

ACC

AC/12/TN6

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FREIGHT CHARGES

JAN. 1945 - JAN. 1946

PORTS AND

1 4 2 1

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

OPENED: 12 JANUARY 1968
CLOSED: 10 JANUARY 1946

PORTS A

1 4 2 2

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

10000 / 148/3395

THIS FOLDER
CONTAINS PAPERS
FROM JAN. #5
JAN. #6
CATALOGUE-

PORTS AND WAREHOUSE DIVISION

N. 3041 Ext. 91.

GAT/36/46/R.2.



10th January, 1946.

To: H.C. Allied Commission.
Vice President, Economic Section.

Subject: Tariff of rates for the carriage
of goods coastwise.

The following information received from the Direzione Generale della Marina Mercantile under date of 7th January, 1946 (Div. III Nav. Sez. I No. 349) is passed to you for such action as you deem to be necessary:-

"The tariff for the carriage of goods by steamers employed in the coastal service will, as from the 16th January, 1946, be further reduced by 10% to be applied to the five categories of classification of goods."

G.A. Bell.

M.W.T.R. (Italian Area)

c.c. Transportation S/c. ✓
M.W.T. Naples (Mr. W. Williams)

4875

AC/12

ALLIED COMMISSION HEADQUARTERS
TRANSPORTATION SUB-COMMISSION
PORTS & WAREHOUSE DIVISION
APO 394

7 June 1945.

Reference: AC.12/8/Tn.6Inter-office Memorandum.To: Food Sub-Commission (att. Maj. Curran)Subject: Freight rates on salt.

The following quotations have been received to-day from Naples regarding freight rates on bulk salt from South Adriatic ports to VENICE:

From Margherita di Savoia to Venice - per metric ton: Lire 2748.-
from Barletta to Venice - " " " : Lire 2766.-

These rates are understood to be free in and out, that is to say the salt is to be loaded into, and discharged from, ship's holds at shippers/consignees expense.

B. McO

PORTS & WAREHOUSE DIVISION

4874

GBC/ndp

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ref. : AG/324/21/Tn 3

19 May 1945

SUBJECT : Freight Rates.

TO : Ministry of Marine (through Capt. Tesi).

1. Reference is made to paragraph 3 of our letter AG/302/108/Tn 3 dated 20 April headed 'Allocation of Italian Shipping to Coastwise Liner sailings', and your letter reference 3634 dated 21 April.

2. No further advice has been received from you with regard to the new proposed freight rates which you and the Ministry of Industry are compiling for our approval.

3. It is requested that you advise this Sub-Commission as early as possible a date by which time you expect to have the new freight rates in our possession, in order that we may call a meeting of all concerned to approve these rates and bring them into effect with the minimum of delay.

For the Director :


G.B. GOUFFEY,
Major I.M.

Copy to : Economic Section, Price Office.
Shipping Sub-Commission.
Port & Warehouse Division.

4873

ackd/ndp

Roma

12 April 1945 1945

6632 KANE, RICHARD W. and JAMES W. BOWEN

Background

2/2/2945 = S/S "Monte Everest"

E. 75adini

1930-1931 711. 2.

EW/1/1943 = 5/5 "Lunge Everest"

N.	236	ovini
	10	vitellini lattanti
	40	cavalli
	1	asino
	329	ovini
	10	agnellini lattanti

The figure consists of two parts. The top part shows a single hexagon with vertices labeled 1 through 6 in a clockwise direction starting from the top-left. The bottom part shows a larger section of the lattice with vertices labeled 1 through 12, illustrating the connectivity between adjacent hexagons.

28/1/1945 - 3/5 "Empire Dionell"

N. 400 people
for people




7/2/1943 = 3/5 "Greatest Intellig"

N. 47 bovini
46 cavalli
535 pecore e montoni

[illegible]

19/10/1945 = 5/5 "ante Everett"

102	bovini
97	manze vitelloni, giovanchi
94	cavalli
17	puledri
3	asini
698	ovini

11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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9/5/1945 - S/S "Hannibal"

1.	145	bovini
	30	manze, vitelloni, slovenchi
	48	cavalli
	19	paleštri
	5	asini
	790	ovini

Year	1990	1991	1992	1993	1994	1995
1	1	1	1	1	1	1
2	1	1	1	1	1	1
3	1	1	1	1	1	1
4	1	1	1	1	1	1
5	1	1	1	1	1	1
6	1	1	1	1	1	1
7	1	1	1	1	1	1
8	1	1	1	1	1	1
9	1	1	1	1	1	1
10	1	1	1	1	1	1

$$16/5/1945 = 5/3 \text{ "Lagano"}$$

21/1/1945 - 5/3 "Monte Everest"

N. 105 bovini	"	"	0,50
10 vitelloni	"	"	0,50
40 cavalli	"	"	1,80
1 asino	"	"	0,25
229 ovini	"	"	0,05
13 agnellini lattanti	"	"	

22/1/1945 - 5/3 "Monte Everest"

N. 105 bovini	"	"	0,50
10 vitelloni	"	"	0,50
40 cavalli	"	"	1,80
1 asino	"	"	0,25
229 ovini	"	"	0,05
13 agnellini lattanti	"	"	

7/2/1945 - 5/3 "Monte Everest"

N. 105 bovini	"	"	0,50
10 vitelloni	"	"	0,50
40 cavalli	"	"	1,80
1 asino	"	"	0,25
229 ovini	"	"	0,05
13 agnellini lattanti	"	"	

19/2/1945 - 5/3 "Monte Everest"

N. 105 bovini	"	"	0,50
10 vitelloni	"	"	0,50
40 cavalli	"	"	1,80
1 asino	"	"	0,25
229 ovini	"	"	0,05
13 agnellini lattanti	"	"	

9/3/1945 - 5/3 "Monte Everest"

N. 105 bovini	"	"	0,50
10 vitelloni	"	"	0,50
40 cavalli	"	"	1,80
1 asino	"	"	0,25
229 ovini	"	"	0,05
13 agnellini lattanti	"	"	

15/3/1945 - 5/3 "Monte Everest"

N. 105 bovini	"	"	0,50
10 vitelloni	"	"	0,50
40 cavalli	"	"	1,80
1 asino	"	"	0,25
229 ovini	"	"	0,05
13 agnellini lattanti	"	"	

adattato

1.

