization and Transport under Concession.

Art. XXIII

APPOINTMENT

The Provincial Directors, the Compartmental Directors and the General Director of the Agency, ~~even though remaining functionaries of the Ente,~~ are appointed by the Minister for Communications.

Chapter V

PROVINCIAL COMMISSIONS

Art. XXIV

At the Provincial Directorates as per Art. 21, are constituted Provincial Commissions for motor-transportation.

To such Commissiones is assigned the task of 6897 establishing the priority of request for transportation in relation to the needs of the Province.

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c) - Promotes provisions intended to favor the [illegible] of warehouses for goods, garages, workshops, fuls distributors, etc., as well as the establishment of supply-centers and road repair stations.

d) - Promotes and favors types of collective insurance against civil responsability, damages, thefts, fires of rolling stock and the goods transported.

e) - Coordinates the activity of the individual services and superintends the general operation of the Ente and iits technical functioning.

f) - Imparts the directives for the execution of all the dispositions issued by the General Inspectorate of Civilian Motorization and Transport under Concession.

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Art. XXIV

At the Provincial Directorates as per Art. 21, are constituted Provincial Commissions for motor-transportation.

To such Commissiones is assigned the task of 6603
establishing the priority of request for transportation in relation to the needs of the Province.

Art. XXV

The Provincial Commissions are composed of :

One representative of the Compartmental Inspectorate of Civilian Motorization and Transport under Concession;

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The Provincial Director of the R.A.C.I. or one of the representatives

One representatives of the Provincial Council of Economics or rather of the Chamber of Industry, Commerce and Labor;

One representative of the Provincial Alimentation Section.

These members are appointed by the Board of Directors of the Ente, on proposal of the Prefects, and elect among their own members the President, who has the right to vote in case of a tie.

Chapter VI

FUNCTIONING OF THE ENTE

Art. XXVI

The patrimony of the Ente is constituted:

Of the registration fees as per item a. of the preceding art.X

Of the payments as per item b of the same article.X.

Art. XXVII

The administration of the Ente is completely aoutonomous, except for the powers of surveillance and control of the Ministry for Communications by virtue of the provisions of the present Statute.

The discharge of such powers does not place any responsability upon the State.

Art. XXVIII

The Ente is responsable for the execution of the transport according to the provisions of the civil code in force.

The inscribed, retaining the administration of their autovehicles as per art. 8, are obliged by contract to the Ente for any violation of Law affecting third parties.

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or rather of the Chamber of Industry, Commerce and [illegible]
One representative of the Provincial Alimentation Section.

These members are appointed by the Board of Directors of the Ente, on proposal of the Prefects, and elect among their own members the President, who has the right to vote in case of a tie.

Chapter VI

FUNCTIONING OF THE ENTE

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The administration of the Ente is completely aoutonomous, except for the powers of surveillance and control of the Ministry for Communications by virtue of the provisions of the present Statute.

The discharge of such powers does not place any responsability upon the State.

Art. XXVIII

The Ente is responsable for the execution of the transport according to the provisions of the civil code in force.

The inscribed, retaining the administration of their autovehicles as per art. 8, are obliged by contract to the Ente for any violation of Law affecting third parties.

Whenever the inscribed, in cases provided by Art. 10 have entrusted the administration of the vehicles to the Ente, this latter is responsable for any violation.

For such purpose the Ente and the inscribed shall

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cover with insurance the risk of transportation for that part which respectively concerns them.

Art. XXIX

Whenever the Ente assumes the management of auto_ vehicles of the members, the expenses of administration shall be drawn from the amounts to be paid for transport carried out by such means.

Chapter VII

STATEMENT

Art. XXX

The first fiscal year shall terminate June 30, 1945.

The financial statement must be:

a) - Reviewed by the Supervisors within one month from the close of the fiscal year;

b) - Approved by the Board of Directors within two months from the close of the fiscal year.

c) - Submitted for examination to the Ministries of Communi_ cations and Finance within three months from the close of the fiscal year.

August 17, 1944

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C O P Y

LEGISLATIVE LIEUTENANCY DECREE AUGUST 17, 1944 n° 188
ESTABLISHMENT OF THE "NATIONAL CORPORATION FOR THE AUTO TRANSPORTATION OF GOODS"(E.N.A.C.)

- - -

UMBERTO OF SAVOIA PRINCE OF PIEMONTE
LIEUTENANT GENERAL OF THE KINGDOM

By virtue of the authority delegated to us:
Having seen the Lieutenancy decree law 25 June 1944 n. 151;
Having seen the R. Decree Law 30th of October 1943 and following modifications;
Having seen the deliberation of the Council of Ministers;
Upon the proposal of the Minister Secretary of State of Communications with the consent of the Ministers for the Finance and for Industry, Commerce and Labor;

WE HAVE SANCTIONED AND PROMULGATE THE FOLLOWING:

ART. 1

For coordination of motor transportation of goods and for best utilization of motor transport intended for that use, the National Corporation for the Auto Transportation of Goods (E.N.A.C.) is constituted an agency of public right under the supervision and control of the Ministry of Communications, Inspectorate General of Civilian Motorization and Transportation in Concession.

ART. 2

The attached statute establishing the scope, rights, duties and the duration of the Ente, in accordance with the proceding article and regulating the administration thereof is approved.

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ESTABLISHEMENT OF THE "NATIONAL CORPORATION FOR THE AUTO TRANSPORTATION OF GOODS"(E.N.A.C.)

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The attached statute establishing the scope, rights, duties and the duration of the Ente, in accordance with the proceding article and regulating the administration thereof is approved.

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ART. 3

All the owners of autotrains, trucks, motocars and road tractors with trailers, destined for the transport of goods, as well as all persons who have in their possession for any reason whatsoever vehicles of the above mentioned categories, are obliged to register with the E.N.A.C. and to observe its statute.

For that purpose they will present within fifteen days from the date of publication of the present Decree, request for registration to the Compartimental Inspectorate for Civilian Motorization and Transportation in Concession, which have jurisdiction for the territory.

In case the owner or possessor of a vehicles as in para 1 of this article cannot or does not wish to comply, he is obliged to make a written statement to the office of the Ente and to entrust to the same Ente the operation of vehicles in his possession.

ART. 4

From the date which shall be determinmted by appropriate Decree of the Ministry of Communications, it is forbidden for any person to effect of have effected with vehicles, even if they be their own propetty, transportation not disposed by the E.N.A.C. 6093

The Ministry of Communications, however, have the option to release to the inscribed of the Ente, authorizations, revokable at any time, to effect directly transport of their own goods with their own vehicles for particular exigencies

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ART. 4

From the date which shall be determinated by appropriate Decree of the Ministry of Communications, it is forbidden for any person to effect of have effected with vehicles, even if they be their own propeety, transportation not disposed by the E.N.A.C. 6093

The Ministry of Communications, however, have the option to release to the inscribed of the Ente, authorizations, revokable at any time, to effect directly transport of their own goods with their own vehicles for particulur exigencies and for services of a continuous character.

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ART. 5

Except under conditions specified in the second paragraph of the preceding article, from the same date, whatsoever intends to effect transportation of goods, must make a regular request:

1. - To the Commissions as per art. 24 of the Statute, if the matter entails transportation affecting only one Province or two adjacent Provinces;
2. - To the Compartimental Inspectorate of Civilian Motorization, if the matter entails transportation affecting more than two Provinces of the same Compartment or two adjacent Compartments;
3. - To the General Inspectorate of Civilian Motorization, if the matter entails transportation affecting more than two Compartments.

It is up to above mentioned bodies to establish the order of precedence for transportation to be effected and to request the Directorate of the E.N.A.C. for execution thereof.

ART. 6

Failure to comply with the obligation of the Statute and violation of regulations of the present Decree, are punishable by fine of from one thousand to fifteen thousand Lires.

In case of repeated offences or particularly serious offences, the confiscation of the vehicles may be ordered.

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ART. 7

In case of violations of the present Decree, action will be taken in accordance with the terms of articles 122 of the Royal Decree Law of 8 December 1933, n° 1740, insofar as it is applicable.

ART. 8

For the functioning of the E.N.A.C., the Ministry of Communications is authorized :

a) - To approve, in agreement with the Minister of Finance, appropriate regulations for the employment, appointment, the economic treatment and discipline of the personnel of the Ente, for fix salaries of the administrative counsel and the supervisors.

b) - To make periodic review of an approve, in agreement with the Ministry of Industry, Labor and Commerce, thenational rate for motor transport.

c) - To approve the registration rates for each vehicle and the contribution to be paid to the E.N.A.C. for each Quintal-Kilometer of transportation effected.

d) - To issue regulations for the allocation and distribution of combustibles, fuels, tires and spare parts.

e) - To issue regulations which it may deem necessary to assure the regularity of transports.

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d) - To issue regulations for the allocation and distribution of combustibles, fuels, tires and spare parts.

e) - To issue regulations which it may deem necessary to assure the regularity of transports.

ART. 9

The present Decree will go into effect upon the date of its publication in the Official Gazzette of the Kingdom - special series.

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We ordet to who soever be concerned to comply with the present Decree and to haveit complied with as Law of the State.

Rome, the 17th of August 1943

UMBERTO DI SAVOIA

BONOMI - CERABONA - SIGLIENTI - GRONCHI

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(Gazzetta Ufficiale - N° 86 November 25, 1944).

LEGISLATIVE DECREE OF THE LIEUTENANCY, OCTOBER 18, 1944, N° 324.

Rules completing the legisative decree of the Lieutenancy of August 17, 1944, N° 186, relating to the establishment ofthe National Corporation for the Auto-transport of Goods.

HUMBERT OF SAVOY
Price of Piedmont

Lieutenant General of the Kingdom

Under the powers delegated to him :

Considering the legislative decree of the Lieutenancy of August 17, 1944, N° 186;

Considering the decree of the Lieutenancy of September 5,194 N° 202;

Considering art. 4 of the decree law of the Lieutenancy of June 25, 1944, N° 151;

Considering the decree law of October 30, 1943, N° 2/B, an subsequent amendments;

Considering the deliberations of the Council of Ministers

On the proposal of the Secretary of State for Communicati with the consent of the Ministers of Justice, Finance, Treasury and Industry, Commerce and Labour;

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Rules completing the legisative decree of the Lieutenancy of August 17, 1944, N° 188, relating to the establishment ofthe National Corporation for the Auto-transport of Goods.

HUMBERT OF SAVOY
Price of Piedmont

Lieutenant General of the Kingdom

Under the powers delegated to him :

Considerinv the lggislative decree of the Lieutenancy of August 17, 1944, N° 188;

Considering the decree of the Lieutenancy of September 5,1944 N° 202;

Considering art. 4 of the decree law of the Lieutenancy of June 25, 1944, N° 151;

Considering the decree law of October 30, 1943, N° 2/3, and subsequent amendments;

Considering the deliberations of the Council of Ministers

On the proposal of the Secretary of State for Communicati

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with the consent of the Ministers of Justice, Finance, Treasury and Industry, Commerce and Labour;

We have sanctioned and promulgated the following measures :

Art. 1 - In art. 8 letter (a) of the legislative decree of the Lieutenancy of August 17, 1944, N° 188, and in articles 11 12, 13, 19, and 30 of the Statutes accompanying it, the words "Minister and Ministry of Finance" are replaced by "Minister and

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Ministry of the Treasury".

Art. 2 - To the penalty provided under art. 3 of the aforesaid decree is added for offences against the provisions contained in par. 1, articles 3 and 4 of the said decree, arrest for a period of one to six months.

Art. 3 - Whoever destroys, damages or renders partially or totaly unserviceable auto-vehicles assigned for the carriage of freight is liable to the penalties provided in the paragraph of art. 508 of the penal code.

Art. 4 - Until such time as the organisation of professional associations is regulated, the three representatives mentioned in the last paragraph of art. 18 of the Statutes of the National Corporation for the auto-transport of goods, instead of being appointed as provided under the third paragraph of article 18 of the said Statutes, are appointed by the Minister of Industry, Commerce and Labour, from among the shippers of goods registered with the Corporation.

Art. 5 - This decree takes effect on the day following its publication in the Official Gazette of the Kingdom.

We order all whom it may concern to observe this decree and to enforce it as a statutory law.

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Published at Rome, October 13, 194[illegible].

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Published at Rome, October 13, 1944.

UMBERTO DI SAVOIA

Bonomi - Cerabona - Tupini - Siglienti
Soleri - Gronchi.

Visèd by the
Minister of Justice Tupini
Registered at the Court of Audit on November 22n 1944
Government Acts, Register Nº 1, Sheet 31, - P e t i e .

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Dec 44

TO : H.E. Cerabona
Minister of Transports
Rome.

11

Excellency,

We think it our duty to report the result of our practical experience of these six months of control of road transport and the deductions which can be drawn from them for future use.

We are of the opinion that this is of all the more interest in that the form of control used here in Rome (work ticket for all trucks, invoices passed through the Ufficio Trasporti of Rome, body which gives the authorization necessary to that road transport which is outside the U.T.R., etc.) is the nearest to that adopted by ENAC.

Basing our opinion on this experience, on our continual contact with the public (road haulage contractors and passengers), on the observation of the practical consequence of regulations prepared in the office, we think it inadvisable at least for the moment, to adopt such an all-embracing system of control as that anticipated by the Statute of ENAC.

We agree that theoretically the ENAC formula is very attractive; we illuded ourselves at first.

If it was possible so apply it, it would garantee that not a ton-kilometer would be wasted or would be carried other than in its due order of precedence having regard to the various national needs; it would also permit, from one control office to add up all the bilions of ton kilometers carried, divided among the different goods, the different provinces and the different distances; to keep account of all the sums paid, all the costs etc. etc.

It would be very convenient, but unfortunately in practice things are very different.

We would point out that the actual transport situation in Italy is absolutely new, there is nothing to compare with it in the past; that it is very difficult to foresee the technical and political developments that may develops; that no blame can be given to the directors of ENAC for not having foreseen particularly at the beginning of August when the situation was still so fluid, the way things would go later; but that, for our part, it would be very wrong not to inform you, with complete

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our practical experience of these six months of control of road transport and the deductions which can be drawn from them for future use.

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1°) It is quite untrue that a system of control of a totalitarian nature (for brevity's sake we will call it the ENAC System) heightens the technical efficiency of transport; on the contrary. Here are some practical examples:-

a) To oblige motor vehicles to go every day to fixed stations to fetch their work ticket means improfitable trips and a great loss of time. For example: we have been requested to open a wine station in Trastevere. The greater part of the wine

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comes from the Castelli Romani and many wine firms have their cellars and garages on the Via Appia; the trucks, to go and fetch their work tickets, will have to do a trip almost as long, (taking into consideration the greater consumption of petrol and loss of time driving in town) as that they will do for the actual transportation. In this actual case, things could be improved by a different situation, but it would still be inconvenient for other reasons.

b) To the improfitable trips and long waits of the road haulage contractors are to be added the improfitable trips and long waits of the consignors. This also raises the actual cost. Sometimes the necessary office procedure is carried out by intermediaries who insist on being well paid for their services (sometimes pretending to have had to cope with more difficulties than was actually the case). With the actual lack of transport facilities the consignors often make an agreement with the driver that they should take them to the office where they have to do their business, so that there are other improfitable trips. This inconvenience will be made worse by the ENAC system, which is not only dealing with one town, such as Rome, but is extended to all Italy. As it wants a national central control, it has had to make complicated formule, so that, for example, a journey that starts in Reggio Calabria has to get permission from Rome, and a journey starting from Piedimonte d'Alife has to get permission from Naples.

c) One of the fundamental aims of ENAC is that of eliminating empty trips, as ENAC will try to arrange for each full out trip a full return trip. We can assure you, that in a regime of private initiative, no empty trip ever takes place, as the road haulage contractor will always find a return load (this being to his personal advantage) even setting a lower price so as not to return empty. As authority is required for every trip, there will inevitably be empty return trips, especially as the authority can be had only from the capital, from the chief town of the compartment or province. Therefore the alternatives are either to return empty, or take an illegal load, or else wait indefinately until there is a return load that the authorities have found and authorised. We have seen that in practice there are many empty return trips with this method; one could say that this could be prevented by a perfected organisation, long-distance telephones, more employees, etc, but it would require a large organisation and the disadvantages might be less but would not be eliminated;

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d) Separating the consignor from the road haulage contractor there will inevitably be misunderstandings of a technical

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d) Separating the consignor from the road haulage contractor there will inevitably be misunderstandings of a technical nature, as, for example, on the place and hour of presentation (which means wasted trips) on the suitability of the vehicles, etc. In spite of the best will in the world it is inevitably that with orders that have to pass through so many channels, misunderstandings should arise. We know that this happens continually.

Are all these drawbacks, due to technical causes inevitable, even admitting absolute discipline on the part of the road haulage contractors in respecting the directions given?

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Actually the difficulties mentioned are made worse by the obstructionists. They will do anything in their power to boycott the directions issued because there is no category of persons more attached to their personal independance and it is to their financial advantage to do so and serious drawbacks result. For example:-

e) In the majority of cases the road haulage contractors refuse to do the trip that they are ordered to do. Sometimes they prefer to remain stationary for days, with the most improbable excuse, while they wait for a trip that suits them which loads to contention and a loss of time.

f) Some road haulage contractors are convinced that at the present moment, with the question of the prices and control, it is not to their interest to make trips; but that the day will inevitably come when they will be free to do what they like, so that they prefer to save the wear and tear of their vehicles and not put them into working order or pretend that they are out of order.

This is not difficult, and now everyone is expert at it, having had practice during the german occupation, when everybody was specialized in taking to pieces his own vehicle. Today they are being put together again, but the rapidity depends on the financial conditions offered to the owners. It is not always easy, even having at one's disposal lots of experts and police to know whether the damage is authentic.

g) There are also many other technical difficulties. Often the roads are interrupted (sometimes unexpectedly by the flooding of a river), the warehouses of the Consorzio Agrario are just farms difficult of access; there are often not enough porters for loading to unloading, etc. It would need a great deal of good will on the part of the road haulage contractors to get over all these difficulties that have nothing to do with them. This good will is not foreseen by the tariff and the unwilling road haulage contractors take advantage of the situation and do nothing more than is strictly necessary; on the contrary they do everything they can to exaggerate the difficulties or create them where necessary. They often come back with certificates, made out by the carabinieri (who are not all experts on transportation) and sometimes directly by the warehouse consignee (who are usually not interested in the good working of things), stating that the road was impracticable, that the warehouse was shut, that they couldn't load as there were no porters, that the tyres had burst, etc. The result is: inumerable empty trips, at least as to that commodity that was to have moved, inummerable contestations because the road

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We are sorry to have digressed but we wanted to give some examples to explain the reality of the case, the subject is interminable; it is not very difficult to understand that with such a large field as road transport it is difficult to control the situation successfully; every thing can be studied arranged for, foreseen in the theoretical programme but if the individual will not help the practical results can not be good.

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2. If such a system as ENAC is seriously to be applied to the whole of Italy, it will be necessary to create large traffic and police organisations.

The central predisposition of every single movement, the reception of all the requests and the arranging for each to a vehicle, the accountancy of all the transactions asks for enormous work. Here in Rome, at the transport office, there are more than 300 employees; chiefly personnel from transportation and industry, who have worked tremendously hard and have done their utmost (as to the road haulage contractors and consignors, as well as Allied officers can witness). We have under our control about 300 lorries and we have followed a fairly liberal policy where the road haulage contractors are concerned. To apply the rigourous system of ENAC, to open the new stations, we have been asked for, to assume the control of the 7000 lorries there are in Rome, this personnel will have to be considerably increased. The same thing will happen all over Italy.

From the number of employees mentioned above is excluded the control personnel. This used to be carried out by means of food control posts; after they were abolished only a few remaining on the boundaries of the province and a few Guardie di Finanza patrols more left. There have always been many evasions (with the most varied stratagems) even when there was very strict control by AMG, but after the authority passed to the Italian authorities the politician insisted on the abolition of the fixed control posts, they have increased enormously, so that now the illegal trips are certainly far more than the legal ones. If ENAC wishes to have its instructions respected, it will have to create fixed control posts and such a control organisation that, extending itself to the whole of Italy, will become an imposing police organisation. The personnel will have to be very trusted and highly hained as butery is easy, and its not easy to verify very complicated papers, which are often very cleverly altered and which are accompanied by declarations from political military and police authorities.

2. The psychological climate is not very favourable. The road haulage contractors are banded together and are often backed up by the general public. There is no doubt that public opinion today is turned towards the abolition of control posts and all bureaucratic complications as far as possible. Here are some example:-

Recently the Allied Authority wanted to control the black market cars which had been running illegal passengers

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Recently the Allied Authority wanted to control the black market cars which had been running illegal passenger services in the city. The result was a strike, public demonstrations in the streets with placards asking not only for freedom for the black market cars but also the abolition of work tickets and every form of control on public transport. The conclusion was that even the Allied Authorities decided to return on its decisions and let out those drivers who had been arrested for illegal use of Allied petrol;

In a conference held at the Prefecture, with the press present, to discuss food questions, there was a general request for the abolition of control posts (to ask for the abolition of control posts is the same as asking for the abolition of permits)

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and a more liberal policy, so that the Prefect immediately decided to abolish the control posts, in spite of the opposition of the transport office, who thus had every possibility of control taken from them.

Another symptom was the hostility shown by the general public at the birth of ENAC.

4°) The general public is under the impression, not entirely wrong, that the subsistence of the control is that which raises the prices (especially for those goods that are free at their point of origin and not subject to the ammasso) and causes speculation. Without doubt the cost of control does affect the prices as well as the lesser output due to technical causes. But the speculation caused by the barriers is of far greater importance. For example, the black market prices in Rome (and the population has to go to it for practically all goods) are without doubt higher than they would be if the prices of goods bought free and the prices of transport (even if at black market prices) mere added together.

As a permit for transport is required, the man who manages to get one can create a monopoly and can fix any price he likes. Hence speculation, which would be very much attenuated by free competition. It is all very well to unfreeze the goods at the place of origin, forbid provinciale freezing, etc. if for the transportation of goods a work ticket is required; the work ticket substitutes the permits to introduce goods left free by the ANNONA and thus causes speculation.

The road haulage contractor sees his earnings controlled to the last cent by the tariffs (when it doesn't happen, as with the present ones, that they are below cost) while the intermediaries earn millions. If competition was free it is probable that the intermediaries would disappear altogether the consumer would pay less, the road haulage contractor, even the honest one, would earn more, as part of the earnings of the speculater would go to him. Even this would not be ideal, but it is advisable from the social point of view that any profits should go into the road haulage contractors pockets rather than those of the speculators; as the former will invest it to develope his business and improve his equipment.

The ideal solution of course would be that everyone earned what is right, but that would not be caused by control of transport. It is a question of general policy; if they want to adopt a system of total control on all goods, either at the origin, or during transport or during the buying with the large bureaucracy involved and the necessary police, then

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5°) It must be born in mind that one situation varies from month to month and from region to region; and that what may seem most suitable at one period and for one region is not so at another. The transport situation varies enormously from Sicily to Rome, from Rome to Florence, and cannot possibly be treated

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in the same manner.

It is a fact that the control applied to road transport lowers its efficiency ~~xxxxxxxxxxxxx~~ but sometimes it may be necessary to accept this as a lesser evil in the case of improfitable goods which otherwise would not be moved. This was the case in Rome in June, July and August, with the railways not in working order and only a few trucks available. Probably Florence is in the same situation now.

In Rome the situation is changing. In practice only the transport office vehicles that are outside Rome transporting grain to be loaded at the railway stations and those that go to Avezzano to load potatoes (these latter very often can't load as the peasants don't bring the potatoes) are working. In the improfitable goods category much stuff is bought by rail (all coal, all grain); a lot of goods are unloaded at Civitavecchia and sent on by rail. The bids that come in are principally for goods that would be free were it not for the work ticket and therefore the drawbacks referred to above are more evident. The more the real need diminishes the more difficult becomes the control of transport and clearer become the drawbacks described above.

Even in Rome there is not a large number of trucks. The registered number of trucks is 7-8000 against the few hundred registered in June and 11.000 pre-war (which mere larger and better); but if the means of transport have deteriorated compared to before the war, the goods to be transported are also less and the trucks in use might be better exploited with a more rational form of control and would thus give a better output.

We were preparing to cope with the new situation taking into account the limited means of control and repression at our disposal, when ENAC came on the scene.

We have given out sincere opinion on the subject.

It is for your Excellency to take a decision on this matter. If we are ordered to set in motion the ENAC system we shall naturally do so willingly; we will apply to this new corporation our own organisation, which we believe to be the biggest, most complete and most efficient existing in Italy today in this field, although far from perfect, and certainly that which most resembles the ENAC system.

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We would point out, however, that the drawbacks mentioned above cannot be eliminated, because they are inherent in any totalitarian system of control; they will, on the contrary, be accentuated given the sterner and more complex ENAC system.

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We would point out, however, that the drawbacks mentioned above cannot be eliminated, because they are inherent in any totalitarian system of control; they will, on the contrary, be accentuated given the sterner and more complex ENAC system.

We would also point out that to apply the ENAC system or only to continue the present organization, we would need all the necessary means of repression and control (control posts, etc.) put at our disposal, so that the documents required should not become simply scrafs of paper and the orders given just fiction.

We are of the opinion that it would be a mistake to apply the ENAC system only theoretically it would lead to our being accused, quite rightly, of being only parasites and only collecting the contributions due to the corporation without carrying out any useful social activity.

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We should be equally a dangerous and retarding obstacle because there would still remain the complicated machinery of permits, although more fictitions than anything else and speculation would remain rife.

It would be an illusion, as Government control would be entirely lacking where road transport is concerned and on the contrary it is extremely necessary that there should still be a regulating Government influence so as to insure, among other things the transport of improfitable goods that prices should be fixed by authority on the market and to generally superintend and help the road haulage contractors out of their difficulties.

