

ACC 10000/146/172 L.S.C. /315

(2)

PORT WORKERS

AUG. 1945 - JAN. 1946

*Per
Roster*

R. decreto-legge 5 dicembre 1941-XX, n. 1545

(pubblicato nella Gazzetta Ufficiale del 27 gennaio 1942-XX, n. 21)

modificato con legge 11 luglio 1942, n. 1252.

Concessione del premio straordinario di operosità ed altri benefici ai lavora'ori portuali.

VITTORIO EMANUELE III

PER GRAZIA DI DIO E PER VOLONTÀ DELLA NAZIONE

RE D'ITALIA E DI ALBANIA

IMPERATORE D'ETIOPIA

Visto l'art. 18 della legge 19 gennaio 1939-XVII, n. 129:

Ritenuta la necessità per cause di guerra, di adottare provvedimenti in favore dei lavoratori dei porti in materia di premio straordinario di operosità, di assegni familiari e di integrazione di salario;

Sentito il Consiglio dei Ministri;

Sulla proposta del Nostro Ministro Segretario di Stato per le corporazioni, di concerto con i Ministri per le comunicazioni e per le finanze;

Abbiamo decretato e decretiamo:

Art. 1.

Agli impiegati ed operai rappresentati dalla Federazione nazionale fascista dei lavoratori dei porti in servizio al 13 giugno 1941-XIX è dovuto una volta tanto un premio straordinario di operosità pari ad una mensilità di retribuzione fino all'importo massimo di L. 2000 se impiegati e pari all'importo di tre settimane di salario giornaliero normale se operai.

Tale premio spetta pure agli operai che alla data suddetta risultavano richiamati alle armi, o prigionieri, o dispersi.

S'intende per salario giornaliero normale la media dei salari giornalieri del triennio 1937-1939 calcolati in base al guadagno annuo diviso per 365, nell'ambito di ciascuna porto e per la categoria o sezione professionale cui gli operai appartengono.

L'onere relativo al pagamento di detto premio sarà sostenuto dallo Stato e il pagamento verrà eseguito dall'autorità portuale competente per il tramite degli enti cui appartengono gli impiegati e gli operai interessati.

Art. 2.

La misura degli assegni familiari in atto al 15 giugno 1941-XIX prevista dalle vigenti disposizioni a favore degli impiegati ed operai rappresentati dalla Federazione nazionale fascista dei lavoratori dei porti presenti in servizio, è raddoppiata a decorrere dal 16 giugno 1941-XIX: la maggiorazione costituisce assegno supplementare.

L'onere relativo è a carico dello Stato il quale provvede agli oneri versamenti alla Cassa unica per gli assegni familiari (Sezione Industriale) che terrà all'opo separata contabilità.

Art. 3.

Dal 16 giugno 1941-XIX è dovuta agli operai in servizio, rappresentati dalla Federazione nazionale fascista dei lavoratori dei porti, che per effetto dello stato di contingenza non percepiscano salario o lo percepiscano in misura inferiore a quello normale calcolato ai sensi del precedente art. 1, una integrazione pari al 75 % della differenza tra tale salario normale e quello effettivamente percepito. Detta integrazione dovrà essere corrisposta fino ad un importo che sommato con il salario effettivamente percepito non superi le L. 800 mensili.

L'onere relativo è a carico dello Stato il quale verserà alla Cassa di integrazione di cui al contratto collettivo di lavoro stipulato in data 15 giugno 1941-XIX tra la Confederazione fascista degli industriali e la Confederazione fascista dei lavoratori dell'industria, in sede di prima attuazione del presente decreto-legge, la somma di L. 16.000.000 e successivamente di L. 2.500.000 mensili, salvo conguaglio a fine esercizio.

Il pagamento della integrazione sarà effettuato dalla Cassa mensilmente agli enti cui appartengono gli operai interessati, dietro loro richiesta contenente gli elementi necessari per la liquidazione, restituiti dalla competente autorità portuale.

Per le erogazioni di cui al presente articolo la Cassa subdeterà terra separata contabilità.

Art. 4.

Le disposizioni dei precedenti articoli saranno applicate ai lavoratori delle carriere doganali ed ai limiti, alle condizioni e con le modalità che saranno stabilite con decreto del Ministro per le finanze

Art. 5 bis

Il Ministro per le finanze è autorizzato a stanziare con propri decreti sulla base di provvisoria del Ministero delle comunicazioni gli stanziamenti occorrenti per l'esecuzione del presente decreto legge delle provvidenze disposte a favore dei lavoratori portuali e dei lavoratori delle carriere doganali.

R. decreto-legge 5 dicembre 1941-XX, n. 1545

(pubblicato nella Gazzetta Ufficiale del 27 gennaio 1942-XX, n. 21).

Concessione del premio straordinario di operosità ed altri benefici ai lavoratori portuali.

VITTORIO EMANUELE III

PER GRAZIA DI DIO E PER VOLONTÀ DELLA NAZIONE

RE D'ITALIA E DI ALBANIA

IMPERATORE D'ETIOPIA

Visto l'art. 18 della legge 19 gennaio 1939-XVII, n. 129;

Ritenuta la necessità per cause di guerra, di adottare provvedimenti in favore dei lavoratori dei porti in materia di premio straordinario di operosità, di assegni familiari e di integrazione di salario;

Sentito il Consiglio dei Ministri;

Sulla proposta del Nostro Ministro Segretario di Stato per le corporazioni, di concerto con i Ministri per le comunicazioni e per le finanze;

Abbiamo decretato e decretiamo:

ART. I.

Agli impiegati ed operai rappresentati dalla Federazione nazionale fascista dei lavoratori dei porti in servizio al 13 giugno 1941 XIX è dovuto una volta tanto un premio straordinario di operosità pari ad una mensilità di retribuzione fino all'importo massimo di L. 2000 se impiegati e pari all'importo di tre settimane di salario giornaliero normale se operai.

Tale premio spetta pure agli operai che alla data suddetta risultavano richiamati alle armi, o prigionieri, o dispersi.

S'intende per salario giornaliero normale la media dei salari giornalieri del triennio 1937-1939 calcolati in base al guadagno annuo diviso per 365, nell'ambito di ciascun porto e per la categoria o sezione professionale cui gli operai appartengono.

L'onere relativo al pagamento di detto premio sarà sostenuto dallo Stato e il pagamento verrà eseguito dall'autorità portuale competente per il tramite degli enti cui appartengono gli impiegati e gli operai interessati.

Art. 2.

La misura degli assegni familiari in atto al 15 giugno 1941 XIX prevista dalle vigenti disposizioni a favore degli impiegati ed operai rappresentati dalla Federazione nazionale fascista dei lavoratori dei porti presenti in servizio, è raddoppiata a decorrere dal 16 giugno 1941 XIX: la maggiorazione costituisce assegno supplementare.

L'onere relativo è a carico dello Stato il quale provvede agli occorrenti versamenti alla Cassa unica per gli assegni familiari (Sezione industria) che terrà all'opo separata contabilità.

Art. 3.

Dal 16 giugno 1941 XIX è dovuta agli operai in servizio, rappresentati dalla Federazione nazionale fascista dei lavoratori dei porti, che per effetto dello stato di contingenza non percepiscano salario o lo percepiscano in misura inferiore a quello normale calcolato ai sensi del precedente art. 1, una integrazione pari al 75 % della differenza tra tale salario normale e quello effettivamente percepito. Detta integrazione dovrà essere corrisposta fino ad un importo che sommato con il salario effettivamente percepito non superi le L. 600 mensili.

L'onere relativo è a carico dello Stato il quale verserà alla Cassa di integrazione di cui al contratto collettivo di lavoro stipulato in data 13 giugno 1941 XIX tra la Confederazione fascista degli industriali e la Confederazione fascista dei lavoratori dell'industria, in sede di prima attuazione del presente decreto legge, la somma di L. 16.000.000 e successivamente di L. 2.500.000 mensili, salvo conguaglio a fine esercizio.

Il pagamento della integrazione sarà effettuato dalla Cassa mensilmente agli enti cui appartengono gli operai interessati, dietro loro richiesta contenente gli elementi necessari per la liquidazione, certificati dalla competente autorità portuale.

Per le erogazioni di cui al presente articolo la Cassa suddetta terrà separata contabilità.

Art. 4.

Il Ministro per le finanze è autorizzato ad iscrivere con propri decreti nello stato di previsione del Ministero delle comunicazioni gli stanziamenti occorrenti per l'esecuzione del presente decreto legge.

Compartimento Marittimo di _____

PORTO DI _____

PROSPETTO

delle somme corrisposte, ai sensi dell'art. 1 del R. decreto-legge 5 dicembre 1941-XX, n. 1545, agli impiegati ed agli operai della Compagnia portuale di ⁽¹⁾ _____

Si dichiara che il pagamento di cui al presente prospetto riguarda il premio straordinario di operosità concesso, ai sensi dell'art. 1 del R. decreto-legge 5 dicembre 1941-XX, n. 1545, ad impiegati ed operai effettivamente rappresentati dalla Federazione Nazionale Fascista dei lavoratori dei porti ed in servizio al 13 giugno 1941-XIX. L'importo di detto premio è stato determinato sulla base accertata di una mensilità di retribuzione fino all'importo massimo di lire due-mila per gli impiegati e di tre settimane di salario giornaliero normale per gli operai.

il _____ 1942-XX

Il _____ (2)

Visto

Il _____ (3)

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(1) Far seguire la denominazione della Compagnia. Se si trattasse del gruppo portuale, sostituire alle parole « della Compagnia portuale » le seguenti: « del gruppo portuale » o del « gruppo degli ormeggiatori » ecc.

(2) Firma dell'autorità marittima locale o dell'autorità preposta alla disciplina del lavoro portuale.

(3) Firma del capo del compartimento marittimo.

**Ministero delle Comunicazioni**

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Divisione V - S. P. Sez. 1ª
Prot. N. 14524 - All. 2

ma. 20 novembre 1941-A.XX

ALLE RR. CAPITANERIE DI PORTO DEL
REGNO

e per conoscenza:

ALLE RR. DIREZIONI MARITTIME DEL
REGNO

ALLA FEDERAZIONE NAZIONALE
FASCISTA LAVORATORI DEI PORTI

R O M A

OGGETTO: Provvidenze a favore degli impiegati e degli operai rappresentati dalla Federazione Nazionale Fascista Lavoratori dei Porti.

CIRCOLARE URGENTISSIMA

E' in corso di emanazione un R. decreto-legge concernente la corresponsione ai lavoratori dei porti di un premio straordinario di operosità, degli assegni familiari maggiorati e di una integrazione di salario per riduzione di lavoro.

L'art. 1 di detto provvedimento dispone precisamente quanto segue:

« Agli impiegati ed operai rappresentati dalla Federazione Nazionale Fascista dei Lavoratori dei porti in servizio al 13 giugno 1941-XIX è dovuto, una volta tanto, un premio straordinario di operosità pari ad una mensilità di retribuzione fino all'importo massimo di lire duemila, se impiegati, e pari all'importo di tre settimane di salario giornaliero normale, se operai.

« Tale premio spetta pure agli operai che alla data suddetta risultavano richiamati alle armi, o prigionieri, o dispersi.

« S'intende per salario giornaliero normale la media dei salari giornalieri del triennio 1937-39 calcolati in base al guadagno annuo diviso per trecentosessantacinque, nell'ambito di ciascun porto e per la categoria o sezione professionale cui gli operai appartengono.

« L'onere relativo al pagamento di detto premio sarà sostenuto dallo Stato e il pagamento verrà eseguito dall'autorità portuale competente per il tramite degli enti cui appartengono gli impiegati e gli operai interessati ».

Affinchè il Ministero possa provvedere per l'assegnazione alle singole Autorità dei fondi occorrenti per il pagamento del premio suddetto, dovranno essere forniti, con la massima sollecitudine, e comunque non oltre la fine del corrente mese, i dati richiesti con gli acclusi modelli, dei quali si invia un certo numero con pacco a parte.

I Sigg. Comandanti di porto vigileranno, sotto la loro personale responsabilità, accchè i dati stessi siano rilevati con la più scrupolosa precisione, disponendo che nelle località cui sia preposta una persona estranea al Corpo delle Capitanerie di porto, il rilevamento venga effettuato da un ufficiale all'uopo designato.

Ai fini della esatta compilazione dei succennati prospetti si precisa quanto segue:

1° Data la dizione « impiegati ed operai rappresentati dalla Federazione Nazionale Fascista dei Lavoratori dei porti », di cui al primo comma dell'articolo sopra riportato, il premio straordinario di operosità compete non solo agli impiegati ed agli operai delle Compagnie e

dei grappi portuali, ma anche agli ormeggiatori, nonché ai portabagagli, ai pesatori, ai com-
messi di bordo e ad altri eventuali prestatori d'opera non costituiti in Compagnie, purché il
competente Sindacato fornisca la prova che essi sono rappresentati dalla suddetta Federazione.

2° Fra gli operai portuali, aventi diritto al premio, devono essere compresi esclusiva-
mente i lavoratori iscritti nei ruoli (permanententi ed avventizi).

3° Agli effetti della determinazione dei salari giornalieri medi individuali del triennio
1937-39 sarà tenuto conto anche delle quote distribuite ai lavoratori a chiusura di ogni eser-
cizio, quali avanzi delle somme trattenute durante l'esercizio stesso, sui compensi della mano
d'opera per far fronte alle spese generali e di amministrazione. Tali quote sono facilmente indi-
viduabili, in quanto si tratta, in sostanza, di quelle somme distribuite ai lavoratori, le quali,
essendo considerate come mercedi corrisposte in meno durante l'anno, sono assoggettate, a nor-
ma della circolare 29 ottobre 1936-XV, n. 10775, del Ministero delle Finanze, allegata al fo-
glio d'ordini n. 78 del 18 novembre 1936-XV, al tributo mobiliare in Cat. C. 2.

4° Il premio spetta soltanto agli operai ed impiegati in servizio alla data del 13 giu-
gno 1941-XIX, a condizione, per altro, che gli impiegati non abbiano iniziato il servizio stesso
posteriormente al 1° giugno 1941-XIX.

Il premio è dovuto altresì a coloro che il 13 giugno erano assenti per malattia, infortunio,
sospensioni di lavoro, regolari permessi, ferie, congedi matrimoniali, richiami nella M.V.S.N. o
nei Fasci Giovanili di Combattimento.

Sono esclusi gli espatriati e coloro che alla data predetta prestavano la loro opera in lo-
calità d'oltremare o avevano altra occupazione fuori del porto.

5° Quanto a coloro che al 13 giugno 1941-XIX risultavano richiamati alle armi o prigio-
nieri o dispersi, il premio compete solo agli operai, perché, essendo nei riguardi degli impiegati
delle Compagnie portuali applicata la legge 10 giugno 1940-XVIII, n. 653, la corresponsione del
premio in loro favore è a carico della « Cassa per il trattamento di richiamo alle armi degli
impiegati privati », istituita, con la legge stessa, presso l'Istituto Nazionale Fascista della Pre-
videnza Sociale.

6° Per il computo della mensilità di retribuzione spettante agli impiegati, che alla data
suddetta non risultavano né richiamati, né prigionieri, né dispersi, saranno seguiti i criteri
adottati per la tredicesima mensilità di stipendio.

7° Sul premio di operosità, trattandosi di una corresponsione *una tantum*, non si applica
alcuna trattenuta per contributi sociali: tale premio è altresì esente, qualunque ne sia l'im-
porto, dall'imposta di ricchezza mobile e dal contributo straordinario del 2 % a favore delle
famiglie dei richiamati alle armi, di cui alla legge 23 giugno 1940-XVIII, n. 870.

Si fa riserva di ulteriori istruzioni in merito al pagamento del suddetto premio ed alle
altre provvidenze di cui al decreto-legge sopra cennato.

Il Ministro
ROST VENTURI

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PORTO DI

Elenco degli impiegati, in servizio al 13 giugno 1941-XIX presso ai quali compete il premio straordinario di operosità.

[illegible]

TOTALE L.

IL
COMANDANTE DEL PORTO

concerne i lavoratori costituiti in compagnie o in gruppi ed i commessi di bordo, i portabagli, ecc., non costituiti in compagnie;

- per il porto di Genova: il presidente del Consorzio Autonomo del porto;
- per il porto di Venezia: il provveditore al porto;
- per il porto di Napoli: il presidente dell'Ente Autonomo del porto;
- per i porti in cui esiste ufficio del lavoro, il direttore dell'ufficio stesso;
- per i porti in cui non esiste ufficio del lavoro, ma il cui comando è affidato ad un ufficiale di porto: il Comandante del porto;
- per i porti cui sia preposta una persona estranea al Corpo delle Capitanerie di porto: l'ufficiale capo del circondario alla cui circoscrizione il porto appartiene o, in mancanza, l'ufficiale di porto all'uopo designato dal capo del compartimento.

Per quanto concerne gli ormeggiatori, alla certificazione di cui sopra provvederanno le Capitanerie delle località in cui esiste tale categoria di prestatori d'opera, eccezion fatta per Genova dove la certificazione stessa sarà effettuata dal Consorzio.

6° Le autorità, cui la presente è diretta, collaborino efficacemente con le competenti associazioni sindacali e con le sedi locali dell'Istituto Nazionale Fascista della Previdenza Sociale ai fini della sollecita e regolare erogazione delle somme dovute al titolo sopra enumerato, tenendo ben presente che tali somme devono essere corrisposte esclusivamente agli operai rappresentati dalla Federazione Nazionale Fascista Lavoratori dei Porti.

Si resta in attesa di ricevuta, con assicurazione di adempimento.

IL MINISTRO
ROST VENTURI



Ministero delle Comunicazioni

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Divisione V - Sez. 1^a

Prot. N. 2906 - A. Q. (171)

Circolare Titolo: Porti - Serie II, N. 3

Roma, 21 marzo 1942-A. XX

LE RR. CAPITANERIE DI PORTO DEL
REGNO

AL CONSORZIO AUTONOMO DEL PORTO DI
GENOVA

AL PROVVEDITORATO AL PORTO DI
VENEZIA

ALL'ENTE AUTONOMO DEL PORTO DI
NAPOLI

e per conoscenza:

ALL'E. RR. DIREZIONI MARITIME DEL
REGNO

ALLA FEDERAZIONE NAZIONALE
FASCISTA LAVORATORI DEI PORTI
R. O. M. 1

OGGETTO: Integrazione di salario per riduzione di lavoro a favore degli operai rappresentati dalla Federazione Nazionale Fascista Lavoratori dei Porti.

Mentre si informa che il servizio relativo al pagamento della integrazione salariale prevista dall'art. 3 del R. decreto-legge 5 dicembre 1941 XX, n. 1545, sarà quanto prima direttamente assunto dall'Istituto Nazionale Fascista della Previdenza Sociale che ha già provveduto ad impartire istruzioni in proposito alle proprie sedi periferiche, si dispone, a chiarimento, e ad integrazione della circolare 26 gennaio 1942-XX, n. 311 (Titolo: Porti - Serie I, n. 100), quanto segue:

1° Al fine di reprimere le assenze abusive l'autorità preposta alla disciplina del lavoro portuale provvederà a far eseguire opportuni controlli e preserverà che gli operai i quali si assenteranno dopo una o più assenze non siano riassunti in porto senza che l'autorità stessa, vagliati i motivi dell'assenza, non abbia loro rilasciata apposita autorizzazione scritta.

2° Dal godimento dell'integrazione di che trattasi saranno esclusi, oltre i lavoratori di cui è tenuto al secondo comma del paragrafo 4° della circolare sopracitata, anche coloro che hanno rifiutato il lavoro in altri porti e gli ammalati in genere e non soltanto quelli assistiti dalla Cassa mutua nautica o da enti similari.

3° Per sollevare l'onere finanziario derivante dall'erario dalla suddetta integrazione i turni di lavoro saranno effettuati in modo da evitare il più possibile le forti sperequazioni salariali talvolta esistenti fra le diverse categorie.

4° Poiché l'integrazione rappresenta un sostitutivo del salario, anche le somme a tale titolo corrisposte dovranno essere sommate alla trattamento retributivo ordinario.

OGGETTO: Integrazione di salario per riduzione di lavoro a favore degli operai rappresentati dalla Federazione Nazionale Fascista Lavoratori dei Porti.

Mentre si informa che il servizio relativo al pagamento della integrazione salariale prevista dall'art. 8 del R. decreto-legge 5 dicembre 1941-XX, n. 1545, sarà quanto prima direttamente assunto dall'Istituto Nazionale Fascista della Previdenza Sociale che ha già provveduto ad impartire istruzioni in proposito alle proprie sedi periferiche, si dispone, a chiarimento e ad integrazione della circolare 20 gennaio 1942-XX, n. 311 (Titolo: Porti - Serie I, n. 100), quando segue:

1° Al fine di reprimere le assenze abusive l'Autorità preposta alla disciplina del lavoro portuale provvederà a far eseguire opportuni controlli e prescriverà che gli operai i quali si presentano, dopo una o più assenze non siano riannessi in porto senza che l'Autorità stessa, vagliati i motivi dell'assenza, non abbia loro rilasciata apposita autorizzazione scritta.

2° Dal godimento dell'integrazione di che trattasi saranno esclusi, oltre i lavoratori di cui è cenno al secondo comma del paragrafo 4° della circolare sopracitata, anche coloro che hanno rifiutato il lavoro in altri porti e gli ammalati in genere e non soltanto quelli assati dalla Casua malattia o da emi similari.

3° Per alleviare l'onere finanziario derivante all'Ente dalla suddetta integrazione i turni di lavoro saranno effettuati in modo da evitare il più possibile le forti sperequazioni salariali talvolta esistenti tra le diverse categorie.

4° Poichè l'integrazione rappresentata in sostitutivo del salario, anche le somme a tale titolo corrisposte dovranno essere assoggettate alla trattenuta normalmente applicata per far fronte alle spese generali e di amministrazione delle compagnie.

Per la medesima considerazione tali somme sono soggette alla imposta mobiliare di categoria C/2 o al contributo straordinario del 2% stabilito dalla legge 25 giugno 1940-XVIII, n. 870, o favore delle famiglie dei richiamati e, di conseguenza, concorrono con il salario effettivamente percepito ai fini della determinazione del minimo imponibile sia agli effetti della suddetta imposta sia a quelli del successuata contributo.

5° L'Autorità portuale, cui, ai sensi del prealluso comma del succitato art. 8, è deferita la certificazione degli elementi necessari per la liquidazione, da parte dell'Istituto Nazionale Fascista della Previdenza Sociale, delle integrazioni salariali in parola sarà, per quanto

Estuaries *generosa* L.

- (1) Indicare se si tratta di impiegato, lavoratore portuale, emigrante ecc.
- (2) Solo per i lavoratori portuali: il numero sarà seguito dalla lettera P o A a seconda che si tratti di permanente o di avventizio.
- (3) Anche se superiore a L. 2000.
- (4) Indicare la stessa cifra di cui alla colonna 1, riducendola a L. 2000, se superiore a tale somma.
- (5) L. 0,20 fino a L. 100; L. 1 da L. 100,01 fino a L. 2000.
- (6) I pagamenti fino a L. 100 si arrotondano di 50 in 50 centesimi, trascurando le frazioni non superiori a 25 centesimi, e, cioè, si pagano, ad esempio, in luogo delle somme comprese fra L. 20,26 e 20,75, L. 21 in luogo delle somme comprese fra L. 20,76 e 21,25 e così via.
- (7) I pagamenti superiori a L. 100 e fino a L. 2000 si arrotondano a lire intere, e, cioè, si pagano L. 100, se la somma è compresa fra L. 100,01 e L. 100,99.
- (8) In tale colonna verrà specificata la ragione per cui non riceve il beneficio, indicando, secondo i casi, se si tratti di persona delegata o il grado di.
- (9) Firma del console della compagnia portuale o del capo gruppo.