ACP/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.P.

Tel. 843238

Ref. AC/30/Tn 4

16 May 1945

SUBJECT : Rail rates.

TO : Movements (Rail) ()
Operations (Road) ()
" (Shipping) -
Admin Div. (Capt Wyatt)

Transportation Sub-Comm. AC

1. For your information, it is understood that rail rates have again been increased, although there appears to be no correspondence with this Division on the subject, and Finance Sub Commission has not been able to give any information.

2. Particulars of the increases since Allied occupation are given as under :

(a) By Decree 83 - 18 November 44 -

ISR, private railways and extra-urban tramways in concession

All fares and rates increased 100% over
30 June 1943 figures.

(b) i) By Decree 151 - 29 March 45
ISR -

A further increase of 100% over the existing rates and fares.

ii) By Decree 476 B - 12 April 44

Private Railways, extra-urban tramways & inland water transport in concession where cumulative with ISR

Increase of 100% over the existing rates and fares.

3. It might be pointed out that although the Decree 83 of 18 Nov

4872

ACP/10

TRANSPORTATION SUB-COMMISSION, AC
 (RAIL DIVISION)
 c/o Transportation (Br) Main
 C.M.P.

Tel. 843238

Ref. AC/30/Tn 4

16 May 1945

SUBJECT : Rail rates.

<u>TO</u>	:	Movements (Rail)	(	Transportation Sub-Comm. AC
	:	Operations (Road)	(	
	:	" (Shipping)	)	
	:	Admin Div. (Capt Wyatt)	)	

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Increase of 100% over the existing rates and fares.

3. It might be pointed out that although the Decree 83 of 18 Nov

4872

Roma

10 April 1945 1945

Abstract

U. 73 üyümi

[illegible]

N. 235	bovini	1800
19	vicellini	1800
40	cavalli	1800
1	asino	1800
529	ovini	1800
10	agnellini	1800
	lattanti	1800

[illegible]

Dr. 400 people
700 people

[illegible]

il. #7 bovini
#6 cavalli
528 persone e montoni

0.6	0.6	0.6
0.10	0.10	0.10
0.2	0.2	0.2
0.3	0.3	0.3
0.4	0.4	0.4
0.5	0.5	0.5
0.6	0.6	0.6
0.7	0.7	0.7
0.8	0.8	0.8
0.9	0.9	0.9
1.0	1.0	1.0

N.	10	porcini
	97	manze vitelloni, giovenchi
	24	cavalli
	17	puledri
	2	asini
	695	ovini

[illegible]

N.	145	bevini
	30	manze, vitelloni, giovenchi
	48	cevali
	19	elefanti
	5	asini
	790	ovini

1	2	3	4	5	6
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13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36
37	38	39	40	41	42
43	44	45	46	47	48
49	50	51	52	53	54
55	56	57	58	59	60
61	62	63	64	65	66
67	68	69	70	71	72
73	74	75	76	77	78
79	80	81	82	83	84
85	86	87	88	89	90
91	92	93	94	95	96
97	98	99	100	101	102
103	104	105	106	107	108
109	110	111	112	113	114
115	116	117	118	119	120
121	122	123	124	125	126
127	128	129	130	131	132
133	134	135	136	137	138
139	140	141	142	143	144
145	146	147	148	149	150
151	152	153	154	155	156
157	158	159	160	161	162
163	164	165	166	167	168
169	170	171	172	173	174
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223	224	225	226	227	228
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235	236	237	238	239	240
241	242	243	244	245	246
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259	260	261	262	263	264
265	266	267	268	269	270
271	272	273	274	275	276
277	278	279	280	281	282
283	284	285	286	287	288
289	290	291	292	293	294
295	296	297	298	299	300
301	302	303	304	305	306
307	308	309	310	311	312
313	314	315	316	317	318
319	320	321	322	323	324
325	326	327	328	329	330
331	332	333	334	335	336
337	338	339	340	341	342
343	344	345	346	347	348
349	350	351	352	353	354
355	356	357	358	359	360
361	362	363	364	365	366
367	368	369	370	371	372
373	374	375	376	377	378
379	380	381	382	383	384
385	386	387	388	389	390
391	392	393	394	395	396
397	398	399	400	401	402
403	404	405	406	407	408
409	410	411	412	413	

76/2/1045 - S/S "Lanzuno"

21/1/1945 - 3/5 "Monte Everest"

N. 205 bovini	"	"	3,50
10 vitellini lattanti	"	"	3,50
40 cavalli	"	"	1,50
1 asino	"	"	3,28
329 ovini	"	"	3,03
13 agnellini lattanti	"	"	

23/1/1945 - 3/5 "Monte Everest"

N. 240 pecore	"	"	3,28
702 agnelle	"	"	3,12

7/2/1945 - 3/5 "Monte Everest"

N. 47 bovini	"	"	3,50
46 cavalli	"	"	3,28
526 pecore e montoni	"	"	

14/2/1945 - 3/5 "Monte Everest"

N. 105 bovini	"	"	3,50
97 pecore vitelloni, giovenchi	"	"	3,50
94 cavalli	"	"	3,50
17 puledri	"	"	1,50
3 asini	"	"	3,28
695 ovini	"	"	

2/3/1945 - 3/5 "Monte Everest"

N. 145 bovini	"	"	3,50
80 manze, vitelloni, giovenchi	"	"	3,50
48 cavalli	"	"	3,50
19 puledri	"	"	1,50
5 asini	"	"	3,28
790 ovini	"	"	

16/3/1945 - 3/5 "Monte Everest"

N. 135 bovini	"	"	3,50
68 manze, giovenchi, vitelloni	"	"	3,50
30 cavalli	"	"	3,50
27 puledri	"	"	1,50
454 ovini	"	"	3,28

infirmità

/.

