

至急

連絡通報回覧の件

名 運輸省

自 二月六日  
至 二月十二日

要旨  
調査課

二、部長

調査課長

政治課長

行政課長

一、部長

總務課長

連絡課長

地方課長

あと特別資料部第一課長

運輸省

振り

昭和二十四年二月十五日

定期報告

運輸省官房企画課

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運輸省 官報局 運輸課長										提出 品名
1. Monthly Report on Freight Transport by Government Motor Vehicles (Nov '48)										項
2. Monthly Report on Achievement by Government Motor Trucks (Nov '48)										項
C.T.S. Motor Division										提出 文
2月1日										日 日
副 長 印										備 考

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Form No. 1

## MONTHLY REPORT ON FREIGHT TRANSPORT ACHIEVEMENT BY GOVERNMENT MOTOR VEHICLES

Month: Nov.

Government Motor Transportation Bureau,  
Railway Board, Ministry of Transportation

Description	Ministry of Commerce and Industry	For Mail Service	For Collection and Delivery Service	Nippon Truck Association		Others	Total
				For Construction Works for the Allied Powers	For Others		
Construction Works for the Allied Powers	177			106,526	22,335	58	129,096
Rice	783			4,388	5,438		10,609
Wheat	258			727	977		1,962
Flour	303			661	733	15	1,712
Potatoes	668			8,159	9,035		17,862
Salt, Bean Paste and Soy Sauce	262			321	985		1,568
Perishable	668			13,321	7,603	76	21,668
Non-Perishable	632			1,461	4,167	34	6,294
Charcoal	201			932	2,372		3,505
Firewood	943			815	4,009		5,765
Coal	16,069			4,121	11,565		31,755
Lignite	16,064			369	899		17,332
Lumber	5,947			6,132	29,500	2,744	44,323
Stone	432			501	1,774		2,707
Ballast	2,504			4,732	9,961		17,197
Cement	1,096			877	3,277		5,250
Mineral Ore	4,352			3,594	3,016		10,962
Fertilizer	4			780	2,304	15	3,103
Mail		4,093			110		4,203
Forwarding Service Concerned			157,350	7,540	226		165,116
Exported and Imported Goods	1,635			679	1,916	18	4,248
Others	18,595			20,600	31,776	1,160	72,131
Grand Total	77,593	4,093	157,350	187,234	153,978	4,120	587,368
Revenue		4,516,740	35,958,529	30,397,640	40,852,960	53,494	111,779,363
Per Day Per Car Revenue		3,411	4,342	2,812	3,116	175	2,775
Remarks				Use out of the legal purpose is hereby authorized			

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Form No. 2

## MONTHLY REPORTS ON ACHIEVEMENT BY GOVERNMENT MOTOR TRUCK

Month: Nov.

Government Motor Transportation Bureau,  
Railway Board Ministry of Transportation

Description	Ministry of Commerce and Industry		For Mail Service		For Collection and Delivery Service		Nippon Truck Association				Others		Total		
	Truck	Trailer	Truck	Trailer	Truck	Trailer	For Construction Works for the Allied Powers		For Others		Truck	Trailer	Truck	Trailer	
Type of Vehicles															
Number of Vehicle Lent	378	405	70	70	361	604	669	843	922	1,070	17	20	2,438	3,052	
Total No. of															
Available	11,189	12,047	2,100	2,100	11,430	19,320	20,870	25,290	26,862	31,800	510	600	72,161	91,157	
Actually operated	9,445	8,448	1,747	2,082	9,833	19,145	16,194	21,867	22,906	22,645	445	480	60,570	74,667	
Operation	6,424	339	1,324	318	8,281	1,303	10,810	87	13,110	294	327	200	40,276	2,244	
Percentage of Availability	84	70	83	99	66	99	81	86	85	71	87	87	84	82	
Actually Operated Percentage	57	3	63	15	72	7	54	1	49	1	64	33	56	3	
Running Kilometerage	325,684	10,504	178,756	40,591	352,306	39,377	672,715	6,382	841,236	16,161	22,240	9,860	2,393,237	134,550	
Per Day Per Car Kilometerage	51	31	135	128	43	30	62	73	64	55	68	49	59	53	
Allocation	143,947		40,200		186,027		281,721		423,221		15,238		1,090,354		
Receipt	(48,236)		(8,863)		(228,086)		(81,466)		(120,408)		(3,500)		(490,559)		
Consumption	142,770		40,200		186,027		285,035		419,682		18,738		1,092,452		
Gasolin	167,330		47,355		182,315		337,264		455,983		20,245		1,210,492		
Amount of consumption Per One Kilometer	0.51		0.26		0.52		0.50		0.54		0.91		0.51		
Allocation	4,338		1,206		5,677		8,591		14,454		486		34,752		
Receipt	(1,915)		(2,774)		(24,414)		(3,243)		(4,928)		(21)		(37,295)		
Consumption	4,309		1,121		5,677		8,572		14,110		486		34,275		
Mobile Oil	5,808		1,443		4,289		9,789		13,320		511		35,160		
Remarks	Figure in bracket shows that carried over from last month plus the replacement from vehicles in general.				ditto	ditto	ditto	ditto	ditto	ditto	ditto	ditto	ditto	ditto	ditto
							Further, plus gasoline of special ration								

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15 February 1949

GMB No. 268 (PH)

TO : MR. P. E. RICHERS, CIVIL TRANSPORTATION SECTION, GHQ, SCAP  
FROM : DIRECTOR-GENERAL, GENERAL MARITIME BUREAU,  
MINISTRY OF TRANSPORTATION  
SUBJECT: Opinions on the Reorganization Plan of the [REDACTED]

[REDACTED] has submitted to us its reorganization plan, which is as follows:

1. In accordance with the resolution of the general meeting of stockholders and the will of the representatives of the former managements, the company will be dissolved, its assets halved, and two second companies established;
2. The projected establishment of the second companies is a technical step for preventing unemployment among the company's employees and for alleviating the burden of taxes;
3. The projected number of second companies, though it may be considered insufficient, was decided as above in consideration of the necessity to secure operating capacity for them and to make them pay and from the fact that to divide the company into more than two second companies is too difficult to satisfy the requirements of the Employment Security Law;
4. The stocks owned by [REDACTED] ([REDACTED] a closed institution), the parent company of [REDACTED], are scheduled to be released to the employees of the latter company.

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Our opinions on the plan described above are as follows:

1. The plan can be admitted as representing the will of all the parties concerned, for it was drafted in compliance with the opinions of the stock-holders, the former managements and employees' labor union;
2. The aim of monopoly exclusion and pluralization of company will be attained by equally halving the company;
3. The company may be divided into more than two, but in such case it will be impossible to meet the requirements of the Employment Security Law, as well as to check the rebirth of "boss" system;
4. It is considered that there will be no difference in the business capacity between the two companies to be established as a result of the halving, and that the capacity will be of a reasonable scale;
5. From the above points, we recognize that the plan is proper and reasonable.