Total general L 

o, indicando, secondo i casi, se si tratta di persona delegata o il grado di parentela di chi riscuote.

Art. 5.

Con decreto del Ministro per le corporazioni, da emanarsi d'intesa con i Ministri per le finanze e per le comunicazioni, sarà stabilita la data in cui cesseranno di aver vigore le norme del presente decreto-legge.

Il presente decreto entra in vigore il giorno della sua pubblicazione nella *Gazzetta Ufficiale* del Regno e sarà presentato alle Assemblee legislative per la conversione in legge.

Il Ministro proponente è autorizzato alla presentazione del relativo disegno di legge.

Ordiniamo che il presente decreto, munito del sigillo dello Stato, sia inserito nella Raccolta ufficiale delle leggi e dei decreti del Regno d'Italia, mandando a chiunque spetti di osservarlo e di farlo osservare.

Dato a Roma, addì 5 dicembre 1941 XX.

VITTORIO EMANUELE

MESSOLINI — RICCI — ROSSI VENTURI —
DI REVEL.

Visto, il Guardasigilli: GRANDI.

Art. 5.

Con decreto del Ministro per le corporazioni, da emanarsi d'intesa con i Ministri per le finanze e per le comunicazioni, sarà stabilita la data in cui cesseranno di aver vigore le norme del presente decreto-legge.

Il presente decreto entra in vigore il giorno della sua pubblicazione nella *Gazzetta Ufficiale* del Regno e sarà presentato alle Assemblee legislative per la conversione in legge.

Il Ministro proponente è autorizzato alla presentazione del relativo disegno di legge.

Ordiniamo che il presente decreto, munito del sigillo dello Stato, sia inserito nella Raccolta ufficiale delle leggi e dei decreti del Regno d'Italia, mandando a chiunque spetti di osservarlo e di farlo osservare.

Dato a Roma, addì 5 dicembre 1941-XX.

VITTORIO EMANUELE

MUSSOLINI — RICCI — HOST VENTURI —
DI RUVEL.

Visto, il Guardasigilli: GRASOLI

Circulation

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

LSC/515

/js

REF. : LSC/219+515

Rome, 24 January 1946.

SUBJECT: Dismissal of workers employed with
the Messina dockyard.TO : The Joint Secretariat
Italian General Confederation of Labour

Receipt is acknowledged of your letter dated
18th January, Prot. n° 64246.

In November 1945 the Commander in Chief, Mediter-
ranean, notified this Headquarters that, as a question
of policy, the British Navy would no longer be using
certain Italian ports, for repairs to British ships,
and that naval and civilian staffs would be withdrawn as
soon as possible. Messina, to which you refer in your
letter would only in future be used for a minimum of
essential repairs to small craft.

This information was immediately conveyed to the
Italian Government in order that they could consider
what action to take to provide alternative employment
for the workers who would become unemployed owing to
the British Navy's inability to make use of the ship-
yard facilities.

In the circumstances it is suggested that you may
wish to approach the Italian Ministry of Labour and
Social Service and the Ministry of Marine with regard
to the position at Messina and other Italian ports.

W.H. Braine
W.H. BRAINE
Director
Labour Sub-Commission

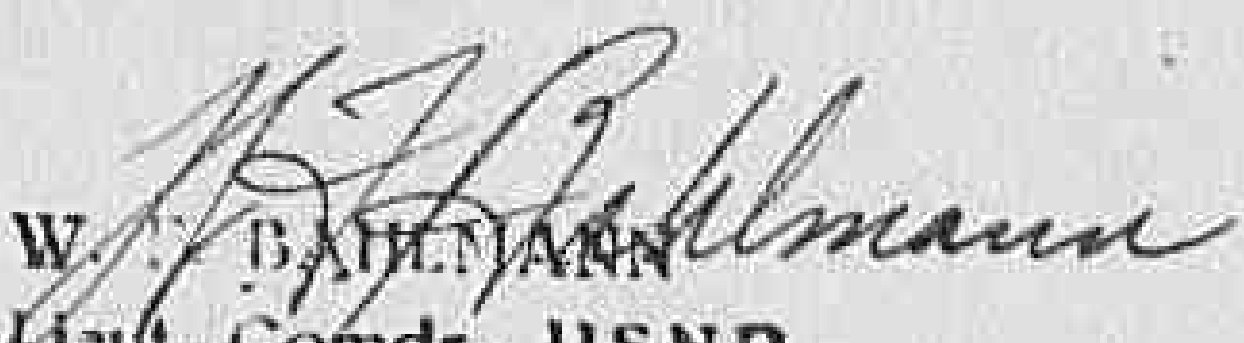
318.

LSC/5/5HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394NSC/4446
16 January 1946

From: Navy Sub-Commission, Hq. Allied Commission.
To: Labor Sub-Commission, Hq. Allied Commission. ✓

Subject: Requests to Salvage Allied Vessels.

1. Navy Sub-Commission letters NSC/4407 and NSC/4408 of 10 January 1946, regarding the salvage of Allied vessels, are forwarded herewith for information.


W. F. BAHLMANN

Lieut. Comdr., USNR

For REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

317

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4408
10 January 1946

Dear Sir:

Receipt is acknowledged of your letter No. 340 of 23 December 1945, which was forwarded to the Navy Sub-Commission by the Chief Commissioner, Allied Commission.

You are informed that authority to salvage Italian vessels should be obtained from the Italian Ministry of Marine and for other vessels from representatives of the respective governments concerned in the case of each specific vessel.

Very sincerely yours,

/s/ G. F. Mentz
Captain, U.S. Navy,
For REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

The Secretary General
Federazione Sindacale Italiana
Cooperative Navali Portuali Ed Affini,
Largo Chigi 19, ROME.

C
O
P
Y

316

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4407
10 January 1946

Dear Sir:

Receipt is acknowledged of your letter No. 340 of 23 December 1945, regarding your offer to undertake salvage of American liberty ships.

This letter was forwarded to the Navy Sub-Commission by the Chief Commissioner, Allied Commission. You are informed that all correspondence relating to salvage of American vessels in Italian harbors should be addressed to:

The War Shipping Administration
123 Via Roma
Naples, Italy.

Very sincerely yours,

/s/ G. F. Menta
Captain, U.S. Navy,

For REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

The Secretary General,
Federazione Sindacale Italiana
Cooperative Navali Portuali Ed Affini,
Largo Chigi 19, ROME.

C
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315

HEADQUARTERS ALLIED COMMISSION

APO 394

LABOUR SUB-COMMISSION

/js

REF. : LSC/¹⁰³~~219~~+515

Rome, 24 January 1946.

SUBJECT: Dismissal of workers employed with
the Messina dockyard.TO : The Joint Secretariat
Italian General Confederation of Labour

Receipt is acknowledged of your letter dated
18th January, Prot. n° 84246.

In November 1945 the Commander in Chief, Mediter-
ranean, notified this Headquarters that, as a question
of policy, the British Navy would no longer be using
certain Italian ports, for repairs to British ships,
and that naval and civilian staffs would be withdrawn as
soon as possible. Messina, to which you refer in your
letter would only in future be used for a minimum of
essential repairs to small craft.

This information was immediately conveyed to the
Italian Government in order that they could consider
what action to take to provide alternative employment
for the workers who would become unemployed owing to
the British Navy's inability to make use of the ship-
yard facilities.

In the circumstances it is suggested that you may
wish to approach the Italian Ministry of Labour and
Social Service and the Ministry of Marine with regard
to the position at Messina and other Italian ports.


W.H. BRAINE

Director

Labour Sub-Commission

314

Translation eldazzi

/js

ITALIAN GENERAL CONFEDERATION OF LABOUR

Secretariat - Prot. 84246

Rome, January 18-1946

TO : Mr. W. H. BRAINE
Director, Labour Sub-Commission
Rome.

SUBJECT : Dismissal of workers employed with the Messina
dockyard.

From the Confederal Labour Chamber of Messina, we have received the following telegram:

"Allied Command has already started to dismiss the workers employed with the Messina dock-yard. STOP This measure aroused a very strong agitation among the workers STOP In order to avoid disastrous consequences, it is urgent that you take the necessary steps with the Minister of the Navy".

We did apply at once to the Navy Minister or, in his stead, to the Head of cabinet of the Minister himself, who has informed us that only the Allied Commission could be able to take a useful action in this affair.

Therefore we ask you earnestly to interpose your authoritative mediation with the competent Allied Offices, to obtain that the personnel in the employ of La Spezia (1) dock-yard should be kept on service at least up to the end of this winter season, in order to avoid that the discomforts of unemployment should lay more heavily on the pains already so strongly felt, that are due to the severe winter we are now confronted with.

We take for certain that, thanks to your authoritative interest, this serious situation may be, at least temporarily settled, and awaiting a kind word of reply on the matter, we send you our kindest regards.

THE SECRETARIAT

(1) NOTE OF THE TRANSLATOR: at the beginning the same letter reads: "Messina dock-yard".

AMMINISTRAZIONE GENERALE ITALIANA DEL LAVORO

ROMA - VIA BONCOMPAGNI, 19 - ROMA

Roma, li 18 gennaio

1946

Telefono 480.151-23-4

Segreteria - Prot. 842.46

map/

Oggetto: Licenziamento

maestranze arsenale
Messina -Mr. W.H. BRAINE
Direttore Sottocommissione LavoroR O M A

Dalla Camera Confederale del Lavoro di Messina ci perviene il telegramma del quale, qui di seguito, trascriviamo il testo:

""Comando Alleato iniziato licenziamento maestranze arsenale punto Provvedimento causato gravissima agitazione punto Evitare conseguenze disastrose urge Vostro intervento Ministero Marina""

Ci siamo subito interessati presso il Ministero Marina nella persona del Capo di Gabinetto del Ministro il quale ci ha fatto presente come un utile intervento possa partire unicamente dalla Commissione Alleata.

Passiamo pertanto a lei vivissima preghiera anche voglia intervenire presso i competenti uffici Alleati per ottenere che il personale occupato presso l'Arsenale di La Spezia sia mantenuto in servizio almeno fino alla fine dell'inverno in modo da evitare che i disagi della disoccupazione ci raggiungano a quelli già tanto sentiti in dipendenza della rigida stagione che stiamo attraversando.

Siamo certi che il suo autorevole interessamento varrà a risolvere, anche temporaneamente, questa grave situazione e, in attesa di un cortese cenno al riguardo, Le inviamo cordiali

Della Camera Confederale del Lavoro di Messina ci
interviene il telegramma del quale, qui di seguito, trascri-
viamo il testo:

""Comando Alleato iniziato licenziamento maestranze arse-
nale punto Provvedimento causato gravissima agitazione punto
Evitare conseguenze disastrose urge Vostro intervento Mini-
stero Marina""

Ci siamo subito interessati presso il Ministero Mari-
na nella persona del Capo di Gabinetto del Ministro il quale
ci ha fatto presente come un utile intervento possa partire
unicamente dalla Commissione Alleata.-

Facciamo pertanto a Lei vivissima preghiera anche
voglia intervenire presso i competenti uffici Alleati per ot-
tenere che il personale occupato presso l'Arsenale di La Spe-
zia sia mantenuto in servizio almeno fino alla fine dell'in-
verno in modo da evitare che i disagi della disoccupazione
si aggiungano a quelli già tanto sentiti in dipendenza della
rigiosa stagione che stiamo attraversando.-

Siamo certi che il Suo autorevole interessamento varrà
a risolvere, anche temporaneamente, questa grave situazione e,
in attesa di un cortese cenno al riguardo, Le inviamo cordiali
saluti.-

LA SEGRETARIA

Antonia Wolff

312

HEADQUARTERS ALLIED COMMISSION
APO 304
LABOR SUB-COMMISSION

AJH/rav

TEL : Ext. 204

7 December 1945

REF : LSC/511

SUBJECT: Unemployment of Seamen.

TO : Marine Ministry
General Director of Mercantile Marine
Italian Government
Rome

1. Receipt is acknowledge of your letter of 30 Nov.,
Prot. No. 17060 - G, addressed to this Sub-Commission for
the attention of Mr. Proctor.

2. Your suggestions, together with those listed in
the letter from the Harbor Office at Trieste, are being
carefully considered and we will communicate further with
you.

KENNETH J. HIAD
Labor Sub-Commission

Copy for file. 6th Dec. 45.

*Original copies passed to Commander Davis
(Navy Sec) for consideration - 11/12/45*

Translation BALDIZZI

OFFICE HARBOUR OF TRIESTE

Bureau of crews ready to sail on ships.

Prot. 291

Trieste, 5 November 1945

TO: the Ministry of Communications
General Direction of Mercantile Marine

R O M E

Subject : Bureau of crews ready to sail on ships
Requests of directions.

Owing to the absolute lacking of directions on the part of this Ministry, we came to the decision to ask you some information concerning the tasks that are falling now on this Bureau of Crews ready to sail on ships.

We want to point out that the last monthly wage paid to these maritime workers was that of the month of April 1945, and it is needed to remind that it was possible to effect the payment only during the first ten days of the month of August last, because our account current had been "frozen", first by the Slavs, and after by the Allied Military Government of the "Venezia Giulia". The respective raise of the funds' blockade has been obtained - after strong pressures - only on the 28 July 1945.

Since then, the funds made available for this Bureau by the Maritime Social Security Fund, have decreased in order to face the considerable current expenses, and a good many maritime workers resident outside the territory administered by the Allied Military Government, could not benefit by the food allowance of the month of April. A great many business of the Bureau are now in suspense, because the Vigilance Committee established by this Bureau of crews ready to sail on ships, and who used to assemble for considering the business outside the ambit of ordinary administration, has not convened since the month of December of last year.

Therefore we are begging you to let us know whether this Bureau is to continue to display in the future the activity in favour of maritime workers as before, or if from now on the supply of funds shall be discontinued.

But it is a duty to remind - to whom it may concern - that in Trieste the unemployed maritime workers are enjoying no benefit whatever by the unemployment indemnity granted by the Allied Military Government.

THE HEAD OFFICE
Armando Lotti

Translation Ba. 221

L30/511

MARINE MINISTRY
GEN. DIR. OF MERCANTILE MARINE
Div. XI Section II

30 November 1945

Prot. 17060 - G Enclosure 1

TO : The Allied Commission
Labour Sub-Commission
(for information: Mr. Proctor)
R o m e

SUBJECT: Unemployment of maritime workers

Since long and always with the closest application, this Ministry is taking an active interest in the solution of the very serious problem of unemployment among maritime workers, and is trying to carry out all measures, that are apt to attenuate such a painful situation. The above measures consist mainly in a better composition of the crew of the mercantile ships in actual operation, in the establishment of embarking shifts, in such a way as to alternate on the ships the maritime workers during each special working period, and to give occupation to the unemployed maritime workers in all jobs connected with navigation, such as: rescue of ships, harbours repairing and so forth. But the number of unemployed maritime workers would remain at all events always very high, in proportion to the ships in actual operation.

Therefore, in addition to the above mentioned measures, the Italian Government has seen it expedient to work out a special form of assistance for the benefit of unemployed maritime workers, who are finding themselves under a number of painful economic conditions. The law provision in question is now at issuance, but this Ministry has taken the proper steps in order to have it enforced since the current month.

However, the law provision alluded to can't find application for the benefit of the unemployed maritime workers of the Venezia Giulia, "while we are receiving very pressing appeals concerning the very serious uneasiness of the unemployed masses of the sea workers in the said region and about their appeals for the granting of the already referred to law provision!

This situation of economic uneasiness has been pointed out also by the Harbour Office of the Trieste' port, in a letter, a copy of which we enclose herewith, concerning a special form of assistance pre-existent in this Kingdom, but suspended after the liberation. However, that form of assistance is very important, when considered from the standpoint of the actual serious situation of the maritime workers, and of the means to remedy it.

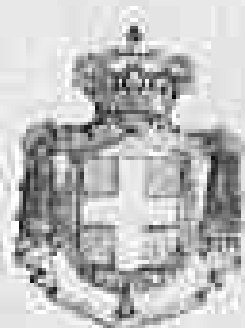
The Allied Military Government, by the Order No. 13 issued the 1st September last, has provided to carry out an important form of assistance on behalf of unemployed workers, but the same Order does not concern the maritime workers.

Therefore this Ministry believes that it is their duty to point out to the Allied Commission the above described situation in the hope that it may carefully consider the advisability to enforce the law provision of the Royal Italian Government even in the territory of "Venezia Giulia", so as to alleviate the distressing economic conditions of the maritime workers of the "Venezia Giulia" too, whose unemployment situation is affected by particular contingencies.

This Ministry will be gratified to know the standpoint of this Allied Commission on the matter.

for the MINISTER

307



Roma, 17 NOV. 1945

*Il Ministro per il Lavoro
e la Previdenza Sociale*

Lsc/515

N° 2241/45-G

Caro Signor Braine,

ho ricevuto la Sua del 15 corrente, n. 204, e La ringrazio delle cortesi informazioni fornitemi circa l'impiego da parte della Marina Britannica dei Cantieri navali italiani. E' una notizia che mette realmente in pensiero per la sorte non lieta che si profila a danno dei numerosi lavoratori addetti ai cantieri navali dei principali porti d'Italia e non Le nascondo la mia preoccupazione in merito, anche se qualche provvedimento si potrà studiare per lenire le conseguenze per la cessazione del lavoro finora dato dalla Marina Britannica.

Comunque il mio Ministero si occuperà immediatamente della questione nel modo migliore

Con cordiali saluti

Mister Braine
Direttore della Sottocommissione
del Lavoro - Roma

M/Ds

306 439

Translation Baldazzi

/js

MINISTRY OF LABOUR AND SOCIAL SECURITY
=====

Prot.n.2241-45-G

Rome, 17 Nov.1945
ISC/515TO : Mr.W.BRAINE
Labour Sub-Commission
Rome

I have received your kind letter of the 15th instant, n.204, and I thank you most heartedly for the information you have supplied me, concerning the use of the Italian Ship-building Yards on part of the British Navy. It is a news which is making one really anxious about the by no means happy lot, which is threatening the masses of our workers actually in the employ of the ship-building yards of the principal ports of Italy. I do not conceal to you my anxiety about this situation, even if it may be possible to consider some measures for the purpose of alleviating the distressing consequences due to the discontinuance of the work secured so far by the British Admiralty.

In any way, my Ministry is going to give immediately its best attention to this question.

In the meantime, with the kindest regards, I remain,

Yours very truly
BARBARESCHI

156/515

HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/4062
25 November 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Commandant, U.S. Naval Operating Base, Palermo.
Via : Commander U.S. Naval Forces, Northwest African Waters.
Subject: Port Installations at Palermo.
Enclosure: (A) Translated copy of Ministry of Labor and
Social Security ltr. Prot.n.2021-906 of
7 November 1945.

1. Enclosure (A) is forwarded herewith for the
remarks of the Commandant, U. S. Naval Operating Base, Palermo
at the request of the Labor Sub-Commission and the Transporta-
tion Sub-Commission, Allied Commission.

(Sgt) G. L. WARREN

REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Transportation Sub-Commission.
Labor Sub-Commission. ✓

304

Translation Baldazzi

/js

MINISTRY OF LABOUR AND SOCIAL SECURITY

Prot.N.2021-903

7 November 45

LSC - 219

To: the Allied Commission
Labour Sub-Commission.

The High Commissioner for Sicily has informed us that before the end of November of the current year, the Shipbuilding-yard of Palermo will be given back by the Allies to the Italian administration.

In order to assure the uninterrupted operation of the ship-building yard and to avoid a dismissal, even if it would be partial, of the workers actually employed in that yard, - a dismissal which would no doubt seriously affect the already critical situation of the workers - we take the liberty to state that it is necessary that the Allied Authorities allow to remain unaltered in the ship yards all the installations and machinery belonging to the Allied. Concerning the payment of the respective material, proper understandings could be reached with the "Societa Cantieri Navali Riuniti", with Headquarters in Rome, Via O.Battista Vico 1.

This Ministry, considering the serious consequences that the deprecable dismissal of the said workers is bound to have, is of the opinion that it would be very wise to accept the proposal made by the High Commissioner for Sicily. Therefore it take leave to submit the same proposal to this Allied Commission and begs to consider it with benevolence and to recommend the acceptance of the same to the competent Allied Authorities.

We will be very glad to know the decisions, if any, to be adopted by this Allied Commission on the subject.

BARBARESCHE.

303

FEB 10 1946

LSC/515

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY DEPARTMENT

MOF/gn

Tel. 489081 - Ext. 391

21 Nov 1945.

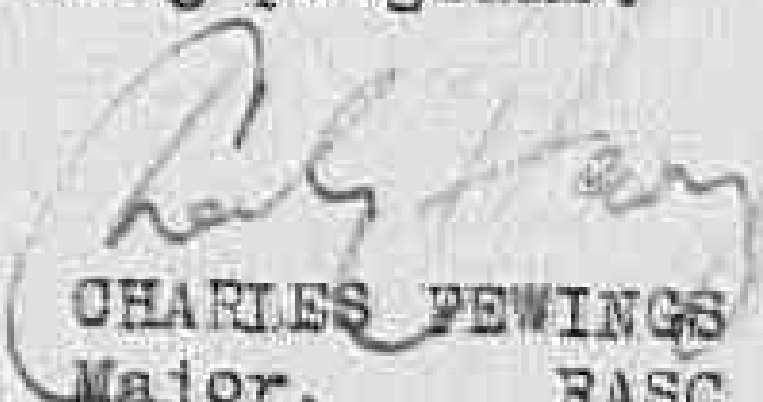
Ref. AG/5566/IND

SUBJECT : Franco Tesi Shipbuilding Yard, Taranto.

TO : Hq. A.C. - Labour Sub-Commission
(Attn: W.H. Braine, Director)

1. Reference LSC/515

2. In connection with the above memorandum we refer you to correspondence N SG/3624 of Oct. 2, 1945 and reply G-5 826.4 NEI. You will note that a policy concerning Italian ship building has not yet been established. Until this policy is established no action can be taken in the way of authorization of any shipbuilding programs.


CHARLES FEWINGS
Major, RASC
Chief;
Industry Department.

302

HEADQUARTERS ALLIED COMMISSION
APC 294
TRANSPORTATION SUB COMMISSION

Tel : 347
Ref : AG/14/11/1n6

USG/1p
10 November 1945

SUBJECT: Wages of Dock Workers at Bari.

TO : U.S.R.R.A. Administrative & Fiscal Office A.F.A.A.
(attn: Mr. Arthur E. Strommen)

1. Reference your letter dated 7 November 1945 on the above subject.

2. Enclosed, herewith, for your guidance translated copy of the standard Stevedoring Tariff which, we understand, is now in operation in all Italian Controlled Ports. This Tariff is a result of negotiations between the Italian Ministry of Marine (Direzione Generale Marina Mercantile), Rome and the Federation of Port Workers.

3. As regards para.4 of your letter, the provision of dock labour in Italy is under the control of the Capitainerie of Ports through the local Compagnie Portuali and all workers are required to be registered by the latter organization. It follows, therefore, that unloading and loading operations may be carried out either by the Compagnie Portuale direct or by a local or other stevedoring contractor but in any event the actual labour engaged must be obtained through the medium of the Compagnie Portuale.

For the Chief :

W. A. Philand
W. A. Philand
Operation Branch
Ports & Warehouse Div.

Attachment:
As stated in para.2.