20/3/1945 = 3/3 "Mangano"

N. 120 bovini	1930 medio ali.	1,50
104 manze, vitelloni, gl'ovendi	"	3,50
20 cavalli	"	3,50
60 pulcetri	"	3,50
173 ovini	"	0,28

30/3/1945 = 3/3 "Mangano"

N. 37 cavalli	"	3,50
70 pulcetri	"	3,50

1° carico ali. 300	nolo pagato	L. 172.972,80
2° " " 1134,37	"	" 871.478,40
3° " " 210,73	"	" 597.090,=
4° " " 480,28	"	" 578.167,20
5° " " 1801,30	"	" 882.383,=
6° " " 1215,30	"	" 1.013.376,=
7° " " 938,92	"	" 986.118,=
8° " " 1023,44	"	" 734.192,=
9° " " 945,50	"	" 295.346,=

Totale ali.	6753,77	Lit.	8.131.024,40
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ACP/10

TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Br) Main
C.M.F.

Tel. 843238

Ref. AC/30/Tn 4

16 May 1945

SUBJECT : Rail rates.

TO : Movements (Rail) ()
Operations (Road) ()
" (Shipping) -
Admin Div. (Capt Wyatt)

Transportation Sub-Comm. AC

1. For your information, it is understood that rail rates have again been increased, although there appears to be no correspondence with this Division on the subject, and Finance Sub Commission has not been able to give any information.

2. Particulars of the increases since Allied occupation are given as under :

(a) By Decree 83 - 18 November 44 -

ISR, private railways and extra-urban tramways in concession

All fares and rates increased 100% over
30 June 1943 figures.

(b)i) By Decree 151 - 29 March 45

ISR -

A further increase of 100% over the existing rates and fares.

ii) By Decree 476 B - 12 April 44

Private Railways, extra-urban tramways & inland water transport in concession where cumulative with ISR

Increase of 100% over the existing rates and fares .

" (Shipping) -
Admin Div. (Capt Wyatt)

1. For your information, it is understood that rail rates have again been increased, although there appears to be no correspondence with this Division on the subject, and Finance Sub Commission has not been able to give any information.

2. Particulars of the increases since Allied occupation are given as under :

(a) By Decree 53 - 10 November 44 -

ISR, private railways and extra-urban tramways in concession

All fares and rates increased 100% over 30 June 1943 figures.

(b) 1) By Decree 151 - 29 March 45

ISR -

A further increase of 100% over the existing rates and fares.

ii) By Decree 476 B - 12 April 44

Private Railways, extra-urban tramways & inland water transport in concession where cumulative with ISR

Increase of 100% over the existing rates and fares.

3. It might be pointed out that although the Decree ⁴⁸⁷² of 18 Nov 44 permitted only an increase of 100% over 30 June 43 figures, certain Private Railways have since received authority to increase their rates much beyond that percentage, based on the peculiar necessities of the line.

The phrase "cumulative" used in Decree 476 B of 12 April 45 somewhat technical. The ISR has rights over the rates in relation on certain private transport in concession, and such cannot be altered without ISR consent. On the Ferrovie del For instance, a railway competitive with the ISR between

advised

= 2 *

Rome and Viterbo, the section Viterbo-Castelnuovo on the Nord line is cumulative with ISR.

5. On the other hand, the Rome-Ostia-Lido line, although not competitive with ISR, is also cumulative, whereas the Cumana Railway, competitive with ISR between Naples and Pozzuoli is not cumulative.

6. Private Railways not cumulative with ISR can only increase their rates and fares by individual application and decree.

F. A. Long May
Chief
Rail Division

Copy to: Finance Sub-Comm. HQ AC
" " Economic Section " "

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/12/6/Tn6

GWEW/1ml
9 April 1945

SUBJECT : Freight Rates Tariff.

TO : Lt. Col. J. A. Balfour
Movements Division
Shipping Branch

1. Reference your Inter Office Memo File No. AC/524/4/Tn3
dated 4 April 1945.

2. Attached you will find copy of "Nomenclature and Classification
of Goods" which you may retain for your information and files.

R. M. BAZZANELLA
Chief, Port & Whse. Division
Transportation Sub-Commission

Attachment:

As stated in
Para. 2.

4869

AC/12/5/TN6

INTER OFFICE MEMO

/bm

4 April 1945

File No. AC/524/4/TN.3

SUBJECT : Freight Rates Tariff.

TO : Ports & Warehouse Division,
Transportation Sub-Commission.

Can a copy of the latest tariff of sea freight rates please be supplied to Movements Division, Shipping Branch.


J.A. BALFOUR
Lt.Col. R.E.
Movements Div.
Shipping Branch.

4868

FREIGHT RATES:

Liner rates 1942:

		miles	rates per metric ton
COAL	Cagliari/Civitavecchia	230	Lira 41.--
WHEAT	Trapani/Civitavecchia	246	" 41.50
TIMBER	Vibo Valentia/Palermo	142	" 35.60
CITRUS FRUIT	Palermo/Civitavecchia	248	" 41.50
WINE in bls.	Trapani/Civitavecchia	246	" 41.50
PYRITES	Portiglioni/Palermo	312	" 45.00

In 1938 the above goods transported by tramps had varying rates according to the state of the freight market at the moment of chartering. The following are fairly average rates:

Coal	Cagliari to Civitavecchia	Lira 13.--
Wheat	Trapani/Civitavecchia	Lira 28 to Lira 40
pyrites	Portiglioni/Palermo	Lira 35

Citrus fruit and wine were carried by liners, and wine also by specially fitted schooners

WINE in bls.	Trapani/Civitavecchia	246	"	41.50
PYRITES	Portiglioni/Palermo	312	"	45.00

In 1938 the above goods transported by tramps had varying rates according to the state of the freight market at the moment of chartering. The following are fairly average rates:

Coal	Cagliari to Civitavecchia	Lire 13.-
Wheat	Trapani/Civitavecchia	Lire 28 to Lire 40
Pyrites	Portiglioni/Palermo	Lire 35

Citrus fruit and wine were carried by liners, and wine also by specially fitted schooners

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/12/5/Ta6

OWEN/1ml
22 March 1945

SUBJECT A Freight Charges

TO : Economics & Supply Division
Lazio - Umbria Region - (Attention: Major Henry G. Jenkins)

1. For your information we quote below freight rates for wine in barrels for discharge at Civitavecchia:

Schooners/Coasters:

Bari	2,748	Lire	)	
Brindisi	2,633	"	)	
Gallipoli	2,498	"	)	
Taranto	2,550	"	)	
Riposto	2,133	"	)	per ton of gross weight
Catania	2,158	"	)	(metric tons)
Siracusa	2,212	"	)	
Palermo	1,897	"	)	
Trapani	1,897	"	)	

These rates became effective on 11 February 1945.

