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MINUTES - MEETING
JUN. 1945

THE QUARTERS ALLIED COMMISSION
Transportation Sub-Commission
Roads Division.

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MINUTES OF MEETING HELD IN ROOM 68, 3RD FLOOR ANNEX -
16 JUNE 1945

PRESENT: Mr. G.G. Gross - Chairman, Road Division
Lt. Col. Fernyhough - Roads Division
" " Christensen - Movts. Division
" " L. Harris - G-5 15 Army Group
Mr. A. Costa - ENAC
Mr. Bompard - ENAC

(In these minutes "A.G. Territory" will be referred to as Area "A" and Italian Govt. Territory as Area "B".)

1. The Chairman explained that the meeting had been called to decide:-

- (a) What Tariff Rate for road haulage should be put into operation in A.G. Territory in N. Italy to supersede that laid down in G.O. 42.
- (b) Conditions and regulations for the haulage of goods by road between A.G. Territory and Italian Govt. Territory.

TARIFF FOR A.G. TERRITORY

2. Lt. Col. Harris explained that the G.O. 42 Tariff was still officially in operation in the 5 Northern Regions under command 15 Army Group. In view of Mr. Antolini's directive at the Milan Meeting on 16 May, the U.D.T. Tariff dated 19 March '45 was now, in fact, being applied, except in EMILIA Region, where the G.O. 42 Tariff was still in operation. There was, however, no uniformity of application since each Reg. T.O. interpreted the tariff differently and as a result the same over all charge was not in force in all Regions.

3. The Chairman stated that it was now desirable to introduce a tariff which would give uniformity of charge throughout Italy and suggested that the existing ENAC Tariff dated 30 Jan. 45 should be the basis. Lt. Col. Harris stated that it was undesirable to apply a tariff in excess of the U.D.T. Tariff in view of the effect in raising

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price level generally. It was his opinion that a rate midway between the ENAC and U.D.T. Tariffs should be introduced.

4. It was agreed that the ENAC Tariff should be introduced in "Area A" with the following amendments:-

- (a) No payment to be made for empty return trips.
- (b) The Govt. tax and additional 0.06 lire per quintal kilometre to be excluded.

The changes would then be based entirely on the fixed charge for vehicle plus rate per quintal kilometre laid down in Appendix A to the ENAC Tariff. On this basis the scale of charges would, in general, be lower than both the U.D.T. and full ENAC Tariffs. It was further decided that a rate for hire of trucks by the hour should be added.

5. Lt.Col.Harris signified his acceptance of the above tariff on behalf of 15 Army Group and suggested that G.O. 42 should be amended accordingly and issued to Regions for immediate application. He undertook to inform AMG Armies and Regional Commissioners that the new G.O.42 was approved for introduction by 15 Army Group.

6. The Chairman then drew attention to the fact that the present ENAC Tariff was introduced on 8 Feb. for a trial period of 3 months at the request of the Minister of Transport. The Minister had agreed with A.C. that the tariff would be reviewed at the end of the trial period. In May the Minister was requested to review the tariff with a view to reducing charges but no reply had been received.

The Chairman proposed that the ENAC Tariff in Area B should now be revised by the exclusion of payment for empty return trips and the addition of an hourly rate of hire, to bring it into line with the new G.O. 42 Tariff to be applied in Area A.

Mr.Costa disagreed the proposal and stated that a higher tariff was needed in Italian Govt.Territory.

The Chairman stated that he was not in agreement with Mr. Costa's opinion and proposed to refer the question to the Minister of Transport.

7. It was emphasised that the new G.O.42 Tariff would apply in Area A during Phases I and II. If the same tariff were in operation in Area B plus the Govt tax and 0.06 lire per quintal k- extra charge, it would be necessary only to add these two charges to the G.O. 42 Tariff to provide a standard tariff throughout Italy on the inception of Phase III in the North.

CONTROL OF ROAD HAULAGE BETWEEN ANG TERRITORY AND ITALIAN GOVERNMENT TERRITORY.