Copy to :
Nav. Div. (Shipping Section)
A.C. Labour and Commission

301

HEADQUARTERS ALLIED COMMISSION

APO 234

LABOR SUB-COMMISSION

XJH/rmw

TEL : Ext. 204

15 November 1945

REF : LSC/5/5

SUBJECT: Employment by British Navy in Italian Shipbuilding Industry

TO : Sig. Gaetano Barbareschi
Minister of Labor and Social Security
Italian Government
Rome

Dear Minister Barbareschi:

I have been informed by the Commander-in-Chief, Mediterranean Station, that ports such as Taranto, Brindisi, Naples, Trieste, Leghorn and Messina are no longer to be used for repairs to His Britannic Majesty's ships and that naval and civilian overseeing staffs are to be withdrawn as soon as possible.

I understand that this policy has already been implemented at Brindisi and that it will operate at Naples as from the end of November and at Taranto as from the end of December. At those three ports the Royal Navy will only use the services of Italian shipyards for any emergency repairs and dockings that may be necessary. Leghorn, Messina and Trieste will, as far as is foreseen at present, be used for a minimum of essential repairs to small craft.

I am giving you this information privately as you will wish to consider what action may be necessary to avoid such unemployment as will result, and in order that you may formulate schemes for making use of the resources of the Italian shipyards and associated industries that will not in the future be employed on work for the British Navy.

Yours truly,

W. H. DRAINE
Director
Labor Sub-Commission

300

HEAD QUARTERS ALLIED COMMISSION
APO 394
LABOR SUB COMMISSION

TEL : Ext. 204

15 novembre 1945

PGST : 1307

OCCASO: Impiego da parte della Marina Britannica
nell'Industria Cantieri Navali Italiani.

AL : Sig. Gaetano Barbareschi
Ministro del Lavoro e della Previdenza Sociale
Governo Italiano
Roma.

Cont.no Sig. Barbareschi,

Sono stato informato dal Comandante in Capo, Stazione Mediter-
ranea, che i porti di Taranto, Brindisi, Napoli, Trieste, Livorno e
Messina, non verranno piu' adoperati per lavori di riparazione di navi
di Sua Maesta' Britannica, e che il personale di sorveglianza navale e
civile verra' ritirato al piu' presto possibile.

Mi e' giunte che queste direttive sono gia' state seguite a Brin-
disi e che saranno applicate a Napoli dalla fine di Novembre ed a Taran-
to dalla fine di Dicembre. Nei tre porti suddetti la Royal Navy adope-
rera' soltanto i servizi dei cantieri navali Italiani per riparazioni
urgenti e di boccino che potranno essere necessari. I porti di Livorno,
Messina e Trieste, a quanto si prevede per ora, verranno adoperati per
il minimo di riparazioni essenziali per piccolo naviglio.

Le comunico queste informazioni in via privata, siccome Lei vorra'
studiare i provvedimenti da prendersi per evitare la disoccupazione che
risultera', ed al fine che Lei possa elaborare i progetti per l'impiego
delle risorse dei cantieri navali Italiani e delle industrie annesse,
risorse che non verranno adoperate in avvenire per i lavori per conto
della Marina Britannica.

con cordiali saluti,

W.H. BRAINE
Direttore della
Sottocommissione del Lavoro.

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

FP/cc

TEL : 489081 - 204

13 November 1945.

REF : LSC/515

SUBJECT: Franco Tosi Shipbuilding Yard, Taranto.

TO : Industry Sub-Commission.

1. Attached is a communication, together with a translation, of a letter which has been received from the Ministry of Labour regarding the difficulties connected with the building of certain ships at the above described shipyard.

2. The letter has been acknowledged, and the Minister has been advised that his communication has been passed to your Sub-Commission for attention.

W.H. BRAINE,
Director,
Labour Sub-Commission

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

FP/ce

TEL : 489081 - 204

13 November 1945.

REF : LSC/515

SUBJECT: Cantiere Navale Franco Tosi, Taranto
-Franco Tosi Shipbuilding Yard, Taranto.

TO : The Minister,
Ministry of Labour and Social Security,
Rome.

1. It is desired to acknowledge receipt of your letter of the 7th November (1999/89.G).

2. Your communication has been passed to the Industry Sub-Commission of the Allied Commission for attention.

W.H. BRAINE,
Director,
Labour Sub-Commission

297

HEADQUARTERS ALLIED COMMISSION
AFC 394
LABOUR SUB-COMMISSION

FP/ce

TEL : 489061 - 204

13 November 1945.

REF : ISC/515.

OGGETTO : Cantiere Navale FRANCO TOSI, Taranto.

AL : Ministro,
Ministero del Lavoro e della
Previdenza Sociale,
ROMA

1. Ci preghiamo accusare ricevuta della Vostra lettera
del 7 Novembre u.s. (1999/89.3).

2. La Vostra comunicazione è stata inoltrata alla Sotto-
commissione per l'Industria della Commissione Alleata, per essere
presa in esame.

W.H. BRAINE,
Director,
Labour Sub-Commission

Translation Baldazzi

/js

MINISTRY OF LABOUR AND SOCIAL SECURITY

Prot.n.1999-89 G

7 November 45
DSC - 515TO : the Allied Commission
Labour Sub-Commission

SUBJECT: Franco Tosi Ship-building Yard of Taranto.

1) - From a report, sent recently by the Labour Inspectorate of Bari, we have been informed that in the Franco Tosi Ship-building Yard of Taranto there are strong possibilities of a dismissal of the employees, owing to a number of difficulties attending the continuance of the work of building up of two ships of 10.000 tons, 4 motor-ships of 2.500 tons, 2 turbine-ships of 4.000 tons and a motor-ship of 2.400 tons.

2) - Among the said difficulties, it is to be mentioned the non delivery of the proper authorization - on the part of this Allied Authority in control of that shipyard - needed for the carrying out of the said ship-building work. Exception is to be made, however, for the two turbine-ships, for which it appears that the authorization has been already granted.

3) - With the purpose of avoiding a further growing worse of the unemployment situation, which is already causing a great anxiety, we will be very obliged to this Allied Commission if it will kindly take interest in obtaining the requested authorization on behalf of the Franco Tosi Shipbuilding Yard of Taranto.

THE MINISTER
Barbaraschi

OCTOBER 19, 1945

EMPLOYERS' REPLY TO THE DOCKERS' CLAIMS

Concessions on Most Points

DECASUALISATION PLAN: MINIMUM OF £16 FOR FOUR WEEKS

From our Labour Correspondent

London, Thursday.

While the dock strike situation remains in the main unchanged, the employers met representatives of the trade unions in London this afternoon and presented their reply to their claims.

The reply included a detailed plan for decasualisation and reorganisation of the dock industry, including a guaranteed minimum of £16 for four weeks. It rejected the unions' claim for an increase in the basic day rate from 15s. to 20s., the daily basis instead of the half-daily basis for the minimum, offered less than the two weeks' annual holiday with pay, and argued that the retiring allowances were a Government responsibility. In most cases concessions were made, though the demands were not accepted in full.

The meeting was held under odd conditions of secrecy at the premises of the Port of London Authority. After it had been in progress two and a half hours the documents explaining the employers' case were issued, with no indication of the progress of negotiations.

STRIKE BLOCKS DISCUSSIONS

Later this evening, after the meeting had lasted five hours, it was disclosed that no progress had been made with the discussions, as a large section of men were still on strike. It was agreed that the National Joint Council should hold itself in readiness for an immediate resumption of the discussions as soon

wages throughout the country, with a consequent rise in prices, the docks industry will have to adjust itself to the altered economy.

Forty-hour Week.—There is a question of national policy involved in this application, and we would have to seek guidance from the Government on the point. If the Government sponsor the 40-hour week we shall, of course, have to reconsider the whole of our present proposals. If the unions' application for a 40-hour week is merely to reduce the ordinary hours to, say, 8 a.m. to 12 noon and 1 p.m. to 5 p.m. on Monday to Friday the economic position of the docks industry would be further worsened. It may be, however, that their proposal is that the men should work 40 hours out of the 168 workable hours of the week and receive for those hours the ordinary rates of pay, with overtime rates for any hours in excess.

Pensions. The employers do not wish to appear unsympathetic towards this application, and the unions will know that in the past certain port employers have given such allowances to their dock workers who were more or less permanently employed by them. Considering the matter nationally, however, we must point out that the obligation to provide for aged and infirm men is one for the State, which derives the necessary funds from industry. The port employers feel that having regard to the Government proposals, it would be unwise and indeed, wrong to submit the State allowances by private schemes and thus pay a further burden of exceptional expenditure on the ship-owners, exporters, and importers who have to pay the cost of most working.

Medical and Port Welfare Services.—We have made provision in our post-war plans for the introduction of considerable improvement of welfare services as a permanent feature of the industry. We

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Medical and Port Welfare Services.—We have made provision in our port-war plans for the introduction or continuance of improved welfare services as a permanent feature of the industry. **Fortnightly Holiday with Pay.**—We are prepared, as a part of the general improvement of conditions which we support, to enlarge the holiday benefits. We propose that there should be one week's holiday for a year's service with payment at the national time rate, a holiday with statutory and proclaimed holidays, men required to work on any such recognised holidays to receive payment at the standard rate for the hours worked and, in addition, to receive payment at the standard time rate.

Port Classification.—The unions have suggested that there should be one minimum rate for all ports, great and small. We are willing to bring this question under review as a part of our post-war settlement.

Eight-hour Minimum Engagement.—Work cannot be guaranteed for a continuous eight hours in many cases any more than it can be guaranteed for a continuous five-and-a-half-day week. The aim of decasualisation is to counter and not to eliminate short-term employment. If under the employer's decasualisation plan, complete flexibility and interchangeability of labour can be secured, the men will receive a much greater

for decasualisation and reorganisation of the dock industry, including a guaranteed minimum of £10 for four weeks. It rejected the unions' claim for an increase in the basic day rate from 16s. to 25s., the daily basis instead of the half-daily basis for the minimum, offered less than the two weeks' annual holiday with pay, and argued that the retiring allowances were a Government responsibility. In most cases concessions were made, though the demands were not accepted in full.

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STRIKE BLOCKS DISCUSSIONS

Later this evening, after the meeting had lasted five hours, it was disclosed that no progress had been made with the discussions, as a large section of men were still on strike. It was agreed that the National Joint Council should hold itself in readiness for an immediate continuation of the discussions as soon as a general resumption of work takes place.

Here are some extracts from the case of the employers—the National Association of Port Employers—replying to the demands put forward by the unions concerning the dock workers:

Decasualisation.—From the point of view of social security to the men, the first requirement is a guaranteed wage. In doing it we must, of course, have regard to economic considerations.

The employers are of opinion that the most equitable way of reimbursing these two vital considerations is to give the men a substantially guaranteed, and they propose that every able-bodied dock worker should have a guaranteed minimum of Class A ports of £16 for each four-weekly period, all earnings to count against the guarantee. For Class B ports the employers propose a guarantee of £15.

These guarantees are the minimum payments which the men would receive even if they did not work at all during the period. The guarantee will not of itself decasualise the industry, and unless it is fitted into a system of full employment it will be one-sided and un-

LS/515

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

TF/ee

TEL : 489081 - 204 30 October 1945.
REF : LSC/811-515.
SUBJECT: Venice Port Tariffs - Social Insurance.
TO : Regional Commissioner, Venetia Region
(attention: Regional Labour Officer
- Capt. Giammarco)

1. With reference to your recent call at this Office, when you left with us the attached file of correspondence on the above subject.

2. We have consulted the Italian Ministry of Marine and the Italian Ministry of Labour on this subject, and attached hereto is copy of a communication which has been addressed to the Federation of Port Workers in Venice by the Ministry of Marine.

W.H. BRAINE
Director
Labour Sub-Commission

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Translation

CE/

MINISTRY OF MARINE

Rome, 24 Oct. 1945.

General Direction of
Merchant Marine

Div. IV - N° 5227/P.

Mr. Proctor
Allied Commission,
Labour Sub-Commission,
R o m e

SUBJECT: Venezia - Rate Increases for social insurance and aids
to be contributed on the amounts of works carried out
for account of the Allies.

With reference to your yesterday's telephone call, please
find enclosed copy of the note of 13th July 1945, N° 2421 P, addressed
by this Ministry to the Federation of Port Workers of Venice regard-
ing the above subject.

(sgd.) Matteini
Lt. General R.M.I.
Gen. Dir. of Merchant Marine

Copy

MINISTRY OF MARINE

13 July 1945

Gen. Dir. of Merchant Marine
Div. IV - N° 2421/P.

To the: FEDERATION OF
PORT WORKERS,
V e n i c e

SUBJECT: Rate Increases for social insurance and aids to be
contributed on the amounts of works carried out for
account of the Allies.

Following to the request made personally by your Federat-
ion, we beg to inform you that the Italian Government is not
obliged to grant the rate increases for the various social insurances
and aids on the amounts of works carried out for account of the
British military authorities.

For this reason the following increases on the rates
agreed upon with the above Authorities will be charged to the same
Authorities:

Social Insurance Fund	17.50%
Sickness Fund	3.50%
Family allowances	18.00%
53rd week (192 hours)	10.00%

For copy true to the
original (signature)

For the MINISTER
(sgd.) Matteini

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSIONTel : 347
Ref : AC/14/9/Tn6UAG/lp
6 October 1945SUBJECT: Proposed Standardized Stavedoring
Tariff for Italian Ports.

TO : See Distribution Below.

1. Reference our letter AC/14/7/Tn6 dated 24 September 1945.

2. We enclose herewith, as promised, the English translation of the above Tariff.

W. C. Crooks
for C. C. CROOKS, Chief
Ports & Warehouse DivisionDISTRIBUTION:G-4 (Mov & Tn) AFHQ
G-5 AFHQ
Tn. (A) AFHQ
Tn (B) ROME
Tn (B) AFHQ
PSTO (Med) AFHQ
MEDBO - Caserta (2)
M.W.T.- ROME (2)
W.S.A.- ROME (3)INTERNAL:Finance S/C
Accounts Branch Tn. S/C
Economic Section (Price Control)
Shipping Branch Tn. S/C (attn. Maj. Laraman)
Economic Section-Supply Div.
(attn. Lt. J. Arensberg)
Labor S/C (attn. Mr. Proctor)

Attachment : As stated in para.2.

TRANSLATION

/1x

MINISTRY OF MARINE

Directorate General Mercantile Marine

DIV. IV.

18th September 1945

Prot. No. 3972/P.Q.C.138

TO : R. Maritime Authorities
R. Capitanerie di Porto

SUBJECT : National Tariff for operations of Loading
discharging, stacking and movement of goods in the
ports.

1. This Ministry, in view of the present organisation of Maritime Traffic, has decided that in all ports there be applied for the operations of loading, discharging, storage and movement in general of goods and every other material, a standardized tariff.

The undersigned therefore, has prepared in agreement with the Italian Federation of Port Laborers, the attached draft tariff, which, on principle, has been found equitable also by the Allied Commission.

2. This draft is formed of the following parts :

-Premise :

-a) Tariff for general cargo.

-b) Tariff for coal, phosphates, pyrites, sulphur, caolin and such like in bulk.

-c) Rules, dues and supplementary charges common to the commodities mentioned in tariffs a. and b.

-d) Final rules.

In the premise are stated the reasons which justify a standard tariff and the criterion on the basis of which the tariff has been worked out, and therefore any further explanation is superfluous.

In the final rules is foreseen the possibility of inserting in the tariff new items in regard to operations or labor,

1248

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In the final rule is foreseen the possibility of inserting in the tariff new items in regard to operations or labor, of a special local character, it being clearly understood that the respective compensation be reckoned on the basis set forth in the "Premise". In the said "Final Rules" it is made clear, furthermore, that in very special circumstances and which cannot be overlooked, compensation as mentioned in the proposed tariff may be, quite exceptionally, proportionately varied in relation to any change in the formation of the labor gangs and/or output.

3. The Standard tariff, as specified in the "premise", is based on the assumption that each laborer works on an average twelve days a month and realizes, for each working day, a wage of lire 625 (increased to lire 675 for coal and similar goods), equal to a wage per day lived of lire 250.

Now, it is clear that these data have a purely theoretical value, since they do not always correspond to reality.

Referring, in fact, to the special exigencies, which today cause traffic to avail itself more of some ports rather than of others and, in any one port does not always flow with uniform regularity, it so happens in practice that while in some ports the laborer, working more than twelve days a month earns more than lire 250 per day, in others instead, the measure of wages for day lived falls below that level. In order to avoid this inequality and in consideration of the fact that the new tariff rates mark a decided betterment as compared with those at present ruling in many ports, an appeal has been made to the port laborers, invoking that spirit of solidarity of which they have so often given proof in the past, to set up an equalization fund which would allow assistance to be given to those laborers who have little or no work, an effort which is quite possible in view of the increased earnings which the new tariffs permit.

4. The tariff in question, as stated in the last paragraph of the "premise" is only of a temporary nature. In fact its validity will be limited to a period of six months, as, it is hoped, that after such period and with the return to normal conditions in all ports, the reasons which gave rise to this proposed new tariff will have ceased to exist.

5. The Maritime Authorities are authorized to put this tariff forthwith into effect for a period of six months in those localities where the tariffs, for extent and for the items mentioned, are equal to those at present in force.

In the other localities, instead, where such coincidence does not exist, the Port Captains will call for an immediate meeting of the Council of Port Labor, or, where there is no such body, will appoint a Commission, presided over by the Officer handling Port labor discipline and composed of representatives of the Provincial Labor Office, of the Provincial Office of Industry and Commerce, of the Chamber of Labor and Port Laborers, so that these bodies, after examining the attached draft, may bring the present existing tariff rates into line with those set forth in the draft, bearing in mind that in view of the principles involved in the project itself any possibility of lower or higher tariffs than those proposed must be excluded.

In the circumstances, as mentioned above, there may be introduced into the draft these items or modifications which

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In the circumstances, as mentioned above, there may be introduced into the draft these items or modifications which special circumstances or special methods of work may suggest, provided, of course, that the fundamental lines of the standard tariff be not altered, but, we repeat, any such changes may be introduced only on very exceptional grounds.

The new proposals, if approved, may be made executive by the Maritime Authorities, but only, it is understood, for a period of six months; if not approved, a copy of the minutes of the committee consulted on the matter must be forwarded to the Ministry for Final Decision.

6. The proposed national tariff is to become effective as from 1st October next.

The Maritime Authorities will transmit to the Ministry a copy of the decrees issued in regard to its temporary application.

Please acknowledge receipt of this circular with assurance that these instructions will be carried out.

For the Minister :

/s/ MATTEINI

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/s/ MATTEINI

P R E M I S E

1. The following tariffs are of a national character in as much as they will be applied to all ports of the Kingdom, and have been compiled on the grounds that, as at the present moment the Allied Authorities are the only users of our ports for the loading and discharging of goods, it seems logical that said Authorities should know that, whatever may be the port of transit of the goods, the relative charges for loading and discharging will always be uniform. These tariffs, therefore, must be considered as representing a valuation of present circumstances.

2. The tariffs in question are based on the criterion existing in our ports for some time - of piece-work wages, that is salary commensurate with the amount of work done. They have been determined, starting from the idea that the port laborer, according to ruling Italian legislation, has to be present, in port during the whole three hundred and sixty five days of the year, whether or not there are ships to load or discharge, so that in the periods of no work in port he is not permitted to undertake any other outside work; this gives him the right to be recompensed also for the days in which he does not work, viz for each of the thirty days of the month.

In the circumstances, taking as basis a wage of lire 250 per diem (a daily living wage), and, multiplying same by 30, we obtain a monthly wage of lire 7500.

Bearing in mind, furthermore, that the number of actual working days, referring to all Italy, averages 12 per month and dividing the figure of lire 7500 by 12 we arrive at an amount of lire 625 which represents what is necessary for the port laborer to earn on an average, when he works, so that he is able to secure for himself the means of sustenance also for the days on which, due to inactivity in the port, he is without work.

This sum has been increased to lire 675 for coal and similar goods, in view of the high cost of soap, etc. necessary for personal cleanliness and greater wear & tear of clothing.

Thus, applying the formula:-

that the port laborer, according to ruling Italian regulations, has to be present, in port during the whole three hundred and sixty five days of the year, whether or not there are ships to load or discharge, so that in the periods of no work in port he is not permitted to undertake any other outside work; this gives him the right to be recompensed also for the days in which he does not work, viz for each of the thirty days of the month.

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Thus, applying the formula:-

$$\frac{H \times GL}{R}$$

H representing the number of workers forming a gang, GL the wage for working day and R the output in tons per gang, there has been determined, for each class of goods, a tariff rate per ton, that is to say the net compensation payable to the port laborer for every ton of merchandise handled.

This tariff rate which refers of course to work carried out during ordinary working hours, is then increased by 41% to enable the Port Labor Company to meet the contributions of social and insurance on roster, as well as overhead and general administrative and organizational expenses; furthermore, to compensate the Port Labor Company for the loss of equipment,

- 2 -

Whenever such loan of equipment takes place.

3. The wage per working day, reckoned at lire 625 for general cargo and at lire 675 for coal and similar commodities appears high when compared with the wages earned by workers in other trades, but it has to be borne in mind that, said wage will not be paid to the port labourer in its entirety, in as much as a portion of the wage will be transferred to an "equalization fund" the aim of which, based on a criterion of mutual assistance, is to provide that, port workers of the more active ports earning high wages, should help those of inactive ports, or of ports with lesser traffic.

From the above it follows that the tariffs thus compiled are of a very precarious nature, in as much as they will again be reduced to their normal limits, as soon as trade returns to all ports and therefore, they will remain in force only for a period of six months.

TARIFF "A" FOR

C E N T R A L C A R G O

/1r

Item Class & name of Goods No. Kind of work	Unit Men		Out-Tariff		REMARKS
	per	put	per	put	
	gang		8		
			hours		
Class I					(1) Excluding winchmen
Cereals and similar					
<u>Discharging or loading:</u>					
a) 100 kg. bags	met.	ton	10	100	(1) 62
b) bags under 100 kg.	"	"	10	80	(1) 78
<u>Bagging on board</u>					
a) 100 kg. bags	"	"	12	100	75
b) bags under 100 kg.	"	"	12	80	94
<u>Porterage from under ship's tackle, unhooking and delivery direct to ground or on to any means of transport, or vice- versa, within 15 metres from wharf edge and not above 1.80 M. (6 ft.) height:</u>					
a) 100 kg. bags	"	"	10	100	62
b) bags under 100 kg.	"	"	10	80	78
<u>Porterage under tackle to lighter with stowage, or vice-versa:</u>					
a) 100 kg. bags	"	"	6	100	37
b) bags under 100 kg.	"	"	6	80	47
<u>Discharge from lighter to wharf or on any means of transport, or vice-versa, within 15 M. (49 ft.) from wharf edge and not over 1.80 M. (6 ft.) height:</u>					
a) 100 kg. bags	"	"	14	100	87
b) bags under 100 kg.	"	"	14	80	109
<u>Reloading from wharf on to any</u>					

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3	Porterage from under ship's tackle, unhooking and delivery direct to ground or on to any means of transport, or vice-versa, within 15 metres from wharf edge and not above 1.80 M. (6 ft.) height:				
	a) 100 kg. bags	"	10	100	62
	b) bags under 100 kg.	"	10	80	78
4	Porterage under tackle to lighter with stowage, or vice-versa:				
	a) 100 kg. bags	"	6	100	37
	b) bags under 100 kg.	"	6	80	47
5	Discharge from lighter to wharf or on any means of transport, or vice-versa, within 15 M. (49 ft) from wharf edge and not over 1.80 M. (6 ft) height :				
	a) 100 kg. bags	"	14	100	87
	b) bags under 100 kg.	"	14	80	109
6	Reloading from wharf on to any means of transport, or vice-versa, within 15 M. (49 ft) from stack and not over 1.80 M. (6 ft) height				
	a) 100 Kg. bags	"	10	100	62
	b) bags under 100 kg.	"	10	80	78
	<u>Class II</u>				
	General cargo (in parcels, cases, bales, barrels, drums, etc)				
1	Discharging or loading	"	10	50	125 ⁽¹⁾

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Item No.	Class & name of goods Kind of work	Men		Unit		REMARKS
		per	Out	put	put	
		Range	5	TARIFF	hours	hours
2	Porterage from under ship's tackle, unhooking & delivery direct to ground or on to any means of transport, or vice-versa, within 15 ft. (4.3 ft.) from wharf edge & not above 1.80 m. (6 ft.) height					(1) excluding winchmen.
3	Porterage from under tackle to lighter with stowage, or vice-versa	10	50	125		
4	Discharge from lighter to wharf, or on to any means of transport, or vice-versa, within 15 ft. (4.3 ft.) from wharf edge and not over 1.80 m. (6 ft.) in height	" 10	50	125		
5	Reloading from wharf on to any means of transport, or vice-versa, within 15 ft. (4.3 ft.) from stack and not over 1.80 m. (6 ft.) in height	" 10	50	125		
CLASS III						
Cattle, etc.						
1	Discharging or loading					
a)	Horses, mules, asses & cattle	per head			80 (1)	(1) excluding winchmen
b)	sheep & swine	"			35	-do-
2	Porterage from under tackle, unhooking & delivery direct to ground, or on to any means of transport, or vice-versa, within 15 ft. (4.3 ft.) from wharf edge:					
a)	Horses, mules, asses, cattle	"			80	
b)	Sheep & swine	"			15	

5 Reloading from wharf on to any means of transport, or vice-versa, within 15 M. (49 ft.) from stack and not over 1.80 M. (6 ft.) in height

CLASS III

Cattle, etc.