2. If coasters are used demurrage rates are fixed each time according to the tonnage of the ship.

R. M. RAZZANELLA
Chief, Port & Warehouse Division
Transportation Sub-Commission

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel: 318

MJS/hl

200/41/EN 1

SUBJECT: Price Control

21 Mar. '45

TO : Road Division
Rail Division
Port & Warehouse Division ✓
Movements Division

1. Capt. Wyatt of the Accounting Branch of the Administration Division of Transportation Sub-Commission is Transportation Sub-Commission's representative on the Price Group of the Economic Section.

2. When considering applications for increases in prices or tariffs, the Price Group of the Economic Section invariably wants to see such financial data as: a) Profit and Loss
b) Balance sheet for the past fiscal year
c) Details of war damage to plant and real estate
d) Wage and social insurance contributions paid, etc.

3. Recently certain applications for increases in prices or in tariffs have come up for discussion at the Price Control Group of the Economic Section; these increases were of interest and concern the Transportation Sub-Commission. They had been submitted thru various branches of the Transportation Sub-Commission. Unfortunately, Capt. Wyatt was unaware that these requests for increases in prices had been made, and was not in a position to furnish the other members of the Price Group with the necessary data.

4. Will you therefore please note this and see that Capt. Wyatt is kept fully in the picture where increases of prices or of tariffs are initiated or are being dealt with by branches of this Sub-Commission?



M.J. SIEFT, Colonel,
Chief, Movements Division

c.c. Capt. Wyatt,
Accounting Branch

4865

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 394
Ref. AC/12/4/Tn6

GWEN/lml
14 March 1945

SUBJECT : Freight Charges.

TO : Economics and Supply Division
Lazio - Umbria Region, AMG
Attention: Major Henry G. Jenkins

1. Reference your letter ES/FN/1982.13 dated 20 February 1945.
2. Please be advised that the freight rates noted in our letter of 23 January are cancelled and a new tariff became effective on the 11th of February.
3. Reference Paragraph 2 of your letter, the freight rates from Catania to Civitavecchia for wine in barrels is now 2,158 lire per ton.
4. Reference to Paragraph 5, the rate from Barletta to Civitavecchia for wine in barrels is 2,784 lire per ton.

R. M. BAZZANELLA
Chief, Port & Warehouse Division
Transportation Sub-Commission

CC: Food Sub-Commission
Attention: Lt. Col. Roimer

4864

HGJ/le

HEADQUARTERS
ECONOMICS & SUPPLY DIVISION
LAZIO-UMBRIA REGION
ALLIED MILITARY GOVERNMENT
APO 394 - U.S. ARMY

ES/ FA/1382.13

20 February 1945

SUBJECT : Freight charges and port regulations.

TO : Executive Officer - Rome

FOR : Transportation Sub-Commission ←

1. Reference your letter AC/12/Tn6 of 23/1/45 which sets out freight rates for wine in barrels to Civitavecchia.

2. Information has now been received from Food Sub-Commission that freight rate from Catania to Civitavecchia is now 2,22 lire per kilo.

3. As this figure does not accord with the Catania rate quoted in your letter under reference, information is now asked at to whether this rate and/or rates from other ports have in fact been altered again.

4. If so it will be appreciated if the new rates may be given from all ports mentioned in your letter under reference together with date from which changes became effective.

5. It will also be appreciated if rate from Barletta may in any case be quoted as we have no information on this point.

FOR THE REGIONAL COMMISSIONER.

HENRY G. JENKINS
Major
Econ. & Supply Div.
Lazio-Umbria Region

Distribution :

2. Addressee ✓
1. Food Sub-Commission for Lt.Col.Rorimer
1. Adjutant's File
1. Central File
1. File

4863

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CCC/eh

11 February 1945

SUBJECT: Freight Rates

TO : Mr. Robert Nichol,
War Shipping Administration,
Rome.

1. Through some misunderstanding freight rates charged by vessels controlled by MEDBO and those controlled by CoGenAs are not consistent.

2. This is offered in an effort to clear the matter up. At a meeting at Naples, attended by Mr. Gibson-Graham, Mr. Taylor and yourself, among others, it was agreed that a ton-mile freight tariff would be initiated, and CoGenAs was instructed to proceed with its compilation.

3. Some weeks later General Matteini brought to this office a scale of rates, so much per mile per ton, based on classification, multiplied by 15 times the Tirrenia 1942 rate. He assumed that the Tirrenia classification of 1942 was also used. General Matteini and a specialist he brought with him attended two or three meetings with the Allied Commission Price Committee and it was finally decided as far as AC was concerned that these rates were satisfactory. They were passed on to the Italian Government Interministerial Price Committee, who told CoGenAs to proceed with them.

4. It was agreed that these rates would not go into effect until 11 February 1945. Meanwhile, CoGenAs had proceeded on compiling a tariff at 15 times the 1942 Tirrenia rate but based on the so-called Palermo freight classification which raised most of the commodities 1 class or 2 classes. Hence, hewn timber, which under the AC approved rate should have been Vibo to Palermo 1512 lire per ton, was raised to 3599 lire per ton. Moreover, this rate was ordered into effect on vessels controlled by MEDBO 12 December 1944 by Mr. Williams without warning to the shippers. As a consequence, the rate on timber from Vibo to Palermo was raised overnight from 650 lire per ton to 3596 lire 8/8 Ita. 28 December. S/S So Trait P/L #13 7 January 1945, the charge for 140.3 tons citrus fruit was 661,000 lire, which is just about double the AC approved rate.