8. It was agreed as a general principle that ANG must control all movement from Area A to Area B and that A.C. must control movement in the reverse direction.

Lt.Col.Christensen pointed out that Movements Div. (Road) Memorandum No.1. dated 6 April 45 contained instructions for bidding, screening and movement of such traffic. It was now merely necessary to amend the Memorandum to fit the altered Area A conditions now pertaining in Area A under control of 15 Army Group.

9. The questions of bidding procedure, trip tickets, payment for haulage, tariff and P.O.L. Supply were raised. After discussion the following decisions were agreed by all present:-

(a) Bidding Procedure:-

- (i) For traffic originating in Area A all bids will be approved by ANG T.O's.
- (ii) For all traffic originating in Area B all bids will be made to ENAC and referred to A.C. for approval.
- (iii) This rule will apply equally to truckers located in Area A hauling return loads from Area B to Area A and vice versa for truckers located in Area B.
- (iv) Return loads pre-arranged by truckers must be cleared through the above channels before the outward journey commences.

(b) Haulage Charges.

- (i) Charges will be computed in accordance with the tariff applied in the area from which goods are moved e.g. revised G.C.42 Tariff in Area A and ENAC Tariff in Area B.
- (ii) No payment for the return journey will be made to truckers at the point of origin.
- (iii) If a return load is available at destinations the trucker will be paid in full for the return journey either by ENAC in Area B or the U.A. office in Area A before departure on return trip.
- (iv) If no return load is pre-arranged or obtained at destinations, the trucker will receive no payment for the return trip.

(c) Trip Tickets.

- (i) Truckers must obtain an APC ticket in Area A or an ENAC ticket in Area B to move goods from the respective areas.
- (ii) Neither U.A. offices in Area A or ENAC offices in Area B may issue trip tickets covering return journeys.
- (iii) Where no return load is available a ticket marked "No load available" will be issued, and the trucker instructed to report to despatch offices en route for a load. Each despatch office visited will frank the ticket in the same way and sign it, unless a load can be provided.
- (iv) Trip tickets will be issued in duplicate and one copy will be handed in either to U.A. office or ENAC office on completion of return trip.
- (v) All trip tickets will be written in ink or indelible pencil.

(a) P.O.L.

(i) On departure from point of origin sufficient POL will be allotted with the trip ticket for the outward trip only.

(ii) At destination POL for the return journey will be issued with the return trip ticket only.

(iii) Where no back-load is available at destination only sufficient POL to reach the next despatch office in route will be issued, except in cases where no despatch office exists on the direct route.

(iv) The problem of additional POL required by ENAC and U.A. for issue on return trips will be raised at the POL Meeting on 19 June.

10. Lt.Col.Harris agreed, on behalf of 15 Army Group, that the revised Movements Memorandum No.1, together with an Instruction containing the above regulations, should be issued to Regional Commissioners in Area A for immediate implementation. He undertook to advise AIG 5 and 8 Armies, to whom copies would be sent, and to signify the concurrence of 15 Army Group to all concerned.

The Chairman stated that the revised Memorandum No 1 and Instruction would be sent to ENAC simultaneously for application in Area B.

11. In order to relieve A.G. of the screening responsibility for movement ex Area B, Lt.Col.Fernyhough suggested that a "stop list" of goods not to be moved out of Area B should be compiled by agreement with all Sub-Commissions concerned, and handed to ENAC. It would then be practicable to transfer the screening work to E.N.A.C. Lt.Col.Christensen agreed to take action on the proposal.

12. Mr. Costa mentioned the necessity of publishing the new regulations in the Press. The Chairman stated that Public Relations Branch would be requested to produce a suitable notice for insertion in the Press both in Area A and Area B before the revised Memorandum No 1. was put into effect.

G. FERNYHOUGH
G. FERNYHOUGH,
Lt. Colonel, R.A.

Distribution

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Lt. Col. Harris G-5
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