" 10 50 125

1 Discharging or loading

a) Horses, mules, asses & cattle

per head

80 (1)

(1) exclud. winchmen

b) sheep & swine

25

-do-

2 Portage from under tackle, unhooking & delivery direct to ground, or on to any means of transport, or vice-versa, within 15 M. (49 ft.) from wharf edge:

a) Horses, mules, asses, cattle

"

80

15

b) Sheep & swine

SUPPLEMENTS TO TARIFF

A. GENERAL CARGO.

1. Transport beyond 15' and up to 30 metres (49' to 98') distance, increase of 40% on the relative tariff.

2 Stacking:

a) above 1.80 M. (6') up to 3 M. (10') in height increase of 30% on relative tariff.

b) above 3 M. (10') up to 4 M. (13') in height: increase of 50% on relative tariff

3 General cargo, packages weighing over 1 ton each: increase of 50% on relative tariff.

4 Work from or to refrigerators: increase of 50% on relative tariff.

5 Labor for heavy goods: increase of 5% on relative tariff.

6 Packing bulk goods on board schooners: increase of 50% on stevedoring tariff.

TARIFF "B" FOR

COAL, PHOSPHATES, PYRITES, SULPHUR, CAOLIN & SIMILAR GOODS IN BULK

Item No.	Nature of work	Unit	Time		Tariff	REMARKS
			per ton	per hour		
1	Discharging, unhooking on ground or on means of transport					(1) Excluding winchmen, but inclusive of preparing ship (consequently the tariff has been increased 5%
a)	Coal, phosphates, pyrites, sulphur, caolin & such like	ton	15	120	89	(1)
b)	Coke	"	15	60	178	(1)
c)	Patent fuel	"	15	80	133	(1)
d)	Charcoal	"	15	60	133	(1)
2	Shunting rly. cars & gathering up fallen coal, phosphates, etc.					(2) Reversed tariff as poor goods (see note next page)
e)	Coal, phosphates, pyrites, sulphur, caolin & such like	"	-	-	30	(2)
b)	Coke	"	-	-	60	
c)	Patent fuel	"	-	-	51	
d)	Charcoal	"	-	-	45	
3	Reloading by basket from stack (pile) alongside on to means of transport or to new stack, within 15 ft. (49' 0" distance from stack alongside, and to height not over 1.80 M. (6')					
a)	coal, phosphates, pyrites, sulphur, caolin, etc.	ton	18	120	101	
b)	Coke	"	18	60	202	
c)	Patent fuel	"	18	80	152	

2 Shunting rly. cars & gathering up fallen coal, phosphates, etc.

- a) Coal, phosphates, pyrites, sulphur, caolin & such like
 b) Coke
 c) Patent fuel
 d) Charcoal

3 Reloading by basket from stack (pile) alongside on to means of transport or to new stack, within 15 M. (49') distance from stack alongside, and to height not over 1.80 M. (6')

- a) coal, phosphates, pyrites, sulphur, caolin, etc.
 b) Coke
 c) Patent fuel
 d) Charcoal

4 Discharge from lighters to stack or means of transport, within 15 M. (49') distance from wharf edge, & not over 1.80 M. (6') height

- a) Coal, phosphates, pyrites, sulphur, caolin, etc.
 b) coke
 c) patent fuel
 d) charcoal

5 Bunkering:

- a) from lighter, or from means of transport, or from edge of wharf, or from stack situated within 15 M. (49') from ship to be bunkered

(2) (2) Reversed
 tariff as
 poor goods
 (see note
 next page)

30
 60
 51
 45

181

18 120 101
 18 60 202
 18 80 152
 13 60 151

24 120 135
 24 60 270
 24 80 202 (2)
 24 60 202

24 120 135

Item No.	Nature of Work	Unit	Men per gang	Out put per hour	Tariff	REMARKS
b) as above, handling on deck		met:				
		ton	36	120	202	
		"	-	-	(3) 40 (3)	Reckon ed on total tonnage

NOTA BENE : The charcoal tariff rate does not correspond with that appearing from the application of the formula mentioned in the "Premises", but is based on the coal rate increased by 50%.

SUPPLEMENTS TO TARIFFS.

- 1) Carriage beyond 15. M. (49') up to 30 M. (98') distance: increase of 40% on relative tariff.
- 2) Stacking:
 - a) above 1.80 M. (6') up to 4 M. (13') height: increase of 30% on relative tariff.
 - b) above 3. M. (10') up to 4 M. (13') height: increase of 50% on relative tariff.

"C" - RATES TARIFFS & SUPPLEMENTS APPLICABLE TO THE GOODS OF BOTH "A" AND "B" TARIFFS

I. Work paid by day

When, due to exceptional difficulty of work, caused by damage or other special circumstances, to be ascertained by the maritime authorities, piece-work wages are not applicable, labor will be paid by the day. The sweeping of holds and the handling of winches on board will be paid by the day. The daily wages are the following :

- a) General cargo (including cereals)
 - b) coal, phosphates; pyrites, sulphur, coalin
- the days are divided into half days only if the request for labor is made for the afternoon hours

Lire 625 per man
" 675 "

II. Specially difficult and awkward work

This is ascertained by the Maritime authorities and is recompensed by an increase of 30% on the tariff.

III. Stoppage of work.

When during usual working hours, work is stopped through no fault of the laborers they are to receive a compensation of Lire 78 per hour per man.

IV. No utilization of laborers engaged

relative tariff.

"C" - RULES TARIFFS & SUPPLEMENTS APPLICABLE TO THE GOODS OF
BOTH "A" AND "B" TARIFFS

I. Work paid by day

When, due to exceptional difficulty of work, caused by a cargo or other special circumstances, to be ascertained by the cargo authorities, piece-work wages are not applicable, labor will be paid by the day. The sweeping of holds and the handling of winches on board will be paid by the day. The daily wages are the following:

- a) General cargo (including perils)
 - b) coal, phosphates, pyrites, sulphur, coalin
- Lire 625 per man
- " " 675 " "

The days are divided into half days only if the request for labor is made for the afternoon hours

II. Specially difficult and awkward work

This is ascertained by the Maritime Authorities and is recompensed by an increase of 30% on the tariff.

III. Stoppage of work

When during usual working hours, work is stopped through fault of the laborers they are to receive a compensation of Lire 78 per hour per man.

IV. No utilization of laborers engaged

When laborers are engaged but not used, during usual working hours, there is due to them the following compensation:-

up to two hours : Lire 100 per man.
for each successive hour : Lire 78 per hour per man

V. Speeding up discharge

Speeding up discharge

of 30% on the relative tariff, to be calculated on the increased output.

VI. Opening and closing of hatches

For opening and closing hatches there is due a compensation of Lire 400 each time and per hatch.

VII. Shifting of goods

a) shifting goods in the hold, using hooks, or by hand increase of 50% on the tariff for discharging or loading.

b) shifting of goods from hold to tween-deck or vice-versa: increase of 70% on the tariff for discharging or loading.

d) shifting direct from one hold to another: increase of 100% on tariff for discharging or loading.

VIII. Stevedoring equipment.

In order to carry out the work contemplated in the above tariff,

the stavedoring contractors, when the Port Labor Company is not, owing to local conditions, equipped, must supply all necessary equipment.

The following compensation is fixed for use of equipment:

a) Japanese slings	Five 8 per ton
b) shovels, pickaxes, boards and gangways	" 2 " "
c) baskets	" 20 " "
d) heeles	" 5 " "

IX. Hours for work. Supplements for overtime, night and holidays.

By normal work is understood that done between 8 a.m. and noon, and between 1300 and 1700 hours, subject custom of the port.

By overtime is meant work which is done from 1700 to 2000 hours and from 0600 to 0800 hours.

By night work is meant that which is done between 2000 and 0600 hours.

By holiday work is meant that which is done on Sundays and on days officially recognized by the State as Civil Holidays.

Work done outside usual working hours is compensated as follows:

- overtime: increase of 25% on relative tariff;
- work from 1200 to 1300, or anyhow during mealtime, 10 over and above four hours ordinary work: increase of 100% on relative tariff; otherwise, increase of 50%;
- night work: increase of 50% on relative tariff;
- holiday work: daytimes: increase of 50% on relative tariff; nighttime: increase of 100% on relative tariff.

X. Increases for contributions of social and insurance character.

To cover the expenses of insurance, etc. the totals of the invoices or bills for labor supplied are increased as follows:

Labor accident insurance	1.50%
Workmen's compensation, old age, tuberculosis, marriage and birth insurance	10.00%
Family allowances	2.50%
3rd work	2.50%
Sickness fund	5.00%
Holiday fund	11.00%
Total	31.00%

XI. Reimbursement of overhead and administrative expenses to the

Port Labor Companies:

On the total cost of labor a further 10% is added to cover overhead and administrative

above four hours ordinary work; increase of 50%
 otherwise, increase of 50%
 c) night work: increase of 70% on relative tariff;
 daytime: increase of 50% on relative tariff;
 d) holiday work: daytime: increase of 100% on relative tariff;
 nighttime: increase of 100% on relative tariff.

X. Increase for contributions of social and insurance character,
 to cover the expenses of insurance, etc. the totals of the
 invoices of bills for labor supplied are increased as follows:

Labor accident insurance	1.50%
workmen's compensation, old age, tuberculosis,	1.50%
marriage and birth insurance	18.00%
family allowances	2.50%
53rd week	2.50%
Illness fund	5.00%
Holiday fund	5.00%
Total	34.00%

XI. Re-impoundment of overhead and administrative expenses to the
 Port Labor Companies:

On the total cost of labor a further 10% is added to
 enable the Port Labor Companies to recover overhead and administrative
 expenses.

B. FINAL RULES

1. The above tariffs are understood as being inclusive of all
 usual indemnities for high cost of living etc.
2. For special work and of local character and for tally clerks,
 where there are employed, or for other items not included here,
 there will be made special tariffs to be arranged port by port.
3. If, according to local agreements or under peculiar
 circumstances the composition of the labor gangs and or output be
 modified, the tariff will be proportionally varied.

Revised, 7th September 1945

HEADQUARTERS ALLIED COMMISSION
AFD 334
LABOR SUB-COMMISSION

FILE

72/rum

REF : LSC/813

25 September 1945

SUBJECT: Port Workers -- Wage Negotiations.

TO : Mr. W. H. Braine

1. Protracted negotiations have been in progress for sometime with a view to formulating a standard national wage agreement for the operations of loading, unloading, etc., of cargoes in Italian ports.

2. The negotiating parties are the Italian Ministry of Marine, the Federation of Italian Port Workers, the Compagnie Portuali; while the Transportation Sub-Commission and the War Shipping Board exercised watching briefs on behalf of the Allies. The Labor Sub-Commission was represented during part of the negotiations as observers and advisers.

3. The Labor Sub-Commission representatives emphasized to the negotiating parties the desirability of securing:

- (a) the decasualization of port workers under the Portuali system, and
- (b) providing for a fair wage for port workers, comparable with the wages paid to skilled workers in Italian industry.

4. It was proposed that a flat basic rate should be aimed at, subject to the necessary variations as between the various ports in the light of port facilities, traffic loads, and the fluctuations in the cost-of-living in the various parts of the country. It was submitted that the rates should not be so low as to place port workers in a less advantageous position than that enjoyed by other Italian skilled workers, bearing in mind the rather erratic incidents of employment at some of the smaller ports. On the other hand, the rates should not be too high in order to preserve a fair competitive basis for the Italian shipping industry. In the latter connection it was illustrated that serious damage would be sustained by the Italian shipping industry if the tariffs were too high, as it might well result in loss of trade to other Mediterranean ports, viz., Marseilles. In pre-war years trade was in fact lost to Italian ports in favor of certain French ports due inter-alia to high port costs in Italy, etc.

5. Considerable difficulty has been experienced by the negotiating parties in formulating the necessary tariffs due to the necessity for converting rates of remuneration and costs into terms of tonnage rates for the various types and conditions of cargoes to be handled.

6. An agreement in principle has now been reached by the parties concerned and copies of the draft agreement have been submitted to the Port Committees for ratification. General Mattioli, the Director-General of the Italian Ministry of Marine, who has been responsible for the conduct of the negotiations on behalf of the Italian Government, has intimated that it is expected that full agreement will be reached and that the draft proposals will be approved so as to enable the Italian Government to issue a Decree giving legal effect to the agreement, which is expected to be operative as from 1 October 1945.

7. It should be explained that the new agreement, when approved and issued, will be valid for an experimental period of six months and will then be subject to review in the light of the economic situation then obtaining.

8. A copy of the draft agreement and covering memoranda is attached.

9. While the negotiations to secure a new agreement have been in progress, and in order to relieve distress among certain of the port workers, the Italian Government have sanctioned the payment of a premio di liberazione of 2,000 lire to be paid to each port worker registered with the various Compagnie Portuali.

10. It is the intention that the new agreement should cover all Italian ports, less the ports or portion of the ports of Naples, Leghorn, Bari and Trieste which are temporarily excepted due to military necessity, but will come into line with the terms of the new agreement as soon as the Compagnie Portuali are in a position to take over complete control of these ports from the Allied authorities.

11. Attached is a schedule (A) showing the number of workers registered at the various ports in Italy by the Compagnie Portuali. Schedule B also attached shows the relative position in regard to port capacity and traffic at two selected ports. Both schedules show the comparative position as between pre-war and the present time.

FRANK PROCTOR
Labor Sub-Commission

Enclosures (3)

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A
PROSPETTO DELLE PRINCIPALI COMPAGNIE PORTUALI
e dei numeri dei lavoratori esistenti prima della guerra e quello att.

N°	Località	Denominazione Compagnia o Gruppo Portuale	1939		
			Perm.	Avv.	Occas.
1.	IMPERIA	Comp. Port. Ludovico Maresca	192	45	
2.	SAVONA	" Portuale	726		
3.	GENOVA	per lo sbarco e l'imbarco carboni miner.	835		
		" Caricatori e scaricatori, chiatte, chiattaroli			
		" "S. Giorgio".	1335	186	
		" Port. fascini merci varie	1007		
		" Commessi di Bordo Frat. Cairoli	192	15	
		" Scaricatori Carboni Vegetali	19		
		" Pesatori	118	34	
		" Imbarco e sbarco trasp. bagagli	98		
4.	LA SPEZIA	" Lavoratori del Porto	434	431	
5.	CIVITAVECCHIA	" Port. "Roma"	352		80
6.	TORRE ANNUNZIATA	" " "Vincenzo Rocco"	122	21	
7.	CASTELLAMARE	" Lavoratori Portuali	50		50
8.	DI STABIA	" Port. "Flavio Gioia"	118	5	
9.	VIBO VALENTIA	" Lavoratori Portuali	38	10	
10.	REGGIO CALABRIA	" Port. "Tommaso Gulli"	61	13	80
11.	COTRONE	" Lavoratori Portuali	119	23	
12.	TARANTO	" Port. "Nettunia"	130	62	
13.	BRINDISI	" " "Briano"	118	24	195
14.	BARI	" " "Nazzario Sauro"	396	50	1600
15.	MOLFETTA	" " Lavoratori	24		
16.	BARLETTA	" " "Fioramosca"	86	40	
17.	ANCONA	" Lavoratori Portuali	224		282
18.	RAVENNA	" " "	212	31	
19.	VENEZIA	" Port. "S. Marco"	785		
20.	CAGLIARI	" " "Deffenu"	219		
21.	MESSINA	" " "Italia"	291		176
22.	CATANIA	" Lavoratori del Porto	551		
23.	SIRACUSA	" Port. "S. Sebastiano"	187		150
24.	LICATA	" Lavoratori Portuali	408	85	
25.	PORTO EMPEDOCLE	" " "	286	51	
26.	TRAPANI	" " "	77	43	
27.	PALERMO	" " "	621		
28.	OLBIA	" " "	69		10
29.	NAPOLI	Merci Varie Bordo	457		
		Merci Varie Terra	652	7	
		Carbone	451		
		Commessi Bordo	140	39	
		Vari	1374		
TOTALE			13708	1215	2623

TO DELLE PRINCIPALI COMPAGNIE PORTUALI
 ri esistenti prima della guerra e quello attuale.

zione po Portuale	1 9 3 9				1 9 4 5			
	Perm.	Avv.	Occas.	Totale	Perm.	Avv.	Occas.	Totale
eresca	192	45		237	150			150
	726			726	435			435
l'imbarco carboni miner.	835			835	600			600
ricatori, chiatteoli								
"S. Giorgio".	1335	186		1.521				
merci varie	1007			1.007				
o Frat. Cairoli	192	15		207	2360			2.360
oni Vegetali	19			19				
	118	34		152				
o trasp. bagagli	98			98				
Porto	434	431		865	163	199		362
	352		80	432	341		380	721
"Rocco"	122	21		143	115	15		130
ali	50		50	100	75			75
ioia"	118	5		123	108			108
ali	38	10		48	32	8		40
Gulli"	61	13	80	154	43	11		54
ali	119	23		132	105	27	10	142
"	130	62		192	107	80		187
	118	24	195	337	129	2		131
Seuro"	396	50	1600	2.046	564	25		589
	24			24	20		15	35
ca"	86	40		126	81	42	43	166
uali	224		282	506	512			512
"	212	31		243	210	29	41	280
"	785			785	780		1000	1.780
	219			219	196	75		271
	291		176	467	255			255
Porto	551			551	640			640
tiano"	187		150	337	279			279
rtuali	408	85		493	636	55		691
"	286	51		337	276	55		331
"	77	43		120	93			93
"	621			621	630			630
"	69		10	79	89			89
	457			457	250			250
	652	7		659	400			400
	451			451	290			290
	140	39		179	62			62
	1374			1374	141			141
TOTALE	13708	1215	2623	17546	11167	623	1489	13279

phone from Is. Istorato Porti 18.9.45. 1655

			1	9
<u>CIVITAVECCHIA</u>	1. Goods discharged and loaded	Metric Tons	1,306	
	2. Monthly Average	" "	102	
	3. Daily Average	" "		
	4. Capacity of Port (Monthly)	" "	121	
	5. Capacity of Port (Daily, working day of eight hours)	" "		
<u>GENOA</u>	1. Goods discharged and loaded	Metric Tons	8,396	
	2. Monthly Average	" "	699	
	3. Daily Average	" "	21	
			(Eight hours working)	

13

on Is. Storero Porti 18.9.45, 1655

received by R. Mc Donnell

		1	9	3	7	1	9	4	5
						<u>J U L Y</u>			
arged and loaded	Metric Tons	1,306,000				61,354			
age	" "	108,833				-			
e	" "	3,627				3,045			
Port (Monthly)	" "	121,000				106,000			
Port (Daily, working of eight hours)	" "	4,033				3,530 (working day of 24 hours.)			
						<u>A U G U S T</u>			
arged and loaded	Metric Tons	8,396,900				134,659			
age	" "	699,741				-			
e	" "	23,344				4,489			
		(Eight hours working day)				(working day of 24 hours.)			

IL GLOBO
28 SETTEMBRE 1945

Nuove tariffe per i portuali

Il Ministero della Marina e la Sottocommissione alleata del lavoro hanno approvato le nuove tariffe a carattere nazionale, proposte dalla Federazione italiana dei lavoratori dei porti che segnano un notevole miglioramento alle condizioni precedenti e entreranno in vigore il primo di ottobre prossimo.

E' allo studio la istituzione della Cassa di Compensazione integrativa la quale assicurerà un minimo di guadagno per i componenti di quelle Compagnie che, esenti dalle attuali contingenze, hanno visto notevolmente ridotto il traffico dei porti.

Globe Sunday 31/9/45

Tariffe portuali

Il Globo apprende da fonte competente in relazione alla notizia diffusa dall'Ansa di nuove tariffe per i lavoratori portuali, che la Sottocommissione alleata ha intervenuto alla loro approvazione. Esse verranno approvate dai competenti organi italiani.

BEST COPY POSSIBLE

HEADQUARTERS ALLIED COMMISSION
Navy Sub-Commission APO 394

LSC/515
NSC/3650
26 September 1945

From: Navy Sub-Commission, Hq. Allied Commission.
To: Naval Officer-in-Charge, NAPLES.
Subject: Fueling Contracts - Naples.
Enclosure: (A) Copy Labor S/C, AC ltr LSC/515 of 24 Sept. 1945.

1. It would be appreciated if the comments contained in paragraph 3 of enclosure (A), in which the Labor Sub-Commission, Hq. AC supports the Italian Ministry of Marine in establishing the Compagnie Portuali system as against the system of private contractors for employing port labor, were taken into consideration when fueling contracts are awarded by the Royal Navy in Naples.

H. W. ZIROLI,
COMMODORE, U. S. NAVY,
FOR REAR ADMIRAL
CHIEF, NAVY SUB-COMMISSION, AC.

Copy to:
Labor S/C, AC. ✓

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

FP/18

419/515

REF : LSC/515

26 September 1945

Dear Sig. De Stefano,

In response to your letter of 10th September 1945 and in the absence of Mr. Braine who is at present on a visit to London, I am sending you copies of certain British Ministry of Labour publications giving details of the organisation etc. of Port Workers in Great Britain.

I also enclose a copy of a memorandum which deals with Port Labour in Italy.

Con cordiali saluti

Yours truly

F. Proctor
Labour Sub-Commission

Signor Marino De Stefano
Federazione Italiana Lavoratori Porti
Via Boncompagni, 19
Roma

HEADQUARTERS ALLIED COMMISSION
APO 304
LABOUR SUB-COMMISSION

M/12

26 Settembre 1945

RNF : RNF/519

Caro Signor De Stefano,

In risposta alla vostra lettera del 18 settembre 1945 e nell'assenza del Signor Braine, che presentemente trovasi in visita a Londra, vi invio copie di alcune pubblicazioni editte a cura del nostro Ministero del Lavoro, nelle quali sono contenuti dei ragguagli nell'organizzazione e simili dei lavoratori dei Porti in Gran Bretagna.

Vi invio egualmente, in allegato, un memorandum che tratta dei lavoratori dei porti in Italia.