5. We have received numerous complaints such as these daily.

6. Our questions are (1) can the shippers who have been charged the higher rate receive a rebate of the difference between the AC approved rate

4862

- 2 -

and that charged by MEDCO controlled vessels, and (2) can those shippers who have been forced to pay the new rate before 11 February 1945 when the approved rate is to go into effect, be reimbursed?

7. As you can see, a shipper, until he knows whether he will be allocated schooner or steamship space, cannot know his landed cost of freight.

Charles C. Crooks,
Chief, Port & Warehouse Division.

CCC/h1

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Col Thomas
I believe that
this has been
ticked up -
28 January 1945. *Taylor*
File
4666

Tel: 394
Our Ref: AC/12/Tn.6.

SUBJECT: Freight Rates

TO : Mr. M. Taylor
Director, Tn. Sub-Commission

1. Mr. Williams, MEDCO Representative on Schooner Control Board, ordered increase in freight rates on all vessels controlled by MEDCO to take effect December 12. The increased freight rates are those offered in attached schedule which was not agreed upon by Price Committee.

An example, timber was Lira 6.50 per ton, now Lira 36.75, while under agreed rate it would have been Lira 15.12.

2. Gen. Matteini will order CO-GE-NA to use classification as per agreement with Price Committee.

3. All freight charges collected by CO-GE-NA for MEDCO vessels is credited to U.S.A. or MWT without any deductions being made.

4. All freight charges collected for MEDCO vessels will be based on their revised classification until ordered by MEDCO to change to the one approved by Price Control Committee.

Charles C. Crooks

C. C. CROOKS,
Chief, Ports, Shipping &
Warehousing Division

4861

1447
Mr Crooks

Is this question now in
order. Please speak to me
Sometime

Mr Thomas
26 Feb

RESTRICTED

Subject:- Freight charges on vehicles shipped per
ss "Empire Lionel" and ss "Middlesex Trader".

H.Q. Mov. & Tn.,
16 Area.
Tel: Kom-el-Dik 126
Ref: MCA/S/333/1274/5

25 January, 1945.

H.Q., Allied Commission,
Tn. Sub-Commission,
A.P.C. 394. ✓

Copies to:- Civil Affairs Branch, GHQ, MEF (your
11932/S/565/CA of the 11th inst. refers).
File MCA/S/333/1007.

Reference your AC/24/61/Tn/S of the 2nd instant to the
Civil Affairs Branch GHQ MEF.

As you state that you have not received a reply to your
letter of the 21st November to the Civil Affairs Branch, I enclose
a copy of my reply (dated 10th Dec 1944) which was addressed to the
Civil Affairs Branch with a copy to you.

My letter of the 10th December deals only with the
vehicles shipped on the s.s. "Empire Lionel". If you will inform
me why you are unable to settle the D.S.T.O's account for freight
charges on vehicles shipped per s.s. "Middlesex Trader" in October
1944, I will investigate the matter.

CC/LPC

T.O.S. 1800

E. Matthews
(1st. KNIGHT)
Major R.E.,
for A.Q.M.G.

4860

C O P Y / E P CRESTRICTED

Subject:- Freight charges on Vehicles shipped per
s.s. "Empire Lionel" - June 1944.

H.Q. Nov. & Tn.,
16 Area.
Tel: Kom-el-Dik 126
Ref: WCA/S/333/1274/5

10 December 1945.

Civil Affairs Branch,
C.N.Q., H.E.F.

Copies to:- H.Q., Allied Commission, Tn Sub-Commission, A.P.O. 394.
(Ref: AC/24/31/Tn/S of 21st November, 1944).
D.S.T.C., Alexandria (Ref: T/1273 of 21st Nov 1944).

Reference your 11932/S/471/CA of the 30th November 1944.

The Bill of Lading covering the shipment of the nine vehicles was prepared by the Ordnance Officer, Docks, Alexandria, who now informs me that the vehicles were wrongly shown on the Bill as consigned to RCTC. The correct consignee was U.S.A.F.I.E.

The question of Freight charges does not therefore arise.

The error and inconvenience caused thereby is regretted.

(Sgd) J.N. Stainthorpe
Captain R.E.,
for Major R.E.
DOCKS SUPT.

CC/PH

T.O.S. 1100

4859

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Tel. 259
Ref: AC/12/1/Tn6

JBH/lml
23 January 1945

SUBJECT : Freight Charges and Port Regulations

TO : Economics & Supply Division
Lazio Umbria Region - (Attention: Major Henry G. Jenkins)

1. Replying to your letter of 12 January 1945, ES/1755 PA/ on the subject of Freight Charges and Port Regulations, we submit the following information received from Dr. Sarnella, General Director, COGENA, Naples:

Schooners:

a. freight rates for wine in barrels for discharge at Civita-vecchia:

627	Bari	2748	3861	)	
589	Brindisi	2633	3729	)	
492	Gallipoli	2498	3587	)	
540	Taranto	2550	3639	)	per ton of gross weight (metric ton)
441	Riposto	2133	3195	)	
348	Catania	2158	3247	)	
370	Siracusa	2212	3299	)	
258	Palermo	1897	2934	)	
246	Trepani	1897	2986	)	

b. demurrage charges:

3 days for loading, 3 days for discharge. Time in excess will be paid at the rate of three times the daily freight.

If coasters are used demurrage rates are fixed each time according to the tonnage of the ship -

c. Shipper will have to pay loading expenses and consignee discharging expenses.

- 2 -

2. Telegram mentioned refers to a cargo shipped from Gallipoli to Civitavecchia - distance 492 miles, rate 3587. COGENA has no authority to lower the quantity of cargo to be loaded daily from 250 to 200 tons, because this figure has been set by MEDBO. COGENA has no knowledge or control of harbor duties.

CHARLES C. CROOKS, CHIEF
Ports & Warehouse Division
Transportation Sub-Commission

4857

Mr. Brooks

Following information received by Dr. Sarnella, Cogenza, Naples:

SCHOONERS

a) freight rates for mine in barrels for discharge at CV.