T. Akiyama,  
Director-General,  
General Maritime Bureau,  
Ministry of Transportation.

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GMB No. 269 (PH)

15 February 1949

TO : MR. S. D. COLLECTT, LABOR DIVISION, ESS, GHQ, SCAP  
FROM : DIRECTOR-GENERAL, GENERAL MARITIME BUREAU,  
MINISTRY OF TRANSPORTATION.  
SUBJECT : Opinions on the Reorganization Plan of [REDACTED]

[REDACTED]  
has submitted its reorganization plan, which we recognize as proper and reasonable in the light of your conference memorandum.

The purport of the said plan is as follows:

1. [REDACTED]  
will be dissolved in accordance with the resolution of the general meeting of its stock-holders on March 20, 1947.
2. The company has already virtually discontinued the whole of its business activities since April 30, 1947. The three companies, namely, [REDACTED]  
[REDACTED] and [REDACTED]  
which were organized by stock-holders of the captioned company, are made to continue the operation of business with facilities rented, and employees assigned, from the said company.
3. As soon as the dissolution plan of the company is approved, it will settle chiefly its debt with its liquid assets and transfer its fixed assets at their book values to the above-mentioned three companies.  
(The fixed assets of the company includes 10 vessels, that is, five

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tugs and five lighters.)

4. The above-mentioned three companies which are to take charge of stevedoring work at Yokohama Port after the dissolution of the subject company will never run the labor supplying business which is prohibited by the Employment Security Law, as is certified in the annexed written certificate.

T. Akiyama,  
Director-General,  
General Maritime Bureau,  
Ministry of Transportation.

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15 February 1949

GMB No. 270 (PH)

TO : MR. P. E. RICHERS, CIVIL TRANSPORTATION SECTION, GHQ, SCAP.

FROM : DIRECTOR-GENERAL, GENERAL MARITIME BUREAU,  
MINISTRY OF TRANSPORTATION.

SUBJECT: Opinions on the Reorganization Plan of [REDACTED]

I. [REDACTED] has submitted to us its reorganization plan which is described below.

1. At the will of a majority of the stockholders, the company will be dissolved, and its assets and employees halved to be taken over by two second companies.
2. Among the stockholders there is a minority who advocate the dividing of the company into four, but the majority opinion was adopted in preparing the plan.
3. The requirements of the Employment Security Law will fully be met by the division into two second companies.

II. Our opinions on the plan are as follows:

1. The plan is not at the will of all the stockholders, but at that of a majority.
2. The minority plan to divide into four is not necessarily unworthy of consideration.
3. Presumably, both the two-dividing plan and four-dividing one can meet the requirements of the Employment Security Law.
4. The Occupation Force authorities at Kobe seem to advocate the direct management by forwarding agencies (lighter companies) of operations. However, they are cautious as to the time and method of starting the direct management, and seem to have no objection to the two-dividing plan.

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5. The Regional Maritime Bureau, while considering it an ideal to have the business managed directly by the forwarding agencies, seems to be inclined to admit the present plan for the time being, because the forwarding agencies themselves have not clearly manifested their intentions about the problem from the viewpoint of profit. The said Bureau is apparently contemplating to shift the modes of management to the direct one when they come to wish for the direct management.
6. The companies to be established as a result of the division will have equal capacity, and their business scale will be suitable.

7. Opinion

The direct management by forwarding agencies is most appropriate from the viewpoint of both the efficiency of work and the requirements of the Employment Security Law. In the present circumstances where the forwarding agencies have no positive intention to undertake the direct management, however, there is no alternative but to adopt the said two-dividing plan, the second-best. Under the plan to divide into two the conversion of works will be effected more smoothly and also the employees will feel less uneasy than under the plan of four-dividing.

In conclusion, it is considered appropriate to approve the projected plan as a second-best and to convert the modes of management into the direct one as soon as the forwarding agencies come to wish it.

T. Akiyama  
Director-General,  
General Maritime Bureau,  
Ministry of Transportation.

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15 February 1949

GMB No. 271 (PH)

TO : MR. P. E. RICHERS, CIVIL TRANSPORTATION SECTION, GHQ, SCAP.

FROM : DIRECTOR-GENERAL, GENERAL MARITIME BUREAU,  
MINISTRY OF TRANSPORTATION.

SUBJECT: Opinions on Reorganization Plan of [REDACTED]

I. The reorganization plan as outlined below has lately been submitted by [REDACTED]

1. At the will of stockholders and the former managements as well as the opinion of the Coal Distribution Ecdan, the said Company will remain as it is.
2. The reasons justifying the continuance of the Company are as follows:
  - (1) The said Company would never monopolize the longshore work at Kobe Port;
  - (2) It will come to violate the provisions of the Employment Security Law if the Company should be divided into two parts.

II. Views

1. The projected plan is based on the completely peaceful will of shareholders and the former managements.
2. At Kobe there exist six (6) longshore coal-handling enterprisers except the said company. Besides, they are all influential. Therefore, speaking only from longshore coal-handling work, the said company cannot be recognized to monopolize it.
3. By the existing condition, the essential factors required by the Employment Security Law are being barely satisfied and further dividing is difficult to be exercised.

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4. As such, we recognize as most appropriate the present plan to keep the Company intact and leave it as it is.

T. Akiyama  
Director-General,  
General Maritime Bureau,  
Ministry of Transportation.

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GMB No. 272 (PH)

TO : MR. P. E. RICHERS, CIVIL TRANSPORTATION SECTION, GHO, SCAP

FROM : DIRECTOR-GENERAL, GENERAL MARITIME BUREAU,  
MINISTRY OF TRANSPORTATION

SUBJECT : Dissolution plan of the Nagoya [REDACTED]

[REDACTED] whose business activities have been restricted in accordance with the ESS memorandum dated April 12, 1948 have recently in accordance with the memorandum dated January 12, 1949 submitted its plan for dissolution as shown in the annexed paper. We consider that there is no alternative but this plan at this time when the liquidation of [REDACTED] which is the parent company of the said company has not yet been completed.

An outline of the plan follows:

1. [REDACTED] was dissolved in accordance with the resolution reached at the stockholders' general meeting on October 12, 1946. Liquidation of the company is now under way. The company is applying for the authorization for its reconstruction and reorganization plan which provides for the transfer of its workers and assets to [REDACTED] which holds 94 percent of the said company's stocks.
2. Until the aforementioned reorganization plan is authorized in accordance with the Enterprise Reconstruction and Reorganization Law, the said company will nominally exist by assigning all employees and lending necessary facilities to [REDACTED] and without operating business by itself.

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Substantially [REDACTED] which is the parent company is operating the business. Such is the present condition of the company.

3. However, [REDACTED] which is the parent company was designated for the closed institution on December 10, 1948. The Closed Institutions Liquidating Commission is now liquidating the company. Therefore, the recently assigned workers will be transferred to their former companies in accordance with the policy of the said Commission. The assets (including land and buildings) of [REDACTED] will be transferred to the applicants in general or the former companies simultaneously with the disintegration of [REDACTED] which was recently designated for the closed institution, in order to complete the dissolution.
4. Disposition of the assets of [REDACTED] has not yet been completed because the liquidation of [REDACTED] is uncompleted. Therefore, the future organization of longhoring business in Nagoya Port will not be clarified until the liquidation of [REDACTED] is completed.

