



Awarded by its results the Port Authority initiatives

by Francesco Nerli

The Port Committee approved the 2007 budget and recognised that apart from the excellent results in the financial management of the Body -the Port Authority made important initiatives and notable efforts in order to continue with the modernisation and improvements to the infrastructure in the Port of Naples. The sums that were presented to the Committee, speak for themselves - the investments in works and port equipment exceed 32 million euro and come together with the investments that are already underway, to bring the total to over 156 million euro.

The measures that were put in place to end the year with nearly 7.4 million euro profits were spending cut backs and an improvement in income management.

According to our custom of avoiding triumphant declarations, we prefer to let the facts and the figures speak for themselves. It is however, important not to elude ourselves that the battle has been won and that the difficulties that we have come across in the daily management and planning of the medium and long terms works, have been entirely eliminated.

Look at the completed works and facts as they really are: this is what we place our understanding of the business activities on, both in respect to the companies and the various components that operate inside, and in function of the port.

For this reason, the Port Authority has taken a good look inside the port perimeter, in order to understand in what measure our initiatives are relevant for the business



activities. This analysis, which has lasted 6 years- from 2000 to 2006 -, is a monitor of the work and the companies.

Today, we have added the latest data and we can see a budget that is highly satisfying in 3 major areas:

Turnover, investments and employment. The business volumes and the figures that concern the workforce are set out below. They show, like the amount of investments, to which I made reference earlier, the continuous growth in the business activities in the port.

I would like to show, amongst other things, the study that we dedicated to work factors, with a division by age, gender, sector and type of contract. This information is of interest in order to see how work resources are made up. We have some confirmations for example, on the absolute marginalisation of females in work and seasonal work for some activities, but we have also made detailed information available that concerns more stable and consolidated employment situations, as can be seen by the strong prevalence of permanent jobs. Both for the turnover and employment (as well as investments) we have seen a steady and constant growth that we can be proud of and express a certain satisfaction. I would like to say in conclusion that our activity which is of a tenacious and silent nature, has given good results and stable development in recent years.



Business Activity in the Port of Naples 2001-2006

Turnover and employment in constant growth

by F. Corradino and M. I. Iossa*

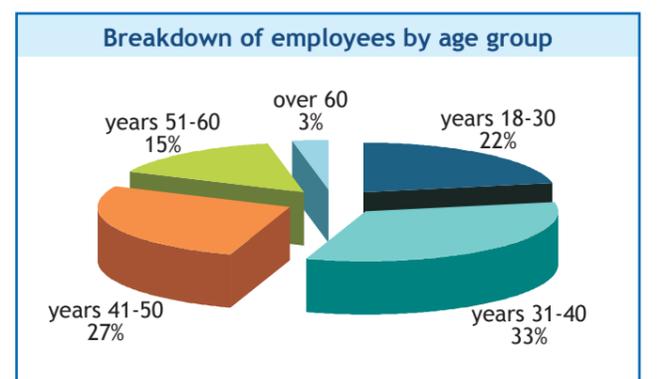
After little more than a year, the updates to the 2006 monitor of business activity in the Port of Naples, has come to an end. In order to gather the information, a variety of sources were used - made up by the budgets of the concessionary companies and questionnaires created by the Research Offices in the Port Authority, which were then completed by the concessionaries.

For 2006, apart from requesting data relating to workforce figures, turnover and investment, a screening was also carried out to draw attention to human resources and this was based on work units divided by age, gender and type of work contract in the various sectors.

The results of this enquiry were quite satisfactory in terms of answers and materials obtained (86% of the total).

The results of the latest study, on the sample of reference, show that growth in the port productive system continued in 2006: work units recorded an increase of 32% compared to the year 2001; turnover in 2006 recorded an increase of approximately 69% compared to 2001. The study relating to employment breakdown was carried out by sending a questionnaire to the concessionary companies in the port. The questionnaire was subdivided into personal details and contract sections. This then allowed us to examine the quality of the types of employment in the port. In particular, a substantial prevalence of workers aged between 31 and 40 years of age was revealed- 33%, from the ages 41 to 50 - 27% and from 18-30- 22%.