BARI	3861
BRINDISI	3729
GALLIPOLI	3587
TARANTO	3639
RIPPOSTO	3195
CATANIN	3247
SIRACUSA	3299
PALEOMO	2934
TRAPANI	2986

per ton of gross weight (metric ton)

b) demurrage charges

3 days for loading

3 " " discharge

time in excess will be paid at the rate of three times the daily freight.

If coasters are used demurrage rates are fixed each time according to the tonnage of the ship.

c) Shipper will have to pay loading expenses and consignee discharging expenses.

5. Telegram mentions refers to a cargo shipped from Gallipoli to Civitavecchia. Distance 492 miles rate 3587

Cogenza has no possibility to lower the quantity of cargo to be loaded daily from 250 to 200 tons, because this figure has been set by Medbo.

4856

Cogenza doesn't know anything about harbor duties

1/20/45

Al Marone

HEADQUARTERS
ECONOMICS & SUPPLY DIVISION
LAZIO UMBRIA REGION
ALLIED MILITARY GOVERNMENT
APO 394-U.S.ARMY

WBN/do

J 440

ES/1/55 FA./

12 January 1945

SUBJECT : Freight Charges and Port Regulations.

TO : Executive Officer ROME

FOR : Transportation Sub Commission ✓

1. In view of programme of wine shipment from ports in Apulia and Sicily, amounting to 6000 tons a month, this office wishes to obtain official information as to:

- a) freight rates for wine in barrels
- b) demurrage rates
- c) any other charges . . .

2. This information is essential with respect to costing of wine which must be done before issue on ration card in view of desirability of lowest cost.

3. It will be appreciated if required details of expenses which may be incurred may be supplied as soon as possible with respect to each of PARI, BRINDISI, GALLIPOLI, TARANTO, RIPOSTO, CATANIA, SIRACUSA, PALERMO, TRAPANI being loading ports and CIVIT VECCHIA being unloading port, and freight rates in each case.

4. An explanation with respect to freight charges and how charged e.g. grossweight etc; would be appreciated.

5. Following telegram has passed (8/1/45) between Italian wine organisations with whom this office is working:

4855

./.

" Local Agency COGENA in conformity with instructions received from Direction NAPLES advises us that freight PERTULOSA has been fixed at lire 3587 for each ton of grossweight, lay-days 250 tons daily, demurrage lire 40.000 daily. Please advise shippers that they must pay in our hands 400 lire per quintal as an increase in harbour duties also in anticipated. As we consider very difficult to load 250 tons daily we suggest you contact COGENA for obtaining reduction to 200 tons daily".

Any official comments on the above would be of interest. It is not the wish of this office to recommend a reduction of daily loading unless COGENA's figures are unreasonable.

6. It has been thought fit to request these details through A.C. channels rather than direct from Italian COGENA in view of importance of full and accurate information.

By order of the Regional Commissioner.

Henry G. Jenkins

HENRY G. JENKINS

Major

Econ. & Supply Div.
Lazio-Umbria Region

Distribution :

1. Regional E. & S. Officer L.U.
2. Addressee ✓
1. Adjutant File
1. File
1. File 1382.13

*Noted & forwarded Commissioner
Abbott
Spec. Officer Prov.
Lazio-Umbria Region*

TABLE I

C O O D S

DISTANCE IN MILES		Rates per ton of cargo by classes (L.)			
From	to	I	II	III	IV
until	108	3.969.-	3.172.50	2.416.50	1.512.-
109	119	4.126.50	3.278.25	2.477.25	1.541.25
120	129	4.286.25	3.384.-	2.538.-	1.572.75
130	140	4.443.75	3.489.75	2.598.75	1.602.-
141	151	4.603.50	3.595.50	2.657.25	1.633.50
152	162	4.761.-	3.701.25	2.718.-	1.662.75
163	173	4.866.75	3.753.-	2.756.25	1.689.75
174	183	4.972.50	3.807.-	2.794.50	1.714.50
184	189	5.078.25	3.858.75	2.832.75	1.741.50
190	194	5.078.25	3.858.75	2.832.75	1.741.50
195	205	5.184.-	3.912.75	2.871.-	1.766.25
206	216	5.289.75	3.964.50	2.907.-	1.793.25
217	227	5.316.75	3.991.50	2.934.-	1.820.25
228	237	5.341.50	4.016.25	2.961.-	1.845.-
238	243	5.368.50	4.043.25	2.985.75	1.872.-
244	248	5.368.50	4.043.25	2.985.75	1.872.-
249	259	5.393.25	4.068.-	3.012.75	1.896.75
260	270	5.420.25	4.095.-	3.037.50	1.923.75
271	281	5.447.25	4.122.-	3.064.50	1.950.75
282	291	5.472.-	4.146.75	3.091.50	1.975.50
292	302	5.499.-	4.173.75	3.116.25	2.002.50
303	313	5.523.75	4.198.50	3.143.25	2.027.25
314	324	5.550.75	4.225.50	3.168.-	2.054.25
325	335	5.577.75	4.252.50	3.195.-	2.081.25
336	345	5.602.50	4.277.25	3.222.-	2.106.-
346	356	5.629.50	4.304.25	3.246.75	2.133.-

174	183	4.972.50	3.807.-	2.794.50	1.714.50
184	189	5.078.25	3.858.75	2.832.75	1.741.50
190	194	5.078.25	3.858.75	2.832.75	1.741.50
195	205	5.184.-	3.912.75	2.871.-	1.766.25
206	216	5.289.75	3.964.50	2.907.-	1.793.25
217	227	5.316.75	3.991.50	2.934.-	1.820.25
228	237	5.341.50	4.016.25	2.961.-	1.845.-
238	243	5.368.50	4.043.25	2.985.75	1.872.-
244	248	5.368.50	4.043.25	2.985.75	1.872.-
249	259	5.393.25	4.068.-	3.012.75	1.896.75
260	270	5.420.25	4.095.-	3.037.50	1.923.75
271	281	5.447.25	4.122.-	3.064.50	1.950.75
282	291	5.472.-	4.146.75	3.091.50	1.975.50
292	302	5.499.-	4.173.75	3.116.25	2.002.50
303	313	5.523.75	4.198.50	3.143.25	2.027.25
314	324	5.550.75	4.225.50	3.168.-	2.054.25
325	335	5.577.75	4.252.50	3.195.-	2.081.25
336	345	5.602.50	4.277.25	3.222.-	2.106.-
346	356	5.629.50	4.304.25	3.246.75	2.133.-
357	367	5.654.25	4.329.-	3.273.75	2.157.75
368	378	5.681.25	4.356.-	3.298.50	2.184.75
379	389	5.708.25	4.383.-	3.325.50	2.211.75