Con cordiali saluti

F. PROCTOR
Labour Sub-Commission

Signor Marino De Stefano
Federazione Italiana Lavoratori Porti
Via Roncompagni, 19
Roma

FILE

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB COMMISSION

PROV : LSC/515/219

26 Settembre 1945

OGGETTO: Derequisizioni di Darsene a Napoli

AL : Signor Marino de Stefano
Federazione Italiana Lavoratori Porti
Via Boncompagni 19 - Roma.

Cent. Sig. De Stefano

Il Sig. John Adams, Addetto del Lavoro presso l'Ambasciata Americana, mi ha trasmesso copie della Sua del 14 Settembre 1945, nella quale porge richiesta per la derequisizione delle darsene Granili e Vittorio Emanuele II a Napoli.

Abbiamo consultato la Sottocommissione del Trasporto presso la Commissione Alleata in materia, e ci e' stato riferito che la Sua richiesta dovrebbe, in primo luogo, essere indirizzata al Ministero della Marina Italiana, il quale, a sua volta, l'inoltrera' con commenti e raccomandazioni al: "Comitato Campbell", mentre una copia della richiesta dovrebbe essere inviata per presa di conoscenza alla Sottocommissione del Trasporto. Dopo che la richiesta sara' stata studiata da questi due Uffici, verra' presentata al quartier Generale Alleato per una decisione.

Con cordiali saluti,

W. H. BRAINE
Direttore,
Sottocommissione del Lavoro.

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

REF. : LSC/515-219

26 September 1945

SUBJECT : Derequisition of docks in Naples.

TO : Signor Mario De Stefano
Federazione Italiana Lavoratori Porti
Via Boncompagni 19 - Rome -

Dear Signor De Stefano,

Mr. John Adams, Labour Attaché, American Embassy, has passed to me a copy of your letter of 14th September 1945, in which you request the derequisitioning of the Granili and Vittorio Emanuele II docks in Naples.

The Transportation Sub-Commission of the Allied Commission has been consulted on this matter and they advise that your application should be addressed in the first instance to the Italian Ministry of Marine, who will in turn forward it, together with their comments and recommendations to the "Campbell Committee" with a copy to Transportation Sub-Commission, for consideration. After examination by these two bodies, the request will then be submitted to the Allied Headquarters for decision.

Yours truly

S.M. BRAINE
Director
Labour Sub-Commission



THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

AMERICAN EMBASSY

Rome, September 20, 1945.

MEMORANDUM.

To : Labor Sub-Commission, Allied Commission.
Att: Mr. Proctor.

Subject: Derequisition of docks in Naples.

With reference to your conversation of yesterday with a representative of the Embassy regarding the request of Marino De Stefano, secretary of the National Federation of Italian Longshoremen, for the derequisition of two docks in the port of Naples (GRANILE and VITTORIO EMANUELE II), there is attached a copy of the letter received from De Stefano and a copy of the Embassy's reply recommending that the request be submitted to the Italian Ministry of Marine for appropriate action.

Charles A. Livengood
Charles A. Livengood
Counselor for Economic Affairs

Enclosures: 2.-

cc: Economic Section, Allied Commission.
Shipping Sub-Commission, Allied Commission.
Transportation Sub-Commission, Allied Commission.
Navy Sub-Commission, Allied Commission.

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C O P Y

CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO.

Federazione Italiana Lavoratori Porti.

Roma, 14 settembre 1945

Mr. John Clarke Adams
Labor Attache - American Embassy

R o m a

Gentilissimo Signor Adams,

La ringrazio, innanzi tutto, dell'interessamento da Lei dimostrato per la categoria da me rappresentata.

In merito alla richiesta, Le comunico che dovrebbero essere lasciate libere da parte degli alleati le seguenti darsene: GRANILI e VITTORIO EMANUELE II.

Le suddette darsene sono quelle immediatamente seguenti alle altre già in mano dei lavoratori italiani.

Grato per quanto Ella farà perchè le darsene sopra indicate vengano restituite ai nostri lavoratori, nel ringraziarla nuovamente Le invio i miei cordiali saluti.

IL SEGRETARIO DELLA FEDERAZIONE

Marino De Stefano

C O P Y

Roma, 20 settembre 1945.

Pregiatissimo Signor De Stefano,

Nell'assenza del Signor Adams, do evasione alla Sua lettera del 14 corrente in cui è fatta richiesta che le Garsen GRANILLI e VITTORIO EMANUELE II del porto di Napoli vengano lasciate libere da parte delle autorità alleate.

La Sua richiesta è stata presentata ad un funzionario della Labor Sub-Commission il quale però ha fatto presente la necessità che Lei presenti formale domanda al Ministero della Marina il quale inoltrerà la domanda stessa alle competenti autorità alleate.

Spiacente di non poterla aiutare di più, non posso che consigliarla di seguire la procedura sopra indicata.

Con i più distinti saluti,

Charles A. Livengood
Consigliere per gli Affari Economici

Freg.mo
Signor Marino De Stefano
Federazione Italiana Lavoratori Porti,
Via Boncompagni, 19
R o m a.

274

Translation Balderzi

/js

Rome, 30 September 1945

Dear Mr. De Stefano,

Mr. Adams being absent, I reply to your letter of the 14th instant, where a request was set forth concerning the derequisition of the docks Granili and Vittorio Emanuele II in the Naples' harbour on the part of the Allied Authorities.

Your request was submitted to an officer of the Labour Sub-Commission, who has reminded that it is necessary to send the request to the Italian Ministry of Marine, which in turn will submit the same request to the competent Allied Authorities.

I am sorry of my inability to do more for you on this matter, and I advise you to follow the above procedure.

With heartfelt thanks, I remain,

Yours very truly

CHARLES A. LIVENGOOD
Counsellor for Economical
Affairs

TO : Sig. MARINO DI STEFANO
Rome

273

QUARTERS ALLIED COMMISSION
APO 394
LABOR SUB-COMMISSION

FP/TW

REF : LSC/515

25 September 1945

SUBJECT: Port Workers -- Wage Negotiations.

TO : Mr. W. H. Braine

1. Protracted negotiations have been in progress for some time with a view to formulating a standard national wage agreement for the operations of loading, unloading, etc., of cargoes in Italian ports.

2. The negotiating parties are the Italian Ministry of Marine, the Federation of Italian Port Workers, the Compagnia Portuali; while the Transportation Sub-Commission and the War Shipping Board exercised watching briefs on behalf of the Allies. The Labor Sub-Commission was represented during part of the negotiations as observers and advisers.

3. The Labor Sub-Commission representatives emphasized to the negotiating parties the desirability of securing:

- (a) the desensitization of port workers under the Portuali system, and
- (b) providing for a fair wage for port workers, comparable with the wages paid to skilled workers in Italian industry.

4. It was proposed that a flat basic rate should be aimed at, subject to the necessary variations as between the various ports in the light of port facilities, traffic loads, and the fluctuations in the cost-of-living in the various ports of the country. It was submitted that the rates should not be so low as to place port workers in a less advantageous position than that enjoyed by other Italian skilled workers, bearing in mind the rather erratic incidents of employment at some of the smaller ports. On the other hand, the rates should not be too high in order to preserve a fair competitive basis for the Italian shipping industry. In the latter connection it was illustrated that serious damage would be sustained by the Italian shipping industry if the tariffs were too high, as it might well result in loss of trade to other Mediterranean ports, viz., Marseilles. In pre-war years trade was in fact lost to Italian ports in favor of certain French ports due inter-alia to high port costs in Italy, etc.

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- 2 -

5. Considerable difficulty has been experienced by the negotiating parties in formulating the necessary tariffs due to the necessity for converting rates of remuneration and costs into terms of tonnage rates for the various types and conditions of cargoes to be handled.

6. An agreement in principle has now been reached by the parties concerned and copies of the draft agreement have been submitted to the Port Committees for ratification. General Mattioni, the Director-General of the Italian Ministry of Marine, who has been responsible for the conduct of the negotiations on behalf of the Italian Government, has intimated that it is expected that full agreement will be reached and that the draft proposals will be approved so as to enable the Italian Government to issue a Decree giving legal effect to the agreement, which is expected to be operative as from 1 October 1945.

7. It should be explained that the new agreement, when approved and issued, will be valid for an experimental period of six months and will then be subject to review in the light of the economic situation then obtaining.

8. A copy of the draft agreement and covering memoranda is attached.

9. While the negotiations to secure a new agreement have been in progress, and in order to relieve distress among certain of the port workers, the Italian Government have sanctioned the payment of a premio di liberazione of 2,000 lire to be paid to each port worker registered with the various Compagnie Portuali.

10. It is the intention that the new agreement should cover all Italian ports, less the ports or portion of the ports of Naples, Leghorn, Bari and Trieste which are temporarily excepted due to military necessity, but will come into line with the terms of the new agreement as soon as the Compagnie Portuali are in a position to take over complete control of these ports from the Allied Authorities.

11. Attached is a schedule (A) showing the number of workers registered at the various ports in Italy by the Compagnie Portuali. Schedule B also attached shows the relative position in regard to port capacity and traffic at two selected ports. Both schedules show the comparative position as between pre-war and the present time.

FRANK PAXTON
Labor Sub-Commission

Enclosures (3)

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Translation Balducci

/js

ITALIAN GENERAL CONFEDERATION OF LABOUR

ITALIAN FEDERATION OF HARBOUR WORKERS

Prot.48 - Enclosure n.1

LSC/414+513
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Rome, 13 September 1945

Mr. WILLIAM H. BRAINE
Director,
Labour Sub-Commission
Rome

Dear Mr. Braine,

Interpreting the feeling of gratitude of all the harbour workers of Italy, I beg to convey to you, dear Mr. Braine, my best thanks for the efficient work you have done to secure the grant of the Liberation bonus to the said workers.

I am enclosing herewith, for your information, a copy of the announcement sent out to the press and the radio.

With cordial regards, I remain, dear Mr. Braine,

Yours faithfully
Marino de Stefano
Secretary of the Federation

48-270

Translation Baldazzi

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LIBERATION BONUS TO THE
HARBOUR WORKERS

The National Secretary of the Italian Federation of Harbours' Workers is gratified to announce that - thanks to the help received by the General Direction of the Mercantile Marine and by the Allied Labour Sub-Commission - he has succeeded in obtaining from the Navy Ministry the grant of the Liberation bonus - to the extent of 2.000 lire - in favour of all permanent harbours' workers.

Such a grant is to be considered as a just acknowledgment of the tribute paid by the Italian harbour workers to the efforts for the liberation of our Fatherland' soil.

We feel quite certain that private employers too, following the lead of the Navy Ministry, will grant the liberation bonus to their own Harbours' employees.

File

HEADQUARTERS ALLIED COMMISSION
APO 344
LABOR SUB-COMMISSION

SP/TH

TEL : Ext. 904
REF : LSC/518
SUBJECT: Fueling Contracts - Naples
TO : Navy Sub-Commission

24 September 1945

1. A delegation from the Confederazione Generale Italiana del Lavoro visited this Sub-Commission on Saturday last in regard to the labor situation of port workers in Naples.

2. Amongst other items discussed was that of fueling contracts let by the Royal Navy in Naples, and it appeared that new contracts were about to be concluded and that tenders for such contracts had already been invited.

3. This Sub-Commission desires to draw attention to the fact that the Italian Ministry of Marine has revived the Compagnie Portuali system which is aimed at decentralization of port labor, and that such a system receives the strongest support from Labor Sub-Commission as against the system of separate private contractors.

4. It would be appreciated, therefore, if representations on these lines could be conveyed to the Royal Navy Fueling Officer in Naples who is responsible for awarding the new contracts.

W. H. BRAINE
Director
Labor Sub-Commission

Translation Baldazzi

/js

NAVY MINISTRY
General Direction of Merchant Marine - Div. IV

Prot; 5972 - P.G.O.138

18 September 1945

TO : the R. Marine Directions
: the Harbour - Offices

SUBJECT: National rates for the operations of loading, unloading, deposit and generally for the movement of wares in the harbours.

1. Owing to the actual stage of organization of the maritime traffic, this Ministry has come to the decision of ensuring that in all the Italian harbours a specific and possibly unique rate should be applied for the operations of loading, unloading, deposit and generally for the movement of wares and of other materials in the harbours.

Therefore the undersigned, in agreement with the Italian Federation of Harbour Workers has drawn up the enclosed scheme of standard rates, which in principle has been found fair also by the Allied Commission.

2. The scheme in question is composed of the following parts:

- Introduction
- A) Rate concerning sundry wares
- B) Rate concerning coal, phosphates, pyrites, sulphur, kaoline in bulk and the like
- C) Rules, rates and extra rates common to all wares belonging to the rates indicated under a) and B)
- D) Final rules.

In the "Introduction" text, there are specified the motives on which the unique rate is grounded, as well as the criterions according to which the said rate was drawn up; therefore all other explanation on this subject appears useless.

Under the heading of "Final Rules", there is contemplated the possibility of fitting into the rate in question, new items relating to operations or services of a local character, taking always for granted that the respective compensations are to be fixed according to the criterions set forth in the "Introduction". In the same "Final Rules"

it is also made clear that, in a case of special circumstances from which it would be absolutely impossible to prescind, the compensations contemplated in the scheme may be, although in a wholly exceptional way, proportionally changed, in relation to the variations in the number of workers employed and the amount of work done.

3. As it is specified in the "Introduction", the idea conveyed in the unique rate is that each worker should be employed on an average of twelve days per month so as to earn, for each working day, 525 lire (to be raised to 675 lire for coal and kindred wares), equal to a wage of 250 lire per living day.

Now it is obvious that the above referred data have merely a theoretical value, inasmuch as they seldom find a counterpart in actual facts. We must take account of the following circumstances: sometime the traffic gives a preference to a few harbours rather than to other, and at other times the traffic efflux is not always alike in the same harbour, so practically it happens that the worker, being employed more than twelve days per month, is earning more than 250 lire per day, while in other harbours the level of actual wage for each living day is dropping under the said level. With the purpose of doing away with this disparity of earnings, and considering the fact that the new rates are higher than those in force in another harbours, an appeal has been made to the harbour workers urging them - in the name of the spirit of solidarity they have so many times asserted in the past - to establish an Equalisation Unique Fund, by means of which it would be possible to help the harbour workers out of employment and those with insufficient employment, as a consequence of the higher earnings that the new rates would permit.

4. The rates in question, in conformity with what in the last paragraph of the "Introduction" has been stated, are of a wholly temporary character. In fact, the validity of the rates in question will be confined only to a six month period, because we trust that after such a period of time, normal conditions will reappear in the harbours, and therefore the reasons which suggested the measure under consideration will exist no more.

5. The Maritime Directions are empowered to apply without delay - for a six month period - the rates indicated in the enclosed scheme, in those localities where the rates in question, both for their amount and for the items referred to, are similar to those actually in force.

Conversely, in all other places where such coincid-

ence of rates does not exist, the harbours commanders will be asked rapidly to call an assembly of the members of the Labour Harbour Council, presided over by the officer charged with the supervision of the harbour labour and formed by representatives of the Provincial Labour Office, the Provincial Office of Industry and Commerce, the Labour Chamber and of the Harbour Workers. The representatives of these organizations, after having taken cognizance of the enclosed scheme, must take care to adjust the actual rates, with those contemplated in the same scheme, reminding that, owing to the fundamental principle on which the unique rate is based, it is to be excluded, in general, any possibility of rates higher or lower to those indicated in the scheme.

In this connection we have to say once again that there might be introduced in the scheme such items and modifications which might be suggested by special circumstances or by special working systems, although, of course, the fundamental principles of the unique rate should not suffer alterations, that which cannot be done, but in an exceptional way.

Should the new proposals be approved, they might be at once carried out by the Maritime Directions, although only for a six month period; otherwise they must be sent to the Ministry for the definite decisions to be taken together with a copy of the minutes of the competent Board asked for an advice on the subject.

6. The national rate alluded to before, must become effective on the 1st October next.

The Maritime Directions will take care to forward to the Ministry a copy of the decrees issued for the provisional enforcement of the same rates.

Will you please acknowledge receipt of this circular, and give assurance of compliance with it.

FOR THE MINISTER
(sgd) Matteini

FOR COPY TRUE TO THE ORIGINAL
THE HEAD OF DIVISION
(sgd) Gambioli

MINISTRY OF MARINE
DIRECTION GENERAL FOR MERCHANT MARINE

Standard tariff for loading and unloading work of merchandises in national ports

Rome, 7 September 1945

1. The following tariffs have a national character, because they will be effective in all the ports of the kingdom. They have been made under the consideration that, as at the present time only Allied Authorities are using the Italian sea-ports, they must know that the expenses for loading and unloading operations will always be the same in every port through which the merchandises are going.

These tariffs have therefore only a temporary value, as they will remain in operation so long as the present organization of transportations.

2. The above tariffs have been made in accordance with a rule since long time effective in our ports, i.e. the piece-work wage, that is a remuneration established on the basis of the work which has been done.

The tariffs have been established taking into account that, in accordance with the present Italian legislation, these workers must report to the port all 365 days of the year, even if their work is not wanted. Therefore in these periods of attendance without work, it is impossible for them to be employed elsewhere. For this reason port workers are entitled to a remuneration even for the days in which they did not work, i.e. for all 30 days of the month.

On the basis of a daily wage of 250 lire and multiplying this amount by 30, a monthly wage of 7,500 lire has been reached.

Then, taking into account that the monthly average of days of effective work is 12, dividing the above 7,500 by 12 we had the amount of 625 lire, which represents the average amount necessary for the worker's subsistence, also for the days in which, owing to the discontinuity of port work, he has only been attending.

This amount has been brought to 675 lire for coal and the like, because of the high cost of detergent necessary for individual cleanliness and of the larger waste of clothes.

Then applying the formula:

$$\frac{n \times gl}{r}$$

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in which A is the total number of workers available, g the wage for each day of effective work and R the result (in tons) given by each worker, we have established, for each kind of merchandise, the tariff per ton, i.e. the net remuneration to be paid to the worker for each ton.

This tariff is of course taking into account only the work made during the normal working period. It must be increased by 41% in order to enable the Company to cover the necessary expense for social insurance contributions, for the management of the organization, as well as for the supply of work tools, when supplied.

3. The wage of 625 lire for each day of effective work (675 in the case of coal and similars) could be considered as too high when compared with the wages paid to other categories of workers, but we must bear in mind that this wage will not be enjoyed in full by the worker, because a part of it will be given to a special "Adjustment Fund". This Fund, which will be organized on a mutual basis, will take care that the workers of the more active ports, who are receiving a high remuneration, give some help to the workers of the ports which are inactive or have a very small traffic.

Therefore the present tariffs will only have a temporary application, and they will be brought to their normal amount, as soon as all our ports will be again on full operation.

In any case, after an experimental period of six months, they will be re-adjusted on the basis of information given by the local Authorities so far as the effective remuneration received by the port workers during this period is concerned.

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Declassified E.O. 12065 Section 3-402/NNDC NO.

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PROSPETTO DELLE PRINCIPALI COMPAGNIE PORTUALI
e dei numeri dei lavoratori esistenti prima della guerra e quello at

N°	Località	Denominazione Compagnia o Gruppo Portuale	1939		
			Pern.	Avv.	Occas.
1.	IMPERIA	Comp. Port. Ludovico Marese	192	45	
2.	SAVONA	" Portuale	726		
3.	GENOVA	per lo sbarco e l'imbarco carboni miner.	835		
		" Caricatori e scaricatori, chiattevoli "S. Giorgio".	1335	186	
		" Port. fecchini merai varie	1007		
		" Commessi di Bordo Frat. Cairoli	192	15	
		" Scaricatori Carboni Vegetali	19		
		" Pesatori	118	34	
		" Imbarco e sbarco trasp. bagagli	98		
4.	LA SPEZIA	" Lavoratori del Porto	434	431	
5.	CIVITAVECCHIA	" Port. "Roma"	352		80
6.	TORRE ANNUNZIATA	" " "Vincenzo Rocco"	122	21	
7.	CASTELLARE	" Lavoratori Portuali	50		50
8.	DI STABIA	" Port. "Flavio Gioie"	118	5	
9.	SALERNO	" Lavoratori Portuali	38	10	
10.	VIBO VALENTIA	" Port. "Tommaso Gulli"	61	13	80
11.	REGGIO CALABRIA	" Lavoratori Portuali	119	23	
12.	COTRONE	" Port. "Mettania"	130	62	
13.	TARANTO	" " "Briano"	118	24	195
14.	BRINDISI	" " "Nazario Scuro"	396	50	1600
	BARI	" " "S. Andrea"	24		

DELLE PRINCIPALI COMPAGNIE PORTUALI

esistenti prima della guerra e quello attuale.

Portuale	1939				1945			
	Perm.	Avv.	Occas.	Totale	Perm.	Avv.	Occas.	Totale
eca	192	45		237	150			150
	726			726	435			435
aberoo carboni miner	835			835	600			600
otori, chiettaroli								
"S. Giorgio".	1335	186		1.521				
l varie	1007			1.007				
ret. Cairoli	192	15		207	2360			2.360
Vegetali	19			19				
	118	34		152				
esp. bagagli	98			98				
	434	431		865	163	199		362
	352		80	432	341		380	721
o"	122	21		143	115	15		130
	50		50	100	75			75
	118	5		123	108			108
	38	10		48	32	8		40
"	61	13	80	154	43	11		54
	119	23		132	105	27	10	142
	130	62		192	107	80		187
	118	24	195	337	129	2		131
o"	396	50	1600	2.046	564	25		589
	24			24	20		15	35

10.	MESSINA	"	Port. "Tommaso Gullì"	61	13	80
11.	GOTTRONE	"	Lavoratori Portuali	119	23	
12.	TARANTO	"	Port. "Mettunia"	130	62	
13.	BRINDISI	"	" "Briano"	118	24	195
14.	BARI	"	" "Mazzario Scauro"	396	50	1600
15.	MOLFETTA	"	" "Lavoratori	24		
16.	BARLETTA	"	" "Pieramosca"	86	40	
17.	ANCONA	"	Lavoratori Portuali	224		262
18.	RAVENNA	"	" "	212	31	
19.	VENEZIA	"	Port. "S. Marco"	785		
20.	CAGLIARI	"	" "Deffenu"	219		
21.	MESSINA	"	" "Italia"	291		176
22.	CATANIA	"	Lavoratori del Porto	551		
23.	SIRACUSA	"	Port. "S. Sebastiano"	187		150
24.	LICATA	"	Lavoratori Portuali	406	85	
25.	PORTO EMPEDOCLE	"	" "	286	51	
26.	TRAPANI	"	" "	77	43	
27.	PALERMO	"	" "	621		
28.	OLBIA	"	" "	69		10
29.	NAPOLI		Merci Varie Bordo	457		
			Merci Varie Terra	652	7	
			Carbone	451		
			Commissi Bordo	140	39	
			Veri	1374		
TOTALS				13706	1215	2623

111"	61	13	80	154	43	11		54
11	119	23		132	105	27	10	142
	130	62		192	107	80		187
neuro"	118	24	195	337	129	2		131
	396	50	1600	2,046	564	25		589
	24			24	20		15	35
"	86	40		126	81	42	43	166
11	224		282	506	512			512
	212	31		243	210	29	41	280
	785			785	780		1000	1,780
	219			219	196	75		271
	291		176	467	255			255
orto	551			551	640			640
eno"	187		150	337	279			279
asli	408	85		493	636	55		691
	286	51		337	276	55		331
	77	43		120	93			93
	621			621	630			630
	69		10	79	89			89
	457			457	250			250
	652	7		659	400			400
	451			451	290			290
	140	39		179	62			62
	1374			1374	141			141
TOTAL	13708	1215	2623	17546	11167	623	1489	13279

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Declassified E.O. 12065 Section 3-402/NNDG NO.