Work Units		Turnover	
2001	3.678	2001	406.241.139
2002	4.216	2002	447.523.703
2003	4.536	2003	507.661.562
2004	4.599	2004	532.323.088
2005	4.765	2005	655.290.729
2006	4.866	2006	677.727.748
% 06 to 05	2,1	% 06 to 05	3,4
% 06 to 01	32,3	% 06 to 01	66,8



Napoli Trentaremi by Mimmo Jodice

The Editor of the Newsletter would like to thank Mimmo Jodice for providing his photos.

focus

Work in the Port Workers Consortium

The focus of this edition is the work in the Port Workers Consortium. On the front page, a report on turnover and employment in the Port of Naples from 2001 to 2006. President Nerli refers to employment in his opening speech.

On the second page, Emilia Leonetti meets the photographer Mimmo Jodice.

Also on the second page, Luigi Robba from Assoporti comments on the Censis Study of the Italian Port System. The 2007 Annual Report by the Managing Director, Pietro Capogreco is published on the 4th page.

Mimmo Jodice, the photographer of the soul

His opinion on the port: an opportunity to talk about a variety of subjects

by Emilia Leonetti

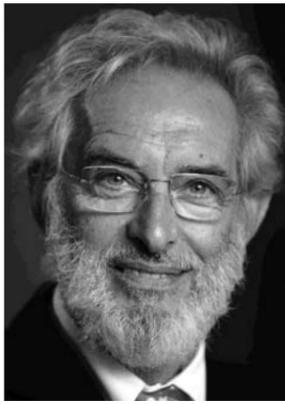
The experience was like crossing the sea, so as to berth in the port. In this case, the Port of Naples. The meeting with Mimmo Jodice, photographer, poet, artist and architect, was above all, an intense crossing over of his memories, of his past and his vivid present, before talking about the theme for which we had made an appointment: to obtain his opinion on the port of Naples.

"In the past I worked photographing documents, said Mimmo Jodice. I currently work on my projects that are for exhibitions and books. In the future, the port could be part of one of my projects. It is very important to me to be able to express my ideas about the world through images; my interpretation of places, objects, people. Also when I worked with the sea, I did it like in 'Mediterraneo'. I worked on the memory, its evocative places of all of the areas that are included in the basin of this sea..."

This is Mimmo Jodice: above all, a great and careful observer. And our meeting has become an opportunity to discuss work, and the choices he made. There is also a bit about his life. "I am a survivor, he says. My father died when I was 5 years old. It was 1939, and for my housewife mother, with 4 children, it was really hard to carry on, especially in the period of the Second World War. My passion for photography came to me by chance in the early 1950's. I had the fortune to meet and get to know excellent people such as the journalist Paolo Ricci from Unit_ who at that time was a guide for many youngsters who wanted to become artists. His house was a meeting point and a compulsory step for anybody who wanted to be part of a certain cultural group". Friends in that period were Franco Rosi and Cesare De Seta. Success arrived at the end of the 1960's with his 'personal' which was held in Milan and was presented by Cesare Zavattini. From that moment on, it has been a round of exhibitions, publication, trips to London. Tokyo, New York and San Paolo.

You could have chosen to live anywhere; instead you have chosen to live in Naples. Why?

"Because it is a city that I love, even though it is tiring to live



Mimmo Jodice

here and also because I am convinced that who can, should stay. It is a sort of political struggle. Even if today, Naples has a lack of important economic choices and projects from our time. It is a city which is universally known for its culture, its art and its important history. And then, Naples for me has been a source of notable inspiration, especially in my first period, those images tied to the representation of social images." We are in his study. Behind his desk, a bookshelf holds his many publications. The majority of the books unfold their stories and his particular interpretation of reality, in black and white images.

do is born from a project. From my reflections or an infinite series of thoughts that unleash the first reflections, like in a game of mirrors. For a long time, photography was considered as a minor art, if not only a technique to capture reality. Instead, photography, like writing and painting, is an art - it is the capacity to interpret reality, to change it, to express ones ideas through images." It is not by chance therefore, that his latest book is entitled "Perdersi a guardare". (Lose yourself in observing) And I ask if the port has ever attracted his curiosity, has he ever felt a fascination for it?

"It is certainly an interesting place. In my archives, I also have photos of the port. My interest however, is in the architectural aspects. It is only because I received an honorary degree in Architecture a year ago, but I have a particular sensibility in this field. In fact, over the years I have worked with various architects. For this reason I can say that the tourist area in the port lacks a symbol that gives importance to the City of Naples. Between the Beverello quay and Calata Porta Massa, in an area with significant architectural places of interest such as the Maritime Station, the Immaculately Vichy Quay which goes towards the sea, the Mashie Angelino Castle and Piazza Municipal, I would like to see an important project created: a symbol of the desire of the city to be alive, a strong signal of a modern city, a place which is functional and welcoming at the same time."