4853

TABLE I (Cont'd)

DISTANCE IN MILES		G O O D S			
From	to	Rates per ton of cargo by classes (L.)			
		I	II	III	IV
390	399	5.733.-	4.407.75	3.352.50	2.236.50
400	410	5.760.00	4.434.75	3.377.25	2.263.50
411	421	5.784.75	4.459.50	3.404.25	2.288.25
422	432	5.811.75	4.486.50	3.429.-	2.315.25
433	443	5.839.75	4.513.50	3.456.-	2.342.25
444	453	5.863.50	4.538.25	3.483.-	2.367.-
454	464	5.890.50	4.565.25	3.507.75	2.394.-
465	475	5.915.25	4.590.-	3.534.75	2.418.75
476	486	5.942.25	4.617.-	3.559.50	2.445.75
487	497	5.969.25	4.644.-	3.586.50	2.472.75
498	507	5.994.-	4.668.75	3.613.50	2.497.50
508	518	6.021.-	4.695.75	3.638.25	2.524.50
519	529	6.045.75	4.720.50	3.665.25	2.549.25
530	540	6.072.75	4.747.50	3.690.-	2.576.25
541	551	6.090.75	4.765.50	3.710.25	2.592.75
552	561	6.111.-	4.785.75	3.728.25	2.614.50
562	572	6.129.-	4.803.75	3.748.50	2.632.50
573	583	6.149.25	4.824.-	3.766.50	2.652.75
584	594	6.167.25	4.842.-	3.784.50	2.670.75
595	605	6.185.25	4.860.-	4.804.75	2.688.75
606	615	6.205.50	4.880.25	3.822.75	2.709.-
616	626	6.223.50	4.898.25	3.843.-	2.727.-
627	637	6.243.75	4.918.50	3.861.4	2.747.25
638	648	6.261.75	4.936.50	3.879.-	2.765.25
649	659	6.279.75	4.954.50	3.899.25	2.783.25

444	453	5.863.50	4.538.25	3.483.-	2.367.-
454	464	5.890.50	4.565.25	3.507.75	2.394.-
465	475	5.915.25	4.590.-	3.534.75	2.418.75
476	486	5.942.25	4.617.-	3.559.50	2.445.75
487	497	5.969.25	4.644.-	3.586.50	2.472.75
498	507	5.994.-	4.668.75	3.613.50	2.497.50
508	518	6.021.-	4.695.75	3.638.25	2.524.50
519	529	6.045.75	4.720.50	3.665.25	2.549.25
530	540	6.072.75	4.747.50	3.690.-	2.576.25
541	551	6.090.75	4.765.50	3.710.25	2.592.75
552	561	6.111.-	4.785.75	3.728.25	2.614.50
562	572	6.129.-	4.803.75	3.748.50	2.632.50
573	583	6.149.25	4.824.-	3.766.50	2.652.75
584	594	6.167.25	4.842.-	3.784.50	2.670.75
595	605	6.185.25	4.860.-	4.804.75	2.688.75
606	615	6.205.50	4.880.25	3.822.75	2.709.-
616	626	6.223.50	4.898.25	3.843.-	2.727.-
627	637	6.243.75	4.918.50	3.861.+	2.747.25
638	648	6.261.75	4.936.50	3.879.-	2.765.25
649	659	6.279.75	4.954.50	3.899.25	2.783.25
660	669	6.300.-	4.974.75	3.917.25	2.803.50
670	680	6.318.-	4.992.75	3.937.50	2.821.50
681	691	6.345.50	5.013.-	3.955.50	2.841.75
692	702	6.356.25	5.031.-	3.973.50	2.859.75
703	713	6.374.25	5.049.-	3.993.75	2.877.75

4852

TABLE I (Cont'd)

Distance in Miles	<u>G O O D S</u>				
	<u>Rates per ton of cargo by classes (L.)</u>				
<u>Form</u>	<u>to</u>	<u>I</u>	<u>II</u>	<u>III</u>	<u>IV</u>
714	723	6.394.50	5.069.25	4.011.75	2.898.-
724	734	6.412.50	5.087.25	4.032.-	2.916.-
735	745	6.432.75	5.107.50	4.050.-	2.936.25
746	756	6.450.75	5.125.50	4.068.-	2.954.25
757	767	6.468.75	5.141.50	4.088.25	2.972.25
768	777	6.489.-	5.163.75	4.106.25	2.992.50
778	788	6.507.-	5.181.75	4.126.50	3.010.50
789	799	6.527.25	5.202.-	4.144.50	3.030.75
800	810	6.527.25	5.220.-	4.162.50	3.048.75
811	821	6.563.25	5.238.-	4.182.75	3.066.75
822	831	6.583.50	5.258.25	4.200.75	3.087.-
832	842	6.601.50	5.276.25	4.221.-	3.105.-
843	853	6.621.75	5.296.50	4.239.-	3.125.25
854	864	6.639.75	5.314.50	4.257.-	3.143.25
865	875	6.657.75	5.332.50	4.277.25	3.161.25
876	885	6.678.-	5.352.75	4.295.25	3.181.50
886	896	6.696.-	5.370.75	4.315.50	3.199.50
897	907	6.716.25	5.391.-	4.333.50	3.219.75
908	918	6.734.25	5.409.-	4.351.50	3.237.75
919	928	6.752.25	5.427.-	4.371.75	3.255.75
929	939	6.772.50	5.447.25	4.389.75	3.276.-
940	950	6.790.50	5.465.25	4.410.-	3.294.-951
951	961	6.810.75	5.485.50	4.428;-	3.312.75
962	972	6.828.75	5.503.50	4.446.-	3.332.25
973	983	6.846.75	5.521.50	4.466.25	3.350.25
984	993	6.867.-	5.541.75	4.484.25	3.370.50
994	1004	6.885.-	5.559.75	4.504.50	3.388.50