Such an institution, according to the opinion we had formed of it, should to be really efficacious, be based on the following principles:-

a) stimulate, instead of suffocating, private interests. Invert the principle that each single trip must be controlled and fix instead that road transport is free and given over to private enterprise; though the transport authority should reserve the right to periodically summon all g trucks for the time required to effect the transport of improfitable goods of essential public g usefulness or for any other essential requirement.

b) While it is self-evident that in free work the road haulage contractor will automatically think of working in the most rational and profitable manner, it is necessary to induce them to work as quick as possible, getting over the great difficulties that often exist, even during the period of obligatory work. For instance establish a fixed price for fixed work and let the trucks free after each trip is finished. Lately we have been experimending in this fashion, in agreement with the Consorzi Agrari and the Food Commission, with the work in connection with the collecting of grain in the various railway stations and also for the unloading of ships at Civitavecchia and the results have been good, actually obtaining lower prices (sometimes half of those obtained by the exact application of the tariff to each operation) and much rapider work. While before the road haulage contractors were in agreement with the porters and janitors of the warehouses so that the work should go slowly and they could calculate the pauses, now they force the janitors to keep the warehouses open all night, making arrangements themselves for the necessary illumination, they protest with the porters when the work is not carried out quick enough and tip them out of their own pockets to encourage them to work willingly.

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C) It would be a good thing to apply sanctions to the owner especially the requisition of the truck and the withdrawal of the drivers' driving license for the shirkers.

d) Apply fair tariffs, proportional to the actual costs sustained for each job. Fix tariffs as weel for free work allowing however direct contact between bujer and road haulage

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contractor. The fixed tariffs will always be a restraint, giving the buyer a legal arm to use against the road haulage contractor if he is too exorbitant.

e) One must not think one can regulate everything from the central office but must leave the greatest possible freedom of action and decision to the provincial offices, under the supervision of the local authorities (Ispettorato Motorizzazione, Prefecture, SEPRAL). Rely upon as far as possible, both technically and morally, the men who are given a job and not just treat them as mechanical carriers-out of instructions recoved from Rome, which would be absurd, especially in the present situation.

The central co-ordination to be carried out either through a special body or directly by means of the Inspectorate of motorization, will consist principally of legal activity so as to give the Provincial offices the necessary giuridical means to act, to supervise the Provincial offices, appoint the heads who must be proposed by the local authorities, give general directions and contract A.C.

f) The control organisation must be as simple as possible and the technical aid organisation must be very highly developed (spare parts, tyres, work shops, etc.) with practical action and men who really know their job.

g) Where it doesn't exist, (as for example the I.N.T. in Sicily, also the U.T.R. in Rome has an operating pool in formation) an operating truck pool must be organised (for esample those trucks coming from the Allies and possible Italian ones, requisitioned trucks etc.) both for moral reasons as it is not fair that these trucks should become objects of private speculation and because the only effective way of keeping prices at a fixed price is to be able to compete where there is need.

h) Create an organisation capable of dealing with any new or local situation that may arise and not one of rigidly fixed projects that cannot adopt itself.

We think, if what we have suggested is approved of that it would not be difficult to give a legal aspect to what is suggested above and to draw up the regulations. Also in this case the U.T.R. will be ready to collaborate, jointly with the transport offices of the other provinces of Italy, having at its disposal experienced men, who during the last six months have had practical experience of the present transport situation, which is, as we have already pointed out, entirely [illegible] the whole history of transport.

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We believe that your Excellency will appreciate the sincerity with which we have expressed our opinion.

sgd. The Director (L. Tanfani)

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Tr. RR/rb

18 lines

TRANSLATION

10

Ministry of Communications

General Inspectorate
of Civil Motorization and
Transports in Concession

SUBJECT: National Agency for Motortransportation of Goods - E.N.A.C.

TO : The Compartimental Inspectorates of Rome, Naples, Cagliari, Catanzaro, Bari, Palermo. And to the Provincial Offices of R.A.C.I.

CIRCULAR

To enforce the Lieutenencial Decree, the publication of which is in progress, concerning the set up of E.N.A.C., we give the following directions to be complied with only by the Provinces under the jurisdiction of the Italian Government. Later they will be extended also to the other liberated provinces by agreement with the Allied Control Commission.

1. REGISTRATION WITH E.N.A.C.

In conformity with art. 3 of the above Decree, all the owners or all the persons in possession for whatsoever reasons of autotrains, trucks, motorvehicles, and road tractors with trailers, destined for the transportation of goods, are obliged, whithin 15 days from the date of pubblication of the Decree, to make application of registration with E.N.A.C. , or to declare, in case they refuse to register with the Agency, to entrust it with the operating of their vehicles.

2. FORMS FOR THE REGISTRATION.

To this purpose an appropriate form (Mod. ENAC/1) for 6078 plication of registration or for the above declaration has been prepared, as well as another form (Mod. ENAC/2) to be filled up

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with all the details concerning each vehicle or trailer.
The application form (Mod. EMAC/1) is provided with a coupon to be given to the owner of the vehicle by way of receipt.

3. DISTRIBUTION OF APPLICATION FORMS.

As soon as possible, an appropriate number of forms will be sent to the Compartimental Inspectorates according to the needs of each Province of the Compartment.

As soon as they will receive the forms, the Compartimental Inspectorates will distribute an appropriate number of them to the provincial offices of the R.A.C.I.

4. THE OBTAINING OF APPLICATION FORMS AND DELIVERY OF APPLICATIONS.

The interested persons will obtain the application forms from the office of the R.A.C.I. in the chief town of their Province, and will make their applications or declarations, both on three copies, to the same office.

Each applicant will fill up an application form (Mod. EMAC/1) in three copies, enclosing in each of them as many forms (Mod. EMAC/2) as is the number of vehicles in his possession.

For each application, the Provincial Offices of R.A.C.I. will charge a fee of 3 L. as secretary's duties and will deliver the receipt mentioned in para 2 to the interested person.

5. COLLECTING OF APPLICATIONS

After the term for the presentation of the applications is expired, the provincial offices of R.A.C.I. will send them, in three copies, to the Compartimental Inspectorate of Civil Motorization concerned, which will keep one copy for the files, send the second to this central office and keep the third for the final set up of the E.M.A.C.

THE MINISTER

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BEST COPY POSSIBLE

MINISTERO DELLE COMUNICAZIONI

ISPETTORATO GENERALE
DELLA MOTORIZZAZIONE CIVILE E DEI
TRASPORTI IN CONCESSIONE

Roma, 18 agosto 1944

Agli ISPETTORATI COMPARTIMENTALI
di = ROMA = NAPOLI = CAGLIARI
= CATANZARO = BARI = PALERMO

Agli UFFICI PROVINCIALI DEL
R.A.C.I.

e per conoscenza:

Alla SEDE CENTRALE DEL R.A.C.I.

PEC15/3756

ENAC PG 4/Circ. 1

OGGETTO: Ente Nazionale Autotrasporti di cose - E.N.A.C.

Circolare

Per l'applicazione del Decreto Luogotenenziale, in corso di pubblicazione, relativo alla costituzione dell'E.N.A.C. si partecipano le seguenti disposizioni, applicabili alle sole provincie amministrate dal Governo Italiano, salvo eventuale estensione alle altre provincie liberate, in conformità ad accordi in corso con la Commissione Alleata di Controllo.

1° = ISCRIZIONE ALL'E.N.A.C.

Ai sensi dell'art. 3 del Decreto predetto, tutti i proprietari e detentori a qualsiasi titolo di autotreni, autocarri, motocarri e trattori con rimorchio, atti al trasporto di cose, devono, entro 15 giorni dalla data di pubblicazione del Decreto medesimo, presentare domanda di iscrizione all'E.N.A.C. o dichiarare, nel caso che non intendano iscriversi, di affidare all'E.N.A.C. stesso la gestione degli autoveicoli posseduti.

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2° = MODULO DI ISCRIZIONE

All'uopo è stato predisposto un apposito modulo (mod.

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PG15/3756

ENAC PG 4/Circ. 1

= CIRC. A.C. = [illegible]

Agli UFFICI PROVINCIALI DEL
R.A.C.I.

e per conoscenza:

Alla SEDE CENTRALE DEL R.A.C.I.

OGGETTO: Ente Nazionale Autotrasporti di cose - E.N.A.C.

Circolare

Per l'applicazione del Decreto Luogotenenziale , in corso di pubblicazione, relativo alla costituzione dell'E.N.A.C. si riportano le seguenti disposizioni, applicabili alle sole province amministrate dal Governo Italiano, salvo e ventuale estensione alle altre province liberate, in conformità ad accordi in corso con la Commissione Alleata di Controllo.

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2° = MODULO DI ISCRIZIONE

All'uopo è stato predisposto un apposito modulo (mod. ENAC/1) per la domanda di iscrizione o per la dichiarazione di cui sopra ed uno stampato (mod.ENAC/2) nel quale verranno indicate le caratteristiche di ciascun autoveicolo o rimorchio.

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Il mod. LNAC/1 porta un tagliando da rilasciare al richiedente in segno di ricevuta.

3° = DISTRIBUZIONE DEI MODULI DI DOMANDA

Appena possibile, sarà trasmesso agli Ispettorati Compartimentali della Motorizzazione un congruo numero di stampati sufficiente al fabbisogno di ciascuna provincia del Compartimento.

Gli Ispettorati Compartimentali, appena ricevuti tali stampati, provvederanno a distribuirli in numero sufficiente agli uffici provinciali del R.A.C.I.

4° RITIRO DEI MODULI E PRESENTAZIONE DELLE DOMANDE

Gli interessati ritireranno il modulo e presenteranno la relativa domanda o dichiarazione presso l'Ufficio del R.A.C.I. del proprio capoluogo di Provincia, in triplice copia.

Ciascun richiedente dovrà presentare un'unica domanda in triplice copia (mod LNAC/1) allegandovi a ciascuna copia tanti stampati mod.(LNAC/2)quanti sono gli autoveicoli posseduti.

Per ogni domanda gli uffici provinciali del R.A.C.I. riscuoteranno per loro conto un diritto di segreteria di L. 3 e consegneranno all'interessato il tagliando di ricevuta di cui al punto 2°.

5° RACCOLTA DELLE DOMANDE

Scaduto il termine di presentazione delle domande, gli uffici provinciali del R.A.C.I. le trasmetteranno in triplice copia al competente Ispettorato Compartimentale della Motorizzazione Civile, il quale conserverà una copia per gli atti d'ufficio, trasmetterà la seconda a questa sede centrale e conserverà la terza in attesa della costituzione definitiva dell'E.N.A.C.

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4° RITIRO DELLE DOMANDE DA PARTE DEGLI INTERESSATI

Gli interessati ritireranno il modulo e presenteranno la relativa domanda o dichiarazione presso l'Ufficio del R.A.C.I. del proprio capoluogo di Provincia, in triplice copia.

Ciascun richiedente dovrà presentare un'unica domanda in triplice copia (mod ENAC/1) allegandovi a ciascuna copia tanti stampati mod.(ENAC/2)quanti sono gli autoveicoli posseduti.

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IL MINISTRO
F.to Cerabona

Per copia conforme
IL CAPO UFFICIO

Declassified E.O. 12356 Section 3.3/NND No. 785021

Mod. 1 G.M. 338

Il Ministro Segretario di Stato

PER LE COMUNICAZIONI

ENTE NAZIONALE
AUTOTRASPORTI COSE

prot. n. Segr. 1073

Roma, 25 novembre 1944

9

Al Quartier Generale
della Commissione Alleata
Sottocommissione Economica
R O M A

Oggetto: Richiesta assegnazione autocarri

Mi è grato informare codesta On. Commissione Alleata che ha oggi avuto luogo la prima seduta del Consiglio di Amministrazione dell'Ente Nazionale Autotrasporti di Cose (E.N.A.C.) durante la quale è stato esaminato tutto un concreto programma di attività, la cui attuazione è mio vivo desiderio abbia a realizzarsi con la maggiore prontezza ed estensione.

L'interesse che codesta On.le Commissione Alleata ha sempre portato alla istituzione pratica di un tale Ente, mi esonera da ogni nuova esposizione dei vitali benefici che ritengo di poter ritrarre da una regolazione armonica, severa ed economica, dei trasporti su strada, specialmente intesi a facilitare i rifornimenti alimentari più indispensabili alle popolazioni, ed a combattere le conseguenze nefaste di una disordinata ed ingiustificata ascesa dei prezzi di trasporto richiesti da ditte poco scrupolose, e dal dilagare di un mercato nero.

Ma la situazione del nostro Paese,

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Declassified E.O. 12356 Section 3.3/NND No. 785021

PER LE COMUNICAZIONI

ENTE NAZIONALE
AUTOTRASPORTI COSE

prot. n. Segr. 1073

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Ma la situazione del nostro Paese, in questo momento così cruciale per la sua ricostruzione e per il suo avvenire, è principalmente aggraziata al problema della crisi dei mezzi di tra-

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Declassified E.O. 12356 Section 3.3/NND No. 785021

sporto su strada (anche in considerazione della attuale potenzialità limitata dei trasporti ferroviari nell'interesse dei civili) onde mi preme di confermare a codesta Commissione Alleata l'estrema importanza che potrà assumere in questo settore (come in tutti gli altri della attività nazionale) il benevolo esame e l'accoglimento della richiesta di assegnazione di autocarri che ha formato oggetto del fabbisogno studiato dal mio Ministero e che trovasi in corso di esame presso gli Organi Tecnici di codesta Commissione stessa.

Colgo l'occasione per confermare i sensi della più alta stima e considerazione.

IL MINISTRO
PRESIDENTE DELL' ENAC
Cerabona

Declassified E.O. 12356 Section 3.3/NND No. 785021

I.G.M. 239

Roma, 15 NOV. 1944 19 A

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Alla COMMISSIONE ALLEATA
Sottocommissione Economica
Divisioni Priorità e Movimenti
= ROMA =

Divisione Sez. Prot. N° 81/869 Allegati

Risposta al f.° del
Div. Sez. N.°

OGGETTO

1) Come è noto il decreto Legislativo Luogotenenziale 17 agosto 1944 n. 188 istituisce l'Ente Nazionale Autotrasporti di Cose che entrerà prossimamente in funzione -

2) In conformità a quanto disposto dalla suddetta legge tutti i consorzi ed uffici trasporti esistenti nel territorio amministrato dal Governo Italiano dovranno essere inquadrate in tale Ente.

3) Prima di inquadrare nell'Ente lo Ufficio Trasporti di Roma, come è detto nel precedente punto 2°, questo Ministero è venuto nella determinazione di sottoporlo preventivamente alla sua vigilanza per esaminarne il funzionamento e organizzarlo secondo le norme dello Statuto.- Al-

ISTITUTO POLIGRAFICO DELLO STATO

Declassified E.O. 12356 Sec. Section 3.3/NND No. 785021

Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Divisione Sez.
Prot. N° 91 / 869 Allegati

OGGETTO

Alla COMMISSIONE ALLEATA
Sottocommissione Economica
Divisioni Priorità e Movimenti
= ROMA =

Risposta al f° del
Div. Sez. N°

1) Come è noto il decreto Legislativo Luogotenenziale I7 agosto I944 n. I88 istituisce l'Ente Nazionale Autotrasporti di Cose che entrerà prossimamente in funzione -

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all'Ufficio Trasporti di Roma la lettera che si allega in copia.

4) Si prega codesta Commissione di chiedere al Capo Commissionario della IV Regione se ha eventuali modifiche da consigliare nei riguardi del funzionamento del predetto Ufficio, affinchè questo Ministero possa tenerle presenti all'atto dell'inquadramento.

IL MINISTRO

Declassified E.O. 12356 Section 3.3/NND No. 785021

I.G.M. 239

Roma, 15 NOV. 1944 19 A

Ministero delle Comunicazioni

~~ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE~~

ENTE NAZIONALE AUTOTRASPORTI COSE
(E.N.A.C.)

Divisione Sez.
Prot. N.° 01/870 Allegati

OGGETTO

Al DIRETTORE DELL'UFFICIO
TRASPORTI
Piazza Sallustio
= R O M A =

Rispostata al f.° del
Div. Sez. N.°

Come è noto il D.L.L. 17 agosto 1944, N° 188, dispone la costituzione dell'E.N.A.C. il quale entrerà prossimamente in funzione.

Di tale Ente dovrà fare parte anche codesto Ufficio Trasporti.

Pertanto, allo scopo di predisporre tutti i provvedimenti necessari per uniformare l'organizzazione delle Direzioni Provinciali dell'Ente secondo le norme dello Statuto, dispongo che a decorrere dal 20 c.m. codesto Ufficio venga sottoposto alla vigilanza dell'E.N.A.C.

A decorrere da tale giorno la S.V. è tenuta a corrispondere a tutte le richieste degli organi superiori dell'E.N.A.C.

Si avverte inoltre che l'On.le RAMELLA Secondo è stato nominato Direttore del Compartimento di Roma.

IL MINISTRO

ISTITUTO POLIGRAFICO DELLO STATO

Declassified E.O. 12356 Sec. 3.3/NND No. 785021

Ministero delle Comunicazioni

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Declassified E.O. 12356 Section 3.3/NND No. 785021

LEGISLATIVE LIEUTENANCY DECREE DRAFT
ESTABLISHMENT OF THE NATIONAL AGENCY MOTOR TRANSPORTATION OF GOODS
(E.N.A.C.)

UMBERTO OF SAVOIA PRINCE OF PIEMONTE
LIEUTENANT GENERAL OF THE KINGDOM

By virtue of the authority delegated to us;
Having seen the Lieutenancy decree law 25 June 1944 N° 151;
Having seen the R. Decree-Law 30 October 1943, N° 2/8 and successive ,odifications;
Having seen the deliberation of theCouncil of Ministers;
Upon the proposal of the Minister Secretary of State for Communications;

WE HAVE SANCTIONED AND PROMULGATE THE FOLLOWING:

Art. 1

For coordination of motor transportation fo goods and for best utilization of motor transport intended for that use, the National Agency Motor Transportation of Goods (E.N.A.C) is constituted an agency of public right under the supervision and control of the Ministry of Communications - Inspectorate General of Civilian Motorization and Transportation in Concession.

Art. 2

The attached statute establishing the scope, rights, duties and the duration of the Ente in accordance with the preceding article and regulating the administration thereof is approved.

Art. 3

All the owners of autotrains, trucks, motorcars and road tractors with trailers, destined for the transport of goods, as well as all persons who have in their possession for any reason whatsoever, vehicles of the above mentioned categories, are obliged to register with the E.N.A.C. and to observe its statute.

For that purpose they will present within fifteen days from the date of publication of the present Decree, request for registration to the Compartimental Inspectorates for Civilian Motorization and Transportation in Concession, which have jurisdiction for the territory.

Art. 4

From the date which shall be determined by appropriate Decree of the Ministry of Communications, it is forbidden for any person to effect or have effected with vehicles, even if they be their own property, transportation not disposed by the E.N.A.C.

The Ministry of Communications, however, has the option to release to the inscribed of the Ente, authorizations, revokable at any time to effect directly transport of their own goods with their own vehicles for particular exigencies and for services of a continuous character.

In case the owner or possessor of a vehicle as in para 1 of this article cannot or does not wish to comply, he is obliged to make a written statement to the office of the Ente and to entrust to the same Ente operation of vehicle or vehicles in his possession:

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operation of vehicle or vehicles in his possession:

Art. 5

Except under conditions specified in the second paragraph of the preceding article, from the same date, whatsoever intends to effect transportation of goods, must make a regular request

1.- To the Commissions as per art. 25 of the Statute, if the matter entails transportation affecting only one Province or two adjecent Provinces.
2.- To the Compartimental Inspectorates of Civilian Motorization, if the matter entails transportation affecting more than two Provinces of the same Compartment or two adjecent compartments.

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3.- To the General Inspectorate of Civilian Motorization, if the matter entails transportation effecting more than two Compartments.

It is up to above mentioned bodies to establish the order of precedence for transportation to be effected and to request the Directorate of the E.N.A.C. for execution thereof.

Art. 6

Failure to comply with the obligation of the Statute and violation of regulations of the present Decree are punishable by fine of from one thousand to fifteen thousand Lire.

In case of repeated offences or particularly serious offenses the confiscation of the vehicles may be ordered.

Art. 7

In case of violations of the present Decree, action will be taken in accordance with the terms of articles 122 of the Royal Decree Law of 8 December 1933, Nº 1740, insofar as it is applicable.

Art. 8

For the functioning of the E.N.A.C., the Ministry of Communications is authorized:

a.- To approve, in agreement with the Minister of Finance, appropriate regulations for the employment, appointment, the economic treatment and discipline of the personnel of the Ente, to fix salaries of the administrative counsel and the supervisors.

b.- To make periodic review of an approve, in agreement with the Ministry of Industry, Labor and Commerce, the national rate for for motor transport.

c.- To approve the registration rates for each vehicle and the contribution to be paid to the E.NA.C. for each Quintal-Kilometer of transportation effected.

d.- To issue regulations for the allocation and distribution of combustibles, fuels, tires and spare parts.

e.- To issue regulations which it may deem necessary to assure the regularity of transports.

Art. 9

The present Decree will go into effect upon the date of its publication in the Official Gazette of the Kingdom - special series.

We order to whomsoever be concerned to comply with the present Decree and to have it complied with as Law of the State.

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STATUTE FOR THE INSTITUTION AND FUNCTIONING OF
THE ENTE NAZIONALE AUTOTRANSPORTATION OF GOODS

Chapter 1
CONSTITUTION, PURPOSE AND DURATION

Art. I

The National Ente Autotransportation of Goods (E.N.A.C.) is instituted under the surveillance of the Ministry of Communications General Inspectorate for Civilian motorization and/for Transportation in Concession - with the rights and duties and obligations established by the present Statute.

Art. II

The Ente does not have profit as its aim, but has the purpose of promoting and controlling the transportation of goods with vehicles and constitutes at the same time, and assured guarantee of work for members.

It does not establish any financial relationship among the members and does not involve any of its members with responsibility of the others and of the Ente itself.

Art. III

The Ente has the following aims:

a. To have affected promptly by its own members, all and only those movements which are requested of it by the authority concerned.

b. To distribute equally among the members the above mentioned movements, to regulate and control the execution thereof in conformity with the regulations issued by the Ministry of Communications.

c. To coordinate themovements in such menneras to avoid as much as possble incomplete loadings andempty return trips.

d. To supervise the rates of transport and necesary regulations determined by the Ministry of Communications.

e. To provide for the distribution of fuel, lubricants, tiresand spare parts among the members, according to the methods imparted.

f. To promote collective insurance against civil responsibility, dameges, thefts, fires of rolling stock and of goods transported.

g. To promote and favor in the technical field, all initiative which will improve the development of motor transportation of goods (repair shops, road transport, fuel distributors, etc.)

Art. IV

Upon request of the Ministry of Communications, the Ente will constitute within itself, separate sections for thetransport of identical goods which require special attention.

These sections may be detached in the territory of each province and in places where they will render themselves more useful.

Art. V

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The duretion of the Ente isestablished for six months after the conclusion of the

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The duration of the Ente isestablished for six months after the conclusion of the peece, except if extended by deliberation of the Minister of Communications.

The Ente can be dissolved at any time by provision of said Minister.

Art. VI

All the owners of trucks, motorcars, autotrains and road tractors with trailers destined for the transport of goods as well as all those who have in their possession for any reason whatsoever autovehicles of the above mentioned categories for the transport of goods, are members of the Ente.

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Art. VII

The applications for inscription to the E.N.A.C. will be made on appropriate forms distributed at the "Inspettorati Compartimentali della Motorizzazione Civile e dei Trasporti in Concessione."

Chapter II
OBLIGATIONS OF THE INSCRIBED

Art. VIII

The members within the limits of their own activity andoforthheppériod of their inscription in the Ente, have thefollowing obligations:

a. To carry out promptly all and only those lifts ordered by the Ente.
b. To observe closely the general conditionsof the movements, preestablished schedules, and all the instructions which shall be issued by the Ente.
c. To stay within all the controls which the Ente or the "Ispettorato della Motorizzazione Civile e dei Trasporti in Concessione" orders.
d. To maintain in working order their own vehicles and to inform in due time the Provincial Directorate of the defects and damage and the length of time necessary for repairs.
e. To forward all the data relative to the transportation performed requested by the Ente.
f. To pay regularly the contributions for the operation of the Ente.
g. To inform theEnte of eventual transfers of ownership of their vehicles, specifying the particulars and the residence of the new proprietors.

The obligation in para g. above will remain even in case of dissolution or modification of the organizations already inscribed.

Art. IX

Any member shall not effect or have effected transport directly for his account or for third parties.
Such authorizations do not exempt the inscribed from the obligation to pay the Ente the contribution as per article 10.

Art. X

Each firm is obliged to pay to the Ente thefollowing contributions:

a. Registration fee for each autovehicle.
b. Payment for each quintal-kilometer of transport effected. The amount of these payments shall be determined year by year by the Board of Directors of the Ente for the following year and shall be subject to the approval of the Minister of Communications.

Chapter III
ORGANS OF THE ENTE

Art. XI

The organs of the Ente are:

- Board of Directors

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Art. XI

The organs of the Ente are:

- Board of Directors
- Board of Supervisors

Art. XII

The Board of Directors is presided over by the President, and in case of impracticability or absence, by the Vice-President.
It is composed of:
One techinical functionary andone administrative functionary of the "Ispettorato Generale della Motorizzazione Civile e dei Trasporti".
One representative of the Ministry of Finance.
One representative of the Ministry of Industry, Commerce and Labor.
One State's attorney.
Three representatives of the firms inscribed in the Ente.

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Art. XIII

All powers of the ordinary and special administration of the Ente are conferred upon the Board of Directors as follows:

a. It fixes the administrative directives which the Ente must follow to ensure its operation.

b. It appoints and discharges the personnel and determines the provisions to be adopted in regard to them, with the observance of appropriate regulations approved by the Minister of Communications in agreement with the Minister of Finance.

c. It prepares, at the beginning of each fiscal year, the program of business activity of the Ente and the estimated balance to be submitted for the examination of the Ministries of Communications and Finance.

d. It prepares at the end of each fiscal year the financial statement to be submitted to the Ministries of Communications and Finance.

e. It proposes the changes in the rates to be submitted for approval of the Minister of Communications in agreement with the Minister of Industry Commerce and Labor.

f. It appoints the secretary of the Board, who is chosen from among the officials of the Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione".

g. It deliberates upon any other subject relative to the organization and development of the Ente.

The Board of Directors can delegate part of its rights and duties to the President or Vice President.

Art. XIV

The Board of Directors is assembled by the President by means of registered letter containing the agenda and the date of the meeting. The letter is sent at least 15 days before the date fixed for the meeting.

In case of urgent and exceptional matter, the meeting can be called within a shorter time and even by means of telegram.

The Board of Directors meets four times a year or any other time the President deems it necessary or upon request of at least four Board members or upon proposal of the Supervisors.