The Port Authority, through the Nausicaa Company, has given the design of the port waterfront project to the Michel Euvé architects offices. This will be the confine and integration point between the port and the city. What is your idea about the theme of integration?

"I am among those who think that the port should be an integral part of the city. Many roads have already been done. I am thinking about the knocking down of the wall, but there are still many things to be tackled. I do not know about the Euvé project, but there is one thing I would like to point out: via Acton splits the connections between port and city. For a certain period, there was talk of putting it underground, and then nothing came of it. In Geneva they have created a parking lot under a lake; under the English Channel they have built a tunnel. I believe that it could be possible to put Via Marina underground, starting from Via Acton. In my opinion, it would be the only way to give an urban continuity to the area comprising Piazza Municipio and the port waterfront and would be a way of giving back some old charm



Napoli 1953

to a port which is unique in the world for its central position and beauty."

His inseparable companion, Angela, his wife, comes into the study to remind him about an appointment. We have to end our conversation. I return to the theme that is of particular interest to me: what does the port represent for you?

"A great opportunity not only for traffic, but especially for the important role that it could have for the city. But for this, as I have already said, courage is necessary. Projects which are of relevance and weight need to come to the forefront. We need to forget the way of "living for the day". But this is my vision, the vision of an artist and as you know, artists..."



Napoli Trentaremi



Lipari 1999



"every job I do is born from a project"



Censis Report on the national port system

Income and employment indexes- positive. Investments decreasing

by Luigi Robba*

A report on the national port system was presented in Rome during a convention organised by Assoport, and elaborated on by Censis on behalf of and in collaboration with, Assoport itself. Among the main results of this research, an important data emerges: in 2007, the Italian port system generated a contribution to GDP which was in excess of 6.8 billion euro.

The ability of the ports to encourage production and employment in the national economy is measured by an "income multiplier" equal to 2,757 (that means that every thousand euro of new investment or added demand for services requested in the port sectors, generates 2,757 euro of wealth in the total economy) and from an "employment multiplier" equal to 2,032 (to the increase of one thousand workers who are directly active in the sector, the works units that are totally activated in the economic system amount to 2.032).

The aggregate, including the total of private operators and industrial companies in the port environment or that have stable relationships with the port (including the ship yards that are situated in the port area), joined together with all of the public bodies that carry out institutional and administrative functions in the ports, amount to approximately 7,000 companies in operation, and generate 105,000 jobs and a cumulative turnover of nearly 21 billion euro.

The port system is constituted by a network of Italian logistic companies: more than

61.2% of imported goods and 46.2% of goods exported from Italy go over a sea route (the most important way of transport in foreign trade). What is more, the process of a re-balancing the division of internal transport can be set up through the ports. Today there is too much emphasis on 'road'. An increasing use of the sea would bring evident social economic and environmental benefits (smoothing traffic flows, reduction in pollution and energy savings). The port also represents a development possibility for the territory, by improving the accessibility and the productivity of the local economic system, for which a strategic plan becomes fundamental.

The contribution of the ports to the national economy is also represented by these figures: approximately 236 million euro of port taxes in 2006; 8,863 million. VAT and approximately 63 million euro in taxes collected in the ports in one year.

The creation of an infrastructure for the port has repercussions on growth in the territorial productive systems as well as on the logistic capacity - which then leads onto competitiveness - of the country. In this light, the ports can be seen as a pivot of the economy and at the same time as a player that is able to sustain the free market processes to promote international trade.

The study also highlights the lack of investments due to which the sector suffers. And that needs to be resolved: in 2004 the financial law put aside 1.1 billion euro for the ports, three years later in 2007, this funding was reduced to only 275 million euro.



the capacity of the ports to stimulate the national economy

(*) Assoport

Work in the port company ex CULP

The Cooperative: the last stronghold of a glorious past

The trade unions and the workers choose a low profile

by E. L.

