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COUNTRY I	Free Territory of Trieste	DATE DISTR. 21 SEP 50
У	Cargo Sharing Agreement Between Triestine an Augoslav Maritime Shipping Agencies	NO. OF PAGES 2
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- 1. About the middle of July 1950, a Yugoslav delegation was sent to Trieste under the auspices of the Ministry of Merchant Marine to confer with the directors of Triestine or Italian shipping companies with headquarters in Trieste. The Yugoslav delegation included the following: Pezel, Viletic, Vukotic and Perovic. They conferred with Giovanni Suttora of the Italia Navigation Company and with Dr. Luciano Sandrin of Lloyd Triestino, who originally were scheduled to go to Belgrade for the same purpose. Reportedly, the Yugoslav delegation was entirely satisfied with the results obtained. Following the agreements reached at this conference, there now exists an unofficial accord between the three participants for the handling of cargo in the ports of Trieste and Rijeka.
- 2. An important factor leading to the agreement was the presence in Trieste of an unidentified representative of the American Export Line who conferred with the Yugoslav delegation and offered them the services of certain ships on Mediterranean runs to help carry cargo which Yugoslav ships could not handle. He had been informed of their arrival by the local agent of the American Export Lines, a certain Starcic. This offer virtually forced the Trieste com anies to reach an agreement with the Yugoslavs on the handling of cargo in the two ports.
- 3. The main objective of the Trieste companies at this conference was to safeguard their traditional lines with the Near Eastern and North African ports. Nuch of the cargo for these two areas originates in Yugoslaviand is now being shipped on Yugoslav vessels through the port of Rijeka. The Trieste companies, at the same time, could not risk losing lucrative Italian trade by causing offense to the Italian Government through too close an agreement with the Yugoslavs. Currently, most of the officials of these two companies, if only for economic reasons, feel themselves to be Triestine rather than Italian, but, for olitical reasons, dare not express themselves openly on this subject.
- 4. The Yuroslav delegation was most anxious to reach an agreement with the Trieste companies because the small Yuroslav Merchant Marine is unable to maintain regular service between Trieste and Rijeka and the Near East. This shortcoming was particularly irritating to the Yuroslav Ministry of Commerce which is doing everything in its power to maintain and win tew markets in the Near East. It often happened that a Yu oslav vessel, after discharging cargo in Alexandria, would have to go to Beirut to load only 50 tons of cargo for Rijeka while, at the same time, a Triestine vessel would be returning empty from Beirut CLASSIFICATION SECT/CONTROL_U_S_OFFICIALS_ONLY

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to Trieste.

- 5. The agreement, which will permit both Yugoslav and Trieste ships to handle each others cargoes in the ports of Trieste and Rijeka in a mutually profitable way, will result in considerable saving in time and expense to the Yugoslavs and will increase the tusiness of the Trieste companies." After the conference, two of the Yugoslav delegates went to Bled where they gave Tito a complete account of what was accomplished.
- 6. The results of this conference are being kept secret by the Trieste companies. In the face of the current Italian press campaign against the Yugoslavs, whom they claim are trying to monopolize all trade in the Adriatic, the directors of the Lloyd and Italia companies are rather fearful of the official reaction of the Italian Government to the accord. When Oscar Milo, director of the Italian ANSA News Agency, requested the results of the conference from Lloyd Triestino, he was informed that the full results of the conference 25XTA

Comment: From independent sources it has been confirmed that Trieste 25XTA 25XTA 25XTA

dated 12 April 1950

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