Art. XV

The Board is presided over by the President or Vice President.

For deliberations to be valid, the approval of the majority of those present is necessary. In case of a tie, the vote of the President prevails. The General Director may attend the meeting of the Board.

Art. XVI

THE PRESIDENT.- The Presidency of the Board of Directors is given to the Minister of Communications or by his delegation to the Under Secretary of State for railroads and for the "Motorizzazzione Civile e Trasporti in Concessione".

The President:-

a. represents the Ente and has power of signature;
b. makes proposals about the organizatin of the Ente;
c. supervises the entire organization of the Ente;
d. exercises the rights and duties conferred upon him by the Boerd of Directors;
e. in exceptional and urgent cases, has the option to substitute himself for the Board of Directors, provided ratification by the Board itself is given at

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e. in exceptional and urgent cases, has the option to substitute himself for the Board of Directors, provided ratification by the Board itself is given at the first subsequent meeting.

Art. XVII

VICE-PRESIDENT.- The functions of the Vice President are entrusted to the General Director of the General Inspectorate of Civilian Motorization and Transport under Concession or one of his representatives.

The Vice-President."

a. substitutes in case of absence of the President and assists him in all his duties.
b. signs the acts ofordnary administration and those of more than ordinary administration according to the will of the Board.
c. exercises the rights and duties conferred upon him by the Board of Directors and the President.

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Art. XVIII

THE OTHER DIRECTORS.- The representative of the Ministry of Communications and of the other Ministries are appointed by Decree of the respective Ministers.

The State Attorney is appointed by provision of the Attorney General of State.

The representatives of the firms inscribed in the Ente are appointed by the Associazione di Categoria.

All the Directors remain in office for two years unless it is otherwise determined.

Art. XIX

BOARD OF SUPERVISORS.- The Supervisors are appointed for one four-month period, five for each period, three by the Ministry of Communications and two by the Minister of Finance. The Minister of Communications and the Minister of Finance each shall appoint also an alternative Supervisor.

The functions of the Supervisors are the ordinary ones in matters of supervision.

Chapter IV
OFFICES OF THE AGENCY

Art. XX

Offices of the Agency are:

The Provincial Directions with seat in the Provincial Capitals.
The Compartmental Directions with seat at the Compartmental Inspectorates of Civilian Motorization and Transport under Concession.
The General Direction with seat at the General Inspectorates of Civilian Motorization and Transport under Concession.

Art. XXI

PROVINCIAL AND COMPARTMENTAL DIRECTORATES.

The Provincial Directorates organize the transport which interests only one Province or two adjacent Provinces. The Compartmental Directorates organize the transport which interests more than two Provinces of the same Compartment or two adjacent Compartments.

They Provide each in its area of jurisdiction, the following:

a. To have effected by the members the transport in the order which will be established by the competent Body as provided by Law;

b. To coordinate, control and distribute among the members and supervise transport in conformity with the purpose of the Ente established by Article 3 of the present Statute, as well as the dispositions issued by Law and those which will be issued by the Ministry of Communications -General Inspectorate of Civilian Motorization and Transport under Concession.

c. To collect on behalf of the owner the price of the transport.

d. To collect the registration fees and the required payments per kilometer.

e. To distribute fuels, lubricants, tires and spare parts in conformity with the orders issued by the General Inspectorate of Civilian Motorization and Transport under Concession.

f. To enforce the provisions of the Compartmental Inspectorates of Civilian Motorization and Transports under Concession against the firms which fail to carry out the obligations as per article 8 of the present Statute.

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f. To enforce the provisions of the Compartmental Inspectoratesof Civilian Motorization and Transports under Conession against the firms which fail to carry out the obligations as per article 8 of the present Statute.

Art. XXII

GENERAL DIRECTORATE.

The General Directorate:

a. Organizes the carrying out of movements of major importance which interests more than two Compartments, requested by the competent body as prescribed by Law.

b. Studies the traffic routes and promotes provisions to orient and estabilize them with pre-established itineraries with the purpose of constituting an organic network of transport, in harmony with the railroads in operation.

c.

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c. Promotes provisions intended to favor the construction of warehouses for good, garages, workshops, fuel distributors, etc., as well as the establishment of supply centers and road repair stations.

d. Promotes and favors types of collective insurance against civil responsibility, damages, thefts, fires of rolling stock and the goods transported.

e. Coordinates the activity of the individual services and superintends the general operation of the Ente and its technical functioning.

f. Imparts the directives for the execution of all the dispositions issued by the General Inspectorates of Civilian Motorization and Transport under Concession.

Art. XXIII

APPOINTMENT.

The Provincial Directors, the Compartmental Directors andthe General Director of the Agency, even though remaining functionaries of the Ente, are appointed by the Minister for Communications.

Chapter V
PROVINCIAL COMMISSIONS

Art. XXIV

At the Provincial Directorates as per art. 21, are constituted Provincial Commissions for motor-transportation.

To such Commissions is assigned the task of establishing the priority of request for transportation in relation to the needs of the Province.

Art. XXV

The Provincial Commissions are composed of:

One representative of the Compartmental Inspectorate of Civilian Motorization and Transport under Concession.
The Provincial Director of the R.A.C.I. or one ofthe representatives.
One representative of the Provincial Council of Economics or rather of the Chamber of Industry, Commerce and Labor.
One representative of the Provincial Alimentation Section.

These members are appointed by the Board of Directors of the Ente, on proposal of the Prefects, and elect among their own members the President, who has the right of vote in case of a tie.

Chapter VI
FUNCTIONING OF THE ENTE

Art. XXVI

The Patrimony of the Ente is constituted:

Of the registration fees as per item a. of the preceding article 11.
Of the payments as per item B. of the same article 11.

Art. XXVII

The administration of the Ente is completly autonomous, except for the powers

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Art. XXVII

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The discharge of such powers does not place any responsability upon the State.

Art. XXVIII

The Ente is responsible for the execution of the transport according to the provisions of the civil code in force.

The inscribed, retaining theadministration of their autovehicles as per Art. 8, are obligated by contract to the Ente for any violation of Law affecting third parties.

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Whenever the inscribed, in cases provided by Art. 18, have enstrusted the administration ~~of the~~ vehicles to the Ente, this latter is responsible for any violations.

For such purpose the Ente and he inscribed shall sover with insurance the risk of transportation for that part which respectively concerns them.

Art. XXIX

Whenever the Ente assumes the management of autovehicles of the members, the expenses of administration shall be drawn from the amounts to be paid for transport carried out by such means.

Chapter VII

STATEMENT

Art. XXX

The first fiscal year shall terminate June 30, 1945.

The financial statement must be:

a. Reviewed by the Supervisors within one month from the close of the fiscal year.
b. Approved by the Board of Directors within two months from the close of the fiscal year.
c. Submitted for examination to the Ministries of Communications and Finance within three months from the close of the fiscal year.

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2nd draft

SUGGESTED PRESS RELEASE

Describing ENAC's Functions

There have been considerable misapprensions and misunderstandings on the part of both press and public with regards to the functioning of the new organization of the Ente Nazionale Autotrasporti di Cose established by decree law. The proper organization and functioning, on the other hand, of this Ente should be of primary importance to every Italian. It is generally recognized by all citizens that the problems which face Italy today are in effect those of food and transport. It is apparent, however, that even food is rendered useless to a degree if the transport is not available to move it from surplus to deficit areas or from ports to the interior. All commercial activities will also have to cease and likewise industrial rehabilitation, which will in effect mean complete economic collapse in Italy if transport is not available.

Bearing this in mind it is necessary to take inventory of the transportation equipment in Italy today. For four years now Italy has been at war consuming her internal transport in great part for war purposes. Since September 8/1943, this equipment has been subject to all the requisition efforts of the German enemy and the Fascist Republican Government. Not only has the ~~quantity~~ quantity of efficient vehicles been reduced through this means, but innumerable trucks have been forced to remain idle for lack of essential spare parts and tires. In effect, only a small percentage of present equipment can be kept moving and this only with the greatest effort and ingenuity on the part of the operators.

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In as far as coastal shipping is concerned the destruction of means has been probably even greater; whereas, in the prewar, the tonnage carried by ships far exceeded anything hauled over the road network.

Any delusion that the railroads of which Italy could once be proud are still for the most part in existence should be immediately dissipated.

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Almost every railroad in Italy running east and west or north and south has been systematically destroyed by the German enemy in his retreat. Bridges have been blown, tunnels caved in, and by the use of a special machine the railroad tracks have been dynamited at regular intervals and the ties ripped from their bedding. Certain lines have been rebuilt by the fighting forces but these are limited by the pressure of warfare to those that are essential in destroying the enemy. It will suffice to say that an entire year elapsed before the reconstruction of the Sicilian railways could be completed.

In effect then, and taking into consideration the time that will be required to rebuild schooners and coastal vessels and the months and maybe years that will be needed to reconstruct the rail network, we must be realistic in our awareness of the fact that road transport is the only means available and by which to feed and rebuild the country.

However, as has been previously noted, the amount of road equipment available is only a small percentage of the total required. It is, therefore, essential that the Italian people should make it their duty to see that the most efficient utilization is made of this equipment. It is unrealistic and unthinking to believe that, because the war has passed a certain area, in effect that area is free to return to commercial pursuits and individual gains without thought of public benefit. The citing of the principles of democracy as an appeal to the elimination of such controls as the AMAC is established to enforce is an erroneous interpretation of the very word democracy. A democratic government is a government by the people and for the people. It is in the interest of the people to see that the laws of

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machine the railroad tracks have been dynamited at regular intervals and the ties ripped from their bedding. Certain lines have been rebuilt by the fighting forces but these are limited by the pressure of warfare to those that are essential in destroying the enemy. It will suffice to say that an entire year elapsed before the reconstruction of the Sicilian railways could be completed.

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ENAC is constituted for this purpose. The organization of ENAC calls for a provincial commission in each province to determine the priority of things that shall be moved. It is far more essential to the people that they should receive the wheat and flour for bread and the potatoes and vegetables that make up their daily needs than that endless loads of wine should arrive on the market and there be nothing to eat with it. It can be truly stated that with the small inventory of vehicles that there are for instance in Rome today, should every movement restriction be lifted, in all probability every good-sized load-carrying vehicle would head for the wine areas of Apulia. The markets of Rome would probably be glutted with wine at a fairly low price but in the five or six days that the trip required the city would be without other foods. There is a general belief that the effect on the price of wine would be salutary but this conclusion is drawn without consideration to the effect on the price of other foods, which being without transport, due to the limited availability, would rise accordingly. It is obvious that enormous profits can be made on wine brought from south-eastern Italy. In effect the wine can be purchased there at L 7 and resold in Rome at somewhere around L 100. If water were to be added, it is evident that the profit might rise to over 1500 per cent. Such profits are not in the public interest. Nor is it in the public interest that the transporters should consume their inventory of trucks and tires in a long road journey, which in peace time would not be profitable, when competing with ships and railroads. In effect, ships are now bringing the wine and road transport em-

they should receive the wheat and flour for bread and the potatoes and vegetables that make up their daily needs than that endless loads of wine should arrive on the market and there be nothing to eat with it. It can be truly stated that with the small inventory of vehicles that there are for instance in Rome today, should every movement restriction be lifted, in all probability every good-sized load-carrying vehicle would head for the wine areas of Apulia. The markets of Rome would probably be glutted with wine at a fairly low price but in the five or six days that the trip required the city would be without other foods. There is a general belief that the effect on the price of wine would be salutary but this conclusion is drawn without consideration to the effect on the price of other foods, which being without transport, due to the limited availability, would rise accordingly. It is obvious that enormous profits can be made on wine brought from south-eastern Italy. In effect the wine can be purchased there at L 7 and resold in Rome at somewhere around L 100. If water were to be added, it is evident that the profit might rise to over 150 per cent. Such profits are not in the public interest. Nor is it in the public interest that the transporters should consume their inventory of trucks and tires in a long road journey, which in peace time would not be profitable, when competing with ships and railroads. In effect, ships are now bringing the wine and road transport employed for this purpose should discontinue for yet another reason. The consideration is that the public must also bear in mind that the amount of fuel that can be spared by the Allies for Civilian use is very limited. Today large mechanized armies are entirely dependent on liquid fuels for movement. Ships, aircraft, trucks, and tanks consume tremendous quantities of this material. It would be unrealistic to think that even if the hostilities against Germany were to cease within a matter of weeks that there will be any abundant supply of this vital material.

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Allied transportation will continue to require large amounts for the feeding and evacuation of troops and equipment and reserves will have to be diverted to the Pacific war. It is incumbent, therefore, upon the people to provide that the precious supply allocated to Italy is used to motivate first of all those things that are essential to the people and, in order of priority, the remainder. To take once more the case in point, mentioned previously, if all vehicles were allowed free movement from Rome, and, as it is presumed, all heavy carriers proceeded south for wine, the supply of fuel, according to various estimates that have been made, would be consumed in 4 to 10 days. For the remaining 20 days there would be no fuel with which to move the food needed for the population. In effect, the results would be disastrous.

The provincial commissions of ENAC, which are constituted of local members of the alimentary services and the chamber of commerce, will determine for each province the priority of movements. The directors of the provincial pools will see that these movements are executed. The provincial directors by having the members of their pool pass by check points in their province , or in other provinces if the movements is interprovincial, can arrange for return loads. Time will not be wasted in the communes in requesting movement permits from the capital of the province because either the Sindaco will be empowered to authorize these or , if the number of trucks warrants, an agent of ENAC will be appointed in that commune.

Compartimental directorates are established within ENAC because Italy must look forward to dependency upon road transport for its economic life for some time to come. Compartimental directorates are set up for the sole

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motivate first of all those things that are essential to the people and, in order of priority, the remainder. To take once more the case in point, mentioned previously, if all vehicles were allowed free movement from Rome, and, as it is presumed, all heavy carriers proceeded south for wine, the supply of fuel, according to various estimates that have been made, would be consumed in 4 to 10 days. For the remaining 20 days there would be no fuel with which to move the food needed for the population. In effect, the results would be disastrous.

The provincial commissions of EMAC, which are ~~consisted~~ constituted of local members of the alimentary services and the chamber of commerce, will determine for each province the priority of movements. The directors of the provincial pools will see that these movements are executed. The provincial directors by having the members of their pool pass by check points in their province , or in other provinces if the movements is interprovincial, can arrange for return loads. Time will not be wasted in the communes in requesting movement permits from the capital of the province because either the Sindaco will be empowered to authorize these or , if the number of trucks warrants, an agent of EMAC will be appointed in that commune.

Compartimental directorates are established within EMAC because Italy must look forward to dependency upon road transport for its economic life for some time to come. Compartimental directorates are set up for the sole purpose of studying and organizing traffic movement. Fuel depots must be established, truck repair stations and road assistance organized. Today there are large numbers of railroads destroyed in Italy. In some of the stations warehouses remain and are reparable. The employees are still on the government payroll. They are experienced handlers of freight. Behind these stations lie hinterlands which have products which could be moved if brought

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to the stations and dispatched , no longer by rail as formerly, but by trucks that ran on schedules through these depots. The Compartimental Directorates are to study and implement where feasible these traffic movements.

There are four classes of people that will benefit by the proper functioning of ENAC: 1) the consumer, 2) the business man, 3) the truck owner, and 4) the truck driver.

The consumer will benefit because the cost of transportation will be that established at an equitable amount by the government, based on present day operating costs. It is only natural that if, as is true when controls are lacking, a business man is charged from 100 to 500 thousand lire for 3 tons of merchandise to be brought from Naples to Rome, he must charge the consumer accordingly, if he is to break even. The price of the goods in Rome as a result may be 4 to 5 times the Naples price. Under ENAC the business man does not go directly to the trucker but to the provincial commission. He fills out a request on a printed form provided by ENAC. If he is not located in the capital of the province, he may make his request, on the same form, to the nearest ENAC agent who will be the Sindaco in small communes. His request for a movement is given a priority in accordance with the public need for the merchandise. The director of the provincial pool or local agent will then see to it that the movement is carried out by a member of the pool, when the priority allows, and will pay the trucker the standard rate. The business man will be billed for that amount. As a result the business man who has to pay only the correct amount, which may be one-tenth of what he would pay otherwise, can accordingly sell the merchandise at a lower price.

The trucker will benefit through ENAC in that he will receive an e

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The consumer will benefit because the cost of transportation will be that established at an equitable amount by the government, based on present day operating costs. It is only natural that if, as is true when controls are looking, a business man is charged from 100 to 500 thousand lire for 5 tons of merchandise to be brought from Naples to Rome, he must charge the consumer accordingly, if he is to break even. The price of the goods in Rome as a result may be 4 to 5 times the Naples price. Under EMAC the business man does not go directly to the trucker but to the provincial commission. He fills out a request on a printed form provided by EMAC. If he is not located in the capital of the province, he may make his request, on the same form, to the nearest EMAC agent who will be the Sindaco in small communes. His request for a movement is given a priority in accordance with the public need for the merchandise. The director of the provincial pool or local agent will then see to it that the movement is carried out by a member of the pool, when the priority allows, and will pay the trucker the standard rate. The business man will be billed for that amount. As a result the business man who has to pay only the correct amount, which may be one-tenth of what he would pay otherwise, can accordingly sell the merchandise at a lower price.

The trucker will benefit through EMAC in that he will receive an equitable return on his truck and be assured of its continuous use and, therefore, a steady income. He will also be assured of the purchase of spare parts and tires at a just price when these are available. These articles will be available when EMAC has realized itself as a functioning organization. Upon com-

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mencing operations the present tariff rate will also be adjusted upward in specific categories of vehicles and revised to eliminate any presently existing discrepancies with respect to revenues of different capacity load carriers.

In order that ENAC will not be a public charge it will derive its revenue with which to pay its personnel by deducting a percentage, per quintal kilometer covered, from the amount due to each trucker. In this way the trucker who has accrued the most revenue in moving supplies will be charged the most for the administration of the ENAC pool to which he belongs and the trucker who has made the shorter hauls will, through reason of having earned less, pay less. The percentage that the trucker will pay the pool has already been calculated in the tariff so, in effect, the trucker does not lose anything. The percentage figure will vary between pools only in that the number of trucks will be different and as a result the members of the personnel required by ENAC. The amount of personnel in each pool will be a standard number fixed by the Minister of Communications in direct relation to the number of trucks, and at all times held at the minimum required for efficient functioning. It should be clearly understood that the personnel employed by ENAC is used for dispatching, accounting, and bill collection only. ENAC is not an operating concern, but established to control movements in the public interest.

The driver will benefit from the Ente in that he will be assured a steady job.

The Allies have agreed that, at the time when ENAC is properly functioning, the hundreds of Allied Military vehicles that are now carrying civil supplies

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The driver will benefit from the Ente in that he will be assured a steady job.

The Allies have agreed that, at the time when ENAC is properly functioning, the hundreds of Allied Military vehicles that are now carrying civil supplies will be placed under movement control of ENAC. It is of general interest that up to the present time all transportation organizations that have been established by the Allies in Italy, whether under the name of Consorzi or Offici Trasporti, have been constituted along operating lines identical to those to be adopted by ENAC. In effect, this means that there will be a unification under

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EMAC of all these organizations with resultant facilitation of inter-compartimental trade.

Any vehicles that are available to the Italian government at the cessation of hostilities from whatsoever sources and that can be used for transportation of goods will be sold by the Government to those truckers, working through EMAC, who have merited the public interest.

It is essential in this critical period of Italian history that the public should be aware of the need of proper control, for the public benefit, of transportation which is the key to any nation's economic life. The people should regard as their enemy anyone who obstructs, for reasons of private gain, in the rehabilitation and very existence of their country, which without maximum utilization of the small remaining inventory of transportation equipment cannot survive.

A.L. VILLA
Staff Officer
Economic Section

ALV/hs
9-28-44

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DRAFT

MEMO TO: Mr. A.G. Antolini

When speaking of AC's transportation problems in Italy as of Oct; 1944 the subject of discussion is pretty well narrowed down to road transport as both shipping and rail are in the greater part engaged and controlled by military movements. Transportation is, as of that date and will remain in Italy, the key to her economy. Until transportation can be rehabilitated the wheels will not turn in factories and mills and the agricultural surpluses of some areas will fail to reach the starving population of others.

It is necessary first to point out the problems of transport which face Italy today and the impediments which lie in the path of a return to normal flow of commercial traffic. It should first be noted that the troops of the Allies and the Italian themselves are still in the midst of active warfare. Today armies no longer travel on their stomachs as was once the common quotation but now on the transport which is available. This brings about two effects: 1) that the transport behind the Army lines must be completely used 2) every attempt must be made to destroy the communications of the enemy.

Both these principles have been effectively carried out in Italy not only by the allied destruction of bridges, railways and roads, while these were in German hands, but in the complete monopolization by the Allied Armies of every means found available after the withdrawal of the enemy. It must be observed that the enemy, on surrendering territory, has sought to leave the least possible material for the use of our Armies and having lost the greater part of his equipment in with-

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Both these principles have been effectively carried out in Italy not only by the allied destruction of bridges, railways and roads, while these were in German hands, but in the complete monopolization by the Allied Armies of every means found available after the withdrawal of the enemy. It must be observed that the enemy, on surrendering territory, has sought to leave the least possible material for the use of our Armies and having lost the greater part of his equipment in withdrawals and by strafing and bombing, has made the maximum utilization of any and all means within his grasp, including civilian transportation.

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It can be said that communications in modern warfare are reconstructed with incredible speed and that highways and railroads under the pressure of military needs are being rehabilitated in Italy but these are only the lines of communication necessary to the Armies and the laterals and sidings remain in a state of ruin long afterwards. The latter is true not so much for want of organization and appliance in rebuilding them but because the necessary materials remain in the hands of the Armies to perform the rapid reconstruction of the lines considered essential to their own service of supply.

All in all then the following facts must be taken into account:

1) Communications and transport must be moncpolized by the military to carry on military operations.

2) Enemy communications and transport must be destroyed to embaraes his service of supply.

3) The enemy at the time of his withdrawal will attempt to remove all available transport, not only so that he can make use of it, but also to make it unavailable to the eadvancing army.

4) When communications and transport are rehabilitated by the Allies, upon the liberation of new territories, only those are given consideration which are important to the Army service of supply and it is difficult for the peoples themselves to reconstruct for their own needs in view of the fact that all materials are held for further Army uses.

As noted previously, hardly any rail transport can be made available for Italian civilians today. About 5 tons out of every six carried are military. Coastwise and ocean shipping is likewise called on for military movements. This will in effect remain true until the German forces have been driven beyond the Alps. Truck transport must then supply a great part of the essential needs of the civilian population. In order to grasp fully, however, the problems involved in the use of truck transport, the limitations must be described.

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In the first instance an efficient trucking system requires a nucleus of equipment and experienced personnel around which to initiate operations. It is particularly true of Italy that this nucleus even pre-war did not really exist. Trucking had not been highly developed, principally in view of the high cost of fuel and the high consumption over mountain roads, which were in themselves impediments to efficient

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operation. The railroads in Italy and coastal shipping always played the most significant role in transportation. Railway freights were cheap and the majority of the railways state-owned and in great part electrified. In Southern Italy very few companies of any importance were found that could undertake trucking on any scale and those that were found were mostly firms that had in the main operated bus lines as subsidiaries to the railways. In many cases the principal workshops had been destroyed by bombing or shelling, cleared of equipment and, or mined by the enemy or requisitioned for the use of the Allied Forces, immediately upon occupation. The trucks that were available prior to the armistice had also disappeared under these conditions.

It was found that records and registers of vehicles existing in the liberated areas were absolutely useless in view of the fact that they had not and could not have kept up with the effects of occupying armies, subsequent liberating armies and the hiatus between, when law and order was ignored. In effect then there was no place to really begin in the reorganization of Italian transport because a nucleus around which to build did not exist and there were no records through which to regiment the equipment that remained.

In Sicily the partial solution was found when AFHQ turned over to Military Government captured Italian and German equipment. A type of organization was set up to control this trucking which was used again and again in different forms, as the armies advanced through Italy. The organization in Sicily was based on the Istituto Nazionale Trasporti, which had formerly directed some trucking in the Island, as a subsidiary to the railways. The Istituto brought forth some personnel, twenty to thirty trucks, and office space, but was in effect a Military Government company, making use of Italian drivers and mechanics who

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Until the final unification of ACC and AMG and the elimination of the AMG 15th Army Group in January, it was impossible to plan for

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any over-all principles to be adopted with respect to organization of civilian transport in Italy. In February these principles were studied and a survey made of the liberated areas to determine their possible effectiveness. In the same month AFHQ, in realization of the problems facing ACC, agreed to allocate to them 1,000 military vehicles for the mainland of Italy. These were made available in groups and the entire number had not been turned over until the end of August. As the trucks were allocated, however, ACC began to form nuclei with them in various areas, around which to build local transportation systems. In February a meeting was held with all Regional Transportation officers and a road haulage scheme for Italy was laid down. With the advice of headquarters, trucking companies were organized by Regional officers and accounting principles and tariff rates established.

The Economic Section in the Headquarters of the Allied Control Commission made two important determinations 1) that trucking companies formed by Military Government officers should be so staffed with Italian personnel that, when the officers withdrew, these companies would be in a position to operate efficiently on their own, 2) that all War Department vehicles allocated to ACC for the haulage of civilian supplies would, if possible, operate on a commercial basis and at a tariff rate to be uniform with that enforced on civilians.

These two determinations were reached 1) because it was felt that it was of particular importance to avoid any hiatus at a later date between the cessation of operations under Allied officers and the time when Italian enterprizes could be properly constituted, 2) it was further decided that if the 1,000 ACC vehicles were to constitute the foundation of southern Italian transport but at the same time, by necessity, maximum utilization was to be made of available civilian vehicles, no return to normalcy could be reached if movement on War

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facing ACC, agreed to allocate to them 1,000 military vehicles for the mainland of Italy. These were made available in groups and the entire number had not been turned over until the end of August. As the trucks were allocated, however, ACC began to form nuclei with them in various areas, around which to build local transportation systems. In February a meeting was held with all Regional Transportation officers and a road haulage scheme for Italy was laid down. With the advice of headquarters, trucking companies were organized by Regional officers and accounting principles and tariff rates established.