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DIREZIONE GENERALE DELLA MARINA MERCANTILE

DIVISIONE IV - PORTI - REMANIO E PESCA

Prospetto delle Principali Compagnie Portuali
e dei numeri dei Lavoratori esistenti prima della Guerra

N°	Località	Denominazione Compagnia o Gruppo Portuale	1939			
			Permanenti	ann.	occ.	Totale
1	Imperia	Camp. Port. Ludovico Marella	192	45		237
2	Savona	" Portuale	726			726
3	Genova	" per lo sbarco e l'imbarco carboni minerali	835			835
		" Caricatori e scaricatori, Chiatta n° 5. "Giorgio"	1335	186		1521
		" Port. Facchini merci varie	1007			1007
		" Commessi di Bordo Frat. Cairoli	192	15		207
		" Scaricatori Carboni Vegetali	19			19
		" Pesatori	118	34		152
		" Imbarco e sbarco Imp. Baggi	98			98
4	La Spezia	" Lavoratori del Porto	434	431		865
5	Civitavecchia	" Port. "Roma"	352		80	432
6	Torre Annunziata	" " "Vincenzo Rocco"	122	21		143
7	Castellammare di Stabia	" Lavoratori Portuali	50		50	100
8	Salerno	" Port. "Flavio Gioia"	118	5		123
9	Vibo Valentia	" Lavoratori Portuali	38	10		48
10	Reggio Calabria	" Port. "Tommaso Gulli"	64	13	80	157
11	Catania	" Lavoratori Portuali	119	23		132
12	T. "	Port. "N. Maria"	12	10		22

elle Principale Compagnie Portuali
 vorzioni esistenti prima della Guerra e quello attuale

denominazione o Gruppo Portuale	1939				1945			
	Permanente	ann.	occ.	Totale	Permanente	ann.	occ.	Totale
Ludovico Maresca	192	45		237	150			150
"	726			726	435			435
sbarco e l'imbarco								
luminare	835			835	600			600
ri e scaricatori, Chiatta "Giorgio"	1335	186		1521				
edifici merci varie	1007			1007				
di Budo Frat. Caroli	192	15		207				
oni Carboni Vegetali	19			19	2360			2360
	118	34		152				
o e Sbarco Grup. Baget	98			98				
ni del Porto	434	431		865	163	199		362
Roma"	352		80	432	341		380	721
Vincenzo Rocco"	122	21		143	145	15		160
ni Portuali	50		50	100	75			75
Flavio Gioia"	118	5		123	108			108
ni Portuali	38	10		48	32	8		40
Gennaro Gulli"	64	13	80	157	43	11		54
ni Portuali	119	23		142	105	27	10	142
" N. M.								

8	Saturno	"	Port. "glavio Giera"	118	5		123
9	Vibo Valentia	"	Lavoratori Portuali	38	10		48
10	Reggio Calabria	"	Port. "Gommaso Gulli"	61	13	80	154
11	Catanzaro	"	Lavoratori Portuali	119	23		132
12	Taranto	"	Port. "Nitturria"	130	62		192
13	Brindisi	"	" "Briano"	118	24	195	337
14	Bari	"	" "Nazzario Sauri"	396	50	1600	2046
15	Molfetta	"	" Lavoratori	24			24
16	Barletta	"	" Fioramusea"	86	40		126
17	Ancona	"	Lavoratori Portuali	224		282	506
18	Ravenna	"	" "	212	31		243
19	Venezia	"	Port. "S. Marco"	785			785
20	Cagliari	"	" "Deffenu"	219			219
21	Messina	"	" "Italia"	291		176	467
22	Catania	"	Lavoratori del Porto	551			551
23	Siracusa	"	Port. S. Sebastiano	187		150	337
24	Lecce	"	Lavoratori Portuali	408	85		493
25	Porto Empedocle	"	" "	286	51		337
26	Trapani	"	" "	77	43		120
27	Palermo	"	" "	621			621
28	Olbia	"	" "	69		10	79
	Napoli			8120			3120
Totale				10.634	1169	2623	14.426
				457			457
				652	7		659
				154			154
				140	39		179
				1374			1374

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nu Gira-	118	5		123	108			108
Portinari	38	10		118	32	8		40
musso Gulli"	61	13	80	154	43	11		54
Portinari	119	23		132	105	27	10	142
Atturina	130	62		192	107	80		187
Briano"	118	24	195	337	129	2		131
Naravio Sauri"	396	50	1600	2046	564	25		589
voratori	24			24	20		15	35
oramosca"	86	40		126	81	42	43	166
i Portinari	224		282	506	512			512
"	212	31		243	210	29	41	280
S. Marco"	785			785	780		1000	1780
Deffern"	219			219	146	75		271
Italia"	291		176	467	255			255
ni del Porto	551			551	640			640
S. Sebastiano"	187		150	337	279			279
i Portinari	408	85		493	636	55		691
"	286	51		337	276	55		331
"	77	43		120	93			93
"	621			621	630			630
"	69		10	79	89			89
	18120			3120	1113			1113
Totale	10.634	1169	2623	14.426	10224	623	1489	12.136
~~Portinari~~								
Portinari	457			457	250			250
Portinari								
Portinari	652	7		659	400			400
Portinari	454			451	290			290
Portinari	440	39		479	62			62
Portinari	1374			1374	141			141

'phone from Ispettorato Porti 18.9.45.1635received by E. McDonnellCIVITAVECCHIA

1937 Goods discharged and loaded Metric Tons 1,305,000
 Monthly average M.T. 108,833
 Daily average " " 3,527
 Capacity of Port " " 121,000 monthly
 " " " " 4,033 daily, working
 day of 8 hours.

 1945 July : discharged and loaded Metric Tons 61,354
 Daily average " " 3,045
 Capacity of Port " " 106,000 monthly
 " " " " 3,530 daily, working
 day of 24 hours.

GENOA :

1935 Goods discharged & loaded Metric Tons 8,395,900
 Monthly " " 699,741
 Daily average " " 23,344
 8 hours working day

1945 August - discharged Metric Tons 134,659
 Daily average on 24 h. basis 4,469

1937

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1945

'phone from Ispettorato Porti 18.9.45, 1655

			1	9
<u>CIVITAVECCHIA</u>	1. Goods discharged and loaded	Metric Tons		1,3
	2. Monthly Average	" "		10
	3. Daily Average	" "		
	4. Capacity of Port (Monthly)	" "		12
	5. Capacity of Port (Daily, working day of eight hours)	" "		
<u>GENOA</u>	1. Goods discharged and loaded	Metric Tons		8,35
	2. Monthly Average	" "		63
	3. Daily Average	" "		2
				(Eight Working

Pettinato Porti 18.9.45, 1955

received by E. Mc Dannel

		1	9	3	7	1	9	4	5
						<u>J U L Y</u>			
ad loaded	Metric Tons	1,306,000				61,354			
	" "	108,833				-			
	" "	3,627				3,045			
(Monthly)	" "	121,000				106,000			
(Daily, Working ht hours)	" "	4,033				3,530 (Working day of 24 hours.)			
						<u>A U G U S T</u>			
ad loaded	Metric Tons	8,396,900				134,659			
	" "	699,741				-			
	" "	23,344				4,489			
		(Eight hours working day)				(Working day of 24 hours.)			

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB COMMISSION

FF/ac

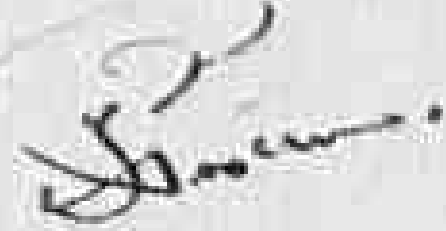
Memorandum for File

20th September 1945

REF : LSC/515

SUBJECT: Cassa Integrazione - Port Workers Genoa and Savona.

1. Reference report dated 12 September 1945 from Regional Labour Officer Liguria.
2. The question was discussed with Major Fischer by Mr. Braine and Mr. Proctor at this office on 20 September 1945.
3. It was pointed out to Major Fischer that the Cassa Integrazione scheme did not cover port workers. This opinion has been expressed by the Minister of Labour in person and the Director General of Social Insurance. It is also borne out by the fact that a separate decree No. 1545 of 5 December 1941 provides for certain payments to be made to port workers in view of the fact that such workers do not enjoy benefits of the Cassa Integrazione.
4. Major Fischer stated that the reason he signed the orders authorising application of the Cassa Integrazione to dock workers in the two ports concerned was that he regarded the signature of the document as a request to the Regional Finance Officer (Major Reed - Br.) either to authorise the payments or to secure the authority for such payments from this H.Q. Unfortunately, Major Reed has now left Italy, and it would appear that that officer did not in fact take any action either to authorise payments himself or to secure the necessary authority from A.C. In the absence of such action being taken, the orders signed by Major Fischer were transmitted to the Previdenza and were accepted as authority to pay.
5. Major Fischer considers that he has acted in good faith and that such action as was taken by him was necessary with a view to preserving law and order, and averting a serious situation, together with the probability of an immediate strike of all workers in the ports of Genoa and Savona.
6. Confirmation has now been received from the present Finance Officer for the Liguria Region that the payments which were suspended have now been restored by the Previdenza and such payments will continue until 30th September 1945.


FRANK PROCTOR
Labour Sub-Commission

HEADQUARTERS ALLIED COMMISSION
FINANCE SUB-COMMISSION
INSURANCE DEPARTMENT
APO 324

185/310/F

20 September 1945

SUBJECT : Social Insurance in North Italy.

TO : Joint Directors, Finance Sub-Commission
Director, Labor Sub-Commission

1. Reference is to a trip through Northern Italy between 5 and 12 September 1945 for the purpose of checking on and "buttoning up" several social insurance matters.

2. Upon arrival at Milan I conferred with the Regional Finance Officer, pointing out the objectives of my coming and arranging to operate from Milan as my headquarters. He agreed to authorize transport as needed.

3. Captain McGuinness, in charge of insurance matters in the region, reported on the progress of activities concerned with the transfer of Northern offices to Rome. He had received no complaints regarding our contributions instruction but agreed to arrange a conference on 3 September with representatives of the Lantitales. He was troubled about posting of General Order 37 due to the dwindling regional personnel and I advised him to use the inspectorial machinery of I.A.F.O. This was done and worked smoothly.

4. On 7 September I went to Genoa to confer with the H.F.O. and other interested persons regarding two principal matters : (a) a concession to surplus port workers of the special integrations payments on instructions of the Regional Labor Officer, and (b) protests against application of our contributions instruction. The H.F.O. pointed out that payments to port workers had been suspended on receipt of our

Finance Officer, pointing out the objectives of my coming and arranging to operate from Milan as my Headquarters. He agreed to authorize transport as needed.

3. Captain McGlinness, in charge of insurance matters in the region, reported on the progress of activities concerned with the transfer of northern offices to Rome. He had received no complaints regarding our contributions instruction but agreed to arrange a conference on 8 September with representatives of the Institute. He was troubled about posting of General Order 37 due to the dwindling regional personnel and I advised him to use the inspector's machinery of I.N.R.F.3. This was done and worked smoothly.

4. On 7 September I went to Genoa to confer with the U.F.O. and other interested persons regarding two principal matters: (a) the concession to surplus port workers of the special integrations payments on instructions of the Regional Labor Officer, and (b) protests against application of our contributions instruction. The U.F.O. pointed out that payments to port workers had been suspended on receipt of our telegram, that a meeting with representatives of the workers and of I.N.R.F.3. had been arranged, and that he would lift the suspension only if authorized to do so.

5. The port workers' representatives stated that the case as follows: that as far back as December 1941 a treatment similar to the integrations salaries had operated for port workers; that a ruling of the Republican Ministry of Communications had held the law's decrease of January and February applicable to port workers; and that they had therefore assumed that they fell within the terms of the Milan agreement. They were unable to stretch this defense to cover the retroactive

date of their agreement or its specially favorable terms. I directed them to send necessary documents to Rome for examination by the Italian Minister and stated that, pending authorization by the latter, the suspension would stand. Privately I advised the R.F.C. that if military necessity required, we would authorize lifting of the suspension.

6. The conference with representatives of social insurance institutes was so similar to that held the next morning at Milan that I shall treat them jointly. In both cases I pointed out at the outset that the program must be considered as a whole, and that, while workers appeared to suffer a loss of Lit. 250 monthly under the contributions instruction, they stood to gain Lit. 750 monthly as a result of implementation of family allowance increases. Serious practical difficulties were alleged, especially the lack of stamps and books for workers' contributions. The meritorious features of the Duce's decree were played up, especially the following:

- a) simplification of the structure of contributions
- b) broadening of the base of contributions
- c) improvement of social insurance coverage, especially as regards impiegati.

I promised to bring their suggestion to the urgent attention of the Italian Ministry concerned.

7. At a conference with the Minister of Labor at Milan the same day, the opportunity offered to report both on the part workers' scheme and the suggestions regarding social insurance contributions. The Minister promised to study both matters and to act further at Rome.

8. Some northern firms were resisting efforts of R.F.C. to collect back due contributions to Cassa Ricchiemati, alleging that during the Republican regime such fences had been abused. I advised the R.F.C. that the argument was specious for the

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At a conference with the Minister of Labor at Milan the same day, the opportunity offered to report both on the port workers' scheme and the suggestions regarding social insurance contributions. The Minister promised to study both matters and to get farther at home.

Some northern firms were resisting efforts of I.L.P.I. to collect back due contributions to Cassa Ricchezza, alleging that during the Repubblica regime such funds had been stolen. I advised the I.L.P.I. that the argument was specious for the following reasons:

- a) our orders did not abrogate Fascist laws or regulations thereunder prior to 2 May 1945, but only subsequent thereto;
- b) in any case, the contributions concerned were in force prior to 8 September 1943;
- c) moreover, failure to pay now would not correct alleged abuses, but would hamper proper payments in future.

On 11 September I conferred at great length with Major Orsini at Trieste. From him I learned in great detail how the actions originally recommended by me to the C.F.O. on 9 July had been implemented and supplemented and generally "buttoned up". His actions are adequately covered in his report to Finance Sub-Commission dated 7 September. I was able to advise him on a number of actions recently taken at Headquarters with which he desired to act in conformity. Only one important problem in social insurance remains unsolved as regards Venezia Giulia, and that threatens to remain so: the problem of inter-zone relationships which is isolated on the periphery of Yugoslav intrazone exchanges. I exchanged documents and arranged for future interchanges.

- 3 -

10. On 12 September I conferred with the Director of the Venice agency of Cassa Marittima Adriatica and with the Provincial Finance Officer. I learned that the transfer of functions from the Trieste head office had been carried out and was working satisfactorily. The Allied Forces' maritime employees, on the contrary, were not being covered properly because the Venice Director had not been informed of our agreement with the Italian Government. I furnished him with an Italian translation of the agreement and of the ministerial instruction and explained the functioning of the plan elsewhere in Italy.
11. Back in Milan I conferred with Signor Guastelli, representing the Social Insurance Section of the Labour Ministry and received his final report on the transfer of the northern offices. He agreed that no physical transfer of securities is required except as occasional liquidation may become necessary. He reported that transferred personnel and their families had been returned to home excepting a few cases under suspension for political reasons. All funds had been ordered transferred and were in process of transfer. Physical properties remained the chief difficulty involved, and he asked favorable recommendations to accompany his requests for transport. Finally he reported that he was recommending a compromise arrangement as regards Fondo Nazionale di Previdenza per gli Impiegati delle Imprese Spedizionali: (a) the head office to remain in the North where 80% of the functioning takes place and (b) a Rome office to continue primarily for liaison with the responsible Ministry.
12. Before leaving I learned that the Director of this latter organization had left for Rome, leaving a functionary in charge with the request that AMG authorize him to be Acting Director. I pointed out that this could be done only after he had been screened. Public Security, after one look at his scheda, said he must be suspended. As he is the only functionary in Milan, I agreed to contact the Director General upon my return in Rome and to arrange for a substitute. This has been done.

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The situation of the social insurance in the North

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13. The situation of the social insurances in the North may be regarded as generally satisfactory. The shadow of Yugoslav inspired discontent over-lies Venezia Giulia. The weakness and slowness of the Rome Government not only presents practical difficulties in this field, but also impedes our efforts to restore the desired control from Rome.

14. At every point I found our finance officers most cooperative. I especially appreciate the cooperation of the R.F.O. of Lombardia and his adviser on insurance matters, Captain Mc Guinness. Largely through their efforts I was able to operate from Milan and to go where and when my services were needed.

A.H. REEDS

A.H. REEDS
Major, A.U.S.
Social Insurance Officer

AHR/r

file use/rif

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

FP/oo

REF : LS C/816/515.

17 Sept. 1945.

SUBJECT: Shipyard Labour for
Employment in France.

TO : Mr. BRAINE.

1. A representative of the French Embassy called at this Sub-Commission on Saturday 15th Sept. 1945, and indicated that arrangements had been made for 150-200 shipyard workers to be recruited in Genoa for transference to Marseilles for special shipyard work for a ~~determinate~~ period.

2. It is understood that the arrangements for the recruitment and transference of these workers have been completed through diplomatic channels.

3. Precise details of the terms and conditions of employment are not yet available, but inquiries in this connection are being pursued.

4. In the meantime this Sub-Commission indicated that there was no objection to the transference of industrial workers from Genoa to Marseilles.

F. PROCTOR
Labour Sub-Commission.

HEADQUARTERS ALLIED COMMISSION

FP/ce

APO 394

LABOUR SUB-COMMISSION

REF : LSC/515.

17 Sept. 1945.

Confederazione Generale Italiana del Lavoro

- ITALIAN FEDERATION OF PORT WORKERS -

- - - - -

1. On the invitation of the Secretary of the Federation, a representative (Mr. F. Proctor) attended the inaugural ceremony of the First National Congress of the Italian Federation of Port Workers which was held in Rome at the Aula Magna of the R. Lyceum "Ennio Quirino Visconti" on 1st September 1945.

2. The ceremony was attended by the Minister of Labour, Signor Barbareschi, the Minister of Transportation, Signor La Malfa, and the Under-secretaries of the Ministries of Food and of Mercantile Marine, together with General Matteini, the Director of Mercantile Marine, and representatives of the "Confederazione Generale Italiana del Lavoro" and the "Camera del Lavoro" at Rome.

3. The election of officers was followed by addresses from the principal guests.

4. Signor Barbareschi, the Minister of Labour, in his speech referred to the Labour Sub-Commission of the Allied Commission and to the ever ready and efficient co-operation which has always

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3. The election of officers was followed by addresses from the principal guests.
4. Signor Barbareschi, the Minister of Labour, in his speech referred to the Labour Sub-Commission of the Allied Commission and to the ever ready and efficient co-operation which has always been given by Mr. W.H. Braine, the director of the Sub-Commission.
5. The representative of the Sub-Commission who attended the Congress, apologized for the absence of the director and deputy-director of the Sub-Commission and conveyed to the Congress the good wishes of the Labour Sub-Commission and expressed the hope that their deliberations might result in the achievement of improved working conditions for the port workers and indirectly for the future economic life of Italy.

P. PROCTOR
Labour Sub-Commission

THE FIRST NATIONAL CONGRESS OF ITALIAN PORT WORKERS.

The Congress (1 - 3 September 1945) was attended by 250 delegates, representing 87 of the 129 sections which have joined the Italian Federation of Port Workers.

The final motion approved by the Congress and summarizing the Congress' work contained the following statement:-

- (a) the port company (compagnia portuale) is the most appropriate industrial and syndical instrument for representing and safeguarding the interests of port workers;
- (b) the present system of sickness funds (Casse malattie) and, in general, of social insurance must be improved;
- (c) the works for the reconstruction of Italian ports must be carried on at the same time everywhere;
- (d) a general claim will be presented to the Government referring to all damages suffered by port workers during the war;
- (e) the position of casual workers (avventizi) must be clarified;
- (f) the Italian Government must provide for the payment of the Liberation Bonus (Premio della Liberazione) to the port workers.

IL PREMIO DI LIBERAZIONE AI PORTUALI

Il Segretario Nazionale della Federazione Italiana Lavoratori dei Porti, Marino de Stefano, è lieto di annunciare, che, mercé l'ausilio della Direzione Generale della Marina Mercantile e della Sottocommissione Alleata del Lavoro, è riuscito ad ottenere dal Ministero della Marina la concessione del premio di liberazione - nell'importo di L. 2.000. - a favore di tutti i lavoratori portuali iscritti ai ruoli.

Tale concessione costituisce un giusto riconoscimento dell'alto contributo dato dai lavoratori portuali italiani allo sforzo di guerra per la liberazione del suolo della nostra Patria.

Siamo certi che anche tutti gli imprenditori privati, seguendo l'esempio del Ministero della Marina, concederanno ai loro dipendenti ^{portuali} il premio di liberazione.

251

888888

785021

in cable

RESTRICTED

941
SEP 171525AP/7972
SEP 172100A
ROUTINEAMG LIGURIA REGION
HQ ALCOM CITE ACPIN

RESTRICTED

Your cable 5375 dated 14 September 1945 received. Confirm restoration order to Previdenza has been issued today to continue payments Cassa Integrations Portuali until 30 September 45. End signed WARE.

Dlst

Action - Finance SC
Info - Chief Commissioner
Econ Sec 2
File 2
Float

SEP 19 1945

Econ Sec Distr
Copy to:

C 50

→ Jhr. S/c

250

DECLASSIFIED



18 SET. 1945

Translation Baldezzi

/js

ITALIAN GENERAL CONFEDERATION OF LABOURITALIAN FEDERATION OF HARBOURS' WORKERS

Prot.48 - Enclosure n.1

LSC/414+515
203

Rome, 15 September 1945

Mr. WILLIAM H. BRAINE
Director,
Labour Sub-Commission
Rome

Dear Mr. Braine,

Interpreting the feeling of gratitude of all the harbour workers of Italy, I beg to convey to you, dear Mr. Braine, my best thanks for the efficient work you have done to secure the grant of the Liberation bonus to the said workers.

I am enclosing herewith, for your information, a copy of the announcement sent out to the press and the radio.

With cordial regards, I remain, dear Mr. Braine,

Yours faithfully
Marino de Stefano
Secretary of the Federation

Translation Baldazzi

/js

LIBERATION BONUS TO THE
HARBOUR WORKERS

The National Secretary of the Italian Federation of Harbours' Workers is gratified to announce that = thanks to the help received by the General Direction of the Mercantile Marine and by the Allied Labour Sub-Commission = he has succeeded in obtaining from the Navy Ministry the grant of the Liberation bonus - to the extent of 2.000 lire - in favour of all permanent harbours' workers.

Such a grant is to be considered as a just acknowledgment of the tribute paid by the Italian harbour workers to the efforts for the liberation of our Fatherland' soil.

We feel quite certain that private employers too, following the lead of the Navy Ministry, will grant the liberation bonus to their own Harbours' employees.

CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO

FEDERAZIONE ITALIANA LAVORATORI DEI PORTI

Prot. N. 43

Allegati N. 1

OGGETTO:

ROMA, 11 15 SETTEMBRE 1945

VIA BONCOMPAGNI, 19
Telefono 480-151 - 2-3-4

LSC/HH + 515
203

Mister WILLIAM H. BRAINE
Director, Labor - Sub Commission

R O M A

Gentilissimo Signor Braine,

interprete del sentimento di gratitudine di tutti i lavoratori dei porti italiani, le esprimo Signor Braine, i più vivi ringraziamenti per la fattiva opera da Lei svolta per la concessione, ai portuali stessi, del premio di liberazione.

Le accludo, per conoscenza, copia del comunicato diramato dalla stampa e della radio.

Gradisca, Signor Braine, i miei cordiali saluti.