768	777	6.489.-	5.163.75	4.106.25	2.992.50
778	788	6.507.-	5.181.75	4.126.50	3.010.50
789	799	6.527.25	5.202.-	4.144.50	3.030.75
800	810	6.527.25	5.220.-	4.162.50	3.048.75
811	821	6.563.25	5.238.-	4.182.75	3.066.75
822	831	6.583.50	5.258.25	4.200.75	3.087.-
832	842	6.601.50	5.276.25	4.221.-	3.105.-
843	853	6.621.75	5.296.50	4.239.-	3.125.25
854	864	6.639.75	5.314.50	4.257.-	3.143.25
865	875	6.657.75	5.332.50	4.277.25	3.161.25
876	885	6.678.-	5.352.75	4.295.25	3.181.50
886	896	6.696.-	5.370.75	4.315.50	3.199.50
897	907	6.716.25	5.391.-	4.333.50	3.219.75
908	918	6.734.25	5.409.-	4.351.50	3.237.75
919	928	6.752.25	5.427.-	4.371.75	3.255.75
929	939	6.772.50	5.447.25	4.389.75	3.276.-
940	950	6.790.50	5.465.25	4.410.-	3.294.-951
951	961	6.810.75	5.485.50	4.428;-	3.312.75
962	972	6.828.75	5.503.50	4.446.-	3.332.25
973	983	6.846.75	5.521.50	4.466.25	3.350.25
984	993	6.867.-	5.541.75	4.484.25	3.370.50
994	1004	6.885.-	5.559.75	4.504.50	3.388.50

4851

+ 3 -

ClassesTRANSLATION

Oranges, lemons (baskets, big wood cages, trunks)	3
Alcohol	2
Cryptogam's antidotes in powder	4
Asphalt	4
Oat	4
Baccala (Conserved fish)	4
Beverages n.n. casks, barrels or bottles	3
Beer, barrels	4
Beer, bottles	3
Biscuits and similar	2
Sea biscuits, sacks, cases	4
Empties bombs	3
Coffee, also surrogate	3
Calcium Cynamide	3
Hemp	3
Candles, paraffine, wax	3
Capers in "salamoia" (salt)	4
Mineral coal, coke etc.	4
Charcoal	4
Fresh meat, etc.	3
Common paper	3
Chestnuts	4
Electric Wires	3
Cement	4
Common clays goods	3
Different cereales	4
Onions	4
Cognac - barrels	3
bottles	2
Every kind of fertilizers	4
Fruit, legumes and green pastes	3
Jams with sugar and/or honey	2
Every kind of feeding sweet jams	3
Dry beans	4
Fresh beans	3
Wheat flour, etc	4
Matches	1
Dry figs in	4
baskets	3
Fennel	3
Cheeses	3
Fresh fruit	3
Dry fruit	3
Common, sawed wood	4

ClassesTRANSLATION

Oranges, lemons (baskets, big wood cages, trunks)	3
Alcohol	2
Cryptogam's antidotes in powder	4
Asphalt	4
Oat	4
Baccala (Conserved fish)	4
Beverages n.n. casks, barrels or bottles	3
Beer, barrels	4
Beer, bottles	3
Biscuits and similar	2
Sea biscuits, sacks, cases	4
Empties bombs	3
Coffee, also surrogate	3
Calcium Cynamide	3
Hemp	3
Candles, paraffine, wax	3
Capers in "salamoia" (salt)	3
Mineral coal, coke etc.	4
Charcoal	4
Fresh meat, etc.	3
Common paper	3
Chestnuts	4
Electric Wires	3
Cement	4
Common clays goods	3
Different cereales	4
Onions	4
Cognac - barrels	3
bottles	2
Every kind of fertilizers	4
Fruit, legumes and green pastes	3
Jams with sugar and/or honey	2
Every kind of feeding sweet jams	3
Dry beans	4
Fresh beans	3
Wheat flour, etc	4
Matches	1
Dry figs in	4
baskets	3
Fennel	3
Cheeses	3
Fresh fruit	3
Dry fruit	3
Common, sawed wood	4

3 3 4 4 3 3 4 3 4 3 4 3 2 4 3 2 3 4 3 4 1 4 3 3 3 3 3 4 4 2 3 2 3 3 3 3

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- Candles, paraffine, wax
- Capers in "salamoia" (salt)
- Mineral coal, coke etc.
- Charcoal
- Fresh meat, etc.
- Common paper
- Chestnuts
- Electric Wires
- Cement
- Common clays goods
- Different cereales
- Onions
- Cognac - barrels
- bottles
- Every kind of fertilizars
- Fruit, legumes and green pastes
- Jams with sugar and/or honey
- Every kind of feeding sweet jams
- Dry beans
- Fresh beans
- Wheat flour, etc
- Matches
- Dry figs in
- baskets
- Fennel
- Cheeses
- Fresh fruit
- Dry fruit
- Common, sawed wood
- Liquorice
- Liquors
- Almonds
- Jams
- Naphtha
- Haselnuts
- Walnuts
- Olive oil in barrels and other

- 2 -

Olive oil in vassels	2
Fresh and dry olives	3
Conserved greens	3
Bones	3
Oil cakes	3
Paraffine	3
Wheat past	3
Potatoes	4
Dry potatoes	3
Fresh hides	3
Dry hides	3
Salted fish	4
Petrol in iron barrels, cases	3
Pneumatic tires	2
Pumice stons in powder	4
Puzzolana	4
Plums	3
Rice	4
Rhum in barrels	3
" " bottles	2
Empty sacks	4
Salt	4
Olive husk (sansa)	4
Oily seeds	4
Cork	3
Tobacco	3
Tartrate	4
Webbs	3
Tunny in oil	3
Eggs and baskets	2
dry grapes	3
Vetchs	4
Wine, common barrels	4
" other "	4
" bottles, cases etc	2
Raw sulphur	4
Refined sulphur, flower	3
Sugar	4

1465

1000