The Economic Section in the Headquarters of the Allied Control Commission made two important determinations 1) that trucking companies formed by Military Government officers should be so staffed with Italian personnel that, when the officers withdrew, these companies would be in a position to operate efficiently on their own, 2) that all War Department vehicles allocated to ACC for the haulage of civilian supplies would, if possible, operate on a commercial basis and at a tariff rate to be uniform with that enforced on civilians.

These two determinations were reached 1) because it was felt that it was of particular importance to avoid any hiatus at a later date between the cessation of operations under Allied officers and the time when Italian enterprizes could be properly constituted, 2) it was further decided that if the 1,000 ACC vehicles were to constitute the foundation of southern Italian transport but at the same time, by necessity, maximum utilization was to be made of available civilian vehicles, no return to normalcy could be reached if movement on War Department vehicles was to be free and on civilian vehicles was to be charged for. 6056

By the end of April a tariff rate, based on the operating costs of the various capacity vehicles, and computed by mileage and tonnage was completed and agreed to by the Italian Government. The rate was to have been standard under a law to be published and made effective the 1st of June. Purportedly in view of the anticipate change of government , which would come about at the fall of Rome and then the period

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of re-orientation, which followed, the rate was not published by the Italian Government until two and one-half months later. In the meanwhile, however, HQ, ACC had given instruction to Reginnal Transportation officers in both ACC and AMG territory to put the rates into effect on war department vehicles the 1st of June. After about a month there was evidence of regularization throughout, insofar as tariff charges for controlled transport was concerned.

It should be noted that tariff rates cannot be applied in Italy today to transport that is not controlled . The reason for this is very evident in that the demand far exceeds supply. It is unkind but true to state that among truck owners in Italy at present there is no morality and transportation charges, which are forced on the bidder today, are often ten to twenty times the cost of operation. Not only is the result of these escessive charges inflationary in its effect on the cost of all commodities but it has-meant that in many instances only those persons selling high-priced luxury commodities could afford to hire trucks.

With these facts in view and with the additional necessity of seeing that maximum utilization of all vehicles was made, a plan was worked out with the Italian Government for a national control of trucks under an organization to be called Ente Nazionale Autotrasporti di Cose.

In effect the plan was as follows: all owners of load-carrying vehicles or persons having them in their possession would be forced by law to declare them. The trucker would then have to join a pool in his Province and to be on call for movements. In each Province there would be a commission made up of the food authorities,

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could not operate without work tickets; if they did not wish to personally operate their vehicles these would be operated for them by the pool: the standard tariff rate would be applicable nationally and, most important of all, no trucker would be allowed to collect his dues directly from the person or firm for whom the goods were carried, but all amounts would be collected by the pool and the trucker would then be paid by the pool. This last regulation would then eliminate the exhorbitant charges being made today, as well all haulers would be paid the standard rate and could not hold up for high rates those persons needing transport.

This decree was ready to go into effect simultaneously with the standard tariff rate on June 1st. but was similarily delayed.

It is the concerted opinion of the transportation officers that until the organization called for in the decree (the ENAC) is operating, civilian vehicles can be effectively controlled only in certain areas and cities. Traffic from the transportation man's point of view cannot be revived until Provinces are exchanging with other Provinces and compartments with compartments. Italy, in the present war condition and in the postwar, must replace its former railway shedules in part with truck schedulas, where those railways no longer exist and shipping is not available.

Anybody who makes the statement today that Italian truckers should be allowed complete liberty of movement, and, in other words, free enterprise, shows a lack of understanding of the country's transportation problem. Some of the reasons might be given as follows:

1) The demand for truck movement far exceeds the supply,

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Anybody who makes the statement today that Italian truckers should be allowed complete liberty of movement, and, in other words, free enterprise, shows a lack of understanding of the country's transportation problem. Some of the reasons might be given as follows:

1) The demand for truck movement far exceeds the supply, as is obvious from the fact that pre-war Italy had 36.903 trucks south of the Pisa-Rimini and today there are an estimated less than half that amount and these mostly of the smaller capacities. This reduced availability may seem sufficiently alarming but it is that much more so when we consider that the greater percentage of all traffic in the area was carried by railroad and by ship. Neither

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of the latter can be used for civilians to any extent today, either because of destruction or priority of military needs.

2) All gasoline, gasoil and lubricants must be imported into Italy from Allied sources.

In view of the need of this material for war purposes it can only be allocated in limited quantities for essential civilian transport needs. Based on estimates made by the Allied officers and Italian transport supervisors, it can be fairly stated that if , for example, all controls were taken off civilian trucks in Rome, these trucks would consume a month's supply of gasoline in 5 to 10 days. This phenomena would result in that practically every truck owner would proceed in the direction of Bari and Brindisi for a load of wine. Rome is a deficiency area at present with regards to wine and enormous profits can be made in bringing it into Rome. On the other hand, truck transport of this kind is absolutely uneconomical 1) because the consumption of tires, equipment and gasoline over such a distance is excessive, 2) because the bulky merchandise transported in this manner has a low calorific value as compared with other staples that are essential to the people's diet but arriving in insufficient quantities for want of transport.

It has also been suggested by officers outside the field of transport that the solution to a control of civilian vehicles is to requisition all those, for example, exceeding two tons capacity. The futility and error in any such attempt can be deduced from the fact that this was done indiscriminately by the Germans and during the time of their retreat from Cassino, everything was essayed to make up for equipment lost to Allied airpower. The fact remains, however, that within two months of the arrival of the Allies, the Romans had over one thousand vehicles of different capacities pre-

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desist in taking similar action if Allied or Italian authorities commenced to requisition trucks.

There are many hundreds of trucks, in fact, particularly north of the Cassino line that are still being hidden. The reason why these vehicles have not been brought forth is that those who have them in their possession cannot prove ownership. In the case of German vehicles it is realized that they may be claimed by the Allies as war booty. In the case of Italian civilian vehicles it is realized that they may be reclaimed by the owners. In the case of Italian army vehicles it has been decreed by the Government that they must be returned to the Italian army.

In general terms it must be said that no efforts of the Allied or Italian governments to rehabilitate transport will have any effect unless tires and tubes are made available from the UK and the US. Any attempt on the part of the Ministry of Communications to keep down the cost of truck transport by a standard tariff rate becomes an absurdity if rubber is not forthcoming. Today an Italian truck tire is worth from 350 to 400 dollars on the open market. If this amount is considered in the computation of the tariff rate the charges for transport become astronomical and knowing that the price of a tire is included in the earnings of the trucker, the black market operator within a short time will double his tire sales price. In any event, there would not be sufficient rubber to provide more than an infinitesimal part of the requirements. All the tires that are available on the black market were either those hidden away since the armistice, retreaded or used. As far as back November 5,1943, the first tire requisitions were submitted by ACC to AFHQ but not untill July were any demands sent forward to the Combined Chiefs of Staff. Today the Italian truckers are being persuaded to consume their inventories and within one or two more months these will

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effect this is what is happening today through lack of complete controls and the high margin of profit is bringing about inflation by adding to the price of consumer goods.

Everything which is true of tires is also true of spare parts and it is essential for the Italian Government, upon reaching the industrial north, to immediately implement a plan for their production. Requisitions for alloy steel to be employed in plants available south of Rome have been prepared but are still awaiting certain detailed informations to be supplied by the Ministry of Communications.

All in all, it can be said that the Allies must assume the immediate responsibility of supplying tires and tubes for the Italian trucks in the sizes that are available. It is further necessary to call forward alloy steels for the production of spare parts.

If Italy is to exist as an economy, besides the measures indicated above, the Allies will also have to take prompt steps in the turning over of some Allied military trucks and spare parts to the Italian Government, at the cessation of the hostilities with Germany.

The Italian Government, on the other hand, must immediately interest Italian industrialists and plan with them for spare parts production, tire retreading, tire repairing and the transformation and cannabilization of vehicles when necessary. It is, furthermore, essential that the Government should enforce its control, through ENAC, over the limited amount of civilian transport that is available. The cessation of hostilities with Germany will bring only a partial relief to the Italian transportation difficulties.

The Allied Control Commission has up to the present made considerable

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The Allied Control Commission has up to the present made considerable efforts to get Italian factories released for the repair and the retrading of essential civilian vehicle tires. This effort has not been very successful because of the priority of army needs with respect to both plant facilities and required raw materials. However, when the army needs in this area diminish, there are factories both in southern and central Italy with the required facilities. The Pirelli firm at Tivoli can manufacture tires and inner tubes at the rate of 120 and 150 respectively per

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day. The Pirelli via Assisi plant in Rome is capable of repairing and or retreading 1200 tires a week and 400 inner tubes. This production can be of great importance in that the tires will exactly fit Italian vehicles, whereas Allied rubber often requires adaptation of the wheel and in a great many cases cannot be used at all.

It is worthy of note that every transportation organization that has been founded by AMG and ACC in the regions, has been set up on the principle that the Government or controlled private enterprise would at the earliest possible moment, take over for movement control and management, all ACC military civilian supply vehicles in the rear areas. ACC will continue then to be responsible only for maintenance and this will become eventually a matter of inspections.

The present disposition of ACC war department civilian supply vehicles is attached. It will be observed that in contrast to the areas which must be served and the population to be fed there are quantitatively very few trucks. It has never been possible, with the means available, to provide much more transport than that required for distribution of official rations to the consumer. Some part of the harvests of wheat and fruits and vegetables have been moved. Some small amounts of fuel for cooking and utilities have also been transported. There never has been, however, sufficient equipment to properly fill these needs and lack of transport has had a considerable effect on the amassing of grain, as it will on the whole future of Italy unless provisions are made by the Allies, as suggested.

A.L. VILLA
STAFF OFFICER
ECONOMIC SECTION

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HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

18 October 1944

MINUTES OF MEETING OF MINISTER OF COMMUNICATIONS, ITALIAN GOVERNMENT, REPRESENTATIVES OF ECONOMIC SECTION, HQ ACC, 17 OCTOBER 1944, 1630 - RE ENAC

Present:

H. E. Francesco Cerabona, Minister of Communications.
Aide to H. E. Cerabona
Mr. A. G. Antolini, Acting Deputy Chief of Staff, E/S.
Col. L. D. Densmore, Chief Staff Officer, Economic Sec.
Mr. Harlan Cleveland, Staff Officer, Economic Section
Lt. Col. J. J. Carnes, Transportation S/C, Econ. Sec.
Lt. Col. J. Bordass, " " " "
Mr. Merritt H. Taylor, " " " "
Mr. Leland G. Allbaugh, Agricultural S/C, " "
Mr. Kenneth E. Stauffer, " " " "

Mr. Antolini opened the meeting, introducing the Minister, explaining that due to the absence of H. E. Gronchi, Minister of Industry, Commerce and Labor and the absence of H. E. Gullo, Minister of Agriculture, and illness of H. E. Bergami, Under Secretary of Agriculture, the meeting would be concerned only with Transportation although other personnel were welcomed to stay. The meeting was then opened for questions.

Col. Densmore - There are 3 types of transportation facilities involved: road, rail and water. We would like to ask the Minister with respect to road transportation, if in his opinion, at the present time full use is being made of available road transport in the territory which has been turned over to the Italian Government.

H. E. - I feel that we have not been able to obtain the maximum number of vehicles--some are still hidden. The Black Market has kept a number from ENAC. Also there are a large number of unharnessed vehicles because of lack of spare parts or in general maintenance. Could put into use a large part if had spare parts and tires, particularly load-carrying vehicles.

LDD - Does the Minister have any definite plan or idea how tires and spare parts could be obtained and gotten to the people that require them if they can be made available?

H.E. - I feel that ENAC, as now constituted, is the perfect medium for the distribution of tires and spare parts. ENAC is fully acquainted with the full situation. With reference to that part of the vehicles out of use because of shady dealings, etc., ENAC with proper ACC support will induce the registration of these ve-

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LDD - At present ENAC is under full control of the Minister, is it not?

H.E. - Completely.

LDD - The Minister has doubtless seen the criticism in the press that ENAC is muscle-bound with administrative details and also that with the lack of communication, the source of authority being in Rome, some people feel it isn't workable.

AGA - What part do we play in the administration of ENAC? Do we influence ENAC/

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Col. Bordass - ENAC is an institution which was set up by the Italian Government in 1941 and this is a reactivation of it. While it is cumbersome, it can control the situation.

ACA - Have we thought through a streamlining of the present administrative set-up of ENAC?

Col. Bordass - ENAC is not by any means formed yet, but is used because it is all they have. It is not working at the moment, as far as we can see.

Col. Carnes - Apparently it has not been formed and is not working at all in Sicily.

(H. E. Gronchi arrived and Mr. Antolini left to confer with him, Col. Carnes securing an interpreter.)

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DENSMORE: Tell us to what extent ENAC is organized and functioning.

H. E.: It is not functioning yet. We have registered all the vehicles we have.

DENSMORE: When do you think it will be organized and functioning?

H. E. : About Twenty days.

DENSMORE: How long has it been since the Decree authorizing ENAC was passed?

H. E. : About a month ago. It was first presented to Mr. Villa, corrections were then made, it was approved by the ACC and then approved by the Council of Ministers.

DENSMORE: I am concerned because so much time has elapsed and you are still not ready to work. Are you sure that in 2 weeks' time this thing will be ready to work.

H. E. : It will be about 20 days. In Sicily and Sardinia organization of ENAC has not been completed.

DENSMORE: But why is it taking so long?

H. E. : We had to secure lists of names of people who would be able to work for us which took a long time.

DENSMORE: Can't you organize Rome and Naples, for instance, without having all of Italy organized?

H. E. : Yes, that could be done. Rome and Naples could be done at once.

DENSMORE: Is there any reason why you shouldn't get Naples and Rome going at once?

H. E. : In a week Rome and Naples could be functioning.

DENSMORE: Do you have a number of people working on it and are they about ready to go to work in Rome?

H. E. : Yes. The offices are working. Personnel is composed of the vehicle owners. Vehicles have not been requisitioned yet - we control prices only. In Naples it is functioning more or less under the ENAC which is controlled by the Allies.

BORDASS : We made a request for Engineer Pavani to be appointed in Naples. Is he going to be appointed as Inspector of Motorization?

H. E. : Yes. 6047

DENSMORE: When?

H. E. : He might have already been appointed. I was to see him in

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H. E. : Yes.

DENSMORE: When?

H. E. : He might have already been appointed. I was to see him in Naples yesterday but I did not.

DENSMORE: Who appoints him?

H. E. : The Minister of Communications.

BORDASS : In Sicily, at the present time, there is an organization sponsored by the Allied Governments known as the INT. Is it your intention to make use of that organization?

H. E. : Yes.

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DENSMORE: What will be the relationship? How will you use INT with ENAC?

H. E. : ENAC will be independent of the other. INT will be under the control of ENAC.

BORDASS : When the Decree forming ENAC was published it was stated that 15 days from the date of the Decree all owners of motor trucks must register. Have all owners in Rome registered their vehicles?

H. E. : Yes. They are all registered in Rome.

DENSMORE: How many load-carrying vehicles have been registered?

H. E. : We do not have the exact number. Registration was to have been completed the 14th and we are now awaiting the figure.

DENSMORE: After ENAC is operating will it be possible for anyone operating trucks to obtain gasoline other than through the ENAC plan? Now they can draw civilian gasoline - after ENAC is functioning will it be possible for anyone not working with ENAC to get gasoline?

H. E. : No. We are going to control all vehicles. Securing gasoline other than through ENAC can be done only through the Black Market.

DENSMORE: How do you propose to enforce the regulations on ENAC? Will you have inspectors to check permits to determine if they are carrying authorized loads only? Can you enforce the law?

H. E. : We will have posts on the road to check the trucks and inspect their papers.

DENSMORE: Isn't there supposed to be some control on the roads now?

H. E. : Yes. We are going to use the block posts now existing.

DENSMORE: How about this present system?

H. E. : Drivers will have a permit showing destination, goods carried, etc.

DENSMORE: I understand what is going to be done. I want to know what is being done now.

H. E. : There is nothing now because ENAC is not functioning. Drivers are free to do as they wish.

BORDASS : There are supposed to be 15 blocks on the roads into Rome now.

H. E. : They are not now under Government control.

DENSMORE: I know they are not but isn't a system supposed to be functioning now? Why doesn't that work?

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DENSMORE: I know they are not but isn't a system supposed to be functioning now? Why doesn't that work?

H. E. : We can't control prices or points from which goods originate. Owners are free to do as they wish and carry only those loads for which they can get the most money. ENAC is going to dissolve the whole system and trucks will be allowed to carry only authorized loads.

DENSMORE: How do you think you will be able to obtain tires and repair parts for these vehicles?

H. E. : For the time we will use the tires now on the vehicles. For parts, we hope to be able to make a few and hope to get them from the Allies.

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DENSMORE: If the Allies can help on the tires what do you think about the Italian Government or ENAC not selling the tires to truck owners but renting them so that the Government or ENAC retains ownership?

H. E. : That would be a very good idea.

DENSMORE: On the theory that if the truck owner violated the law his tires would be confiscated by the Government?

H. E. : I have made a project stating that not only would we take the tires but violators would be persecuted.

TAYLOR : Have any trucks been registered in Sicily?

H. E. : Yes. We have received signals but do not have the precise number yet. It is too soon to have the number registered.

BORDASS : I think that you are aware that we thought that in the Decree forming ENAC as punishment a violator could be fined .... or in case of a serious violation, his truck confiscated. I believe you are thinking of another Decree in which the violator can imprisoned for a serious offense.

H. E. : Yes. First there is confiscation of the truck and then the violator can be imprisoned for from one to four years.

CLEVELAND: Is that only in case of damage to the truck?

H. E. : When they are found to be violating the law they can be imprisoned for a short duration even if the truck is not damaged. Most owners are very well off because of the Black Market so we have not only made provisions for fines but we have also made provisions for imprisonment.

BORDASS : That is why I asked about imprisonment because I realize that fining does no good. One other point, if I may ask you -- You stated a while ago that the idea of ENAC is to control the kind of goods -- that is to say wheat moves or coal moves, etc. Have you made any arrangements as to priority of movement of goods?

H. E. : The most necessary things will be moved first -- coal, flour, wheat, potatoes -- whatever is most essential.

BORDASS : Do you visualize allocation of trucks to certain industries? For instance, the electric power companies will need so many trucks for their work.

H. E. : They will be given vehicles necessary to continue their work.

DENSMORE: Has the official who is going to be the head authority in Rome over the entire ENAC been appointed?

H. E. : Yes. The Allies suggested him - Engineer DiCosta. He has

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6045

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CARNES : I understand the plan insofar as it concerns areas such as cities where there are a large number of trucks but I am not quite clear as to what plan you intend to use with ENAC where there is only a single truck such as a rural community.

H. E. : The Mayor of the town would be the authority over the trucks.

DENSMORE: How do you propose to handle -- say if a truck comes up from Naples transporting potatoes to Rome -- will there be arrangements for him to haul something back to Naples?

H. E. : Trucks will never return empty. They would take back any foods or other transport consigned to Naples.

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DENSMORE: He must report to ENAC when he arrives in order to take back to Naples whatever is consigned there -- is that correct?

H. E. : When he arrives in Rome he is given orders as to what he should take back -- orders given through ENAC.

CLEVELAND: Is he given orders in Naples as to what he is to bring back from Rome or does he get his return-load orders through the Rome office?

H. E. : When he leaves Naples he has been told what he is to bring back from Rome.

DENSMORE: This is what I don't understand -- how does Naples know what there is in Rome to be brought back?

H. E. : If the office in Naples does not know what is to be brought back the Office in Rome decides what the return load is to be.

DENSMORE: When ENAC is working it will then be necessary for the Italian Government to have charge of all the food distribution and feeding of the people, will it not?

H. E. : ENAC will receive its orders from the Government.

CLEVELAND: What part of the Government?

DENSMORE: When the Government gives these orders, who decides whether it is to be food or other goods to be transported? Whose job will that be?

H. E. : The Agriculture Department or Food and Agriculture togethr.

DENSMORE: How about coal?

H. E. : We will have a Committee which will be composed of representatives of the various Ministries.

(At this point Mr. Antolini returned to the meeting. Col. Densmore gave him a quick resume of the discussion during his absence.)

BORDASS : Do you think that control in the Provinces will be satisfactory

H. E. : We should like some help from the Allies because we do not have enough Carabinieri and besides, the people would be more impressed if they felt the control was sanctioned and assisted in by the Allies. Our help is not sufficient. 6044

BORDASS : Are you convinced that you have sufficient people -- not for road blocking but for Province control? (Col. Bordass named those organizations represented on the Provincial Committees.)

H.E. : We will have people who will be more or less sufficient for the Provinces.

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H.E. : We will have people who will be more or less sufficient for the Provinces.

BORDASS : As you explained a while ago, there will be a Committee in the head office to decide what should be transported -- in the Provinces, will the Prefect decide the priority of goods to be carried?

H. E. : There will be a Provincial Commission for that purpose whose duty it will be to know what should be transported.

DENSMORE: Does your success depend on whether or not the Allies are able to provide soldiers?

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H. E. : Yes. In part, it will be dependent on the help that the Allies are able to provide.

DENSMORE: Soldiers?

H. E. : Yes.

DENSMORE: Have you ever had any assurance from us that we would be able to provide soldiers for the enforcement of ENAC?

H. E. : Never.

DENSMORE: Well we have not taken the matter up. How long would it be before you can tell us when, in a given area, you would need soldiers and can you tell us exactly what you would want them to do?

H. E. : It would first be necessary to hold a conference and determine the number of blocks.

DENSMORE: It will be difficult to get any and it is doubtful that we would be able to but we are willing to try in order to help.

H. E. : Help from the Allies will be very necessary and I hope you will be able to get them for us.

DENSMORE: Perhaps in some areas we may be able to get some help for we are very anxious to get this functioning properly.

ANTOLINI: If we are not able to get any soldiers/what would be the alternative?

H. E. : We would need uniforms, shoes, guns for those people ~~xxxx~~ we may be able to get.

DENSMORE: What would these people be after you had armed them?

H. E. : There are very few Carabinieri so I thought that perhaps in the Provinces the Prefects might be able to pick up a few local people and authorize them to stop trucks. They would wear uniforms.

ANTOLINI: In effect they would be deputies?

6042

H. E. : Yes.

ANTOLINI: We are aware that local transport is being handled on a legitimate and illegitimate basis -- we do not recognize either but recognize the practical side of transport. Do you see the possibility of experimenting on the "control"-"non-control" basis in Provinces?

H. E. : We are interested only in those products that require transport control -- those products in which we have an interest as to where they go.

ANTOLINI: Where do you draw the line on control of goods to be trans-

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ANTOLINI: Where do you draw the line on control of goods to be transported? (Mr. Antolini then told the group that he had misunderstood the Minister - it is their intention to control all transport--ration all transport.)

ANTOLINI: It is your plan to control all transport?

H. E. : It is. We will merchandise transport -- control supplies so that trucks will carry the essential supplies first. When essential supplies are moving satisfactorily we will allow the movement of non-essentials -- furniture, etc. In effect it will not be a control of transport but a control of movement of goods.

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CLEVELAND: Will there ever be transport available for the non-essential goods?

H. E. : That is an embarrassing question. We feel it is most important, however, to take care of the essentials and really take care of them then the non-essentials should take care of themselves.

CLEVELAND: Obviously this is the old administrative question of a bottleneck. Now somehow they have to have a system, not only at the Ministerial level or the Provincial level, but right down to the lowest level -- they must have a system for the day-to-day determination of what is more important than something else. Now how is that going to work?

H. E. : The answer to that will be found in the Decree. We have decentralized the Provincial level which is a Commission of Transport Dispatch under the Chamber of Commerce and the Prefect. A Review Committee of claimants at the communal level for he/doesn't feel that the Mayor alone will be able to determine requirements under the general direction of the Provincial controls.

CLEVELAND: The most important part of this is not the transportation angle but what is going to be transported. That is why this Committee of Claimants is set up in one way or another?

H. E. : Yes.

TAYLOR : I think if the people present would read the law on the subject and confer between themselves a lot of these questions would be unnecessary.

ANTOLINI : Well is the Transportation S/C quite clear as to the workability of the Decree?

(General discussion between Transportation S/C members present. All are quite familiar with the Decree. One point raised by :-

CARNES : The question of law enforcement is very important.

ANTOLINI : I feel that whether or not we intend to employ soldiers to aid in enforcement of the Decree is something we should work out by ourselves.

(Conversation between Mr. Antolini and His Excellency)

ANTOLINI ; I have assured His Excellency that of the entire group, not all of them are unaware of the contents of the Decree but that we have deliberately called him here to defend his Decree. I have also told him that we are appreciative of his frankness and his defense of the Decree. If we do not assist them in policing we should be prepared to aid them

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TAYLOR : It should be brought very forcibly to the attention of our Regional Commissioners that it is the policy of this Commission that this should be given a trial.

ANTOLINI : How much do they know about it?

TAYLOR : Not much.

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ANTOLINI: That would be a selling job for us. As far as I am concerned I feel that this meeting has been extremely helpful and I do not have as many questions about this Decree as I had before the conference. I would suggest that our Regional Commissioners should be made familiar with the Decree, our Policy, etc.

DENSMORE: I am interested in their getting this underway and very concerned because of the delay.

ANTOLINI: Can we give them substantial help by putting personnel in their offices? Can our Regions help?

BORDASS : I don't feel that we would be helping if we put personnel in his offices but I do feel that our Regional Commissioners should be called upon to give full support.

DENSMORE: Have the Provinces been informed so that when we call upon our Regional Commissioners they will receive support from the Provinces?

H. E. : We have distributed only the background of ENAC and have not formed the Commissions in the Provinces, etc.

BORDASS : We should like to be furnished with a list of officials and inspectors of all the Compartimenti, together with a list of Provincial officials.

H. E. : A commission is composed of Compartimental Inspectors of Civil Motors and Transport, Provincial Director of the Royal Automobile Club of Italy, A representative of the Chamber of Commerce, representative of the Food Division of the Ministry of Agriculture. We will send the ACC lists of these officials as we receive them.

Meeting adjourned at 7:15 p.m.