T. Akiyama  
Director-General,  
General Maritime Bureau,  
Ministry of Transportation.

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GMB No. 273 (PH)

15 February 1949

TO : MR. S. D. COLLETT, LABOR DIVISION, ESS, GHQ, SCAP  
FROM : DIRECTOR-GENERAL, GENERAL MARITIME BUREAU,  
MINISTRY OF TRANSPORTATION  
SUBJECT : Opinions on the Reorganization Plan of [REDACTED]

We have received from [REDACTED] whose business activities have been restricted under the E.S.S. memorandum, dated 12 April 1948, its dissolution plan which was drafted in compliance with the conference memorandum dated 12 January 1949. The substance of the plan will be outlined below. We think that the plan is fairly approvable under the circumstances where the liquidation of [REDACTED] the parent company of [REDACTED] has not yet been completed.

1. [REDACTED] whose dissolution had been decided at the general meeting of stock-holders held on 10 July 1947, had been under liquidation since, having discontinued its business, transferred its assets and employees, under a contract, to [REDACTED] its parent company, when it was restricted from functioning business activities by the memorandum dated 12 April, last year. Its liquidation has not yet been finished.
2. All the employees and the greater part of the assets of the said company have been transferred, as is stated above, to the Nagoya Harbor Transportation Co. The company has been existing only

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nominally since the issuance of the E.S.S. memorandum of last year, every work of the company being carried out by [REDACTED]

[REDACTED] The subject plan aims at completing the dissolution in line with the plan already decided and at disposing of the remaining assets of the company along with the liquidation of [REDACTED] which is to be executed by the Closed Institutions Liquidating Commission.

T. Akiyama,  
Director-General,  
General Maritime Bureau,  
Ministry of Transportation.

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15 February 1949

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TO : MR. P. E. RICHERS, CIVIL TRANSPORTATION SECTION, GHQ, SCAP  
FROM : DIRECTOR-GENERAL, GENERAL MARITIME BUREAU,  
MINISTRY OF TRANSPORTATION  
SUBJECT: Dissolution Plan of [REDACTED]

We have received from [REDACTED]  
[REDACTED] whose business activities have been restricted under  
the E.S.S. memorandum, dated 12 April 1948, its dissolution plan which  
was drafted in compliance with the conference memorandum dated 12 January  
1949. The substance of the plan will be outlined below. We think that  
the plan is fairly approvable under the circumstances where the liquida-  
tion of [REDACTED]  
the parent company of [REDACTED] has not yet been completed.

1. [REDACTED] whose dissolution had been decided  
at the general meeting of stock-holders held on 10 July 1947, had  
been under liquidation since, having discontinued its business,  
transferred its assets and employees, under a contract, to the  
Nagoya Harbor Transportation Co., Ltd., its parent company, when it  
was restricted from functioning business activities by the memorandum  
dated 12 April, last year. Its liquidation has not yet been finished.
2. All the employees and the greater part of the assets of the said  
company have been transferred, as is stated above, to [REDACTED]  
[REDACTED] The company has been existing only

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Form No. 1

## MONTHLY REPORTS ON FREIGHT TRANSPORT ACHIEVEMENT BY GOVERNMENT MOTOR VEHICLES

Month: Jan.

Government Motor Transportation Bureau,  
Railway Board, Ministry of Transportation.

Description	Ministry of Commerce and Industry	For Mail Service	For Collection and Delivery Service	Nippon Truck Association		Others	Total	Ton
				For Construction Works for the Allied Powers	For Others			
Construction Works for the allied powers	3			88,983	21,538	3,304	113,828	
Rice	786			8,183	7,040		15,009	
Wheat	113			1,656	984		2,753	
Flour	258			887	629	23	1,797	
Potatoes	59			975	1,296		2,330	
Salt, Bean Paste and Soy Sauce	230			380	1,154		1,764	
Perishable	462			3,128	6,198	76	9,864	
Non-Perishable	525			1,591	4,011	28	6,155	
Charcoal	97			1,543	4,170	1,700	7,510	
Firewood	433			2,824	4,754	180	8,191	
Coal	14,080			2,795	14,872		31,747	
Lignite	12,756			797	933	10	14,496	
Lumber	5,789			6,109	26,719	16	38,633	
Stone	194			1,565	2,660		4,419	
Ballast	2,217			3,768	9,514		15,499	
Cement	511			1,517	2,531		4,559	
Mineral Ore	4,807			1,411	2,685	448	9,351	
Fertilizer				1,585	2,398		3,983	
Mail		3,148					3,148	
Forwarding Service Concerned			139,064				139,064	
Exported and Imported Goods	1			1,389	1,196		2,588	
Others	16,510			24,779	30,312	1,116	72,717	
Grand Total	59,831	3,148	139,064	155,865	145,596	6,901	510,405	
Revenue		4,796,758	33,487,770	28,083,487	40,107,056		¥106,475,071	
Per Day Per Car Revenue		2,724	3,8610	2,929	3,061		¥3,158	
Remarks				Use out of the legal purpose is hereby authorized				

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Form No. 2

## MONTHLY REPORTS ON ACHIEVEMENT BY GOVERNMENT MOTOR TRUCKS

Month: Jan.

Government Motor Transportation Bureau,  
Railway Board, Ministry of Transportation.

Description	Ministry of Commerce and Industry		For Mail Service		For Collection and Delivery Service		Nippon Truck Association				Others		Total		
	Truck	Trailer	Truck	Trailer	Truck	Trailer	Construction Works for the Allied Powers		For Others		Truck	Trailer	Truck	Trailer	
Type of Vehicles															
Number of Vehicle Lent	397	404	77	77	451	704	625	806	1,044	1,211	32	25	2,626	3,287	
Existing	12,268	12,450	2,387	2,387	13,981	23,684	19,004	25,004	32,323	36,441	992	775	81,326	100,741	
Total No. of Available Cars operated	9,705	8,441	2,039	2,387	12,081	23,480	15,309	20,252	25,025	28,503	866	730	65,025	83,793	
operation	5,731	298	1,761	58	9,257	1,182	9,591	63	13,103	447	544	135	39,987	2,183	
Percentage of Availability	79	68	85	100	86	99	79	81	77	78	87	94	80%	87%	
Actually Operated Percentage	47	2	74	2	56	5	50	1	41	1	55	17	49%	2%	
Running Kilometerage	306,626	8,771	189,733	9,362	360,730	35,503	614,390	4,023	868,511	29,842	34,329	7,622	2,374,319K	95,123K	
Per Day Per Car Kilometerage	54	29	108	161	39	30	64	64	66	67	63	56	59K	44K	
Allocation	153,213		39,150		212,245		273,041		456,772		22,627		1,157,048L		
Receipt	(35,915)		(13,516)				(40,920)		(55,867)		(7,105)		(153,323L)		
Consumption	151,310		39,150		212,245		272,484		454,454		22,627		1,152,270L		
Amount of Consumption Per One Kilometer	0.53		0.27		0.52		0.50		0.54		0.86		0.51L		
Allocation	3,342		809		4,289		5,925		9,578		515		24,458L		
Receipt	(4,937)		(966)		(2,549)		(2,663)		(6,163)		(168)		(17,446L)		
Consumption	3,298		809		4,289		5,911		9,455		515		24,277L		
Consumption	5,295		1,774		5,703		8,347		11,896		675		33,690L		
Remarks	Figure in bracket shows that carried over from last month plus the replacement from vehicles in general.		ditto		ditto		ditto		ditto		ditto		ditto		
							Further, plus Gasoline of Special ration.								