247

IL SEGRETARIO DELLA FEDERAZIONE

(Marino de Stefano)

Marino de Stefano

Mister WILLIAM H. BRAINE
Director, Labor - Sub Commission

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Gradiaca, Signor Braine, i miei cordiali saluti.

247

IL SEGRETARIO DELLA FEDERAZIONE

(Marino de Stefano)

Marino de Stefano

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LIBERATION BONUS HAS BEEN GRANTED TO THE PORT WORKERS

The national Secretary of the Italian Federation of Port workers, Marino De Stefano, is gratified to announce that, with the cooperation of the General Direction of Merchant Marine and of the Allied Labor Sub Commission, he has succeeded in obtaining by the Ministry of the Navy the granting of the liberation bonus, which will be paid to all registered port workers and the amount of which will be 2,000 lire. The granting of ~~xxx~~ such a bonus represents an appropriate acknowledgment of the collaboration ~~given~~ which was given by Italian port workers in the liberation war. We are sure that all private employers will follow the example given by the Navy Ministry and will grant the liberation bonus to their employees.

IL LAVORO

16 SETTEMBRE 1941

Il premio di liberazione concesso ai portuali

Il Segretario nazionale della Federazione Italiana lavoro dei portuali, Marino de Stefano, è lieto di annunciare che il premio della Direzione generale della marina e ricambi e della Sottocommissione alleata del lavoro, è riuscito ad ottenere dal Ministero della Marina la concessione del premio di liberazione — nell'importo di L. 2.000 — a favore di tutti i lavoratori portuali iscritti ai ruoli. Tale concessione costituisce un alto riconoscimento dell'alta contributo dato dai lavoratori portuali italiani alla sferra di guerra per la liberazione del suolo della nostra Patria. Siamo certi che anche tutti gli imprenditori portuali, seguendo l'esempio del Ministero della Marina, concederanno ai loro dipendenti portuali il premio di liberazione.

File

HEADQUARTERS ALLIED COMMISSION
APC 394
LABOR SUB-COMMISSION

TP/sh

TEL : Ext. 493

14 September 1945

REF : L92/515

SUBJECT: Cessa Integrazione Payments to Port Workers at Genoa
and Savona.TO : Director
Finance Sub-Commission

1. Reference is made to memorandum from this Sub-Commission of today's date and to the subsequent discussion - Major Timmons-Mr. Proctor.- This Sub-Commission, while realizing the difficult technical situation in which the Finance Sub-Commission finds itself in this matter, considers and recommends, with a view to averting serious disturbances and strikes in the above mentioned ports, that the payment which was irregularly authorized should be continued until 30 September 1945.

2. The Minister of Labor of the Italian Government concurs in this view.

3. Further report has now been received from the Regional Labor Officer, Liguria, urging the necessity for the immediate restoration of the payments and stressing in the strongest possible terms that if the payments are not resumed there will be a very serious strike in a matter of days.

*W. H. Davis*W. H. DAVIS
Director
Labor Sub-Commission

*Labour to
for the Protector*

AME LIGURIA REGION

5375

14 September 1945

PRIORITY

CONFIDENTIAL PD

PARA ONE PD REFERENCE OUR FOUR FOUR SEVEN SIX NINE OF FOUR SEPTEMBER AND YOUR
EIGHT EIGHT SEVEN OF TEN SEPTEMBER AND LABOUR SUBCOMMISSIONS FIVE TWO ONE
NINE PD PROCTOR WILL NOT REPORT NOT VISIT GENOA AT PRESENT PD
PARA TWO AME LIGURIA WHICH FOR TWO FROM PD ALACK CITY ALVIN BROWN
PARA TWO PD LABOUR SUBCOMMISSION AND MINISTER OF LABOUR REQUEST THAT
PARENTS DE PROVINCIA PD PORT WORKERS SHOULD BE RESTORED AND CONTINUED
UNTIL THIRTY SEPTEMBER NINETEEN FORTYFIVE PD YOU ARE AUTHORIZED TO TAKE
NECESSARY ACTION AND REPORT WHEN RESTORATION ORDER HAS BEEN ISSUED TO
PROVINCIA

Finance Sub-commission

553

NICHOLAS PIERGELINO
CWO USA
Asst Adjutant

HEADQUARTERS ALLIED COMMISSION
APO 394
FINANCE SUB-COMMISSION

13035/F

14 September 1945

SUBJECT: Cassa Integrazione paid to Port Workers at Genoa and Savona.

TO : Labor Sub-Commission. ✓

1. Reference your LCS/515 of 13 September.

2. This Sub-Commission is not in a position to authorize the resumption of the payments in question unless requested to do so by the Italian Ministry of Labor or your Sub-Commission. The payments were irregular and were stopped by us, with your concurrence, as soon as their existence was discovered. As we are not in a position to evaluate the labor position at Genoa, nor the results thereof of a strike, we must look to you for policy guidance. The payments will be resumed if you or the Ministry so desire.

R. H. Thompson
Joint Director,
Finance Sub-Commission.

HEADQUARTERS ALLIED COMMISSION

AFM 394

LABOR SUB-COMMISSION

FF/ce/sb

TEL : Ext. 493

13 September 1945

REF : LSO/515

SUBJECT: Cassa Integrazioni Paid to Port Workers at
Genova and Savona.

TO : Director
Finance Sub-Commission.

1. As you are no doubt aware, owing to an error on the part of A.M.G. authorities (Regional Labor Officer - Regional Finance Officer, Liguria) orders were issued authorizing the application to Port workers in Genova and Savona of the terms of the "Milan" agreement.

2. The "Milan" agreement is, of course, applicable to industry workers only and should not, therefore, have been applied to port workers.

3. As soon as A.C. Headquarters became aware of the orders which were issued in Liguria Region authorizing these payments, a cable (1859 of 6th Sept.) was dispatched by Finance Sub-Commission instructing that payments made by "Providenza" under the authority of these two orders should cease.

4. Following the cessation of the payments strong representations were received from A.M.G. reporting serious unrest and indicating that a strike of port workers was likely to take place immediately.

5. The Italian Government have also expressed their concern at the possibility of widespread unrest in the area of the two ports.

6. It is regretted that action should have been taken by the Regional Labor Officer, with the apparent concurrence of the Regional Finance Officer, to authorize these payments, and an explanation as to the circumstances in which the orders were issued has been requested.

7. In the meantime, in order to alleviate disturbances and unrest, it is suggested for your consideration that the suspension of the payment should be removed and that payments should be allowed to continue up to and including the 30th Sept. 1945, i.e., the date on which the Milan agreement expires, so that it would appear to the workers that the withdrawal of the benefits arising out of the orders was really by reason of the expiration of the Milan agreement. It has been stated by Sig. Barbareschi, the Minister

of Labor, that any new measures which may be introduced to continue the Milan agreement in, probably, some modified form will not be applicable to port workers.

E. H. Braine

E. H. BRAINE
Director
Labor Sub-Commission

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION
APO 394

Genoa, 12 September 45

REFERENCE : LSC/515/816

SUBJECT : Cassa Integrazione, Port Laborers.
TO : Labor Sub-Commission.
FROM : Regional Labor Officer Liguria.

1. The order granting the benefits of the Cassa Integrazione to port workers was made with the knowledge of, and in cooperation with the Regional Finance Officer.

2. The order was issued after a strike by port workers had been threatened, and after a study had been made by the Regional Labor Office to determine the status of port workers. The study brought to light the following Italian documents declaring port workers to be "industrial workers".

1. R. decreto legge 5 dicembre 1944 XX, 1545 (see Art. 3)
2. Direzione Generale della Marina Mercantile, Division V, Prot. N.311 Q A (171)
3. Syndacal organizations of Industry Circular No. 11504 dated 2/11/1941. Minister of Communications.
4. Circular of Minister of Communication No. 311 Q 4-171, date 10/1/42 No.100 series I
5. Milan agreement covers all industrial workers.

3. There is no document excepting port workers as Industrial Workers, which they of course are and if removed from that classification will be placed in an economically unsound as well as, an unjust position, which we cannot maintain. 239

4. All the legislation and regulation put port workers under the industrial group more than that the directives show that they

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5. Milan agreement covers all industrial workers.

239

3. There is no document excepting port workers as Industrial Workers, which they of course are and if removed from that classification will be placed in an economically unsound as well as, an unjust position, which we cannot maintain.

4. All the legislation and regulation put port workers under the industrial group more than that the directives show that they have been paid the benefits of "cassa" previously, what then is "irregular" about it? The "irregular" act would be to make the exception.

5. The "order" has been withdrawn by the Finance Sub-Commission, at the request of the Italian Government. But how can I "of course, to be aware that the cassa integrazione is not applicable to port workers"? When and in what order pulled them out?

/....Continued 6.

Declassified
2/11/42
2/11/42
2/11/42
2/11/42
2/11/42

6. All the evidence I could find show that they are Industrial workers and have been so regarded for a long time I did not, and do not now feel like making a new classification for the Italian workers.

7. If this benefit is withdrawn from the port workers, while all other Industrial workers, ~~which~~ receive it, there will be a strike within a matter of days.

8. I sincerely urge the Labor Sub-Commission's strongest efforts in supporting the claim of the port workers.

For the Regional Commissioner,

Thomas R. Fisher

T. R. FISHER
Major
Regional Labor Officer

DECLASSIFIED

AMC LIGURIA REGION

12 SEPTEMBER 1945

ROUTINE

UNCLASSIFIED PD

PARA ONE PD REFERENCE YOUR CABLE NUMBER NINE NINE SEVEN
OF TENTH SEPTEMBER ONE NINE FOUR FIVE PD

PARA TWO PD ITALIAN GOVERNMENT CONFIRM THAT MILAN AGREEMENT DOES

NOT COVER PORT WORKERS PD

PARA THREE PD POSITION IS AS STATED IN FINANCE CABLE NUMBER FOUR
SEVEN SIX NINE OF FOURTH SEPTEMBER AND PROVIDENZA SHOULD CONTINUE
SUSPENSION OF PAYMENTS FOR TIME BEING PD

PARA FOUR PD MEANWHILE MISTER FRANK PROCTOR LABOUR SUBCOMMISSION
THIS HEADQUARTERS WILL VISIT GENOA WITHIN NEXT TWO DAYS TO
INVESTIGATE AND MAKE RECOMMENDATIONS AS TO WHETHER SIMILAR WORKERS
OUGHT TO BE WORKED OUT FOR PORT WORKERS IN THE LIGHT OF BACKGROUND
AND PECULIAR WORKING CONDITIONS PD ARRANGE TO HAVE INTERESTED
PARTIES AVAILABLE PD DISCUSSIONS ALSO TAKING PLACE WITH ITALIAN
GOVERNMENT PD

PARA FIVE PD PORT WORKERS SHOULD BE ASSURED THAT EVERY EFFORT
WILL BE HARKENSTLY MADE TO AFFORD THEM SUCH RELIEF AS THEY MAY BE
EQUITABLY ENTITLED TO AND THAT THE EXCLUSION OF THIS GROUP FROM TERMS
OF MILAN AGREEMENT DOES NOT CONSTITUTE BAR TO PARALLEL ARRANGEMENT
FOR THEM PD

LABOUR SUBCOMMISSION

204

NICHOLAS PIGNING

CWO USA

ASST ASSISTANT

237

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

LS4/SIS

Labour

Tel. 347
Ref. AC/24/67/Tn6

UAG/ava
11 September 1945

SUBJECT: Financing of Labor etc. Charges in Italian Ports

TO : AFHQ G-5 Section
APO 512, U. S. Army

1. Reference your letter G-5:091.4-1 of 6 August 1945, continuation ours AC/24/45/Tn6 of 16 August 1945.
2. We attach, herewith, for your guidance, translations of two letters dated 28 August and 9 September 1945, received from the Director General Merchant Marine, Rome on the above subject and which are self-explanatory.
3. Should you require any further information, please advise us.

For the Chief Commissioner:


FRANK UPMAN, Jr.
Director
Transportation Sub Commission

Attachments:

As stated in para 2.

Copy to:

Finance Sub Commission (Att: Major Timmons)
Labor Sub Commission (Att: Mr. Proctor)
Shipping Branch, Tn S/C (Att: Major Larasan)
Accounts Branch, Tn S/C

TRANSLATIONTRANSLATION

MINISTRY OF MARINE

ROME

9 September 1945

Ref. No. 3803/P

SUBJECT: Payment of Labor Handling British Military Goods
TO : Allied Commission, Transportation Sub Commission

1. In continuation of our letter of 28 August 1945, No. 3503/P, relative to the above subject.

2. Following on the inspection recently made at Ancona by the Inspector of Port Operations, the Italian Port Authorities at that port have as from 1 September 1945, taken over the duties transferred to them by the local Allied Authorities.

3. I have now arranged that the above Inspector goes immediately to Bari and later to Brindisi and Taranto, with a view to giving verbally to the respective Italian port authorities the necessary instructions so that there be quickly created an organization capable of carrying out efficiently all services which the local Allied Authorities are about to hand over to the Italian Authorities when the former pull out.

4. I believe, therefore, that the above Italian Port Authorities will be in a position to take over the responsibilities of their new duties as from 1 October 1945.

(signed)

GEN. MATTEINI

TRANSLATIONTRANSLATION

MINISTRY OF MARINE

ROME

Ref. No. 3503/A

28 August 1945

SUBJECT: Payment of Labor Handling British Military Goods
TO : Allied Commission, Transportation Sub Commission

1. In reply to letter AC/24/46/Tn6 of 16 August 1945, I inform you that the Italian Government has already allotted the funds necessary for the payment, by the Italian Maritime Authorities, of labor handling British military goods ashore.

2. I believe that at Genoa and at Venice the new service started working as from 16 August 1945, since no news to the contrary has come in from the respective port authorities.

3. Regarding Bari, Brindisi and Taranto, as arranged by mutual agreement, the date or the dates, on which the local Italian Maritime Authorities may take over from the Allied Authorities, will be fixed immediately after the result of the experiment which will be made shortly at Ancona.

4. I have already arranged to send to the spot the Inspector of Port Operations so that he can create an organization in order that it may start working regularly as from 1 September 1945.

(signed)

GEN. MATTEI

HEADQUARTERS ALLIED COMMISSION
APC 394
LABOUR SUB-COMMISSION

IS/cr

TEL : Ext. 493

10 Sept. 1945

REF : LSC/1003-515-809.

SUBJECT: Employment of German Prisoners of War.

TO : Col. Denmore, Economic Section (1 + 2)

1. Reference is made to your Memorandum IS/14.03 of 7th Sept. 1945.

2. Your file IS.03/ES. on this subject has been perused and is returned herewith.

3. It is noted that you will inform this Sub-Commission of any further developments in policy.

S. M. BRAINE
Director
Labour Sub-Commission

CONFEDERAZIONE GENERALE ITALIANA DEL LAVORO

LSC/515

CONFEDERAZIONE ITALIANA LAV. RI. FORTI

Procl. N.

Allegati N.

OGGETTO:

ROMA, il 10 Settembre

1945

VIA SONCOMPAGNI, 19
Telefono 460-151 - 2 - 3 - 4

Mr. Proctor

Mister WILLIAM H. BRAINE
Director, Labor Sub-Commission

R O M A

Gentilissimo Signor Braine,

riferendomi alla cordiale conversazione avuta con Lei nei giorni scorsi, sull'attività svolta dai lavoratori dei porti italiani e sulle varie provvidenze in loro favore, Le sarò vivamente grato se vorrà cortesemente farmi avere copia dello statuto o delle norme che regolano attualmente le compagnie portuali in Inghilterra.

Sicando che vorrà aderire alla mia richiesta, Le invio, Signor Braine, i miei cordiali saluti.

N. D. Z.
Long

IL SEGRETARIO DELLA FEDERAZIONE

(Maurizio de Stefani)

Mr. WILLIAM H. BRAINE
Director, Labor Sub-Commission

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IL SEGRETARIO DELLA FEDERAZIONE

(Marino de Stefano)

Marino de Stefano

232

*N. D. L.
Sent Corporation
we have
a file*

File — LSC 516

Translation Beluzzi

/ja

GENERAL ITALIAN CONFEDERATION OF LABOURITALIAN LONGSHOREMEN'S FEDERATION

Rome, 10 September 1945

Mr. W.H. BRAINE
Director
Labour Sub-Commission
Rome

Dear Mr. Braine,

With reference to the cordial interview I had with you a few days ago concerning the activity performed by longshoremen in the harbours of Italy and the various forms of assistance and social aid established in their behalf, I would feel very obliged if you kindly would let me have a copy of the by-laws or statute that are actually governing longshoremen companies in the ports of Great Britain.

Trusting that you will kindly comply with my request, please accept, my dear Mr. Braine, my heartfelt regards.

MARINO DE STEFANO
Secretary of the Federation

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 887

Message Centre No: F/7185

Date/Time of Origin: SEP 101655B

Date Time Rec'd: SEP 102045B

FROM AMQ LIGURIA REGION

Precedence: IMPORTANT

TO : ALCOM CITE ACLAB

RESTRICTED

RESTRICTED

1. Ref order 4769 suspending previdenza to port workers. Finance.
2. Most important that Italian Govt clear this issue at earliest date. Strike a matter of days.
3. There is plenty of evidence showing port workers to be industrial. MILAN agreement covers all industrial workers.
4. Major REED Finance has a complete brief of matter. Please urge immediate action.

ACTION

Dist

Action - Finance SC

Labor SC

Info - Econ Sec 2

File 2

Float

CHIEF COMMANDER

B has seen.

HEADQUARTERS

11 SEP 1945

RESTRICTED

A. C. 230

ROYAL DECREE-LAW 5th December 1941 -XX, No 1545.

GRANTING OF AN EXTRAORDINARY INDUSTRIOUSNESS BONUS AND

OTHER BENEFITS TO PORT WORKERS (published in "Gazzetta

Ufficiale" of 27th January 1942-XX, No 21), converted in

law, with alterations, by the law of 11th July 1942-XX,

No 1258 (published in "Gazzetta Ufficiale" of 6th Novem-

ber 1942-XXI, No 263).

- - - - -

VICTOR EMANUEL

King of Italy

Having seen Art.18 of the law of 19th January 1939-
XVII, No 129;

Considering the necessity, owing to the war, to issue
provisions on behalf of the port workers, as far as the
extraordinary industriousness bonus, family allowances and
wage integration are concerned;

Having heard the opinion of the Council of Ministers;

On proposal of Our Minister Secretary of State for
the Corporations, in agreement with the Ministers for Com-
munications and Finance;

We have sanctioned and we promulgate as follows:

Art.1.

Office and manual workers represented by the National
Fascist Federation of port workers being currently employed
on 13th June 1941-XIX, will receive once only an extraordinary
industriousness bonus, equal to a monthly pay, up to an
amount of 2,000 lire if office workers, and equal to three
weeks of normal daily wages if manual workers.

Considering the necessity, owing to the war, to issue provisions on behalf of the port workers, as far as the extraordinary industriousness bonus, family allowances and wage integration are concerned;

Having heard the opinion of the Council of Ministers;

On proposal of Our Minister Secretary of State for the Corporations, in agreement with the Ministers for Communications and Finance;

We have sanctioned and we promulgate as follows:

Art. I.

Office and manual workers represented by the National Fascist Federation of port workers being currently employed on 13th June 1941-XIX, will receive once only an extraordinary industriousness bonus, equal to a monthly pay, up to an amount of 2,000 lire if office workers, and equal to three weeks of normal daily wages if manual workers.

This bonus will be paid also to those manual workers who on the above date had been called to arms, or were prisoners or dispersed.

As normal daily wage is to be understood the average of daily wages received during the period 1937-1939, calculated on the basis of the yearly earnings divided by 365, for each port and for each category or section to which the workers belong.

The financial burden concerning the payment of the said bonus will be borne by the Italian Government, and the payment will be effected by the competent port authority through the bodies to which the office and manual workers concerned belong.

Art.2.

The amount of the family allowances in force on 15th June 1941-XIX, due in conformity to the existing provisions on behalf of the office and manual workers in service, represented by the National Fascist Federation of port workers, is doubled with effect from 16th June 1941 -XIX, the increase representing an additional allowance.

The respective financial burden will be borne by the Italian Government who will provide for the necessary payments to the "Fund for family allowances (Industry Section)", which will keep separate accounts for this matter.

Art.3.

Since 16th June permanently employed workers represented by the National Fascist Federation of port workers, who owing to the emergency situation are not receiving wages or are receiving them in an amount less than the normal calculated as per Art.1, are entitled to an additional payment of 75 % of the difference between the above normal wage and the wage effectively received. The above additional payment must be given up to an amount which, added to the wage effectively received, will not exceed 600 lire per month.

The financial burden will be borne by the Italian Government who will pay to the "Cassa Integrazione" established by the collective agreement of 13th June 1941 made between the Fascist Confederation of Industrialists and the Fascist Confederation of industrial workers, 16 million lire for the initial execution of the present decree and subsequently 2 million per month, with adjustments at the end of each financial period.

Monthly payment of the additional remuneration will be made by the "Cassa" to the institutions employing the workers concerned, on appropriate application in which all necessary information for the liquidation must be given and certified by the appropriate Port Authorities.

of the difference between the above and the amount received. The above additional payment must be effectively received. The amount which, added to the wage effectively given up to an amount which, added to the wage effectively received, will not exceed 600 lire per month.

The financial burden will be borne by the Italian Government who will pay to the "Cassa Integrations" established by the collective agreement of 13th June 1941 made between the Fascist Confederation of Industrialists and the Fascist Confederation of industrial workers, 16 million lire for the initial execution of the present decree and subsequently 2 1/2 million per month, with adjustments at the end of each financial period.

Monthly payment of the additional remuneration will be made by the "Cassa" to the institutions employing the workers concerned, on appropriate application in which all necessary information for the liquidation must be given and certified by the appropriate Port Authorities.

The "Cassa" will keep separate accounts for the payments as per the present article.

Art. 4.

The provisions of the foregoing articles will be applied to the manual workers employed in the custom service, within the limits, conditions and forms which will be fixed by decree of the Minister of Finance.

Art. 4 bis.

The Minister of Finance is authorized to allocate by proper decrees the funds necessary for the execution of the benefits to be granted on behalf of the port workers and those

employed in the custom service.

Art. 5.

The provisions of the present decree-law will remain in force until the date which will be fixed by decree of the Corporation Minister, to be issued in agreement with the Ministers of Finance and Communications.

The present decree will become effective on the day of its publication in the "GAZZETTA UFFICIALE" of the Kingdom and will be presented to the legislative Assembly for its conversion into law.

The proposing Minister is authorized to submit the respective draft.

We order that the present decree, after having received the State seal, be inserted in the Official Collection of the laws and decrees of the Kingdom of Italy, and order, to whom it may concern, to observe it and to have it observed.

Given in Rome, 5th December 1941-XX.

VICTOR EMANUEL

Mussolini - Riccio - Host Venturi -
Di Reval

Seen: the Keeper of the State seal: GRANDI.

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Given in Rome, 5th December 1941-XX.

VICTOR EMANUEL

Mussolini - Ricci - Host Venturi -
Di Revel

Seen: the Keeper of the State seal: GRANDI.

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HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

FT/ce

File 454515

TEL : 489081 - 493

7 Sept. 1945.

REF : 130/315.

SUBJECT: Port Workers Naples and Livorno.

TO : See distribution below.

1. With reference to the memorandum from this Sub-Commission of 3rd Sept. 1945 (130/315).

2. Attached is a translation of a further communication on this subject which has been received from the "Confederazione Generale del Lavoro".

3. In view of the widespread interest which this question has aroused and the recent references in the Italian press to the employment of German prisoners of war to the exclusion of Italian nationals, it cannot be too strongly emphasized that the general question should receive most urgent consideration.