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4

MINISTERO DELLE COMUNICAZIONI
Ispettorato Generale
della Motorizzazione Civile e dei
Trasporti in concessione

Roma, 18 agosto 1944

prot. n.2PG14/3755

Agli Ispettorati Compartimentali
M.C. e T.C. di ROMA = NAPOLI =
CAGLIARI = CATANZARO = BARI =
PALERMO
Agli Alti Commissari della Sicilia e della Sardegna
Alle Mm. Prefetture
Agli Uffici Provinciali del RACI
e per conoscenza:
Al Ministero Industria Lavoro e
Commercio = ROMA =
Alla Sede Centrale del
RACI = Roma =

Circolare

OGGETTO: Censimento degli autoveicoli

Con decreto Luogotenenziale, in corso di pubblicazione, saranno emanate le norme integrative e di applicazione del R. D.L. 10 marzo 1944 n. 83, relativo alla denuncia obbligatoria degli autoveicoli immatricolati anteriormente al 1° gennaio 1930 e del R.D.L. 5 aprile 1944 n. 105, relativo al censimento di tutti gli autoveicoli.

Il termine per la presentazione delle denunzie previste da entrambi i decreti è fissato ad un mese dalla entrata in vigore del Decreto Luogotenenziale suddetto.

A chiarimento e precisazione delle norme integrative sopra citate si impartiscono le seguenti disposizioni, applicabili alle sole provincie amministrate dal Governo Italiano, salvo eventuale estensione ad altre provincie liberate, in conformità ad accordi in corso con la Commissione Alleata di Controllo.

1° MODULO DI DENUNZIA

All'uopo è stato predisposto un modulo unico di denunzia , che si riferisce ad entrambi i suddetti RR.DD.LL., composto di tre parti, delle quali la prima deve essere trattenuta dall'Ufficio del Pubblico Registro Automobilistico, la seconda dagli Ispettorati Compartimentali della Motorizzazione Civile e la terza deve essere rilasciata al denunziante, in segno di ricevuta.

2° DISTRIBUZIONE DEI MODULI DI DENUNZIA

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prot. n.2PG14/3755

Circolare

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2° DISTRIBUZIONE DEI MODULI DI DENUNZIA

Appena possibile, sarà trasmesso agli Ispettorati Compartimentali della Motorizzazione un congruo numero di stampati sufficiente al fabbisogno di ciascuna provincia del Compartimento.

Gli Ispettorati Compartimentali, appena ricevuti tali stampati, provvederanno a distribuirli in numero sufficiente alle RR. Prefetture, le quali, in accordo con il Direttore Provinciale del R.A.C.I., ne cureranno la distribuzione tra i Comuni della propria Provincia - I moduli occorrenti per il Comune capoluogo di provincia saranno invece consegnati direttamente dalla Prefettura al R.A.C.I.

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3° RITIRO DEL MODULO E PRESENTAZIONE DELLE DENUNZIE

Gli interessati possono ritirare il modulo e presentare la relativa denunzia nel luogo ove si trovano all'atto del censimento, anche se la denunzia stessa si riferisce ad autoveicolo immatricolato in qualsiasi altra provincia.

Le predette operazioni di ritiro del modulo e presentazione delle denunzie debbono essere effettuate presso l'Ufficio del R.A.C.I. nei Comuni capoluogo di provincia e presso gli uffici municipali negli altri Comuni.

Per ogni denunzia gli Uffici Comunali o gli Uffici Provinciali del R.A.C.I. riscuoteranno una tassa di statistica di lire 20 e consegneranno all'interessato la terza parte del modulo, debitamente riempita, timbrata e firmata.

4° RACCOLTA DELLE DENUNZIE

Scaduto il termine della presentazione delle denunzie, gli Uffici Comunali trasmetteranno all'Ufficio del R.A.C.I. della propria Provincia le denunzie ricevute e l'ammontare delle somme percepite.

Gli Uffici Provinciali del R.A.C.I. invieranno anzitutto agli altri uffici provinciali del R.A.C.I. stesso, competenti per giurisdizione, le denunzie relative ad autoveicoli immatricolati in altre provincie, ammenocchè non trattisi di provincie non ancora liberate dal nemico, nel qual caso le relative denunzie dovranno essere inviate a questa Sede Centrale.

5° ESAME DELLE DENUNZIE

I Conservatori Provinciali del P.R.A. esamineranno le denunzie, come sopra raccolte in ciascuna Sede provinciale, e dopo i debiti riscontri ne trasmetteranno, con le proprie osservazioni, la seconda parte al competente Ispettorato Compartimentale della Motorizzazione.

In base agli elementi controllati della denunzia i Conservatori del P.R.A. e gli Ispettorati Compartimentali della Motorizzazione aggiorneranno i propri registri e schedari, rispettivamente.

6° DIRITTO DI STATISTICA

Gli Uffici provinciali del R.A.C.I. tratterranno a loro disposizione un terzo dell'ammontare complessivo dei diritti di statistica da essi riscossi, direttamente o pel tramite degli Uffici Comunali (punto 4°), e ne verseranno 66,6 mensilmente due terzi all'Ispettorato Compartimentale della Motorizzazione nella cui giurisdizione è compresa la propria pro-

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Gli Ispettorati Compartimentali incamereranno tali somme a titolo di deposito e ne daranno rendiconto a questa Sede Centrale.

7° DENUNZIA PARTI DI RICAMBIO

a) La denunzia degli organi e parti di autoveicoli non suscettibili di essere rimessi in efficienza, prescritta dai RR.DD.LL. n. 83 e n. 105 sopracitati, deve essere compilata sullo stesso modulo di cui al punto 1°, da ritirare, consegnare

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ed esaminare con le stesse modalità sopra stabilite per la denunzia di autoveicoli efficienti -

b) La denunzia delle parti di ricambio, ai sensi dell'art. 3 del Decreto Luogotenenziale in corso di pubblicazione, è estesa anche per coloro che ne fanno commercio e per gli esercenti officine di riparazione e ricostruzione di autoveicoli.

Tale denunzia deve essere compilata su carta libera, in triplice copia, e deve essere presentata, nel luogo di residenza del denunziante, al R.A.C.I. se trattasi di capoluogo di Provincia ed agli Uffici Comunali negli altri casi.

Gli Uffici Comunali trasmetteranno le tre copie di ciascuna denunzia all'Ufficio del R.A.C.I. della propria provincia e questi, raccolte in tal modo tutte le denunzie, ne tratterranno una copia per uso di ufficio e ne invieranno la seconda al competente Ispettorato Compartimentale della Motorizzazione e la terza a questa Sede Centrale.

Le denunzie di cui al presente comma b) sono esenti dal diritto di statistica.

8° SANZIONI

Nel caso di omissione di denunzia o di indicazione di dati falsi nella medesima, i Conservatori del P.R.A. deferiranno gli inadempienti alla competente Autorità Giudiziaria, per l'applicazione delle sanzioni previste dall'art. 5 del R.D.L. 5 aprile 1944 n.105 e dell'art. 4 del R.D.L. 10 marzo 1944 n. 83, dandone comunicazione a questa Sede Centrale.

9° AUTOVEICOLI RECUPERATI DA TERZI

Nel caso di denunzia relativa ad autoveicoli civili, militari, dello Stato o provenienti dalle forze armate germaniche recuperati da terzi, i Conservatori del P.R.A. ne daranno dettagliata comunicazione a questa Sede Centrale, che si riserva impartire ulteriori istruzioni in proposito.

10° APPLICAZIONE DELLE NORME

Le RR. Prefetture, nel trasmettere i moduli di denunzia ai Sindaci dei Comuni delle rispettive provincie, impartiranno ad essi, per la parte di competenza, le opportune disposizioni per l'applicazione delle presenti norme.

Inoltre, a mezzo stampa e manifesti murali da affiggere in ciascun Comune, daranno la massima pubblicità possibile alle disposizioni di cui alla presente, al Decreto Luogotenenziale in corso di pubblicazione ed ai RR.DD.LL. n. 83 e n.105, che si allegano tutti in copia.

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esercenti officine di riparazione e ricostruzione di autoveicoli.

Tale denunzia deve essere compilata su carta libera, in triplice copia, e deve essere presentata, nel luogo di residenza del denunziante, al R.A.C.I. se trattasi di capoluogo di Provincia ed agli Uffici Comunali negli altri casi.

Gli Uffici Comunali trasmetteranno le tre copie di ciascuna denunzia all'Ufficio del R.A.C.I. della propria provincia e questi, raccolte in tal modo tutte le denunzie, ne tratterranno una copia per uso di ufficio e ne invieranno la seconda al competente Ispettorato Compartimentale della Motorizzazione e la terza a questa Sede Centrale.

Le denunzie di cui al presente comma b) sono esenti dal diritto di statistica.

8° SANZIONI

Nel caso di omissione di denunzia o di indicazione di dati falsi nella medesima, i Conservatori del P.R.A. deferiranno gli inadempienti alla competente Autorità Giudiziaria, per l'applicazione delle sanzioni previste dall'art. 5 del R.D.L. 5 aprile 1944 n.105 e dell'art. 4 del R.D.L. 10 marzo 1944 n. 83, dandone comunicazione a questa Sede Centrale.

9° AUTOVEICOLI RECUPERATI DA TERZI

Nel caso di denunzia relativa ad autoveicoli civili, militari, dello Stato o provenienti dalle forze armate germaniche recuperati da terzi, i Conservatori del P.R.A. ne daranno dettagliata comunicazione a questa Sede Centrale, che si riserva impartire ulteriori istruzioni in proposito.

10° APPLICAZIONE DELL'OPERE

Le RR. Prefetture, nel trasmettere i moduli di denunzia ai Sindaci dei Comuni delle risettive provincie, impartiranno ad essi, per la parte di competenza, le opportune disposizioni per l'applicazione delle presenti norme.

Inoltre, a mezzo stampa e manifesti murali da affiggere in ciascun Comune, daranno la massima pubblicità possibile alle disposizioni di cui alla presente, al Decreto Luogotenenziale in corso di pubblicazione ed ai RR.DD.LL. n. 83 e n.105, che si allegano tutti in copia.

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Si fa infine presente che il censimento degli autoveicoli, come sopra disposto, avendo la finalità di accertare la consistenza e la efficienza del materiale automobilistico nazionale agli effetti della riorganizzazione e della razionale utilizzazione degli autoveicoli stessi, riveste nelle attuali

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contingenze carattere di particolare e delicata importanza.
E' pertanto indispensabile che tutte le Autorità interessate dirigano ed effettuino le operazioni relative a tale censimento con la massima diligenza e precisione possibile, affinchè esse raggiungano pienamente lo scopo prefisso.
Si resta in attesa di comunicazione telegrafica.

IL MINISTRO

f.to Cerabona

per copia conforme
Il Capo Reparto

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DECRETO LEGGE 10 LUGLIO 1942, n° 83.

Denunzia obbligatoria di tutti gli autoveicoli immatricolati anteriormente al 1° gennaio 1930.

VITTORIO EMANUELE III
PER GRAZIA DI DIO E PER VOLONTA' DELLA NAZIONE
RE D'ITALIA

Visto il R. decreto-legge 10 febbraio 1942, n° 75, convertito nella legge 27 giugno 1942, n° 781, concernente le norme per la denunzia degli autoveicoli immatricolati anteriormente al 1° gennaio 1930;

Visto il R. decreto legge 20 aprile 1942, n° 535, concernente le modalità circa la requisizione degli autoveicoli immatricolati anteriormente al 1° gennaio 1930 e delle parti di ricambio degli stessi veicoli;

Visto l'art. 18 della legge 19 gennaio 1939 . n° 129;

Visto il Regio decreto legge 30 ottobre 1943, n° 2/B;

Ritenuto che si versa in stato di necessità per causa di guerra;

Sentito il Consiglio dei Ministri;

Sulla proposta del Ministro delle Comunicazioni, di intesa con i Ministri della Guerra e dell'Industria, del Commercio e del Lavoro;

ABBIAMO DECRETATO E DECRETIAMO :

Art. 1

I detentori a qualsiasi titolo di autoveicoli immatricolati anteriormente al 1° gennaio 1930 devono farne denunzia agli uffici territoriali competenti del P.R.A.C.I. 6086

L'obbligo della denunzia si intende esteso alle parti

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[illegible] DI DIRITTO E DEL VOCABOLARIO DELLA MARINA
MILITARE D'ITALIA

Visto il R. decreto legge 10 febbraio 1942, n° 75, convertito nella legge 27 giugno 1942, n° 788, concernente le norme per la denunzia degli autoveicoli immatricolati anteriormente al 1° gennaio 1930;

Visto il R. decreto legge 20 aprile 1942, n° 535, concernente le modalità circa la requisizione degli autoveicoli immatricolati anteriormente al 1° gennaio 1930 e delle parti di ricambio degli stessi veicoli;

Visto l'art. 10 della legge 19 gennaio 1939, n° 129;

Visto il Regio decreto legge 30 ottobre 1943, n° 2/B;

Ritenuto che si versa in stato di necessità per causa di guerra;

Sentito il Consiglio dei Ministri;

Sulla proposta del Ministro delle Comunicazioni, di intesa con i Ministri della Guerra e dell'Industria, del Commercio e del Lavoro;

[illegible] DECRETA O E DECRETIAMO :

Art. 1

I detentori a qualsiasi titolo di autoveicoli immatricolati anteriormente al 1° gennaio 1930 devono farne denunzia agli uffici territoriali competenti del P.R.A.C.I. 6086

L'obbligo della denunzia si intende esteso alle parti di ricambio degli indicati autoveicoli e incombe anche su coloro che abbiano a suo tempo ottemperato al disposto dell'art. 5 del R. decreto legge 10 febbraio 1942 n° 75.

Art. 2

Previo accertamento dell'efficienza e condizioni di manutenzione degli autoveicoli denunziati a norma dell'art. 1.

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da compiersi a cura degli Ispettorati Compartimentali della motorizzazione civile e dei trasporti in concessione, le Regie Prefetture sono autorizzate a concedere licenze di circolazione per gli autoveicoli riconosciuti ancora idonei al traffico.

Per detti autoveicoli che otterranno la licenza di circolazione cessa il divieto di alienazione e di trasformazione.

Art. 3

Appositi elenchi degli autoveicoli e parti di ricambio non impiegabili per uso di circolazione verranno compilati a cura del R.A.C.I. e trasmessi al Ministero dell'Industria, del Commercio e del Lavoro.

Il Ministro dell'Industria, del Commercio e del Lavoro potrà invitare i Prefetti a requisire, ai sensi delle vigenti disposizioni, i materiali risultanti da detti elenchi, che riterrà utili ai fini industriali o altri, stabilendone la successiva destinazione.

Art. 4

Ai contravventori alle disposizioni del presente decreto è inflitta l'arresto fino a sei mesi o l'ammenda da lire 2.000 a lire 10.000; può essere, inoltre, disposta la confisca dell'autoveicolo o delle parti di ricambio, di cui sia stata omessa la denuncia.

Il provvedimento di confisca è dato con ordinanza non impugnabile del Prefetto, a cui l'ufficio provinciale del R.A.C.I. comunicherà le mancate denunzie.

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Motorizzazione Civile e dei Trasporti in Concessione, le Prefetture sono autorizzate a concedere licenza di circolazione per gli autoveicoli riconosciuti ancora idonei al traffico.

Per detti autoveicoli che otterranno la licenza di circolazione cessa il divieto di alienazione e di trasformazione.

Art. 3

Appositi elenchi degli autoveicoli e parti di ricambio non impiegabili per uso di circolazione verranno compilati a cura del R.A.C.I. e trasmessi al Ministero dell'Industria, del Commercio e del Lavoro.

Il Ministro dell'Industria, del Commercio e del Lavoro potrà invitare i Prefetti a requisire, ai sensi delle vigenti disposizioni, i materiali risultanti da detti elenchi, che riterrà utili ai fini industriali o altri, stabilendone la successiva destinazione.

Art. 4

Ai contravventori alle disposizioni del presente decreto è inflitto l'arresto fino a sei mesi o l'ammenda da lire 2.000 a L. 10.000; può essere, inoltre, disposta la confisca dell'autoveicolo o delle parti di ricambio, di cui sia stata omessa la denunzia

Il provvedimento di confisca è dato con ordinanza non impugnabile del Prefetto, a cui l'ufficio provinciale del R.A.C.I. comunicher le mancate denunzie. 6035

Art. 5

L'obbligo della denunzia non si applica nei riguardi degli autoveicoli di proprietà dello Stato o delle Forze Armate, di Stati Esteri, del Corpo diplomatico e della Città del Vaticano.

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Art. 6

Il termine e le modalità per la denuncia di cui all'articolo 1, le modalità per l'accertamento dell'efficienza degli autoveicoli e per la concessione dei nulla osta, di cui all'art. 2, per la formazione degli elenchi, di cui all'articolo 3,ed ogni altra disposizione che sarà ritenuta necessaria per la esecuzione del presente decreto verranno stabilite in istruzioni particolari da emanarsi a cura del Ministero dell'Industria, del Commercio e del Lavoro e del Ministero delle Comunicazioni, a seconda della rispettiva competenza.

Art. 7

Il Ministro della Guerra, d'intesa coi Ministri per le Comunicazioni e per l'Industria, il Commercio ed il Lavoro, è incaricato di emanare disposizioni transitorie che siano ritenute del caso per coordinare eventuali procedimenti tuttora in corso ai sensi del R. decreto-legge 10 febbraio 1942, n° 75, convertito con modificazioni, nella legge 27 giugno 1942, n° 789, e del Regio decreto legge 20 aprile 1942, n° 535. con le norme del presente decreto.

Art. 8

Il presente decreto, che entra in vigore dalla data della sua pubblicazione nella Gazzetta Ufficiale del Regno - serie speciale -, sarà presentato alle Assemblee legislative per la conversione in legge.

Il Ministro per le Comunicazioni è autorizzato a presentare il relativo disegno di legge.

6034

Ordiniamo, a chiunque spetti, di osservare il presente decreto e di farlo osservare come legge dello Stato.

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all'art. 2, per la formazione degli elenchi, di cui all'articolo 3,ed ogni altra disposizione che sarà ritenuta necessaria per la esecuzione del presente decreto verranno stabilite in istruzioni particolari da emanarsi a cura del Ministero dell'Industria, del Commercio e del Lavoro e del Ministero delle Comunicazioni, a seconda della rispettiva competenza.

Art. 7

Il Ministro della Guerra, d'intesa coi Ministri per le Comunicazioni e per l'Industria, il Commercio ed il Lavoro, è incaricato di emanare disposizioni transitorie che siano ritenute del caso per coordinare eventuali procedimenti tuttora in corso ai sensi del R. decreto-legge 10 febbraio 1942, n° 75, convertito con modificazioni, nella legge 27 giugno 1942, n° 789, e del Regio decreto legge 20 aprile 1942, n° 535, con le norme del presente decreto.

Art. 8

Il presente decreto, che entra in vigore dalla data della sua pubblicazione nella Gazzetta Ufficiale del Regno - serie speciale -, sarà presentato alle Assemblee legislative per la conversione in legge.

Il Ministro per le Comunicazioni è autorizzato a presentare il relativo disegno di legge. 6024

Ordiniamo, a chiunque spetti, di osservare il presente decreto e di farlo osservare come legge dello Stato.

Dato a Salerno il 10 marzo 1944

F;to VITTORIO EMANUELE

BIDONCHIO = CRIA DO = SICILIANI = ORDINO

Visto, il Guardasigilli CASATI

Il presente R.D.L. è stato pubblicato nel n° 15 - serie speciale - della Gazzetta Ufficiale, in data 25 marzo 1944

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REGIO DECRETO LEGGE 5 APRILE 1944 - XXII

Censimento degli autoveicoli nelle provincie liberate

VITTORIO EMANUELE III
PER GRAZIA DI DIO E PER VOLONTA' DELLA NAZIONE
RE D'ITALIA

Visto il R. decreto-legge 15 marzo 1927, n° 436, concernente l'istituzione del Pubblico Registro Automobilistico;

Visto il R.decreto 25 luglio 1927, n° 1814, per l'attuazione del precedente decreto-legge;

Visto il R.decreto-legge 8 dicembre 1933, n° 1740, concernente le norme per la tutela delle strade e per la circolazione;

Visto l'art. 18 della legge 19 gennaio 1939 n° 129;

Visto il R. decreto legge 30 ottobre 1943, n° 2/B;

Ritenuto che si versa in stato di necessità per causa di guerra;

Sentito il Consiglio dei Ministri;

Sulla proposta del Ministro Segretario di Stato delle Comunicazioni, d'intesa con i Ministri dell'Interno, della Grazia e Giustizia, delle Finanze e della Guerra;

ABBIAMO DECRETATO E DECRETIAMO :

Art. 1

E' fatto obbligo a tutti i proprietari di autoveicoli e rimorchi (autovetture, autocarri, autofurgoni, autobus, autoveicoli ad uso speciale, comprese le trattrici stradali, motocicli, motocarrozzette, motocarri, motofurgoni) e relativi parti di ricambio ed a tutti coloro che a qualsiasi titolo

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RE D'ITALIA

Visto il R. decreto-legge 15 marzo 1927, n° 436, concernente l'istituzione del Pubblico Registro Automobilistico;

Visto il R.decreto 25 luglio 1927, n° 1814, per l'attuazione del precedente decreto-legge;

Visto il R.decreto-legge 8 dicembre 1933, n° 1740, concernente le norme per la tutela delle strade e per la circolazione;

Visto l'art. 18 della legge 19 gennaio 1939 n° 129;

Visto il R. decreto legge 30 ottobre 1943, n° 2/B;

Ritenuto che si versa in stato di necessità per causa di guerra;

Sentito il Consiglio dei Ministri;

Sulla proposta del Ministro Segretario di Stato delle Comunicazioni, d'intesa con i Ministri dell'Interno, della Grazia e Giustizia, delle Finanze e della Guerra:

IN NOME DEL POPOLO ITALIANO E DECRETIAMO :

Art. 1

E' fatto obbligo a tutti i proprietari di autoveicoli e rimorchi (autovetture, autocarri, autofurgoni, autobus, autoveicoli ad uso speciale, comprese le trattrici stradali, motocicli, motocarrozzette, motocarri, motofurgoni) e relative parti di ricambio ed a tutti coloro che a qualsiasi titolo ne siano possessori e detentori, di farne denunzia all'Ufficio del Pubblico Registro Automobilistico qualunque sia lo stato d'uso e di consistenza.

La denunzia è obbligatoria anche per le persone giuridiche, private o pubbliche, ivi compresi lo Stato e gli Enti autarchici territoriali, e sarà effettuata a cura degli

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organi che ne hanno la normale rappresentanza, ai sensi delle leggi, regolamenti e statuti vigenti, fatta eccezione, però, per gli autoveicoli propri delle Forze Armate dello Stato, della R.Guardia di Finanza, della Croce Rossa Italiana, del Corpo Diplomatico, dello Stato della Città del Vaticano e di tutti gli Enti che usufruiscono, per i loro veicoli, di speciali targhe di riconoscimento.

Art. 2

L'obbligo di cui all'art. 1 incombe anche per gli autoveicoli:

a) che siano stati requisiti in via temporanea o definitiva;

b) che siano stati asportati dal nemico o distrutti in seguito a fatti bellici;

c) che siano stati tolti al nemico o comunque da esso abbandonati in territorio liberato;

d) che siano stati demoliti e della cui avvenuta demolizione non sia stata fatta la prescritta dichiarazione al Pubblico Registro Automobilistico.

Art. 3

Le denuncie devono essere compilate su appositi moduli in distribuzione presso l'Ufficio provinciale del Pubblico Registro Automobilistico o presso gli uffici comunali e presentate ai Conservatori del Pubblico Registro Automobilistico o ai Sindaci del luogo non oltre il 15 maggio 1944.

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Art. 4

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della R.Guardia di Finanza, della Croce Rossa Italiana, del Corpo Diplomatico, dello Stato della Città del Vaticano e di tutti gli Enti che usufruiscono, per i loro veicoli, di speciali targhe di riconoscimento.

Art. 2

L'obbligo di cui all'art. 1 incombe anche per gli autoveicoli:

a) che siano stati requisiti in via temporanea o definitiva;

b) che siano stati asportati dal nemico o distrutti in seguito a fatti bellici;

c) che siano stati tolti al nemico o comunque da esso abbandonati in territorio liberato;

d) che siano stati demoliti e della cui avvenuta demolizione non sia stata fatta la prescritta dichiarazione al Pubblico Registro Automobilistico.

Art. 3

Le denunzie devono essere compilate su appositi moduli in distribuzione presso l'Ufficio provinciale del Pubblico Registro Automobilistico o presso gli uffici comunali e presentate ai Conservatori del Pubblico Registro Automobilistico o ai Sindaci del luogo non oltre il 15 maggio 1944.

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Art. 4

E' vietato qualsiasi trasferimento di proprietà di autoveicoli dal giorno dell'entrata in vigore del presente decreto al giorno che sarà fissato con successivo decreto del Ministro delle Comunicazioni quale termine finale delle operazioni di censimento.

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Art. 5

Chiunque omette in tutto o in parte la denuncia prescritta dal presente decreto, salvo che il fatto non costituisca più grave reato, è punito con l'arresto da uno a quattro mesi o con l'ammenda da L. 5.000 a L. 10.000. In ogni caso lo automezzo non denunziato è soggetto a confisca.

Art. 6

I detentori di autoveicoli altrui che non siano in grado di giustificare il titolo del loro possesso saranno esenti da giudizio o da pena se ottempereranno alle norme . . . circa la denuncia di cui al presente decreto e faranno il veicolo nello stato in cui si trova a disposizione dell'avente diritto.

Sulla denuncia ridiette autoveicoli delle Forze Armate o dello Stato compete a coloro che li avranno custoditi o resone possibile il recupero un premio variabile da lire mille a lire cinquemila, a seconda dello stato di conservazione.

Art. 7

L'applicazione del presente decreto, nei territori dello Stato non ancora liberati, verrà stabilita, non appena possibile, con appositi decreti del Ministro delle Comunicazioni.

Art. 8

Il presente decreto, che entra in vigore il giorno 6 GIU. della sua pubblicazione nella "Gazzetta Ufficiale del Regno" serie speciale . , sarà presentato alle Assemblee legislative

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più grave reato, è punito con l'arresto da uno a quattro mesi e con l'ammenda da L. 5.000 a L. 10.000. In ogni caso lo autoveicolo non denunziato è soggetto a confisca.

Art. 6

I detentori di autoveicoli altrui che non siano in grado di giustificare il titolo del loro possesso e non esenti da giudizio o da pena se ottempereranno alle norme circa la denuncia di cui al presente decreto, entro il veicolo nello stato in cui si trova a disposizione dell'avente diritto.