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鐵道渉外事務局情報 (二月二十八日)

第三七四號

鐵道渉外事務局

OTB會談ノキ

三月二十四日

運輸省に於て

レノ車兩課長 島工作局長

各鐵道局主要工機部長

車兩の修理について

一、一九四九年二月二十一日日本ノモ首題の件に關し次項について指示するため各鐵道局の工機部長を召集して召集して會談を開いた。

A、製作の陸路となつてゐる工機部内の一般状態。

B、新年度の作業量。

○、上げをもつと改善し製作量を増加させるために現在の状態を是正するためとすべき事項。

一、現在行われているすべての工機部の擴張と建設は、これが擴張及び所要の能力を必要とする。特に認められた工機部を決定するまではこれを禁じられてきた。なお又現在の修理方法と工場能力の誤つた使用法は、工場製作状況を非常に阻害し、その結果は助働工機部の作業の遅延。

ために民間工場を動員するの止むなきに至らしてゐる。

二、各出席者は次の各項についてそれぞれ注意をうけた。

一、工場については各組織にわたり工機部能力の大部分が適宜に利用されてゐない。特に工場に於ける線路などは、小さな事務室、倉庫、仕事室でふさがれてゐる。また機械が線路の使用を邪魔するような具合に設置されてゐるような場合もある。

二、第一項に關しては、新年度に計畫されてゐる一億四千萬圓の貨物輸送は、各工機部に多大な作業量を負ふことになる。

三、第一項の關しては現在の修繕週期及び修理方法は、その設備が損傷車兩の改善に必要である。よつては、一時的修理をやるのを目的として造られてゐるためだ不適當なものである。そしてそのやり方は同時にあらゆる型式の車兩を扱わねばならないので、工機部の能力を非効率的に働かせる。

四、國家の「一億修繕」なるものは適當な修理を行うといふことを意味するものではなく、社上成績の如何に拘らず、扱車兩數を基礎として資金をもちかうといふ僥倖の意味に關つてゐる。これは再發には線路區や修繕線などに同じような重機設備を備へつけた運輸局のやりにも責任がある。それで運輸擔當職員は工機部でなくべき但修作業も行われなければならない。

五、國家の「一億修繕」なるものは適當な修理を行うといふことを意味するものではなく、社上成績の如何に拘らず、扱車兩數を基礎として資金をもちかうといふ僥倖の意味に關つてゐる。これは再發には線路區や修繕線などに同じような重機設備を備へつけた運輸局のやりにも責任がある。それで運輸擔當職員は工機部でなくべき但修作業も行われなければならない。

六、國家の「一億修繕」なるものは適當な修理を行うといふことを意味するものではなく、社上成績の如何に拘らず、扱車兩數を基礎として資金をもちかうといふ僥倖の意味に關つてゐる。これは再發には線路區や修繕線などに同じような重機設備を備へつけた運輸局のやりにも責任がある。それで運輸擔當職員は工機部でなくべき但修作業も行われなければならない。

七、國家の「一億修繕」なるものは適當な修理を行うといふことを意味するものではなく、社上成績の如何に拘らず、扱車兩數を基礎として資金をもちかうといふ僥倖の意味に關つてゐる。これは再發には線路區や修繕線などに同じような重機設備を備へつけた運輸局のやりにも責任がある。それで運輸擔當職員は工機部でなくべき但修作業も行われなければならない。

出席者は修繕期間の短縮と修理内容の改善のため次のような事前措置をとるべき旨指示され

た。  
A、既製部品についての廣範な計畫をたてること。これに關連して工務部内に取りはずし部  
品品の専用修繕場を設けることが必要となる。損傷した部品が急遽にとりかえらるよ  
うに充分な数の部品をいつでも備えていなければならない。かくしてこれらの部品を車  
につけたまま修理したり、とりかえたりする必要を省くことにする。

B、天井施設を有している組立職場内に現在設置されている事務室、仕事台、小倉庫は直ちに  
移轉し、線路上は修繕作業が行われるためによく片付けておかなければならない。現在の  
ような一時的修理方法を變更するに先立ち、高水準の管理による修繕週期の變更が必要とな  
ってくる。

C、型及び種類別の車両状態の研究を直ちに行うことが提案された。これ等の車両は入場の優先  
順位別に分類する。かくして若し必要ならば完全なる模様が工事とか再建造なども含めて  
實際の車両状態に基礎をおいた修理計畫を造ることが出来る。

D、この種作業の利益は、一種類の車両のみを一度に入場せしめ得る點にある。これは資材要求及  
び組立線上に於ける迅速なる修理についての適當な計畫をたてることを可能ならしめるもの  
である。

(参考)  
四月二十一日のOTSメモは、國鐵がOTSの承認を得るために提出した次のような新年度の車  
輛修理計畫に關したものである。

寒氣機関車	六二五	電氣機関車	四〇
客車	一、一〇〇	電動車	六七〇
貨車	三、四〇〇		

計畫では一部を民間業者に修理させることになっていたがOTSではこれを認めず、すべて  
國の工務部で行うべきであるとし、これが爲講すべき事前措置及び新年度の作業量の指示につ  
き工務部長を東京に召集するよう申入れのあつたものである。



鐵道渉外事務局情報（三月十六日）第三七五號

鐵道渉外事務局

OTR會談（三月十四日）

シヤンペン鐵道部長、レイ車雷親長

九車雷親代表者

日本の車雷工業

日本の主要車雷工業業者は、現在鐵道で計畫しているように新年度の車雷購入を大幅に削減することは、恐らく本車雷工業の全面的崩壊を來すか又は、本工業をして將來國內及び輸出向けの需要に對してこれを保證せしめないまでも沈滞させる結果となることを陳情した。