W. H. BAILEY
Director
Labour Sub-Commission.

Distribution:

- 1) Col. Denmore, Economic Section: 1 - 2
- 2) Brig. Andersen, Economic Section: 1
- 3) Brig. Gen. A. L. Hamblen, }
Asst. Chief of Staff, G-5 } 1

Copy to :

Chief Commissioner,
Transportation Sub-Commission.

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

FP/cc

TEL : 489081 - 493

7 Sept. 1945

REF : LSC/515

SUBJECT: Cassa Integrations, Port Labourers.

TO : Regional Commissioner, Liguria Region.

1. Attached is a copy of a translation of an order which has been signed by the Regional Labour Officer, Liguria Region, granting the benefits of the "Cassa Integrations" to Port labourers in Genova.

2. You will, of course, be aware that the Cassa Integrations is not applicable to port labourers and will, no doubt, arrange for the order to be withdrawn forthwith.

3. Will you please furnish your report, as early as possible, indicating the circumstances in which this irregular action was taken.

W. H. BRAINE
Director
Labour Sub-Commission

/tr

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION APO 394
LABOR DIVISION

Lig/LAB/102.041

11 August 1945

SUBJECT: Cassa Integrazione, Port labourers.

TO : Istituto Previdenza Sociale.
and for information
Association of the Port of Genoa
Regional Labor Office - Genoa.

1. Having seen the request of the autonomous association of the Port of Genoa, dated 20/7/45 Labour Division - Section 1 n. 2906, concerning the extension to port labourers of the recent agreement stipulated between the organizations of industry in relation to new wage increases as well as the concession of wage integrations for "suspended" workers or working at reduced hours.

Having ascertained that the above mentioned workers are attached to the organizations of industry and having recognized that the actual wage integration, consisting of 600 lire per month, represents a notable disproportion in comparison with the wage integrations granted to workers of other industries.

WE ORDER

that starting from 16/6/1945 the National Social Welfare Institute of Genoa advance the necessary amounts to the port companies in order that the above mentioned workers be granted the economic benefits which workers of other industries enjoy since 16/6/45.

The amounts needed for the aforementioned advance payments will be requested by the Institute to the appropriate Office of this Allied Command.

The burden deriving from this order is laid on the State Administration as per wage integrations limited to 600 lire per month.

/s/ T.R. FISHER, Maj.
Regional Labor Officer
A.M.G. Liguria

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LIGURIA REGION APO 394
LABOR DIVISION

Lig/LAB/102.041 11 agosto 1945

ISTITUTO PREVIDENZA SOCIALE

Oggetto: CASSA INTEGRAZIONE, OPERAI DEL PORTO.

e. p. c.: CONSORZIO DEL PORTO DI GENOVA

UFFICIO REGIONALE DEL LAVORO DI GENOVA

1. Vista la richiesta del Consorzio autonomo del Porto di Genova in data 20/7/1945 Divisione Lavoro - Sez. 1 N. 2906 che richiede l'estensione ai lavoratori del Porto dei recenti accordi stipulati tra le Organizzazioni dell'industria per i nuovi adeguamenti salariali e la concessione del beneficio dell'integrazione salariale per i lavoratori sospesi o lavoranti ad orario ridotto del 75% sui nuovi minimi di retribuzione mensile.

Accertate che detti lavoratori sono inquadrati nell'Organizzazione dei Lavoratori dell'industria, per cui continuare l'attuale trattamento dell'integrazione salariale fino al limite massimo di L. 600 mensili viene a costituire una sperequazione notevole in confronto al trattamento d'integrazione salariale esteso agli altri lavoratori dell'industria, sperequazione che ha come conseguenza ripercussioni gravi fra la massa dei lavoratori del porto.

Si ordina

A far tempo dal 16/6/1945 alla Sede di Genova dell'Istituto nazionale di previdenza sociale di anticipare alle Compagnie portuali le somme occorrenti per far beneficiare i predetti lavoratori del trattamento dell'integrazione salariale in vigore al 16/6/1945, per gli altri lavoratori dell'industria.

Le somme occorrenti per dette anticipazioni saranno richieste dall'Istituto all'Ufficio competente di questo Comando Alleato.

L'onere derivante da questo ordine è a carico della gestione statale come si è praticato sinora per l'integrazione salariale limitata alle L. 600 mensili/

F.to T.R. Fisher, Maj.

Regional Labor A.M.G.

Liguria

R.D.L. n. 1545 of 5 November 1941, art. 3 -

Since 16th June permanently employed workers represented by the National Fascist Federation of port workers, who owing to the emergency situation are not receiving wages or are receiving them in an amount less than the normal calculated as per Art. 1, are entitled to an additional payment of 75 % of the difference between the above normal wage and the wage effectively received. The above additional payment must be given up to an amount which, added to the wage effectively received, will not exceed 500 lire per month.

The financial burden will be borne by the Italian Government who will pay to the "Cassa Integrazione" established by the collective agreement of 13th June 1941 made between the Fascist Confederation of Industrialists and the Fascist Confederation of industrial Workers, 16 million lire for the initial execution of the present decree and subsequently 2 1/2 million per month with adjustments at the end of each financial period.

Monthly payment of the additional remuneration will be made by the "Cassa" to the institutione employing the workers concerned on appropriate application in which all necessary information for the liquidation must be given and certified by the appropriate Port Authorities.

The "Cassa" will keep separate accounts for the payments as per the present article.

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The "Cassa" will keep separate accounts for the payments as per the present article.

E.C.A. 9

Ministry of ~~the~~ Marine
Direction general for Merchant Marine

Standard tariff for loading and unloading work of merchandises
in national ports

Rome, 7 September 1945.

I. - The following tariffs have a national ~~xxxxxxxx~~ character, because they will be effective in all the ports of the kingdom. They have been made under the consideration that, as at the present time only Allied Authorities are using the Italian sea-ports, they must know that the expenses for loading and unloading operations will always be the same in every port ~~xxxxx~~ through which the merchandises are going.

These tariffs have therefore only a temporary value, as they will remain in operation so long as the present organization of ~~xxxx~~ transportations.

2. The above tariffs have been made in accordance with ~~xxxxxxxxxxxx~~ a rule since long time effective in our ports, i.e. the piece-work wage, that is a remuneration ~~xxxx~~ established on the basis of the work which has been done.

The tariffs have been established taking into account ~~xxxxxxxxxxxx~~ ~~xxxxxxx~~ that, in accordance with the present Italian legislation, these workers must report to the port all ~~xxx~~ 365 days of the ~~xxxxx~~ year, ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ even if their work is not wanted. ~~Ex~~ Therefore in these periods of attendance without work, it is impossible for them to be employed elsewhere. For this reason port workers are entitled to a remuneration even for the days ~~xx~~ in which ~~xxx~~ they ~~xxx~~ did not work, i. e. for all ~~xxx~~ 30 days of the month.

On the basis of a daily wage of 250 lire and multiplying this amount ~~by~~ 30, ~~xxxxxxxxxxxxxxxxxxxxxx~~ a monthly wage of 7,500 lire has been reached.

Then, taking into account that the monthly average of days of effective work is 12, ~~xxxxxx~~ dividing the above 7,500 ~~by~~ 12 we had the amount of 625 lire, which represents the average amount necessary for the worker's subsistence, also ~~for~~ the days in which, owing to the discontinuity of port work, he has ~~xxxx~~ only been attending.

This amount has been brought to 675 lire ~~xx~~ for coal and the like, because of the high cost of detersive necessary for ~~xxxxxxxx~~ individual ~~xxxxxxxx~~ cleanliness and of the larger waste of ~~xxxx~~ clothes.

Then applying the formula :

$$\frac{n \times g_l}{r}$$

r

in which n is the total number of workers available, g_l the wage for each day of effective work and r the result (in tons) given by each worker, we have established, for each kind of merchandise, the tariff per ton, i.e. the net remuneration to be paid to the worker for each ton.

~~XXXXXXXXXXXXXXXXXXXX~~ This tariff is of course taking into account only the work made during the normal working period. It must be increased by 41% in order to enable the Company to cover the necessary expense for social insurance contributions, for the management of the organization, as well as for the supply of work tools, when supplied.

3. The wage of 625 lire for each day of effective work (675 in the case of coal and similars) could be considered as ~~xxx~~ too high when compared with the wages paid to other categories of workers, but we must bear in mind that this wage will not be enjoyed in full by the worker, because a part of it will be given to a special "Adjustment Fund". This Fund, which will be organized on a mutual basis, will take care that the workers of ~~x~~ the more active ports, who are receiving ~~ax~~ high remuneration, give some help to the workers of the ports which are inactive or have a very small traffic.

Therefore the present tariffs will ~~xxxx~~ only have a temporary application, and they will be brought to their normal amount, as soon as all our ports will be again ~~xxxxx~~ on full operation.

In any case, after ~~xxxxxx~~ an experimental period of six months, they will be re-adjusted on the basis of information given by the local Authorities so far as the effective remuneration received by the port workers ~~xxxxxxxxxxxxxx~~ during this period is concerned.

MINISTERO DELLA MARINA

Direzione Generale della Marina Mercantile

Divisione IV - Porti, demanio e pesca

Tariffa tipo

per il lavoro di carico e scarico delle merci nei porti
nazionali

Roma, 7 settembre 1945

- 1 -

PREMESSA

1 - Le tariffe, che seguono, rivestono carattere nazionale, in quanto dovranno trovare applicazione in tutti i porti del Regno, o sono dettate dalla considerazione che, essendo nell'attuale momento soltanto le Autorità allcate gli enti che si avvalgono dei nostri scali marittimi per l'imbarco o lo sbarco delle merci, può sembrare logico che dette Autorità sappiano che, qualunque sia il porto per il quale le merci stesse transitano, la spesa relativa alle operazioni di caricazione e scaricazione è sempre la medesima.

Dette tariffe, quindi, hanno valore del tutto contingenziale, in quanto esse dureranno solo fino a che permanga la presente organizzazione dei traffici.

2 - Le tariffe, di cui è cenno, realizzano il criterio - già da tempo in vigore nei nostri porti - del salario a cottimo, ossia del salario commisurato alla quantità del lavoro compiuto.

Esse sono state determinate partendo dal concetto che il lavoratore portuale, secondo la vigente legislazione italiana, è tenuto ad essere presente in porto tutti i trecentosessantacinque giorni dell'anno, vi siano o no navi da caricare o da scaricare, di modo che nei periodi di inoperosità portuale non gli è assolutamente consentito di dedicarsi ad altra attività, il che crea nel lavoratore stesso il diritto di essere retribuito anche per i giorni in cui egli non presta la propria opera, ossia per tutti i trenta giorni del mese.

Dato ciò e preso per base il salario giornaliero di L.250
(salario per giornata vissuta), si è ottenuto, moltiplicando tale somma per 30, il salario mensile di L.7.500

organizzazione dei traffici.

2 - Le tariffe, di cui è cenno, realizzano il criterio - già da tempo in vigore nei nostri porti - del salario a cottimo, ossia del salario commisurato alla quantità del lavoro compiuto.

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Dato ciò e preso per base il salario giornaliero di L.250 ²¹⁸
(salario per giornata vissuta), si è ottenuto, moltiplicando tale somma per 30, il salario mensile di L.7.500.

Tenuto poi conto che le giornate di effettivo lavoro sono in media 12 al mese, dividendo tale cifra per L.7.500, si è ricavata la somma di L.625, la quale rappresenta quanto è necessario far

./.

Premessa

guadagnare, in media, all'operaio portuale, quando lavora, affinché egli possa procurarsi i mezzi di sussistenza anche per i giorni in cui, a causa della discontinuità del lavoro portuale, esplica limitate attività (salario per giornata lavorata).

Tale somma è stata elevata a L. 675 per i carboni e lo mer... ci affini in considerazione dell'alto costo dei detersivi necessari per la pulizia personale e del maggior consumo degli indumenti.

Successivamente, applicando la formula

$$N \cdot X \cdot C$$

dove n è il numero dei lavoratori componenti la mano di lavoro, X il salario per giornata lavorata e C la resa in tonnellate per mano di lavoro, si è determinata, per ogni tipo di merce, la tariffa a tonnellata, ossia il compenso netto che corrisponderà al lavoratore per ogni tonnellata smistata.

Tale tariffa, la quale si riferisce naturalmente alle operazioni compiute durante l'orario normale di lavoro, va per aumentata del 41% per mettere la Compagnia in condizioni di far fronte al pagamento dei contributi di carattere sociale e assicurativo e alle spese generali e di amministrazione dell'organizzazione, nonché del compenso dovuto alla Compagnia stessa per la fornitura degli attrezzi di lavoro, quando s'intende, tale fornitura ha luogo.

3... Il salario per giornata lavorata, commisurato a L. 625 per le merci varie e a L. 675 per i carboni e simili, può sembrare alquanto elevato, ove si raffronti con la mercede dei portatori d'opera di altre categorie, ma è da tener presente che esso non andrà a totale beneficio del lavoratore, in quanto una parte di detto sa

dove n è il numero dei lavoratori componenti la mano di lavoro, E il salario per giornata lavorata e E la resa in tonnellate per mano di lavoro, si è determinata, per ogni tipo di merce, la tariffa a tonnellata, ossia il compenso netto da corrispondere al lavoratore per ogni tonnellata lavorata.

Tale tariffa, la quale si riferisce naturalmente alle operazioni compiute durante l'orario normale di lavoro, va aumentata del 41% per mettere la Compagnia in condizioni di far fronte al pagamento dei contributi di carattere sociale e assicurativo e alle spese generali e di amministrazione dell'organizzazione, nonché del compenso dovuto alla Compagnia stessa per la fornitura degli attrezzi di lavoro, quando s'intende, tale fornitura ha luogo.

3. Il salario per giornata lavorata, commisurato a L.525 per le merci varie e a L.675 per i carboni e simili, può sembrare alquanto elevato, ove si raffronti con la mercede dei prestatori d'opera di altre categorie, ma è da tener presente che esso non andrà a totale beneficio del lavoratore, in quanto una parte di detto salario sarà devoluta in favore di una "cassa di congruaglio" avente per scopo di far sì che, in base ad un criterio mutualistico, i lavoratori dei porti di più intenso traffico, che realizzano alti guadagni, aiutino quelli dei porti inattivi o di scarso traffico.

Premessa

Da ciò consegue che le tariffe così congegnate hanno carattere affatto precario, in quanto saranno di nuovo ridotte nei loro limiti normali, non appena il lavoro tornerà ad affluire in tutti i porti.

Ad ogni modo essa, dopo un periodo di esperimento di sei mesi, saranno rivedute in base ai dati che le singole Autorità periferiche comunicheranno circa i guadagni conseguiti dai lavoratori durante tale periodo.

A - TARIFFA PER LE

VAREE VARIE

N° del Categoria e denominazione della merce. Nota
la voce delle merci.
ce Operazione

Per ogni le otto
ore di ore nor
lavoro italiani

CATEGORIA I
Cereali e simili

(1) Escluso
il commercio
per gli usi
fini di vor
ricello.

1 Disistivaggio o sti
vaggio:

a) sacchi da 100 kg. tonn.
b) sacchi di peso in
feriore a 100 kg.

(1)
62.
78. (1)

2 Inseccatura a bordo:
a) sacchi da 100 kg.
b) sacchi di peso in
feriore a 100 kg.

12 100 75.
12 80 94.
216

Model Category e denominazione merci. Nota

la voce delle merci.
ce Operazione
PER ME 10 OTTO
no di ore non
lavoro:itali

CATEGORIA I
Cereali e simili

(1) Escluso
il contenuto
per gli usi
mini al ver
ricello.

1	Disistiveaggio o sti vaggio:	10	100	(1) 63.
	a) sacchi da 100 kg. conu.			
	b) sacchi di peso in feriore a 100 kg.	10	80	(1) 73.
2	Inseccatura a bordo:			216
	a) sacchi da 100 kg.	12	100	75.
	b) sacchi di peso in feriore a 100 kg.	12	80	94.

3 Facchinaggio da sot-
toperato con sgom-
ciamento e resa diret-
ta a terra, o in
siati mezzi di tra-
sporto, o viceversa,
entro i 15 metri di
distanza dal cielo
di banchina e non ol-

RESTRICTED

in cables

1859
SEP 061535BF/6705
SEP 062030
ROUTINEAMB LIGURIA REGION
HQ ALCOM CITE ACPIN

RESTRICTED.

Ref signal 4769 dated 4th September. Immediate action taken
Previdenza cease payments. 13.800.000 lire so far paid for July. Regional
Labor authority of 11 August 45 issued as result threatened strike
action of port workers if refused equal treatment with other industry
of which they would claim to be integral part. Port workers were paid
from Cassa Integrations under Fascist Government as authorized under
Ministero Della Commisazioni port 341 Q A (171) dated 20 January 42 and
claimed justice in its application in present moment. Regional Labour
officer therefore issued instructions 111 August 45 and claims verbal app-
roval of then RFO. Request for funds for Cassa Integrations approved
under instructions of Fin SC 13261/F dated 16 July 45. Consequences of
cessation are regarded as grave in view of reason under which payments
here authorized is confirmed by Regional Labour Officer Director Impu
and Uffici Del Lavoro Del Consorzio Della Porto. Headquarters represent-
ative now urgently awaited to clarify position. Signed WARE.

SEP 7 - 1945
Econ Sec Distr
Copy to:

050

→ Labor 5/c

DIST
ACTION FINANCE SC
INFO CHIEF COMMISSIONER
ECON SEC 2
FILE 2
PLCAT

213

RESTRICTED

7 SET. 1945

COPY

AMG LIGURIA REGION

4763

4 Sept. 1945

ROUTINE

UNCLASSIFIED PD

PARA ONE PD REFERENCE ORDER BY REGIONAL LABOUR OFFICER TO PREVIDENZA SOCIETY OF ELEVEN AUGUST PROVIDING PAYMENTS TO SUB-PLERED AND PART TIME PORT WORKERS REQUEST IMMEDIATE NOTIFICATION THIS HEADQUARTERS OF BASIS THIS ACTION PD

PARA TWO PD PREVIOUS PAYMENTS TO SURPLUS WORKERS BASED ON AGREEMENT WITH ITALIAN GOVERNMENT AND MADE THROUGH INDUSTRIAL EMPLOYERS APOSTROPHE FUND TO INDUSTRIAL WORKERS ONLY PD ITALIAN GOVERNMENT

HAS ASKED COUNTERMANDING OF THIS ORDER CMA POINTING OUT THAT PREVIDENZA RECEIVES NO CONTRIBUTIONS FOR PORT WORKERS TO COMPENSATE FOR REDUCED HOURS PD REGIONAL LABOUR OFFICER SHOULD NOTE THAT ONLY FINANCE OFFICER MAY GIVE INSTRUCTIONS REGARDING PAYMENTS ON ACCOUNT ITALIAN TREASURY PD LABOUR SUB COMMISSION CONCURS IN THESE VIEWS PD YOU WILL ORDER PREVIDENZA TO STOP MAKING THESE PAYMENTS UNLESS URGENT MILITARY REASONS REQUIRE CONTINUANCE PD HEADQUARTERS REPRESENTATIVE WILL DISCUSS THIS WITH YOU AT GENOVA THURSDAY.

FINANCE S/C

473604

214
NICHOLAS PIONBING
CWO, USA, Asst. Adjutant.

1/4 cable + 515
Labour

T/442
SW 64150
FRIDAY

ALICE INTO HER ROOM, SHE HAD A BATH, AND DROVE TO THE BANK, BUT SHE DID NOT GO IN. SHE WAS VERY TIRED AND WENT TO BED.

Reference is made to communication from Transportation SubCommission, ALLIANCE COMMISSION, 16 August, file #0/14/YTS 6, addressed among others to Transportation American, enclosing copy of minutes of meeting held at Ministry of Marine, 7 July 1945, concerning proposed new stevedoring tariff for Italian ports. The basis for the proposed monthly wage is contrary to the American conception of incentive and propriety and can not be concurred in. Too much emphasis cannot be put on the removal of the incentive for stevedores to work more than 12 days a month. It is further pointed out that requiring a stevedore to work only 12 days to attain the monthly guaranteed wage in all probability twice the number of stevedores will be required for 1 shift per month, notwithstanding 1 shift may have been paid for a month's work, and in the case of a busy port working 2 shifts 4 times the number, for it is human nature to avoid working more than 12 days a month if in doing so the stevedore does not increase his earnings. War Shipping Administration concurs in this position.

1111

ATTN: Mr. G. J.
 1990: Chief Commissioner
 In Commissioner's
 Room No. 2
 Labor 10
 1001
 1002
 File 1
 1003

213
HEADQUARTERS
C-SEP-1945

4 Sept. 1945

PORT WORKERS REPRESENTATIVES

Request Premio di Liberazione of 2000 lire - Refer matter to Barbareschi
so that he may speak to Ricci.

Cagliari representative states that Americans withheld arrears on 70% increase
granted in Nov. 1944 by Decree 503

Port of Naples should share all traffic with Genoa.

M. Diodati

~~Il capo~~
10/10/45

From 3 up to 5 September was held in Rome the First National Congress of Port Workers.

The inauguration ceremony was attended by the Minister of Labour Mr. Barbareschi, the Minister of Transportation Mr. La Malfa, the Under-Secretary for Food Supply Mr. Sansone; the Merchant Marine was represented by the Under-Secretary Mr. Corsi, and by the Director general Matteini; Allied Commission (Labour Sub-Commission) was represented by Mr. Proctor; C.G.I.L. was represented by Mr. Giannitelli (Christian-democratic); and the Camera del Lavoro of Rome by its Director.

After the election of the three Chairmen and of the two secretaries, the inauguration speeches took place. In his speech Mr. Barbareschi referred to the work of Labour Sub-Commission (Allied Commission) and to the very efficient co-operation which has always been given by its Director Mr. Braine: the Minister pointed out that, as Mr. Braine belongs to the Labour Party, his views are very close to those of Italian socialist party and Italian Trade Unions. Mr. Proctor apologized both not to be able to speak in Italian and for the absence of Mr. Braine, ^{and} wished the best success to the Congress and to Italian port workers, whose problems are very closely followed by Labour Sub-Commission. The problems of coal and of food rations were particularly considered in the speeches of Mr. La Malfa and Mr. Sansone.

One of the most important results of this Congress - related Mr. Marino De Stefano, secretary of the National Federation of Port Workers - has been that the company system has been

and the Camera del Lavoro of

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One of the most important results of this Congress - related Mr. Marino De Stefano, secretary of the National Federation of Port Workers - has been that the company system has been maintained and recognized as the most appropriate.

11

HEADQUARTERS ALLIED COMMISSION
APO 394
LABOUR SUB-COMMISSION

LSC/515
FP/cc

TEL : 489081 - 493
REF : LSC/515.
SUBJECT: Port Workers, Naples.
TO : See Distribution below.

3 SEPT. 1945.

1. Representations have been received from the Camera del Lavoro, Naples, in which it is alleged that large numbers of Italian port workers employed in the Naples docks are being discharged, and are to be replaced by German prisoners of war.

2. There is already a large number of Italian workers unemployed in the Naples area, and if the allegations made by the Camera del Lavoro are correct in substance, the situation in Naples in regard to unemployment will be very much worsened, and serious distress and unrest is likely to arise.

3. The Labour Sub-Commission strongly recommends that the question of employment of German prisoners of war to the exclusion of Italian nationals should receive urgent consideration at the highest levels.

W. H. Braine

W. H. BRAINE
Director
Labour Sub-Commission

Distribution:

- 1) Col. Denamore, Economic Section: 1 + 2
- 2) Brig. Anderson, Economic Section: 1
- 3) Brig. Gen. A.L. Hamblen,)
Asst. Chief of Staff, G-5) 1

Copy to:

Chief Commissioner,
Transportation Sub-Commission.

213

1371