Se la denuncia riguarderà autoveicoli delle Forze armate o dello Stato competerà a coloro che li avranno custoditi o resone possibile il recupero un premio variabile da lire mille a lire cinquemila, a seconda dello stato di conservazione.

Art. 7

L'applicazione del presente decreto, nei territori dello Stato non ancora liberati, verrà stabilita, non appena possibile, con appositi decreti del Ministro delle Comunicazioni.

Art. 8

Il presente decreto, che entra in vigore il giorno della sua pubblicazione nella "Gazzetta Ufficiale del Regno" serie speciale ..., sarà presentato alle Assemblee legislative per la conversione in legge.

Il Ministro proponente è autorizzato a presentare il relativo disegno di legge.

Ordiniamo, a chiunque spetti di osservare il presente

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decreto e di farlo osservare come legge dello Stato.

Dato a Salerno il 5 aprile 1944

F.to V. EMANUELE

BADOGLIO = [illegible] = CASATI

JUNG = ORLANDO = SICILIANI

VISTO

Il Guardasigilli: CASATI

Il presente R.D.L. è stato pubblicato nel n° 20 - serie speciale - della Gazzetta Ufficiale in data 1° aprile 1944.

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DECRETO LEGISLATIVO LUOGOTENENZIALE
in corso di pubblicazione

Norme integrative dei R.R. decreti legge 10 marzo 1944, n° 83 e 5 aprile 1944 n° 105 relativi alla denunzia obbligatoria di tutti gli autoveicoli immatricolati anteriormente al 1° gennaio 1930 ed al censimento degli autoveicoli nelle provincie liberate.

UMBERTO DI SAVOIA PRINCIPE DI PIEMONTE
LUOGOTENENTE GENERALE DEL REGNO

In virtù dell'autorità a Noi delegata;

Visto il R. decreto legge 10 febbraio 1942, n° 75, convertito nella legge 27 giugno 1942, n° 799 e successive disposizioni di attuazione;

Visto il R. decreto legge 10 marzo 1944 n° 83;

Visto il R. decreto legge 5 aprile 1944 n° 105;

Visto il R. decreto legge luogotenenziale 25 giugno 1944, n. ;

Visto il R. decreto legge 30 ottobre 1943, n° 2/B;

Visto il R. decreto legge 29 maggio 1944, n° 141;

Vista la deliberazione del Consiglio dei Ministri;

Sulla proposta del Ministro per le Comunicazioni, d'intesa coi Ministri per l'Interno, di Grazia e Giustizia, per le Finanze e per l'Industria, Commercio e Lavoro:

ABBIAMO SANZIONATO E PROMULGHIAMO QUANTO SEGUE : 6029

Art. 1

La denunzia degli autoveicoli immatricolati anteriormente

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di tutti gli autoveicoli immatricolati anteriormente al 1° gennaio 1930 ed al censimento degli autoveicoli nelle pro vincie liberate.

UMBERTO DI SAVOIA PRINCIPE DI PIEMONTE
LUOGOTENENTE GENERALE DEL REGNO

In virtù dell'autorità a Noi delegata;

Visto il R. decreto-legge 10 febbraio 1942, n° 75, convertito nella legge 27 giugno 1942, n° 799 e successive disposizioni di attuazione;

Visto il R. decreto legge 10 marzo 1944 n° 83;

Visto il R. decreto legge 5 aprile 1944 n° 105;

Visto il R. decreto legge luogotenenziale 25 giugno 1944, n. ;

Visto il R. decreto-legge 30 ottobre 1943, n° 2/B;

Visto il R. decreto-legge 29 maggio 1944, n° 141;

Vista la deliberazione del Consiglio dei Ministri;

Sulla proposta del Ministro per le Comunicazioni, d'intesa coi Ministri per l'Interno, di Grazia e Giustizia, per le Finanze e per l'Industria, Commercio e Lavoro:

ABBIAMO SANZIONATO E PROMULGHIAMO QUANTO SEGUE : 6029

Art. 1

La denunzia degli autoveicoli immatricolati anteriormente al 1° gennaio 1930, di cui all'art. 1 del R. decreto legge 10 marzo 1944 n° 83, è obbligatoria anche per gli autoveicoli che, in mancanza di ogni altro elemento relativo all'immatricolazione, debbano ritenersi, per il tipo e la serie cui appartengono, costruiti anteriormente al 1° gennaio

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1930, nonchè per gli autoveicoli indicati nell'art. 2 del R. decreto legge 10 febbraio 1942, n° 75, salve le eccezioni stabilite dall'art. 5 del R. decreto legge 10 marzo 194., n° 83.

Sono soggetti altresì a denunzia gli autoveicoli stessi, anche se inefficienti o ridotti allo stato di relitti, e gli organi e parti di essi ancora utilizzabili, comunque detenuti.

Art. 2

La disposizione di cui all'ultimo comma dell'articolo che precede si applica anche alla denunzia prevista dagli articoli 1 e 2 del R. decreto legge 5 aprile 1944, n° 105 per il censimento degli autoveicoli nelle provincie liberate.

Art. 3

La denunzia delle parti di ricambio di cui ai R. decreti-legge 10 marzo 194., n° 83, e 5 aprile 1944, n° 105 è obbligatoria anche per coloro che ne fanno commercio e per gli esercenti officine di ricostruzione o riparazione di autoveicoli.

I detti commercianti ed esercenti terranno apposito registro di carico e scarico numerato e vidimato dal competente Ispettorato Compartimentale della Motorizzazione Civile e dei Trasporti in Concessione, con la scritturazione aggiornata delle compravendite effettuate e l'indicazione delle generalità e dei documenti di identificazione dei contraenti.

Il registro dovrà essere esibito in qualsiasi momento a richiesta dei funzionari dell'Ispettorato stesso.

6029

Chiunque contravviene alle disposizioni sulla tenuta e sull'esibizione del registro è punito con l'arresto fino a tre mesi o l'ammenda fino a L. 5.000

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anche se inefficienti o ridotti allo stato di relitti, e gli organi e parti di essi ancora utilizzabili, comunque detenuti.

Art. 2

La disposizione di cui all'ultimo comma dell'articolo che precede si applica anche alla denunzia prevista dagli articoli 1 e 2 del R. decreto legge 5 aprile 1944, n° 105 per il censimento degli autoveicoli nelle provincie liberate.

Art. 3

La denunzia delle parti di ricambio di cui ai R. decreti legge 10 marzo 1944, n° 83, e 5 aprile 1944, n° 105 è obbligatoria anche per coloro che ne fanno commercio e per gli esercenti officine di ricostruzione o riparazione di autoveicoli.

I detti commercianti ed esercenti terranno apposito registro di carico e scarico numerato e vidimato dal competente Ispettorato Compartimentale della Motorizzazione Civile e dei Trasporti in Concessione, con la scritturazione aggiornata delle compravendite effettuate e l'indicazione delle generalità e dei documenti di identificazione dei contraenti.

Il registro dovrà essere esibito in qualsiasi momento a richiesta dei funzionari dell'Ispettorato stesso.

6029

Chiunque contravviene alle disposizioni sulla tenuta e sull'esibizione del registro è punito con l'arresto fino a tre mesi o l'ammenda fino a L. 5.000

Art. 4

La denunzia di cui all'articolo che precede deve essere compilata in triplice copia e deve specificare il numero delle parti di ricambio, la relativa fabbrica e tipo dell'auto-

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veicolo, e, possibilmente, il numero del catalogo.

Art. 5

Il termine per la presentazione delle denunzie di cui all'art. 3 del R. decreto legge 5 aprile 194., n° 105, è prorogato ad un mese dall'entrata in vigore del presente decreto.

Entro lo stesso termine e con le stesse modalità di cui in detto articolo devono presentarsi le denunzie prescritte dagli articoli 1 del R. decreto-legge 10 marzo 194., n° 83, e 1, 2 e 3 del presente decreto.

Art. 6

L'accertamento dello stato di efficienza e delle condizioni di manutenzione degli autoveicoli denunziati a norma degli articoli 1 del R. decreto legge 10 marzo 194., n° 83 e del presente decreto è disposto dal Direttore del competente Ispettorato Compartimentale della Motorizzazione Civile e dei Trasporti in Concessione su domanda nella prescritta carta da bollo che gli interessati debbono presentare contemporaneamente alla denunzia.

Per gli autoveicoli suddetti, riconosciuti idonei al traffico, gli Ispettorati Compartimentali rilasceranno entro due mesi dall'entrata in vigore del presente decreto il certificato di approvazione con la seguente annotazione: "Autoveicolo immatricolato (o costruito) anteriormente al 1° gennaio 1930, riconosciuto idoneo al traffico ai sensi ed agli effetti del R. decreto legge 10 marzo 194., n° 83".

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Art. 7

Trascorso il termine per il rilascio del certificato di

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prorogato ad un mese dal 'entrata in vigore del presente decreto.

Entro lo stesso termine e con le stes e modalità di cui in detto articolo devono presentarsi le denunzie pr scritte dagli articoli 1 del R. decreto-leg e 10 marzo 194 , n° 83, e 1 2 e 3 del presente decreto.

Art. 6

L'accertamento dello stato di efficienza e delle condizioni di manutenzione degli autoveicoli denunziati a norma degli articoli 1 del R. decreto legge 10 marzo 194 , n° 83 e del presente decreto è disposto dal Direttore del competente Ispettorato Compartimentale della Motorizzazione Civile e dei Trasporti in Concessione , su domanda nella prescritta carta da bollo che gli interessati debbono presentare contemporaneamente alla denunzia.

Per gli autoveicoli suddetti, riconosciuti idonei al traffico, gli Ispettorati Compartimentali rilasceranno entro due mesi dall'entrata in vigore del presente decreto il certificato di approvazione con la seguente annotazione : "Autoveicolo immatricolato (o costruito) anteriormente al 1° gennaio 1930, riconosciuto idoneo al traffico ai sensi ed agli effetti del R. decreto-legge 10 marzo 194 , n° 83".

6027

Art. 7

Trascorso il termine per il rilascio del certificato di approvazione si intendono revocate di diritto le eventuali licenze di circolazione rilasciate per gli autoveicoli indicati nell'articolo che precede, che non avranno ottenuto il prescritto certificato di approvazione, ed agli stessi viene esteso il divieto di alienazione e trasformazione previsto

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dall'art. 3 del R. decreto legge 10 febbraio 1942, n° 75

Art. 8

Gli autoveicoli non riconosciuti idonei al traffico e quelli in istato di relitti e gli organi e materiali cui è esteso l'obbligo di denunzia ai termini degli articoli 1 e 2 del presente decreto devono essere tenuti a disposizione del Ministero dell'Industria, Commercio e Lavoro, che è facultato a richiederne la requisizione per uso industriale o per qualsiasi altro uso a termini dell'art. 3 del R.decreto legge 10 marzo 1944, n° 83, restandone i detentori depositari con tutti gli obblighi ed a tutti gli effetti di legge.

Art. 9

Ogni disposizione in contrasto col presente decreto si intende abrogata.

Art. 10

Il presente decreto entra in vigore il giorno successivo alla sua pubblicazione nella Gazzetta Ufficiale del Regno - serie speciale - con effetto dal 16 maggio 1944.

Ordiniamo, a chiunque spetti, di osservare il presente decreto e di farlo osservare come legge dello Stato.

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1829

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UMBERTO DI SAVOIA PRINCIPE DI PIEMONTE
LUOGOTENENTE GENERALE DEL REGNO

In virtù dell'autorità a Noi delegata;

Visto il decreto legislativo luogotenenziale 17 agosto I944 n.188;

Visto il decreto luogotenenziale 5 ~~aprile~~ settembre I944, n.202;

Visto l'art.4 del decreto-legge luogotenenziale 25 giugno I944, n.151;

Vista la deliberazione del Consiglio dei Ministri;

Sulla proposta del Ministro Segretario di Stato per le Comunicazioni, d'intesa coi Ministri per la Grazia e Giustizia, per le Finanze, per il Tesoro e per l'Industria, Commercio e Lavoro;

ABBIAMO SANZIONATO E PROMULGHIAMO QUANTO SEGUE:

Art.1

Nell'art.8 lettera a) del decreto legislativo luogotenenziale 17 agosto I944 n.188 e negli articoli 12,13,I9 e 30 dello statuto allegato alle parole "Ministero delle Finanze" sono sostituite le seguenti: "Ministero del Tesoro".

Art.2

Alla pena prevista all'art.6 del decreto anzidetto è aggiunto, nei casi di violazione delle norme di cui agli articoli 3 e 4, primo comma, del decreto medesimo, l'arresto da uno a sei mesi.

Art.3

Chiunque distrugge, danneggia o rende in tutto o in parte inservibili gli automezzi destinati ~~a trasporti~~ al trasporto di cose, è punito a norma del capoverso dell'art.508 del Codice Penale.

Art.4

Fino a quando non sarà disciplinata l'organizzazione delle associazioni di categoria, i tre rappresentanti di cui all'ultimo comma dell'art.12 dello statuto dell'Ente Nazionale Autotrasporti di Cose, sono nominati, in deroga al disposto del terzo comma dell'art.I8 dello statuto stesso, dal Ministro per l'Industria, Commercio e Lavoro tra gli imprenditori di trasporti di cose iscritti all'Ente.

Art.5

Il presente decreto entra in vigore il giorno successivo a quello della sua pubblicazione nella Gazzetta Ufficiale del Regno.

../..

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Ordiniamo, a chiunque spetti, di osservare il presente decreto e di osservare come legge dello Stato.

Dato a Roma, addì 11 ottobre 1944

F.to Umberto di Savoia

F.ti Umberto Tupini
Stefano Siglienti
Marcello Soleri
Giovanni Gronchi
Ivanoe Bonomi
Francesco Cerabona

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COPY

3

ELENCO DEI FUNZIONARI TECNICI DELL'ISPETTORATO GENERALE DELLA MOTORIZZAZIONE E DEI TRASPORTI IN CONCESSIONE, CHE SI TROVANO NEL NORD D'ITALIA

Ispettorato Compartimentale di — **ANCONA**

Sede: Via Antonio Giannelli 7

Direttore: Nenè ing. Cesare
Funzionario Tecnico: Denia ing. Cesare
" " Bonadonna ing. Luigi
" " Vaccaro ing. Giuseppe

Ispettorato Compartimentale di — **B O L O G N A**
Sede: Piazza XX Settembre 1

Direttore: Vezzani ing. Ferruccio
Funzionario Tecnico: Daole ing. Giovanni Vittorio
" " Cossi ing. Alberto
" " Molaioni ing. Vittorio
" " Spadaro ing. Guglielmo
" " Mazzanto ing. Bruno
" " Guaidi ing. Antonio
" " Rucco ing. Luigi
" " Stagni ing. Ernesto
" " Carlucci ing. Paolo

Ispettorato Compartimentale di — **B O L Z A N O**
Sede: Piazza della Vittoria 29

Direttore: Corazo ing. Luigi
Funzionario Tecnico: Ubaldi ing. Guglielmo
" " Bonsinto ing. Salvatore
" " Leonardi ing. Bruno
" " Palazzi ing. Guido

Ispettorato Compartimentale di — **B R E S C I A**
Sede: Via Armando Diaz 9

Direttore: Negri ing. Luigi
Funzionario Tecnico: Pizzorno ing. Alberto
" " Riboldi ing. Giuseppe

6024

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Ispettorato Compartimentale di ANCONA

Sede: Via Antonio Giannelli 7

Direttore: Mond ing. Cesare
Funzionario Tecnico: Dania ing. Cesare
" " Benedonna ing. Luigi
" " Vaccaro ing. Giuseppe

Ispettorato Compartimentale di BOLOGNA
Sede: Piazza XX Settembre 1

Direttore: Venzani ing. Ferruccio
Funzionario Tecnico: Daolo ing. Giovanni Vittorio
" " Cossi ing. Alberto
" " Molaioni ing. Vittorio
" " Spadaro ing. Guglielmo
" " Mazzucato ing. Bruno
" " Guadi ing. Antonio
" " Rucco ing. Luigi
" " Stagni ing. Ernesto
" " Carlucci ing. Paolo

Ispettorato Compartimentale di BOLZANO
Sede: Piazza della Vittoria 29

Direttore: Cerase ing. Luigi
Funzionario Tecnico: Ubaldi ing. Guglielmo
" " Bonaiuto ing. Salvatore
" " Leonardi ing. Bruno
" " Palazzi ing. Guido

Ispettorato Compartimentale di BRESCIA
Sede: Via Arnaldo Diaz 9

Direttore: Negri ing. Luigi
Funzionario Tecnico: Pizzorno ing. Alberto
" " Ridolfi ing. Giuseppe
" " Basarga ing. Giovanni

6024

Ispettorato Compartimentale di FIRENZE
Sede: Via S.Gallo 119

Direttore: Baccaro ing. G.Battista
Funzionario Tecnico: Sormani ing. Francesco
" " Bazzi ing.Mario
" " Scuricini ing. Pietro
" " Barbera ing. Michelangelo
" " Giuriato ing. Mario
" " Fanelli ing. Ferdinando
" " Galanti ing. Ugo

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GENOVA

Ispettorato Compartimentale di
Sede: Via Cesarea 87 rosso

Direttore: Picchino ing. G.Battista
Funzionario Tecnico: Janora ing. Domenico
" " Barbieri ing. Alberto
" " Carbonaro ing. Giuseppe

MILANO

Ispettorato Compartimentale di
Sede: Via Telesio 2

Direttore: Nicolosi ing. Francesco
Funzionario Tecnico: Di Bello ing. Carlo
" " Cappello ing. Luigi Pietro
" " Mirto Randazzo ing. Stefano
" " Timperi ing. Luigi
" " Casaccia ing. Silvio
" " Gaifemi ing. Angelo
" " Macaluso ing. Michele
" " Albeggiani ing. Giuseppe
" " Navarra ing. Giuseppe
" " Marchese ing. Giacomo
" " Grillo ing. Francesco

TORINO

Ispettorato Compartimentale di
Sede: CorsoVittorio Emanuele 8

Direttore: Ing. Canosso Francesco
Funzionario Tecnico: Soffia ing. Luigi
" " Fracchia ing. Luigi
" " Luparia ing. Vincenzo
" " Antoni ing. Ferdinando
" " Noterbartolo ing. Francesco
" " Cascino ing. Calogero
" " Palazzo ing. Pietro
" " Palanza ing. Vittorio
" " Vitolo ing. Enrico

TRIESTE

Ispettorato Compartimentale di
Sede: Via Bellini 3

Direttore: Franchini ing. Venanzio
Funzionario Tecnico: Barcia ing.Giovanni
" " De Antonellis ing. Edoardo
" " Amedio ing. Augusto

6023

VERONA

Ispettorato Compartimentale di
Sede: Via Quintino Sella 3

Direttore: Cacchiano ing. Angelo

Sede: Via Telesio 2

Direttore: Nicolosi ing. Francesco
Funzionario Tecnico: Di Bello ing. Carlo
" " Cappello ing. Luigi Pietro
" " Mirto Randazzo ing. Stefano
" " Timperi ing. Luigi
" " Casaccia ing. Silvio
" " Gaifami ing. Angelo
" " Maceluso ing. Michele
" " Albeggiani ing. Giuseppe
" " Navarra ing. Giuseppe
" " Marchese ing. Giacomo
" " Grillo ing. Francesco

Ispettorato Compartimentale di — TORINO
Sede: CorsoVittorio Emanuele 8

Direttore: Ing. Camosso Francesco
Funzionario Tecnico: Sofia ing. Luigi
" " Bracchia ing. Luigi
" " Imperia ing. Vincenzo
" " Antoni ing. Ferdinando
" " Notarbartolo ing. Francesco
" " Cascino ing. Calogero
" " Palazzo ing. Pietro
" " Palanza ing. Vittorio
" " Vitolo ing. Enrico

Ispettorato Compartimentale di — TRIESTE
Sede: Via Bellini 3

Direttore: Franchini ing. Venanzio
Funzionario Tecnico: Barcia ing.Giovanni
" " De Antonellis ing. Edoardo
" " Asodio ing. Augusto

6023

Ispettorato Compartimentale di — VERONA
Sede: Via Quintino Sella 3

Direttore: Capobianco ing. Angelo
Funzionario Tecnico: Jannaccone ing. Luigi
" " Antico ing. Umberto
" " Alaimo ing Umberto
" " Alberti ing. Luigi
" " Jovinelli ing. Emilio
" " Tognetti ing. Claudio
" " Anastasia ing. Leonardo

IL DIRETTORE GENERALE

Declassified E.O. 12356 Section 3.3/NND No. 785021

Schema di Decreto Ministeriale

Tariffa unica per i trasporti di cose su strada con autoveicoli

* * *

IL MINISTRO PER L'INDUSTRIA, COMMERCIO E LAVORO
di concerto con
IL MINISTRO PER LE COMUNICAZIONI

Visto il Decreto Ministeriale 31 maggio 1944 che fissa i corrispettivi per i trasporti di cose su strada con autoveicoli;

Visto il Decreto Legislativo Luogotenenziale 17 agosto 1944 N.188 che stabilisce l'istituzione dell'Ente Nazionale Autotrasporti di Cose (ENAC);

Ritenuta la necessità di adeguare i corrispettivi stessi alla situazione contingente

D E C R E T A

6027

Articolo Unico

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

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

Data.....

IL MINISTRO PER L'INDUSTRIA
COMMERCIO E LAVORO

IL MINISTRO PER
LE COMUNICAZIONI

Declassified E.O. 12356 Section 3.3/NND No. 785021

di concerto con

IL MINISTRO PER LE COMUNICAZIONI

Visto il Decreto Ministeriale 31 maggio 1944 che fissa i corrispettivi per i trasporti di cose su strada con autoveicoli;

Visto il Decreto Legislativo Luogotenenziale 17 agosto 1944 N.188 che stabilisce l'istituzione dell'Ente Nazionale Autotrasporti di Cose (ENAC);

Ritenuta la necessità di adeguare i corrispettivi stessi alla situazione contingente

D E C R E T A

2209

Articolo Unico

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

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

Data.....

IL MINISTRO PER L'INDUSTRIA COMMERCIO E LAVORO

IL MINISTRO PER LE COMUNICAZIONI

Il presente decreto non è stato ancora approvato —

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NORME DI APPLICAZIONE

1)-Agli effetti dell'applicazione delle tariffe di cui alle precedenti tabelle s'intende:

a) per autocarro un autoveicolo atto al trasporto di cose costituito della sola motrice;

b) per autotreno un autoveicolo atto al trasporto di cose composto congiuntamente di motrice e di rimorchio;

c) per motocarro un autoveicolo a tre ruote, atto al trasppрto di cose, avente portata compresa fra 350 e 1000 Kg. e gli analoghi tipi di portata superiore ancora eccezionalmente in circolazione;

d) per motofurgone un autoveicolo a tre ruote, atto al trasporto di cose, avente portata inferiore o uguale a Kg. 350 ;

e) per automezzo s'intende indistintamente l'autotreno, l'autocarro, il motocarro, il motofurgone.

Per portata utile s'intende quella indicata nella licenza di circolazione e solo ad essa bisogna riferirsi per calcolare il corrispettivo dovuto per il trasporto.

2)-Le tariffe di cui alle tabelle 2 A e 2 B si applicano quando l'automezzo viene impegnato dal committente con esplicita convenzione per una intera giornata di otto ore e per una percorrenza complessiva non superiore a Km.40 per gli autocarri aventi portata fino a 5 Q.li e non superiore a Km.50 per gli autocarri aventi portata superiore a 5 Q.li e per gli autotreni.

3)-Per le autocisterne e gli autotreni-cisterne le tariffe di cui alle precedenti tabelle sono aumentate del 20 %.

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

5)-La percorrenza va calcolata computando i chilometri che per la più

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avente portata compresa fra [illegible]
superiore ancora eccezionalmente in circolazione;

d) per motofurgone un autoveicolo a tre ruote, atto al trasporto di cose, avente portata inferiore o uguale a Kg. 350 ;

e) per automezzo s'intende indistintamente l'autotreno, l'autocarro, il motocarro, il motofurgone.

Per portata utile s'intende quella indicata nella licenza di circolazione e solo ad essa bisogna riferirsi per calcolare il corrispettivo dovuto per il trasporto.

2)-Le tariffe di cui alle tabelle 2 A e 2 B si applicano quando l'automezzo viene impegnato dal committente con esplicita convenzione per una intera giornata di otto ore e per una percorrenza complessiva non superiore a Km.40 per gli autocarri aventi portata fino a 5 Q.li e non superiore a Km.50 per gli autocarri aventi portata superiore a 5 Q.li e per gli autotreni.

3)-Per le autocisterne e gli autotreni-cisterne le tariffe di cui alle precedenti tabelle sono aumentate del 20 %.

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

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

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

6)-Per il percorso di ritorno a vuoto di tutti gli automezzi, comprese le autocisterne e gli autotreni-cisterne, si applicano le tariffe di cui alle precedenti tabelle ridotte del 40% semprechè il ritorno a vuoto sia stato regolarmente autorizzato dal competente Ufficio dell'ENAC.

7)-Quando uno stesso automezzo trasporta cose appartenenti a più di un committente, con destinazioni diverse sullo stesso percorso, la somma da

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corrispondere al vettore sarà calcolata in base all'intero percorso e alla portata utile dell'automezzo, tenendo conto dell'eventuale ritorno a vuoto. Detta somma sarà ripartita proporzionalmente al numero dei quintali-chilometro trasportati per ciascun cliente.

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

-L.300 per gli autotreni

-L.200 per gli autocarri aventi portata utile superiore a 20 Q.li

-L.100 per gli autocarri aventi portata utile inferiore a 20 Q.li, per i motocarri e per i motofurgoni.

9)-La durata del servizio deve calcolarsi dal momento in cui l'automezzo lascia l'autorimessa a quello in cui vi giugge di ritorno, senza tener conto delle perdite di tempo imputabili al vettore.

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N. 198/U.L./

OGGETTO

Ente nazionale autotrasporti
di cose (E.N.A.C.)

ALLE LL.EE. I PREFETTI

e per conoscenza

AGLI ISPETTORATI COMPARTIMENTALI DELLA MOTO=
RIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE

LORO SEDI

Facendo seguito alla Circolare N. 3942 del 7 luglio 1944, in relazione ad alcuni perfezionamenti apportati al decreto legislativo in corso di pubblicazione relative alla istituzione dell'E.N.A.C. ed allo Statuto dell'Ente stesso approvato col decreto, preciso:

1. L'Ente ha lo scopo di organizzare, coordinare e disciplinare i trasporti di cose nell'Italia liberata con la utilizzazione di tutti gli automezzi da trasporto disponibili e di costituire una rete organica di servizi in sostituzione e in sussidio della rete ferroviaria in via di progressiva ricostruzione (art. 1).