昨年の全製造数の内訳は次の通りである。

輸出 七四・四% 鉄道 一三・五% 輸出 一一・一%

2. 國政では昨年の全購入車雷数の僅か二〇%しか要求しないと予想されている。だから國內及び輸出向けの分を併せても昨年の總数の四〇%を越すには至らないであろう。

3. このような大幅の削減は本事業の信用に悪影響を與へることになり、業務繼續に充分な資金を確保し得るかどうかも疑わしい。

4. これ等の事情を鑑み、OTRと鐵道部が車雷マイカーに代つて、本業務繼續に充分な資金を國政予算中に設けてもらえるよう斡旋してくれようと思望した。

5. 官邸では事情を鑑み次のように経過した。

新規車雷の購入制限は國政予算に拘束をもたせざるに必要な措置である。日本の經濟状態は國政に對する政府補助金を打切ることと必要としているので、國政では業務費を切りつめるための適切な措置をとらなければならぬ。これをすつかりやれる迄は、資本の増加を來すような支出は、國に必要なものに限られるであろう。車雷の修理については、その費用が國政工業部が負擔するものとする。費用を減らすよりなことをしなければ、一部を民間業者に割附せることもできよう。

結 論

日本の車雷工業の將來についての判断は經濟科學局の責任事項である。

OTRは經濟科學局に支那車雷の國政所蔵車雷の数量と型式を通知する。

三急

連絡週報回覧の件

署名 運輸省

自 月 日  
至 月 日

二部長

調整課長

政治課長

行政課長

一部長

總務課長

連絡課長

地方課長

等七特別資料部第一課長

定期報告

昭和二十四年四月五日

運輸大臣官房企畫課

March 16, 1949

GMB No.484 (PP)

TO : CHIEF, CIVIL TRANSPORTATION SECTION, GHQ, SCAP  
FROM : DIRECTOR-GENERAL, GENERAL MARITIME BUREAU,  
MINISTRY OF TRANSPORTATION  
SUBJECT : Japanese Port and Harbor Information

1. We have submitted Japanese port and harbor informations as are shown in annex Index of Port Information, in compliance with to the memorandum of conference in re, port and harbor information, 11 January, 1949.
2. These informations cover 6 A-class ports, 42 B-class ports and 508 C-class ports.
3. Mr. Hale's office received these informations at 1600, 15 March, 1949.
4. We could not submit two port informations, specified below, but will submit them later as soon as possible.
  - a) C-28 Ransu-Port in Hokkaido  
Reason: This port is now buried with snow, and can not be investigated until the thaw in spring.
  - b) C-503 Tokonami-Port in Yamaguchi Prefecture  
Reason: Name of this port had been misinformed.

T. Akiyama,  
Director-General,  
General Maritime Bureau,  
Ministry of Transportation

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March 18, 1949

GMB No.494 (PH)

TO : MR. P. E. RICHERS, CTS, GHQ, SCAP.  
FROM : DIRECTOR-GENERAL, GENERAL MARITIME BUREAU,  
MINISTRY OF TRANSPORTATION.  
SUBJECT : Information on the Plan for the Reorganization  
of [REDACTED]

We previously submitted the plan for the reorganization of [REDACTED] in which it will be divided into two companies in compliance with your memo dated January 12. As shown in our opinion in the document submitted, there has vigorously arisen a tendency for the direct management of the company among the cargo agents there, and thus the opinion supporting it has become to govern the said [REDACTED]. Under the circumstances, the dissolution of the company was resolved at the general meeting of shareholders held on March 3.

Accordingly, the company's plan is likely to be changed from the reorganization to the dissolution. It is expected that stevedoring works at the Kobe Port will be placed under the direct management of the cargo agents in future.

T. Akiyama,  
Director-General,  
General Maritime Bureau,  
Ministry of Transportation.

TO/y1

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National Archives of Japan

No. 1792

GENERAL HEADQUARTERS  
SUPREME COMMANDER FOR THE ALLIED POWERS  
APO 500

AG 561 (25 Feb 49)ESS/IND  
SCAPIN 6415-A

25 February 1949

MEMORANDUM FOR: JAPANESE GOVERNMENT.

SUBJECT : Construction of steel ships for export.

1. References are contracts, numbers JXG 22154, JXG 22155, JXG 22156, and JXG 22157, 19 February 1949, negotiated between the Japanese Government and representative of A. P. Moller co. of Denmark covering construction of one (1) 17,900 DWT steel tank vessel and three (3) 5,170 DWT steel cargo vessels.

2. No objection is offered to the construction of one (1) steel tank vessel and three (3) steel cargo vessels as specified below.

	<u>tank vessel</u>	<u>cargo vessels</u>
Built for,	Export	Export
Shipyard,	Mitsui Tanabe	Mitsui Tanabe
Type,	steel tank vessel	steel cargo vessel
Builder's Hull Number,	548	546, 547, 554
Deadweight,	17,900	5,170
Horsepower,	8,300	3,600
Engine,	Diesel	Diesel
Speed,	14.5 knots	13.5 knots

3. Direct communication between the economic and scientific section, General Headquarters, Supreme Commander for the Allied Powers and the Ministry of Transportation regarding matters within the scope of this memorandum is authorized.

FOR THE SUPREME COMMANDER:

A. J. REBE  
for R. M. LEVY  
Colonel, AGD  
Adjutant General.

GENERAL HEADQUARTERS  
SUPREME COMMANDER FOR THE ALLIED POWERS  
APO 500

AG 561 (19 Jan 49)ESS/IND  
SCAPIN 6442-A

7 March 1949

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT : Application for Permission to Change  
Construction Plan of Fishing Vessels

1. References are:

a. Memorandum for Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, AG 560(13 May 46)ESS/IN, SCAPIN 949, subject: Authorization for Construction of Steel Fishing Vessels, 13 May 1946.

b. Memorandum for Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, AG 560(10 Aug 46)ESS/IN, SCAPIN 1120, subject: Construction Plan of Fishing Vessels, 10 August 1946.

c. G.L.C.O. letter No. 129(2F), subject: Application for Permission to Change Construction Plan of Steel Fishing Vessels, 19 January 1949.

2. That portion of reference 1a above authorizing the construction of one (1) steel whaling vessel of 300 gross tons in the Hakodate Dockyard for Taiyo Gyogo is hereby cancelled.

3. That portion of reference 1b above authorizing the construction of two steel whaling vessels of 300 gross tons each in the Mitsubishi Nagasaki Yard for Taiyo Gyogo is hereby cancelled.

4. No objection is offered to the construction of six (6) steel fishing vessels of 150 gross tons each as specified below:

Type	GT	Yard	Location	No.	Owner	Power
Trawler	150	Hitachi Sakurajima	Osaka	4	Minami Nihon Gyogo	Diesel
Purse Seiner	150	Hayashikane	Shimonoseki	1	Azama Eckki	Diesel
Purse Seiner	150	Mitsubishi Shimonoseki	Shimonoseki	1	Nihon Suisan	Diesel

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Japan Center for Asian Historical Records

National Archives of Japan

RA'-0137

0308

5. Direct communication between the Economic and Scientific Section, General Headquarters, Supreme Commander for the Allied Powers and the Ministry of Transportation regarding matters within the scope of this memorandum is authorized.