A tal fine fanno parte obbligatoriamente dell'Ente tutte le imprese di trasporto e tutti i proprietari e possessori a qualunque titolo di automezzi, autotreni, autocarri, motocarri e trattori stradali con rimorchi, destinati al trasporto di cose, i quali sono obbligati ad effettuare, con le tariffe stabilite, i trasporti disposti dall'Ente e, se del caso, ad affidare all'Ente, qualora non possano o non vogliano sotto=

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ALLE LL.EE. I PREFETTI

e per conoscenza

AGLI ISPETTORATI COMPARTIMENTALI DELLA MOTO=
RIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE

LORO SEDI

Facendo seguito alla Circolare N. 3942 del 7 luglio 1944, in relazione ad alcuni perfezionamenti apportati al decreto legislativo in corso di pubblicazione relativo alla istituzione dell'E.N.A.C. ed allo Statuto dell'Ente stesso approvato col decreto, preciso:

1. L'Ente ha lo scopo di organizzare, coordinare e disciplinare i trasporti di cose nell'Italia liberata con la utilizzazione di tutti gli automezzi da trasporto disponibili e di costituire una rete organica di servizi in sostituzione o in sussidio della rete ferroviaria in via di progressiva ricostruzione (art. 1).

A tal fine fanno parte obbligatoriamente dell'Ente tutte le imprese di trasporto e tutti i proprietari o possessori a qualunque titolo di automezzi, autotreni, autocarri, motocarri e trattori stradali con rimorchi, destinati al trasporto di cose, i quali sono obbligati ad effettuare, con le tariffe stabilite, i trasporti disposti dall'Ente e, se del caso, ad affidare all'Ente, qualora non possano o non vogliano sottostare agli obblighi statutari, la gestione degli automezzi da trasporto posseduti. 6021

I proprietari o possessori di detti autoveicoli presentanno, entro quindici giorni dalla pubblicazione del decreto

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legislative, agli Ispettorati Compartimentali della Motorizzazione Civile e dei Trasporti in Concessione, competenti per territorio, la loro domanda d'iscrizione all'E.N.A.C. su appositi moduli che saranno all'uopo forniti (art. 3 e 7).

2. E' vietato, di conseguenza, dalla data che sarà precisata con apposito decreto, sotto pena di sanzioni penali, ogni trasporto diretto di cose, anche di cose proprie con automezzi propri, salvo specifiche autorizzazioni da concedersi da questo Ministero per particolari esigenze o per servizi continuativi, e chi intenderà effettuare un trasporto di cose con automezzi dovrà farne richiesta:

a) all'Ispettorato Generale della Motorizzazione Civile se trattasi di trasporti interessanti più di due Compartimenti della Motorizzazione;

b) agli Ispettorati Compartimentali della Motorizzazione Civile se trattasi di trasporti interessanti più di due provincie delle stesse Compartimento o due Compartimenti limitrofi;

c) ad apposite Commissioni provinciali (art. 5).

Detti organi stabiliranno l'ordine di precedenza dei trasporti ad effettuarsi e richiederanno gli uffici dell'E.N.A.C. = Direzioni Provinciali, Compartimentali o Generale = per l'esecuzione (art. 5 decreto; 21 e 22 statuto).

3. Le Commissioni provinciali sono composte:

= da un rappresentante dell'Ispettorato Compartimentale della Motorizzazione Civile e dei Trasporti in Concessione;

= dal Direttore provinciale del R.A.C.I. o da un suo rappresentante;

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la loro domanda d'iscrizione all'E.N.A.C. su appositi moduli che saranno all'uopo forniti (art. 3 e 7).

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= dal Direttore provinciale del R.A.C.I. o da un suo rappresentante;

= da un rappresentante del Consiglio Provinciale della Economia, ovvero della Camera dell'Industria, Commercio e Lavoro;

= da un rappresentante della Sezione Provinciale dell'Alimentazione.

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Detti membri sono nominati con deliberazione del Consiglio di Amministrazione dell'Ente, su proposta dei Prefetti (art. 25 dello statuto).

4. Occorre pertanto che le LL.EE. immediatamente, senza attendere la pubblicazione del provvedimento legislativo, di cui sarà data comunicazione telegrafica, possibilmente anche prima della entrata in vigore, provvedano:

a) completare l'opera di organizzazione richiesta con la circolare sopra richiamata disponendo gli immediati contatti con gli Ispettorati Compartimentali e con le maggiori imprese di trasporto della provincia;

b) a dar notizia anche alle ditte individuali della istituzione dell'E.N.A.S. e a divulgarne la importanza per i richiedenti i trasporti e la utilità per gli autotrasportatori;

c) a proporre i nominativi dei componenti le Commissioni provinciali.

Pertanto unisco copia del testo definitivo del decreto e dello statuto.

Confido nello zelo e nel rigore delle EE.VV. perchè dalla perfetta organizzazione provinciale e dalla rigida applicazione delle norme in corso di pubblicazione dipende il successo in una materia tanto delicata come i trasporti che incide su tutta l'opera di ricostruzione intrapresa e sulla stessa grave situazione alimentare dei maggiori centri urbani.

Resto in attesa di rapporto dettagliato sull'argomento.

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delle statute).

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Resto in attesa di rapporto dettagliato sull'argomento.

IL MINISTRO 6020

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Schema di decreto legislativo luogotenenziale
Istituzione dell'Ente Nazionale Autotrasporti di cose (E.N.A.C.)

UMBERTO DI SAVOIA PRINCIPE DI PIEMONTE
LUOGOTENENTE GENERALE DEL REGNO

In virtù dell'autorità a Noi delegata;
Visto il decreto legge luogotenenziale 25 giugno 1944 n.151;
Visto il r.decreto-legge 30 ottobre 1943, n.2/B e successive modificazioni;
Vista la deliberazione del Consiglio dei Ministri;
Sulla proposta del Ministro Segretario di Stato per le Comunicazioni

ABBIAMO SANZIONATO E PROMULGHIAMO QUANTO SEGUE:

Art. 1

Per il coordinamento degli autotrasporti di cose e per la migliore utilizzazione degli automezzi destinati a tale uso è costituito l'Ente Nazionale Autotrasporti di Cose (E.N.A.C.), ente di diritto pubblico, sottoposto alla vigilanza ed al controllo del Ministero delle Comunicazioni - Ispettorato Generale della Motorizzazione Civile e Trasporti in Concessione.

Art. 2

E' approvato lo Statuto allegato che stabilisce la finalità, le attribuzioni e la durata dell'Ente, di cui al precedente articolo, e ne regola l'amministrazione ed il funzionamento.

Art. 3

Tutti i proprietari di autotreni, autocarri, motocarri e trattori stradali con rimorchi, destinati al trasporto di cose, nonchè tutti coloro che detengono, a qualsiasi titolo, autoveicoli delle suddette categorie sono obbligati a far parte dell'E.N.A.C. e ad osservarne lo Statuto.

A tal fine presenteranno, entro quindici giorni dalla data di pubblicazione del presente decreto, domanda d'iscrizione agli Ispettorati Compartimentali della Motorizzazione Civile e dei Trasporti in Concessione, competenti per territorio

Qualora il proprietario o detentore di cui al primo comma non possa o non voglia assoggettarsi a tanto, è obbligato a farne dichiarazione scritta agli Uffici dell'Ente e ad affidare all'Ente stesso per la gestione l'automezzo o gli automezzi detenuti.

1944
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In virtù dell'autorità a Noi delegata;
Visto il decreto legge luogotenenziale 25 giugno 1944 n.151;
Visto il r.decreto-legge 30 ottobre 1943, n.2/3 e successive modificazioni;
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Sulla proposta del Ministro Segretario di Stato per le Comunicazioni

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Art. 4

Dalla data che sarà determinata con apposito decreto del Ministro per le Comunicazioni è vietato a chiunque di eseguire o fare eseguire con autoveicoli, anche se propri, trasporti non disposti dall'E.N.A.C..

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Il Ministero delle Comunicazioni ha però facoltà di rilasciare agli iscritti all'Ente autorizzazioni, revocabili in ogni tempo, ad eseguire direttamente trasporti di cose proprie con autoveicoli propri, per particolari esigenze e per servizi di carattere continuativo.

Art. 5

Salvo quanto è previsto al secondo comma dell'articolo che precede, dalla stessa data chiunque intenda fare eseguire trasporti di cose deve farne regolare richiesta.

1) Alle Commissioni di cui all'art.24 dello Statuto, se trattasi di trasporti interessanti una sola provincia o due provincie limitrofe;

2) agli Ispettorati Compartimentali della Motorizzazione Civile se trattasi di trasporti interessanti più di due provincie dello stesso Compartimento o due Compartimenti limitrofi;

3) all'Ispettorato Generale della Motorizzazione Civile, se trattasi di trasporti interessanti più di due Compartimenti.

Spetta a detti organi stabilire l'ordine di precedenza dei trasporti da effettuarsi e richiedere le Direzioni dell'E.N.A.C. per l'esecuzione.

Art. 6

La inosservanza degli obblighi dello Statuto e la contravvenzione alle norme del presente decreto sono punite con l'ammenda da lire mille a lire quindicimila.

Nei casi di recidiva o di particolare gravità può essere ordinata la confisca degli autoveicoli.

Art. 7

Per le contravvenzioni al disposto del presente decreto si procederà a termini degli articoli 122 e segg. del r-decreto-legge 8 dicembre 1933, n.1740, per quanto applicabili.

Art.8

Per il funzionamento dell'E.N.A.C. il Ministro per le Comunicazioni è autorizzato :

a) ad approvare, di concerto con il Ministro per le Finanze, apposito regolamento per l'assunzione, la nomina, il trattamento economico e disciplinare xxxxxxxxxxxxx del personale dell'Ente, fissando gli emolumenti dei Consiglieri di Am-

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carattere continuativo.

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b) a sottoporre a periodiche revisioni ed approvare, di concerto col Ministro per l'Industria, Lavoro e Commercio, la tariffa nazionale dei trasporti;

c) ad approvare le quote di iscrizione per ciascun autoveicolo ed il contributo, da corrispondere all'E.N.A.C., per ogni Q.le-Km. di trasporto effettuato;

d) ad emanare norme per l'assegnazione, la ripartizione dei combustibili, carburanti, pneumatici e materiale di ricambio;

e) ad emanare le norme che riterrà necessarie per assicurare la regolarità dei trasporti.

Art. 9

Il presente decreto entra in vigore il giorno stesso della sua pubblicazione sulla Gazzetta Ufficiale del Regno - serie speciale -.

Ordiniamo, a chiunque spetti, di osservare il presente decreto e di farlo osservare come legge dello Stato.

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STATUTO PER L'ISTITUZIONE E FUNZIONAMENTO
DELL'ENTE NAZIONALE AUTOTRASPORTI COSE

C A P O I°

COSTITUZIONE, SCOPO E DURATA

Art. 1

E' istituito l'Ente Nazionale Autotrasporti di Cose (E.N.A.C.) sotto la vigilanza e controllo del Ministero delle Comunicazioni - Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione - con le attribuzioni e gli obblighi stabiliti dal presente Statuto.

- Art. 2 -

L'Ente non ha scopo di lucro ma la finalità di potenziare e disciplinare i trasporti di cose con autoveicoli e di costituire, in pari tempo, sicura garanzia di lavoro per gli iscritti.

Esso non stabilisce alcun rapporto finanziario fra gli iscritti e non coinvolge alcun iscritto nella responsabilità degli altri e dell'Ente stesso.

- Art. 3 -

L'Ente ha le seguenti finalità:

a) fare eseguire prontamente dai propri iscritti tutti e soltanto i trasporti che gli vengono richiesti dall'autorità all'uopo preposta;
b) distribuire equamente tra gli iscritti i trasporti di cui sopra, disciplinarne e controllarne l'esecuzione in conformità delle norme emanate dal Ministero delle Comunicazioni;
c) coordinare i trasporti in modo da evitare il più che possibile i carichi incompleti ed i ritorni a vuoto;
d) vigilare il rispetto delle tariffe dei trasporti e delle competenze accessorie determinate dal Ministero delle Comunicazioni;
e) provvedere alla distribuzione dei carburanti, lubrificanti, delle gomme e dei pezzi di ricambio tra le ditte iscritte, secondo le modalità che saranno impartite;
f) favorire le forme di assicurazioni collettive contro le

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c) coordinare i trasporti in modo da evitare il più che possibile i carichi incompleti ed i ritorni a vuoto;
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e) provvedere alla distribuzione dei carburanti, lubrificanti, delle gomme e dei pezzi di ricambio tra le ditte iscritte, secondo le modalità che saranno impartite;
f) favorire le forme di assicurazioni collettive contro le responsabilità civili, danni, furti, incendi del materiale rotabile e delle cose trasportate;
g) promuovere e favorire nel campo tecnico tutte le iniziative atte a migliorare lo sviluppo dei trasporti automobilistici di cose (officine di riparazione, trasporti stradali, distributori di carburanti ecc.).

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- Art. 4 -

L'Ente a richiesta del Ministero delle Comunicazioni istituirà nel suo seno distinte sezioni per trasporti di identica natura che richiedono speciali attività.

Queste sezioni potranno essere distaccate nel territorio di ciascuna provincia e nei posti ove maggiormente si renderanno utili.

- Art. 5 -

La durata dell'Ente é stabilita fino a ei mesi dopo la conclusione della pace salvo proroga che sarà stabilita con provvedimento del Ministro per le Comunicazioni.

L'Ente potrà essere sciolto in ogni momento con provvedimento del Ministro stesso.

- Art. 6 -

Fanno parte dell'Ente tutti i proprietari di autocarri, motocarri, autotreni e trattori stradali con rimorchio destinati al trasporto di cose nonché tutti coloro che detengono a qualsiasi titolo autoveicoli delle suddette categorie per l'esercizio di trasporti di cose.

- Art. 7 -

Le domande d'iscrizione all'E.N.A.C. saranno redatte su appositi moduli, in distribuzione presso gli Ispettorati Compartimentali della Motorizzazione Civile e dei Trasporti in Concessione.

C A P O II°

OBBLIGHI DEGLI ISCRITTI

- Art. 8

Gli iscritti, nei limiti della propria attività, per la durata dell'iscrizione nell'Ente, hanno i seguenti obblighi:

a) eseguire prontamente tutti e soltanto i trasporti ordinati dall'Ente;
b) osservare scrupolosamente le condizioni generali dei trasporti, gli itinerari prestabiliti e tutte le istruzioni che verranno impartite dall'Ente;
c) sottostare a tutti i controlli che il Ministero delle Comunicazioni, l'Ispettorato della Motorizzazione Civile e Trasporti in Concessione o l'Ente dispongono;
d) mantenere in efficienza i propri automezzi e comunica-

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c) sottostare a tutti i controlli che il Ministero delle Comunicazioni, l'Ispettorato della Motorizzazione Civile e Trasporti in Concessione o l'Ente dispongono;
d) mantenere in efficienza i propri automezzi e comunicare tempestivamente agli Uffici Provinciali dell'Ente i guasti, le avarie ed il periodo di tempo necessario per procedere alle riparazioni;
e) inviare tutti i dati relativi ai trasporti che venissero richiesti dall'Ente;
f) corrispondere regolarmente i contributi per il funzionamento dell'Ente;
g) comunicare all'Ente gli eventuali trasferimenti di proprietà dei propri automezzi specificando le generalità

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ed il domicilio del nuovo proprietario.
L'obbligo di cui alla lettera g) del comma precedente varrà, anche in caso di modifica o di scioglimento delle ditte già iscritte.

- Art. 9

Ogni iscritto non potrà eseguire o fare eseguire trasporti direttamente per conto proprio o di terzi salvo espressa autorizzazione.
Tali autorizzazioni non esonerano gli iscritti dall'obbligo di corrispondere all'Ente i contributi di cui all'art.10.

- Art. 10 -

Ciascuna Ditta é tenuta a corrispondere all'Ente i seguenti contributi:
a) quota di iscrizione per ogni autoveicolo;
b) contributo per ogni Q.le-Km. di trasporto effettuato.

La misura di tali contributi sarà determinata anno per anno dall'organo di amministrazione dell'Ente in via preventiva per l'anno successivo e sarà sottoposta all'approvazione del Ministro per le Comunicazioni.

C A P O III °

ORGANI DELL'ENTE

- Art. 11 -

Gli organi dell'Ente sono:
- il Consiglio di Amministrazione
- il Collegio dei Sindaci.

- Art. 12 -

Il Consiglio di Amministrazione é presieduto dal Presidente ed, in caso di impedimento o di assenza, dal vice presidente, ed é composto:
- da un funzionario tecnico e da un funzionario amministrativo dell'Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione;
- [illegible] del Ministero delle Finanze;

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La misura di tali contributi sarà determinata anno per anno dall'organo di amministrazione dell'Ente in via preventiva per l'anno successivo e sarà sottoposta all'approvazione del Ministro per le Comunicazioni.

C A P O III °

ORGANI DELL'ENTE

- Art. 11 -

Gli organi dell'Ente sono:

- il Consiglio di Amministrazione
- il Collegio dei Sindaci.

- Art. 12 -

Il Consiglio di Amministrazione é presieduto dal Presidente od, in caso di impedimento o di assenza, dal vice presidente, ed é composto:

- da un funzionario tecnico e da un funzionario amministrativo dell'Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione;
- da un rappresentante del Ministero delle Finanze;
- da un rappresentante del Ministero dell'Industria, Commercio e Lavoro;
- da un avvocato dello Stato;
- da tre rappresentanti delle ditte che fanno parte dell'Ente.

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Art. 13

Al Consiglio di Amministrazione sono conferiti tutti i poteri per l'amministrazione ordinaria e straordinaria dell'Ente. Epperò:

a) fissa le direttive amministrative che l'Ente deve seguire per assicurare il suo funzionamento;
b) nomina e revoca il personale e delibera i provvedimenti da adottare nei confronti di esso con l'osservanza di apposito regolamento approvato dal Ministro per le Comunicazioni di concerto con quello per le Finanze;
c) predispone, all'inizio di ogni esercizio, il programma di attività dell'Ente ed il bilancio preventivo da sottoporre all'esame dei Ministeri delle Comunicazioni e delle Finanze;
d) predispone alla fine di ogni esercizio il bilancio consuntivo di esercizio da sottoporre ai Ministeri delle Comunicazioni e delle Finanze;
e) propone le modifiche delle tariffe da sottoporre all'approvazione del Ministro per le Comunicazioni di concerto con quello per la Industria, Lavoro e Commercio;
f) nomina il segretario del Consiglio che prescelglie fra i funzionari dell'Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione;
g) delibera su ogni altro argomento relativo all'organizzazione e allo sviluppo dell'Ente.

Il Consiglio può delegare parte delle sue attribuzioni al Presidente o al Vice Presidente.

Art. 14

Il Consiglio di Amministrazione è convocato dal Presidente a mezzo di lettera raccomandata recante l'ordine del giorno e la data di convocazione. Tale lettera è diramata almeno quindici giorni prima della data fissata per la seduta.

In casi eccezionali e di urgenza la convocazione può essere fatta in termine più breve ed anche con telegramma.

Il Consiglio di Amministrazione è convocato quattro volte l'anno e ogni qual volta il Presidente lo ritenga opportuno o su richiesta di almeno quattro Consiglieri o su proposta dei Sindaci.

Art. 15

Il Consiglio è presieduto dal Presidente o dal Vice Presidente.

Per la validità delle sue deliberazioni occorre la maggioranza assoluta dei componenti. In caso di parità prevale il voto del Presidente.

Nelle riunioni del Consiglio può essere inteso il Direttore Generale.

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B) PRESIDENTE

Art. 16

La presidenza del Consiglio di Amministrazione spetta al Ministro delle Comunicazioni, o, per sua delega, al Sottosegretario di Stato per le Ferrovie e la Motorizzazione Civile e Trasporti in Concessione.

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Il Presidente:
a) ha la rappresentanza dell'Ente e ne firma gli atti;
b) fa le proposte sull'organizzazione dell'Ente;
c) ha la sorveglianza su tutta l'organizzazione dell'Ente;
d) esercita le attribuzioni conferitegli dal Consiglio di Amministrazione;
e) in casi eccezionali e di urgenza ha facoltà di sostituirsi al Consiglio di Amministrazione, salvo ratifica del Consiglio stesso a darsi nella prima adunanza successiva.

C) VICE PRESIDENTE

Art. 17

Le funzioni di Vice Presidente sono affidate al Direttore Generale dell'Ispettorato Generale della Motorizzazione Civile e Trasporti in Concessione o ad un suo rappresentante.

Il Vice Presidente:
a) sostituisce in caso di assenza il Presidente e lo coadiuva in tutte le sue mansioni;
b) firma gli atti di ordinaria amministrazione e quelli eccedenti la ordinaria amministrazione secondo la delega del Consiglio;
c) esercita le attribuzioni conferitegli dal Consiglio di Amministrazione e dal Presidente.

D) GLI ALTRI CONSIGLIERI

Art. 18

I rappresentanti del Ministero delle Comunicazioni e degli altri Ministeri sono nominati con decreto, dei rispettivi Ministri.
L'avvocato dello Stato è nominato con provvedimento dell'Avvocato Generale dello Stato.
I rappresentanti delle ditte iscritte all'Ente sono nominati dalla Associazione di categoria.
Tutti i consiglieri durano in carica due anni salvo conferma.

E) COLLEGIO DEI SINDACI

Art. 19

I Sindaci sono nominati per un quadriennio nel numero di cinque, tre dal Ministro per le Comunicazioni e due dal Ministro per le

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c) ha la sorveglianza su tutta l'organizzazione dell'Ente;
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I Sindaci sono nominati per un quadriennio nel numero di cinque, tre dal Ministro per le Comunicazioni e due dal Ministro per le Finanze.
Il Ministro per le Comunicazioni e quello per le Finanze nomineranno ciascuno anche un Sindaco supplente.
Le attribuzioni dei Sindaci sono quelle ordinarie in materia di controllo.

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C A P O IV°

UFFICI DELL'ENTE

Art. 20

Uffici dell'Ente sono:

- Le Direzioni Provinciali con sede nei capoluoghi di provincia:
- Le Direzioni Compartimentali con sede presso gli Ispettorati Compartimentali della Motorizzazione Civile e Trasporti in Concessione;
- La Direzione Generale con sede presso l'Ispettorato Generale della Motorizzazione Civile e Trasporti in Concessione.

A)- DIREZIONI PROVINCIALI E COMPARTIMENTALI

Art. 21

Le Direzioni Provinciali organizzano la esecuzione dei trasporti interessanti una sola provincia o due provincie limitrofe, quelle compartimentali i trasporti interessanti più di due provincie dello stesso compartimento o due compartimenti limitrofi.

Esse provvedono, ciascuna nell'ambito della propria competenza:

a)- fare eseguire agli iscritti i trasporti sull'ordine che viene stabilito dall'organo competente preposto per legge;

b)- coordinare, disciplinare e distribuire fra gli iscritti e vigilare gli autotrasporti in conformità delle finalità dell'Ente stabilite dall'art.3 del presente Statuto nonchè dell delle disposizioni emanate per legge e di quelle che verranne impartite dal Ministero delle Comunicazioni - Ispettorato Generale della Motorizzazione Civile e Trasporti in Concessione;

c)- riscuotere per conto del vettore il prezzo dei trasporti;

d)- riscuotere le quote di iscrizione ed i contributi chilometrici;

e)- distribuire i carburanti, i lubrificanti, i pneumatici e le parti di ricambio in conformità alle disposizioni impartite dall'Ispettorato Generale della Motorizzazione Civile e Trasporti in Concessione;

f)- promuovere i provvedimenti degli Ispettorati Compartimentali della Motorizzazione Civile e Trasporti in Concessione a carico delle ditte inadempienti agli obblighi di cui all'art. 8 del presente Statuto.

B)- DIREZIONE GENERALE

Art. 22

La Direzione Generale:

a)- organizza l'esecuzione dei trasporti di maggiore importanza

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- Le Direzioni Provinciali
cia:
- Le Direzioni Compartimentali con sede presso gli Ispettorati Compartimentali della Motorizzazione Civile e Trasporti in Concessione;
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a)- fare eseguire agli iscritti i trasporti sull'ordine che viene stabilito dall'organo competente preposto per legge;

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c)- riscuotere per conto del vettore il prezzo dei trasporti;

d)- riscuotere le quote di iscrizione ed i contributi chilometrici;

e)- distribuire i carburanti, i lubrificanti, i pneumatici e le parti di ricambio in conformità alle disposizioni impartite dall'Ispettorato Generale della Motorizzazione Civile e Trasporti in Concessione;

f)- promuovere i provvedimenti degli Ispettorati Compartimentali della Motorizzazione Civile e Trasporti in Concessione a carico delle ditte inadempienti agli obblighi di cui all'art. 8 del presente Statuto.

B)- DIREZIONE GENERALE

Art. 22

La Direzione Generale:

a)- organizza l'esecuzione dei trasporti di maggiore importanza interessanti più di due Compartimenti; richiesti dall'organo competente preposto per legge;

b)- studia le correnti di traffico e promuove provvedimenti per orientarle e stabilizzarle su itinerari prestabiliti allo scopo di costituire una rete organica di autotrasporti in armonia con

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le ferrovie in esercizio.

c)- promuove provvedimenti diretti a favorire la costruzione di magazzini merci, rimesse, officine, distributori di carburanti ecc. nonchè l'istituzione di centri di rifornimento e di soccorsi stradali;

d)- promuove e favorisce le forme di assicurazioni collettive contro le responsabilità civili, danni, furti, incendi del materiale rotabile e delle cose trasportate;

e)- coordina l'attività dei singoli servizi e sovraintende all'andamento generale dell'Ente e al funzionamento tecnico di esso;

f)- impartisce le direttive per l'esecuzione di tutte le disposizioni emanate dall'Ispettorato Generale della Motorizzazione Civile e Trasporti in Concessione.

N O M I N A

Art. 23

I Direttori Provinciali, i Direttori Compartimentali ed il Direttore Generale dell'Ente, pur restando funzionari dell'Ente, sono nominati dal Ministro per le Comunicazioni.

C A P O V°

COMMISSIONI PROVINCIALI

Art. 24

Presso le Direzioni Provinciali di cui all'art.20 sono costituite Commissioni Provinciali per gli Autotrasporti.

A dette commissioni è demandato il compito di stabilire la precedenza delle richieste di trasporti in relazione alle necessità della provincia.

Art. 25

Le Commissioni Provinciali sono composte:

- da un rappresentante dell'Ispettorato Compartimentale della Motorizzazione Civile e dei Trasporti in Concessione;
- dal Direttore provinciale del R.A.C.I. o da un suo rappresentante;
- da un rappresentante del Consiglio Provinciale dell'Economia ovvero della Camera dell'Industria Commercio e Lavoro;
- da un rappresentante della Sezione Provinciale dell'Alimentazione.

Detti membri sono nominati con deliberazione del Consiglio di Amministrazione dell'Ente, su proposta dei Prefetti, ed eleggono nel loro seno il Presidente, il cui voto ha la prevalenza in caso di parità.

C A P O VI°

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ti ecc. nonchè l'istituzione di centri di rifornimento e di soccorsi stradali;

d)- promuove e favorisce le forme di assicurazioni collettive contro le responsabilità civili, danni, furti, incendi del materiale rotabile e delle cose trasportate;

e)- coordina l'attività dei singoli servizi e sovraintende all'andamento generale dell'Ente e al funzionamento tecnico di esso;

f)- impartisce le direttive per l'esecuzione di tutte le disposizioni emanate dall'Ispettorato Generale della Motorizzazione Civile e Trasporti in Concessione.

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C A P O VI°

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FUNZIONAMENTO DELL'ENTE

Art. 26

Il patrimonio dell'Ente è costituito:

- dalle quote di iscrizione di cui alla lettera a) del precedente art. 10;

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- dei contributi di cui alla lettera b) dello stesso art.10.

Art. 27

La gestione dell'Ente è completamente autonoma, salvo i poteri di vigilanza e controllo spettanti al Ministero per le Comunicazioni in virtù delle disposizioni del presente Statuto.

L'esplicazione di tali poteri non impegna la responsabilità dello Stato.

Art. 28

L'Ente risponde della esecuzione dei trasporti a norma delle disposizioni del codice civile vigente.

Gli iscritti, se conservano la gestione dei loro automezzi a termini dell'art.8, restano obbligati per contratto verso l'Ente e per fatto illecito verso i terzi.

Qualora gli iscritti abbiano affidato la gestione degli automezzi all'Ente, questo risponde anche per fatto illecito.

A tal fine l'Ente e gli iscritti copriranno con assicurazioni il rischio del trasporto per la parte che rispettivamente li riguarda.

Art. 29

Qualora l'Ente assuma la gestione di automezzi degli iscritti, le spese di gestione saranno prelevate dalle somme normali a corrispondersi per i trasporti eseguiti con detti mezzi.

C A P O VII°

B I L A N C I O

Art. 30

Il primo esercizio finanziario si chiude al 30 giugno 1945.

Il bilancio consuntivo deve essere:

a)- riveduto dai Sindaci entro un mese dalla chiusura dell'esercizio;
b)- approvato dal Consiglio di Amministrazione entro due mesi dalla chiusura stessa;
c)- sottoposto al visto dei Ministeri delle Comunicazioni e delle Finanze entro tre mesi dalla chiusura stessa.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

Regional Control and Military Government Section

SUBJECT: Proposed plan of Action for the Implementation of Civilian Transport Control when taking over a City or Town.

1. Upon the entrance of AMG into the City or Town, notification should be made to all truck owners that they will be issued petrol and permits of circulation at a control garage location? Contracts for haulage should be made with truck owners immediately upon physical presentation of their vehicles at the garage where fuel is centrally issued. No permits for trucks should be issued except from one centrally controlled point. The public Safety Officer should be the only person authorized to issue permits.

2. All trucks over one ton should be required to operate with work tickets (exceptions will be these vehicles that are so constructed as to be adapted to only specific uses such as telegraph line repair work, milk, etc.

3. By order of the Senior Civil Affairs Officer tariff rates should be established as per the attached Appendix "A".

4. This rate is effective in Southen Italy and disparities will be avoided if it is immediately applied. If vehicles have to be sent South for food, the danger of their being confiscated by more Southern Regions for use of too high rate charges will be eliminated.

5. The Senior Civil Affairs Officer should contact at the earliest the Ispettorato della Motorizzazione under Concessions (road section of the Ministry of Communications) and such other consorziis as have been handling transportation movement control in the city. It will then be up to the Senior Civil Affairs Officer to determine amongst the persons that they may suggest and other who may be known to the Allied, which Italians should be put in charge of the Ufficio Trasporti of the town or City. When this conclusion has been reached the attached order (Appendix "B") should be issued to establish the Ufficio.

6. Instructions should be given to the Director of the Ufficio to get an adequate staff immediately of technicians and meet with the Inspetorato della Motorizzaione to arrange for the licensing of all trucks. Trucks should be given first priority. The licensing should be done at the main garage location and only upon the physical presentation of the truck. Proper Italian Taxes shouldbe paid by the owner of the vehicle at the time of licensing and the Ufficio Trasporti will be responsible for seeing that a proper permit to circulate is on the truck (to be issued by Public Safety) and that the truck is provided either with a work ticket (daily) or an official certificate stating that the work ticket is not needed (this would only be for trucks of less than one to load capacity or specially adapted vehicles). In the case of the latter the permit to circulate should indicate on it what type of work thevehicle is to do.

7. In order not to immobilize all vehicles at one it is suggested that the Ufficio Trasporti should prepare an order for the SCAO's signature stating over what days trucks

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7. In order not to immobilize all vehicles at one it is suggested that the Ufficio Trasporti should prepare an order for the SCAO's signature stating over what days trucks of the different capacities will be licenzed and issued permits to circulate. Licensing should begin with the big load carriers under control first. Subsequent orders would be issued on vehicles from 2 to 4 tons and so on. It should be borne in mind that the above procedure isonly in order to bring under Ufficio Trasporti control those vehicles that AMG has not been able to immediately contract and issue permits and work tickets to.

8. After certain or all capacities of vehicles have been ordered to report for permits and licensing and the time limit has elapsed, road blocks should then be set up with Carabinieri to stop either certain capacity or all load carrying vehicles and those should be checked for licenses, permits and work tickets or certification that they are not needed. Vehicles that are not in order would be subject to confiscation or fine up to 50,000 lire. In any event Military Government Court and the Ufficio Trasporti should have areserve pool of drivers to keep the vehicles rolling in the meanwhile.

9. The Ufficio Trasporti di

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9. The Ufficio Trasporti shouldpromptly organize a strong Accounting Department which should take over the Functions of collecting all amounts due for haulage done by truckers making overcharges and the Ufficio Accounting Department will deduct from the returns the cost of the gasoline issued to truckers by the Ufficio garage pumps (it should be noted here again that it is absolutely essential that the Ufficio should control all issue of petrol to civilian trucks) and repair and labor costs entailed and undertaken by the Ufficio will also be deducted.

10. In order to make the Ufficio Trasporti an operating concern with sufficient capital to carry out its responsibilities and functions, it will be necessary for said Ufficio Trasporti to charge to the truckers registered by them and operating under work tickets, a Lire amount for each quintal-kilometer that the truckers move. The amount will be determined by totalling the overhead expenses of the Ufficio at the end of the month and prorating those expenses to the truckers in accordance with the number of quintal kilometers covered in the month by each trucker operating on the Ufficio work tickets.

11. In the early steges prior to the establishment of C.I.P. in theCity, petrol will have to come from military supply. It may not be possible immediately to charge truckers for this petrol but as soon as the Ufficio Trasporti can possible undertake to do this it should be effected. When C.I.P. is established the Ufficio shoulddraw bulk allotments from it, making payment for same and then charging the truckers for the amounts issued to them. If the issue of petrol is done from a central location as per instructions in para 1, it will not be necessary to make use of the standard coupons.

12. The Ufficio Trasporti should draft an order for the Senior Civil Affairs Officer's signature to state that these vehicles in the hands of private individuals notwithstanding the fact that they cannot prove right of ownership, will be allowed to circulate and the individuals concerned will be given a certificate stating they have permission to use the vehicles. The determination as to whom the property belongs will be made at a later date. Theorder should state furthermore that the people who receive permits to use these vehicles cannot sell the vehicles.

NOTE: 13. SPARE PARTS, Tools and Equipment: (a) Automobile Manufactu-

a. It is most important that stocks of spare parts for Italian and non-Italian automobiles and trucks should be inspected as early as possible, listed if time permits and frozen. Tools such as jacks, pumps, wheel braces, ring wrenches, spanners, etc, should also be included in the freezing order.

b. Any garage equipment, particularly portable equipment such as electric and petrol tire pumps, battery chargers etc. should also be listed and frozen.

c. List of spare parts, tools and equipment showing names and addresses of garage etc. where they are stored should be forwarded immediately to the:

Transportation Sub-Commission, (Supply Officer)
Hq. ACC.

Should a particularly large stock be found, a signal should be sent stating name, address and nature of spares so that action may be taken to inspect the stock and remove if considered advisable.

d. A list of the depots of Fiat and Lancia also the agents in the principal towns in Occupied Italy is attached.

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10. In order to make the Ufficio Trasporti an operating [illegible] capital to carry out its responsibilities and functions, it will be necessary for said Ufficio Trasporti to charge to the truckers registered by them and operating under work tickets, a Lire amount for each quintal-kilometer that the truckers move. The amount will be determined by totalling the overhead expenses of the Ufficio at the end of the month and prorating these expenses to the truckers in accordance with the number of quintal kilometers covered in the month by each trucker operating on the Ufficio work tickets.

11. In the early stages prior to the establishment of C.I.P. in theCity, petrol will have to come from military supply. It may not be possible immediately to charge truckers for this petrol but as soon as the Ufficio Trasporti can possible undertake to do this it should be effected. When C.I.P. is established the Ufficio shoulddraw bulk allotments from it, making payment for same and then charging the truckers for the amounts issued to them. If the issue of petrol is done from a central location as per instructions in para 1, it will not be necessary to make use of the standard coupons.

12. The Ufficio Trasporti should draft an order for the Senior Civil Affairs Officer's signature to state that these vehicles in the hands of private individuals notwithstanding the fact that they cannot prove right of ownership, will be allowed to circulate and the individuals concerned will be given a certificate stating they have permission to use the vehicles. The determination as to whom the property belongs will be made at a later date. Theorder should state furthermore that the people who receive permits to use these vehicles cannot sell the vehicles.

13. SPARE PARTS, Tools and Equipment:

a. It is most important that stocks of spare parts for Italian and non-Italian automobiles and trucks should be inspected as early as possible, listed if time permits and frozen. Tools such as jacks, pumps, wheel braces, lug wrenches, spanners, etc, should also be included in the freezing order.

b. Any garage equipment, particularly portable equipment such as electric and petrol tire pumps, battery chargers etc. should also be listed and frozen.

c. List of spare parts, tools and equipment showing names and addresses of garage etc. where they are stored should be forwarded immediately to the:

Transportation Sub-Commission, (Supply Officer)
Hq. ACC.

Should a particularly large stock be found, a signal should be sent stating name, address and nature of spares so that action may be taken to inspect the stock and remove if considered advisable.

d. A list of the depots of Fiat and Lancia also the agents in the principal towns in Occupied Italy is attached.

GARAGES.- All the principal garages should be requisitioned at once. This has been overlooked to often in the past and valuable maintenance facilities are turned into troop billets, storage depots etc., leaving ACC no suitable place to repair vehicles. Not only does ACC need these garages but all personnel and tools and equipment. These should be organized and put to work on ACC vehicles as soon as this can be arranged.

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MINISTRY OF COMMUNICATIONS

Rome. Aug. 12th 1944
N.U.L.

SUBJECT: Interministerial Decree May 31th 1944
Official Gazzette No. 44 of 8 Aug. 44

TO : All Prefects.

The charges for motor freight haulage have been fixed by Inter-Ministerial decree published upon the Official Gazzette of 8 August 1944.

Said charges appear upon two tables attached to the above decree and they are intended for indivisable quintal, according to the distance covered and the load carrying capacity of the motor vehicle.

Table I shows the charges for the ordinary transportation without a specific prescription as far as the duration of the service is concerned; table II shows the charges when the motor vehicle is engaged for a 8 hour day and for a maximum distance of 50 Kms.

To the above tables are attached instructions, dealing with the various kinds of motor vehicles, the kind and duration of road haulage to which the above charges are to be applied, together with the question of collective hauls and the regulations to be applied to the motor haulage contracts at present in force.

I send you herewith a copy of the above decree in order that it may be immediately and rigorously enforced from the very first day of its becoming effective.

I call your attention upon the necessity of immediate severity in order to put an end to the present situation, and I demand that nothing be neglected in order that everybody observes the law.

Please confirm and send, if possible, a detailed report.

The Minister

/s/ CERASONA

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MINISTERIAL DECREE OF MAY 31st 1944

Charges for Motor Freight Haulage.

The Minister for Industry, Labor and Commerce in agreement with the Minister of Communication;

seen the Royal Law Decree, Dec. 9, 1941, No. 1456, reporting regulations on prices of non-alimentary products and sources,

seen the Ministerial Decree of June 28, 1942, published in the Official Gazzette No. 167 of July 17, 1942, which fixes the charges for motor freight haulage,
considering the necessity of relating said charges to the present conditions

Decides

(Only article)

The charges for motor freight haulage cannot exceed those specified in the attached tables and directions.

The present decree becomes effective the day of its publication in the Official Gazzette of the Kingdom, special series.

Salerno, May 31, 1944.

The Minister of Industry, Commerce and Labor di Napoli.

The Minister of Communications.

6011

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Motor Freight haulage rates at full load for freight to be transported on loading platform of the truck. (One loading one unloading.)

Tariff charge is by indivisable quintal, (income tax and transportation tax not included.)

TABLE I

Distance in Kms.	Truck & Trailers		Trucks			Motor-cycles	
	Heavy	Medium	Heavy	Medium	Light	Van	Tri-cars
Fr. 1 to 5	8.70	9.85	11.--	12.15	15.95	15.05	23.75
" 6 " 10	9.25	10.45	12.15	13.60	23.20	21.45	42.10
" 11 " 15	10.15	11.60	13.35	15.05	30.45	27.80	60.25
" 16 " 20	12.15	14.80	15.95	19.10	37.65	34.20	78.55
" 21 " 30	15.05	17.95	20.00	24.35	52.15	46.95	115.05
" 31 " 40	18.55	21.75	24.90	29.85	66.65	59.20	
" 41 " 50	22.30	26.65	32.15	36.50	81.15	72.45	—
" 51 " 60	24.35	32.45	34.80	44.65			—
" 61 " 70	26.35	36.50	37.40	50.15	—	—	—
" 71 " 80	28.40	40.55	40.--	55.65			
" 81 " 90	30.45	44.65	42.60	61.15			
" 91 " 100	32.45	48.70	45.20	66.65			
" 101 " 110	34.50		47.80				
" 111 " 120	36.50		50.40				
" 121 " 130	38.55		53.00				
" 131 " 140	40.60		55.65				
" 141 " 150	42.50		58.25				
Beyond 150 Kms £0,2833 per Km quint. for the whole distance covered							
Beyond 100 kms £0,4870 Per Km - quint for the whole distance covered							
Beyond 150 kms £0,3886 per km-quint for the whole distance covered							
Beyond 100 kms £06665 per km-quint for the whole distance covered							
Beyond 50 Kms £1,523 per km-quint for the whole distance covered							
Beyond 50 kms £1,449 per km-quint for the whole distance covered							
Beyond 30 kms £3,835 per km-quint for the whole distance covered							

Payment for empty return trips can be made only if said empty return has been duly authorized by appropriate authorities and if this can be proved by showing the trip ticket.

Only under the above conditions will empty return trips be pade for and then in accordance with the above charges less 40%.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Motor Freight Haulage rates at afull load transported on the load platform of the truck. (Vehicles engaged for a whole day (8 hours) and covering a maximum distance of 50 kms.)

Tariff charge is by indivisable quintal. (Income tax not included.)

TABLE II

Distance in kms.	Truck & Trailer		Trucks			Motor-cycle	
	Heavy	Medium	Heavy	medium	light	Van	Tri-car
Fr. 1 to 5	5.85	6.60	7.40	8.15	10.70	10.10	15.95
" 6 " 10	6.20	7.00	8.15	9.55	15.55	14.40	28.25
" 11 " 15	6.80	7.80	8.95	10.10	20.45	18.55	40.45
" 16 " 20	8.15	9.95	10.70	12.80	25.25	22.95	52.70
" 21 " 30	10.10	12.05	13.40	15.35	35.00	31.50	77.20
" 31 " 40	12.45	14.50	15.70	20.05	44.75	40.05	—
" 41 " 50.	14.95	17.90	21.50	24.50	54.45	48.60	—

The above rates are applied for the whole distance covered, both with load and empty. To the total of the charge there must be added:

2100.-	13.55-	11.55	660.-	405.-	170.-	135.-

6009

1.- In applying the rates in the attached tables, vehicle classification is as follows:

Heavy truck and trailer - those having a load capacity of more than 90 quintals

Medium truck and trailer - " " " " " up to 90 "

Heavy trucks - " " " " " up to 40 "

Medium trucks - " " " " " between 20 and 40 "

Light trucks - " " " " " up to 20 "

Motorcycle vans - all three-wheel vehicles having a load capacity of up to 10 quintals and in exceptional cases even more.

Motorcycle Tri-cars - all motorcycles adopted for haulage and having a load capacity of up to 3.5. quintals.

It is understood that a truck and trailer is a vehicle composed jointly of a truck and trailer, the truck part provides the traction but in calculation of the charge it is considered indivisable from the trailer.

The load capacity is defined as that indicated on the circulating permit and only said load capacity must be considered when classifying a vehicle and calculating transportation charges.

2. The charges in Table II are appliedwhen the vehicle is explicitly engaged for a whole day of 8 hours and the distance covered by the vehicle in performing the required service does not exceed 50 kms.
In all other cases the charges set out in Table I are applied.

3. Whenever, because of the nature of the freight or for other reasons, the entire load capacity of the vehicle cannot be utilized or whenever the capacity of the vehicle is fully used with bulky material, whatever the weight may be, the charges as shown in the Tables are applied not-withstanding and in accordance with the maximum useful load of the vehicle.

4. Fractions of a km. are considered as a whole km.

5. The distance must be calculated in kms. proceeding by the shortest route from the garage of the vehicle to the place of discharge of the freight; the reverse will be true for the return trip. It must be understood that the shortestroute includes eventual necessary deviations.

6. For empty return trips rates in Table I will be applied reduced by 40%.

7. When the vehicle carries freight belonging to several persons with varied destinations along the same route the amount which must be paid for the transport must be calculated taking into account the whole distance covered and the useful load of the vehicle, calculating also the eventual empty return. The above amount

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Medium trucks - " " " " " between 20 and 40 "

Light trucks - " " " " " up to 20 "

Motorcycle vans - all three-wheel vehicles having a load capacity of up to 10 quintals and in exceptional cases even more.

Motorcycle Tri-cars - all motorcycles adapted for haulage and having a load capacity of up to 3.5. quintals.

It is understood that a truck and trailer is a vehicle composed jointly of a truck and trailer, the truck part provides the traction but in calculation of the charge it is considered indivisable from the trailer.

The load capacity is defined as that indicated on the circulating permit and only said load capacity must be considered when classifying a vehicle and calculating transportation charges.

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6. For empty return trips rates in Table I will be applied reduced by 40%.

7. When the vehicle carries freight belonging to several persons with varied destinations along the same route the amount which must be paid for the transport must be calculated taking into account the whole distance covered and the useful load of the vehicle, calculating also the eventual empty return. The above amount will be devided proportionately, to the number of quintal kms covered for each person.

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8. The charges as per attached tables include also the time required in the loading and unloading of the vehicle. This must be done at the rate of 80 quintals per hour, for truck and trailer, and of 40 quintals per hour for other vehicles. For each half-hour more employed the consignor or consignee (depending on the circumstances) must pay:

L.	130	- for heavy truck and trailer
"	85	- " medium " " "
"	70	- " Heavy trucks
"	40	- " medium "
"	25	- " light "

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9. The length of the service must be computed from the moment when the vehicle leaves the garage to the time when they return to said garage without taking into account time which is for the personal account of the trucker himself.

10. The above regulations and charges do not replace those presently valid that are more favorable to the contractor of transport.

11. Contracts now in effect, which do not show conditions more favorable to the contractor of transport than those of this decree, must be considered as cancelled from the day when the above regulations and charges are published in the Official Gazzette; in the other cases the contracts will be valid until one month after said publication.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
_____ REGION
APO 394

Date:

REGIONAL ORDER)

NUMBER)

O R D E R

Art. I

Establishment of the Ufficio Trasporti
di _____

. The Ufficio Trasporti di _____ is hereby established for the purpose of operating motor transport and for regulating and controlling motor transport. The Ufficio has the power and duties conferred on it by this Order.

Art. II

Powers of the Ufficio

The Ufficio has powers:

a. to operate motor transport and to regulate and control motor transport;
b. to acquire, hold and transfer land or any therein, and to mortgage or charge any land, or interest therein, for the time being held by it;
c. to acquire, hold and alianate any personal property of whatever kind;
d. to enter into any contract of whatever kind necessary or proper for the powers and duties of the Ufficio;
e. generally to do all such acts and things that may be necessary or proper for carrying out the provisions of this Article.

Art. III

Directorand his Powers

The Uffido is under the direction of a Director who has the power and duties conferred bn him by this order, The Director shall be appointed by the Regional Commissioner and shall obey all orders given to him by the Commissioner. The Director has power to appoint such officers and servants of the Ufficio and to pay out of the funds of the Ufficio to such officers and servants such salaries or wages, as he shall from time to time consider proper, and to remove such officers and servants or any of them, and to appoint other officers and servants in their place, provided always that the number of such officers and servants and the salaries or wages paid to each of them shall be shall be subject to the approval of the Commissioner.

Art. IV

Rates of Transport

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Art. IV

Rates of Transport

6068

Section 1. The Ufficio shall prepare and publish a list of rates to be charged for motor transport, Such rates must be approved by the Regional Commissioner.

Section 2. The Ufficio shall charge for all goods carried on behalf of the Allied Military Government such rates as the Commissioner shall from time to time prescribe. Such rates may difer from the rates shown in a list prepared and published in accordance with the Provisions of Section 1 of this Article.

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Art. V

Truck of the Ufficio

Section 1.- The Ufficio shall accept delivery of army trucks placed at its disposal from time to time by the Allied Military Government and civilian trucks requisitioned, confiscated, or under contract.

Section 2.- The Army trucks shall at all times remain the property of the Allied Military Government. The Ufficio shall not assign, underlet or part with the posession of the army trucks of them.

Section 3.- The Ufficio shall maintain its army and civilian trucks in a proper running condition and shall carry out in a proper and workmanlike manner all repairs that shall be necessary to each of the trucks to enable it to be maintained in a proper running condition. Such trucks, or any of them, shall not beused except for service specified by the Ufficio. The Ufficio shall keep full, compiete and accurate records of the use made of each of such trucks.

Art. VI

Financiel

Section 1.- The Uffico shall pey to the Allied Military Government for the use of the army trucks such sums at such times as in such manner as the Commissioner shall prescribe. The Ufficio shall pay for the requisitioned civilian trucks or those under contract such sums at such times and in such manner as the Commissioner shall prescribe.

Section 2.- If the Allied Military Government shall provide the Ufficio with the use of any building which belongs to, or has been requisitioned by, such Government, the Ufficio shall pay to such Government for the use of that building such sum, at such times and in such manner, as the Commissioner shall prescribe.

Section 3.- The Ufficio shall receive all money paid, or to be paid, to it by any person, including the Allied Military Government, as charges for the carriage of goods by the Ufficio and shall out of such moneys pay the wholeof its expenses and shall retain the balance of such moneys on deposit. The Ufficio shall keep full, complete and accurate accounts of all money received and paid by it.

Art. VII

Violators

Any violation of rules, regulations and rates emanated by the Ufficio shall be punished in the courts of the Allied Military Government and any sentence imposed may be a fine, imprisonment and/or confiscation of goods and property.

Art. VIII

Effective Date of Order

This Order becomes effective on, from and after _____

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Art. VI

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Art. VIII

Effective Date of Order

This Order becomes effective on, from and after _____

Regional Commissioner

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LIST OF DEPOTS OF FIAT AND LANCIA

F I A T

Works - Milano
Depots- Bologna
Brescia
Genoa
Padua
Torino
Trieste

AGENTS

Modena - Bellentani
Largo Corsica 24

Regio E. Disoli,
Via Sessi 8.

Ravenna - Montanari,
V. Pell Matteotii 3.

Rimini - Sartini
V. Circonvallos 37

Bologna - Serra,
V. Livragni 2

Cremona - Carulli
P. Roma 14

Mantua - Rangoni
V. Favio Filzi 7

Verona - Benvenuti,
V. D. Manin, 7

Perugia - Calzoni,
V. Vitt. Emm. 7

Pistoia - Salvestrini,
V. Pacinotti, 1

La Spezia - Maggiani
V. Manzoni, 29

Milano - 12 Agents.

Pavia - Panigadi,
Corso Vitt. Emm. 138

Fiume - Fonda Justin
P. Reg. Elena 4,

Trieste - Greno 1.
V. Carducci, 18

L A N C I A

Works - Torino
Depots - Genoa
Padua

AGENTS

Bologna - Antolini
Via Rive Reno 78

Cremona - Davoli,
P. Crispi

Fiume - Bengagli,
V. Zara 2.

Genoa - Shiara,
V. Duca D'Aosta, 4

La Espezia - Sabbio
V. Manzoni 56

Mantua - Bedotti,
V. Meazzi, 22

Milano - Minetti,
V. Filelfo, 7

Padua - Marsango,
V. Verdi 2

Parma - Galmini,
V. Vitt. Emm. 41

Perugia - Bon. 1
P. IV Nov.

Pola - Torta,
V. Carducci 5.

Ravenna - Antolini - P. XX Sett.

Reggio Em. - Contini,
V. M. Grappa 5.

Trieste - Roeti,
V.S. Francesco, 46.

Verona - Ravasio,
V. Bertovi, 3.

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