FOR THE SUPREME COMMANDER:

A. J. REHE  
for R. M. LEVY  
Colonel, AGO  
Adjutant General.

Economic and Scientific Section  
APO 500

569.7 (27 Dec 48) EGS/IND

3 March, 1949

MEMORANDUM FOR: Ministry of Transportation, General Maritime Bureau, No. 1 Itchome, Marunouchi, Chiyoda-ku, Tokyo.

SUBJECT: Conversion of Vessels.

1. References are:

a. C.I.C.O. letter No. 4233(2P), subject: Application for Permission to Convert S.S. Takahama Maru, 27 December 1948.

b. C.I.C.O. letter No. 55(2P), subject: Application for Permission to Convert a Steel Barge, 11 January 1949.

c. C.I.C.O. letter No. 76(2P), subject: Application for Approval to Convert three (3) Wooden Tankers into Cargo Vessels, 13 January 1949.

2. No objection is offered to the conversion of the S.S. Takahama Maru, one (1) steel barge, and three (3) wooden tankers as specified in attached inclosure.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

W. S. VAUGHAN  
Chief, Industry Division

1 Incl  
List of Vessels

急

名 運 輸 省

連絡通報回覧の件

要 再 回 堀 山

調 整 課

二 部 長

調 整 課 長

一 部 長

政 治 課 長

行 政 課 長

總 務 課 長

連 絡 課 長

地 方 課 長

と 特 別 資 料 部 第 一 課 長

自 月 日

至 月 日

二 部 長

一 部 長

調 整 課 長

行 政 課 長

總 務 課 長

連 絡 課 長

地 方 課 長

と 特 別 資 料 部 第 一 課 長

APPROVED CONVERSIONS

Shipowner:	Tooko Kisen K.K.	Ube Kosen K.K.
Dockyard:	Zaimu-kyoku Shipyard	Ujima Zosenjo
Location of Dockyard:	Shiba Kaigandori, Minato, Tokyo	Ujima, Hiroshima
Kind of Vessel:	Oil Barge	Barge
Name of Vessel:	Takahama Maru	Undecided
Gross Tonnage:	98	Unknown
Deadweight:	150	300
Engine:	Semi-diesel	None
Horsepower:	100	N/A
Maximum Speed:	7.5 knots	None
Fuel:	Heavy Oil	None
Term of Work:	2 months	1 month

Wooden Tankers to be Converted into Cargo Boats

	Firai	Suzumi	Tsuki
Shipowner:	Masumi Ono	Kosaki Hamada	Chitose Senpaku
Dockyard:	Kobayashi Zosen K.K.	Nishihakata Zosen K.K.	Onomaya Zosen K.K.
Location of Dockyard:	Kakunuma, Hiroshima Prefecture	Nishihakata, Ehime Prefecture	Tajima, Hiroshima Prefecture
Kind of Vessel:	Cargo boat	Same	Same
Name of Vessel:	No. 22 Nihon Maru	No. 12 Sani Maru	No. 2 Tsuki Maru
Gross Tonnage:	150	Same	Same
Horsepower:	115	Same	Same
Term of Work:	2 months	Same	Same

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National Archives of Japan

Government Motor Transportation Bureau, Railway Board, Ministry of Transportation.	局課名
Monthly Reports on Freight Transport Achievement by Government Motor Vehicles and on Achievement Motor Trunks. (Jan 1949)	提出資料件名
C. T. S. <del>Motor</del> Division	提出先
3. 11. 16日	提出日

定期報告

運輸大臣官房企画課

RA'-0137

0311

三念

名運輸省

連絡週報回覧の件

自三月七日  
至三月十二日

二 部長

警務課長

政治課長

行政課長

一 部長

總務課長

連絡課長

地方課長

その他特別委員等第一課長

Handwritten marks and signatures

要録

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(2)

定例報告

運輸大臣官房企画課



RA'-0137

0313

次長

二 部長

一 部長

政治課長

行政課長

總務課長

連絡課長

地方課長

と特別資料部第一課長

局長

運輸省

連絡週報同覽の件

要旨

調査課

自五月一日

至七月七日

LL

LL

LL

國營自動車局運輸課					局課名
1. Monthly Report on Freight Transport by Government Motor Vehicles. (Dec. 1948)					提出資料件名
2. Monthly Report on Achievement by Government Motor Trucks. (Dec 1948)					
C.T.S. Motor Division					提出先
3月7日					提出日
定期					備考

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運輸大臣官房企画課

五月十六日

加藤定雄

鐵道部 外事務局

鐵道部外事務局情報(五月七日) 第三八五號

0. 目的

一、小口貨物取扱の...

アレクサンダー...

1. 現況...

は次の通りである。

A 小口貨物の倉庫業務

B 小口貨物の積卸の概況

C 小口貨物についての通知書の発行及び運賃の算出

D 貨車の入換

E 全作業の約10%にも上る。その他の附帯業務

2. 本年度の國鐵概算では六月十五日頃まで支拂うに足る...

3. 故に支拂停止期日を五月二十日頃に繰上げ、左記の業務を有効に行なう...

4. 貨物の積卸は、國鐵が完全な管理を行なう...

5. 國鐵が...

6. 現在のすべての...

7. 國鐵が...

8. 可しない。...

二、國鐵の古い記録の處理 (五月二日)

アレクサンダー...

アレクサンダー...

アレクサンダー...

會議概要



結論

1、車輛工業に對する監督を國鐵が行うことは確かに利益のあることであり、當鐵道部も現在の制度を續けて行くことは賛成である。然しそのやり方が國鐵保官に、鐵道の適當なる保守及び修理を阻害するような影響を與えて行くならば、當鐵道部は車輛工業監督の責任を商工省に移管すべき措置をとらるべきであらう。

2、本年度鐵道の業務はすべて業務の圓滑なる運営のために必要であるといふ見地から未納金と未収入金とを平衝させることが必要である。若しこの未納金の方が未収入金よりも多かつた場合は、これを解決する一番たやすい方法はそれが同額となる投資と訂定の支出を切り詰めて了うことである。

處置

なおこの上にも適當な處置をとり得るよう國鐵は左記事項を指示された。

A 一九四九年四月一日現在の未納金、未収入金對照表を一九四九年五月六日までに提出すること。

B 毎月十五日迄に前月分の左記報告書を提出すること。

1 當日までの累積収入金  
2 當日までの實際収入金

A、貨物 B、一般乗車券 C、定期券 D、その他

C 支出計畫  
D 實際の債務

緊急

連絡週報回覧の件

署名運輸者

自 五月十五日  
至 五月二十一日

二 部長

調査課長  
政治課長  
行政課長

一 部長

總務課長  
連絡課長  
地方課長

その他特別資行部第一課長

要  
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書

(2)

119. 14. 13

定例報告

羽生清平山子居心記

運輸大臣官房企画課

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Diplomatic Archives of the Ministry of Foreign Affairs of Japan

国立公文書館 アジア歴史資料センター

Japan Center for Asian Historical Records

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鐵道海外事務局 情報（五月十九日）

第三八七號

鐵道海外事務局

一九四九年六月一日より關鐵本支線を巡行する連合豆車用客車内の飲料水冷却器 (Water-Cooler) に水を使用するよう第三送司令部より各地區司令官宛左記の如く指令した旨通報があつたから部内關係の向でも了解され之が取扱に遺漏なきを期せられたい。なおこれに要した費用は連合豆車送費中に包含させる必要があるから毎月その所要經費の報告を本省海外事務局宛提出されたい。

四六五一PUB

一九四九年五月十六日

第三送司令部訓達課

各地區司令官 殿

客車内飲料水冷却器に水を使用することについて

一、一九四九年六月一日以降同年九月末日まで本支線を巡行する連合豆車用客車内の飲料水冷却器（水格納用備付のもの）の總てに水を使用せられたい。本線内に於ける水の供給は次の通りとする  
品川・沼津・名古屋・京都・岡山・呉・三田尻・門司・小倉・博多  
宇野・仙台・盛岡・青森・函館・札幌

二、六時より二十三時に至る間常時上記冷却器に水飲料水を充しておくことは各地區司令官の責任とする。

右記のことは参考のため掲載したものである又水の分付、取替回數については各地區司令官に於て協議されたい。

三、支線區間に於て水の供給要請に應じ必要な措置を採ることは各地區司令官の決するところとする。

四、各地區司令官指定の箇所は速に水を準備すること。

イ、地盤司令官指定の箇所は速に水を準備すること。

ロ、客車積込前に水を洗い置くこと。

ハ、飲料水冷却器内、水格納罐中に水塊のまゝ容れること。

ニ、水を細かに碎き置くこと。

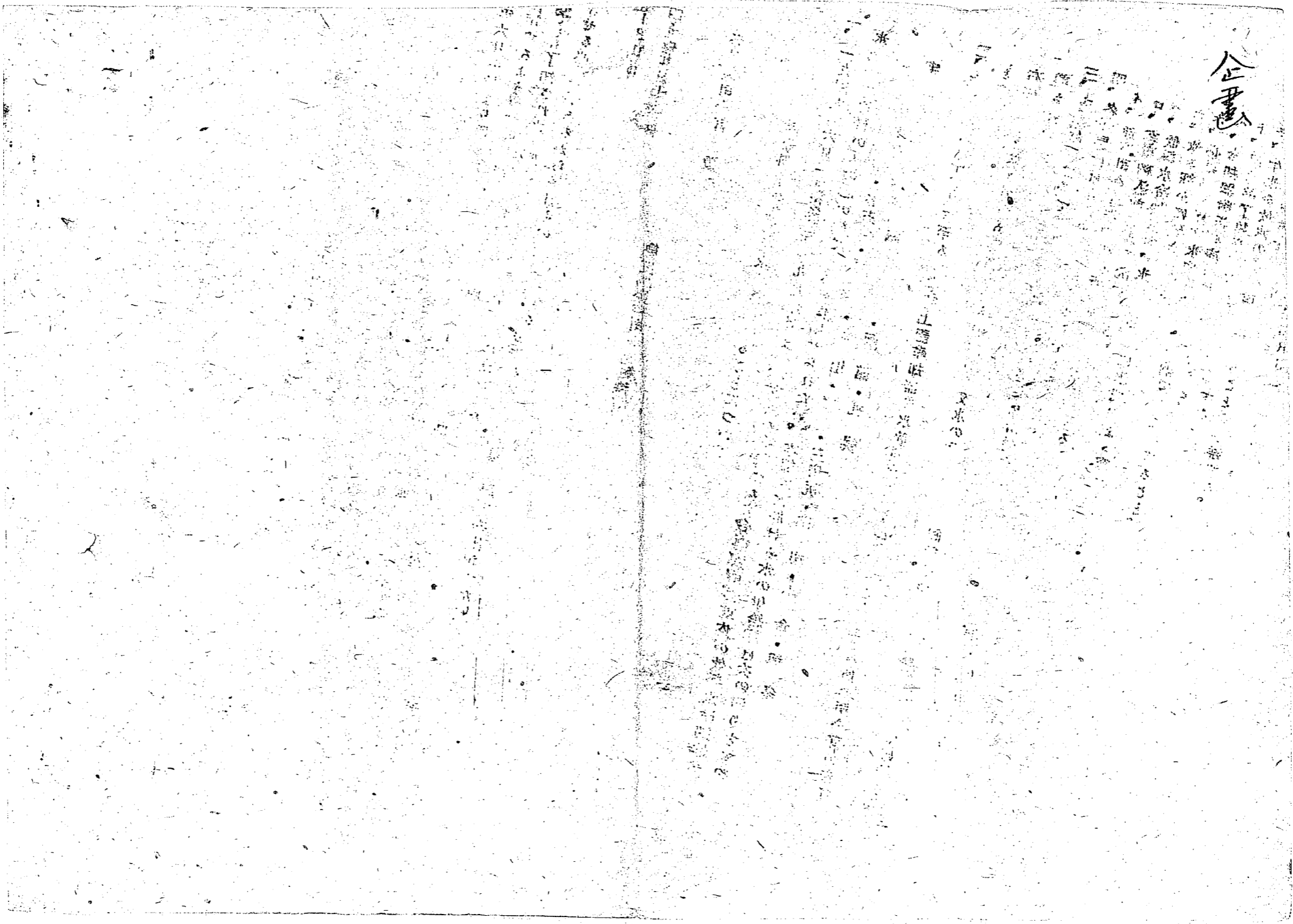
ホ、必要があれば水格納罐を洗淨すること。

ヘ、冷却器附近を清潔に保つて置くこと。

ト、回轉終了後必要な消毒を実施すること。

チ、生水を飲水の中に直接容れることを嚴禁する。

印布先  
鐵道局長 (TMBB)  
鐵道部 (TMBB)  
鐵道海外事務局



企畫

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鐵道省事務局

OTB合議ノモ（五月十二日）

海運保險制度について

日時 二十四年五月十二日 十六時十分

場所 OTB（鐵道部）

出席者 鐵道部送課長 プレیدن氏

海防省事務局長 藪谷一氏

海外局 土井 氏

猪俣 氏

合議要旨

一、兩院は別紙書類を提出しOTBの考慮を求めた。過去数カ月に亘り荷物の損害に同様の書類が提出された。而してその都度OTBは何故にかゝる提案が實行の可能性がないかについて詳細に述べた。

一、兩院は海運保險制度を實施しても荷物の取扱費を増すものではないとOTBに説明し且つこの種業務を實施する爲使用する充分な員を有していることを述べた。

三、OTBは兩院が義務と責任とを担ふことに關連し、明かに費用の増加を來すことにつき詳細に説明した。右に關しOTBの考えていることは大要次のようである。

A、貨物運賃は次の二つを基礎にしている。

① 營業費中當該サービスに課せらるべき實費の部分。

② 固定費部分。

運賃はこれ等の二種を暗わなければならない。言を換えていへば經營費を支持した務において概して本に對する公正な利潤をもたらすものでなければならぬ。

B、鐵道は低いコストで商品を運送する方法を提供することによつて商業を助成している。兩院の貨物運送の多くは商業に起因し頗る多量な地點から他の地點への物品運送は所有權の移轉に伴い運賃寄人は専手であり荷受人は買手である。

C、兩院に運送のため貨物を引渡されたときは引受當時の状態において且つ相當の速度をもつて到達地に引渡されることが期待される。

万一ある條件が兩院によつて完遂されない場合は幾つた金額的損害に對する賠償請求が唯一の救済である。然しこれは荷受人又は荷受人の精神的並びに金額上の損失を償ふことが屢々ある。

D、運送中の貨物の損害は荷受人が結局擔當することになる。この制度においては、重複賠償の性質をもつ損失又は毀損の賠償を荷受人をして運送品の額格以上の金額を收めしめる可能性を與へることになる。斯様な條件では兩院の買手と荷受人との結果運送貨物の損失毀損の増加を來す結果になる。



Government Motor Transportation Board, Railway Board, Ministry of Transportation.				局長 署名
1) Monthly Report on Freight Transport by Government Motor Vehicles.				局長 署名
2) Monthly Report on Achievement by Government Motor Trucks.				局長 署名
C. T. S. Motor Division				局長 署名
24. 5. 20				局長 署名
				局長 署名

四、運送のため船に引渡された貨物に對し發行された運送書類は荷受人と運送業者間の契約書であり兩者の權利義務を確定している。

五、船の單獨責任である所の部分に對して保險會社をして支拂わしめる不當な行爲によつて、完全な賠償支拂義務を船が巧妙に免れんとすることは極めて不合理的な考案である。申出のような運送保險制度の確定を認可する行爲は運賃の値上の結果をもたらすであろう。換言すれば荷受人は運賃と保險料との兩者を支拂ふことになる。このようなとんでもないやり方に對してはOTBIBはこれをひんしゆくするものである。

四、若しもA項の事項がB日（經濟科學局）の保險課で反對しなければ又はF項の事項がB日Bの物價給課で反對しなければ更に船の經費費目の増加が全然なければOTBIBはこの案の設定に敢て反對をしない。然し船がこの案を實施し、しかも直接的にも間接的にも何ら運費の増加を來さないということは不合理である。

新 告

一、OTBIBはかかる案を放棄することを勧告する。

一、若し將來再びかかる案が提案される場合は綿密な調査検討をしなければならぬ。

Form No. 1

## MONTHLY REPORTS ON FREIGHT TRANSPORT ACHIEVEMENT BY GOVERNMENT MOTOR VEHICLES

Month: Mar.

Government Motor Transportation Bureau,  
Railway Board, Ministry of Transportation.

Description	Ministry of Commerce and Industry	For Mail Service	For Collection and Delivery Service	Nippon Truck Association		Others	Total
				For Construction Works for the Allied Powers	For Others		
Construction Works for the Allied Powers	12			83,118	9,386	216	42,732
Rice	966			4,702	5,178		10,846
Wheat	85			1,167	1,167		2,419
Flour	288			1,329	1,104	24	2,685
Potatoes	79			372	1,344		1,795
Salt, Bean Paste and Soy Sauce	287			414	969		1,670
Perishable	490			2,161	4,644	137	7,432
Non-Perishable	651			3,878	3,977	18	8,524
Charcoal	204			1,889	5,287		7,380
Firewood	666			2,611	4,054	92	7,423
Coal	15,241			2,807	16,541		34,589
Lignite	12,635			466	783	15	13,899
Lumber	5,768			9,379	28,221	1,454	44,822
Stone	511			1,369	4,042		5,922
Ballast	2,180			4,948	13,710	2,356	23,194
Cement	755			3,603	2,676		7,034
Mineral Ore	4,715			1,379	7,345	484	13,923
Fertilizer	96			910	2,936	26	3,968
Mail		3,031					3,031
Forwarding Service Concerned			150,767	956	1,063		152,786
Exported and Imported Goods	50			1,360	1,556	6	2,972
Others	18,118			28,071	35,018	964	82,171
Grand Total	63,737	3,031	150,767	156,889	151,001	5,792	531,217
Revenue		4,749,762	35,590,642	28,366,344	43,245,336	625,722	¥112,577,806
Per Day Per Car Revenue		2,636	3,761	2,960	3,235	1,306	¥ 2,759
Remarks					Use out of the legal Purpose is hereby Authorized		

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Form No. 2

## MONTHLY REPORTS ON ACHIEVEMENT BY GOVERNMENT MOTOR TRUCKS

Month; Mar.

Government Motor Transportation Bureau,  
Railway Board, Ministry of Transportation.

Description	Ministry of Commerce and Industry		For Mail Service		For Collection and Delivery Service		Nippon Truck Association For Construction works for the Allied Powers		For Others		Others		Total	
	Truck	Trailer	Truck	Trailer	Truck	Trailer	Truck	Trailer	Truck	Trailer	Truck	Trailer	Truck	Trailer
Type of Vehicles														
Number of Vehicle Lent	394	412	79	79	457	762	606	781	1,014	1,220	32	25	2,582	4,279
Existing	12,027	12,758	2,449	2,449	14,167	23,622	18,786	24,242	35,918	37,714	992	775	84,339	101,560
Total No. of Available Cars, Operated Actually	10,375	9,470	2,442	2,449	12,146	23,138	14,715	9,666	35,422	25,691	814	644	65,514	71,058
Operation	6,110	235	1,802		9,462	1,407	9,583	30	13,367	542	479	174	40,803	2,388
Percentage of Availability	86	74	83	100	86	98	78	40	99	68	82	83	78%	70%
Actually Operated Percentage	51	2	74		67	6	51	1	37	1	48	22	48%	2%
Running Kilometerage	333,823	6,320	192,487		380,473	39,889	598,337	2,225	925,853	29,655	36,989	9,943	2,467,962K	88,032K
Per Day Per Car Kilometerage	55	27	107		40	28	62	74	69	55	77	57	60K	37K
Allocation	142,883		45,601		205,666		272,803		429,287		22,870		1,119,110L	
	(58,649)		(5,154)		(2,811)		(54,291)		(89,825)		(3,110)		(223,840)L	
Gasoline Receipt	142,325		45,601		205,666		268,704		418,831		26,320		1,107,447L	
Consumption	167,320		50,755		203,992		297,567		465,577		29,430		1,214,641L	
Amount of Consumption														
Per One Kilometer	0.50		0.26		0.54		0.50		0.50		0.80		0.49L	
Allocation	3,086		1,123		3,943		5,674		7,029		494		21,349L	
	(3,201)		(544)		(1,049)		(2,358)		(5,333)		(112)		(12,597)L	
Mobile Oil Receipt	3,056		1,123		3,943		5,674		8,506		498		22,798L	
Consumption	4,964		1,667		4,212		7,398		12,084		610		30,935L	

Remarks

Figure in bracket shows that carried over from last month plus the replacement from vehicles in general.

ditto

ditto

ditto Further, plus gasoline of special ration.

ditto

ditto

RA'-0137

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