It is one of the last strongholds of the past port system. One of the last symbols of a port world where the workforce was something to be reckoned with and where it sometimes was able to impose its requests. The Limited Company CLP (Consorzio Lavoratori Portuali) - Port Workers Consortium, previously known as The Port Company, that from 1,400 workers in 1980, has now been reduced to little more than 90 partners and employees. Its headquarters is situated between the Cantieri del Mediterraneo and the Vittorio Emanuele Quay, and is a bare, grey building called, the "House of the Port". The facade resembles a ship's. The 84/94 law for port reform has obliged the Port Company to make changes. After a tender in 2004 and in accordance with ex art. 17 of the 84/94 law, the Port Authority authorised the CULP srl company to become a provider of temporary work in the port for 6 years (this will come to a conclusion in 2009). "The changes to the old port companies in businesses or co-operatives - says Emanuele Fernicola, head of FILT-CGIL for maritime and ports - was carried out with different methods in every ports. Every port has benefited from the re-launch of the Italian port system on the international scene, an increase in traffic and investments that in just 10 years from the passing of the law, has brought modernised the port infrastructures. In Naples, maybe because of space limitations and also to cultural reasons, the Port Company decided to become a co-operative and has concentrated on the provision of low-skilled workers."

The Port Company of Naples, now CLP supplies temporary workers to the businesses that operate in container, mixed goods and "highways of the sea" traffic and also carries out luggage portaging services at the Cruise Terminal at the Maritime Station. Valerio Molignano is the head of the recruitment offices and has been a member since 1977. Like many of his colleagues, perhaps all, he entered the port because he was the son of a port worker. Every day from his office which is equipped with a desk, computer, printer and telephone and is a kind of command room, he presents the daily list of workers. Without any planning whatsoever, except in some cases where it is possible to plan the jobs that will be needed, like for example, luggage portaging services staff at the cruise terminal. "With the businesses that manage the container terminal and with the company Napoli Terminal that manages mixed goods and cellulose products - says Molignano - it is impossible to plan the days of work: the arrival of a container carrier or mixed goods depends on a series of variables (from weather conditions to stopping times in the other ports). With the companies that connect to Sicily, for which we are employed in the rizzaggio and derizzaggio of the vehicles on-board, it is generally possible to plan for the day of work."

The workers are telephoned, on the bases of demand from the companies, the evening before or in the early hours of the morning. "In general - continues Molignano - we carry out for every business, a minimum of one shift and a maximum of 4 shifts of 6 hours, (from 6 in the morning to 6 the day after) and we utilise a maximum of 10 work units per shift. The exception to this is our luggage portaging service, where up to 30-35 people can be employed. From 97 components in our co-operative, 31 are employed by us. These have a fixed salary. Instead, the partners can increase their salary on the basis of the number of shifts they work. Out plan which was authorised by the Port Authority, provides for the possibility of arriving at 111 partners."



Foto storiche lavoratori portuali

The work which is carried out by the temporary workers in the various businesses in the port is not highly skilled. The majority concerns "loading" and "unloading" of vehicles or containers and the supply of luggage services to the cruise ships. The only sector in which the manpower from CLP carries out skilled work is in the cellulose and mixed goods traffic sector. In fact, in this case, the workers are employed onboard and on land. On board they carry out the phases of "unloading" of the goods, drive the small cranes that lift the goods from the ship and un load them in the dock. On the dock, they also guide the mechanical vehicles which are used to store goods or the bales of cellulose in warehouses and trucks.

Emanuele Fernicola from CGIL - there was a subjective limit of CULP, which in the moment of passing from port company to a new role, chose not to become a business as this would have required investment in vehicles and staff training. Above all, it would have brought higher risks and responsibilities. In the near future, a reflection should be made about the choices taken in these years and how to proceed with increasing workers skills along with an evaluation of the benefits of acquiring new vehicles and re-defining the agreements with the companies. The concession ex art.17 of the law 84/94 will come to a conclusion."



The Port Company story

The modern make up of the Port Company in the Port of Naples can be traced back to the 1940's. In fact, that was the period in which the specialisations in port jobs were defined into the following divisions: luggage carriers, in the "Pisacane" group, unloaders "Diaz", loaders in "Caracciolo" and goods workers in "Bausan".

The CULP was necessary to instil organisation and efficiency in the group.

The moment of maximum growth was in 1980, when the company had 1,400 members of staff (approx 250 of which came from some port businesses that had failed in that period); this number gradually reduced due to 'golden handshake' retirement offers.

The first Prandini decree in 1980, contributed to changing the legal set up of the companies, by allowing for the possibility of using external staff for various roles, (on provision that all of the company's staff were in full employment). With law 84/94, the Port Company, with respect to art. 110/111 could transform itself into a business. This opportunity was also given in the revision of the law. The new art.17, nel comma 2, allowed the companies to be organised with its own managerial body or, in comma 5, provided the possibility for being governed by the Port Authority. The company assembly opted for the first option, and therefore set up an independent company.

There are currently 111 workers in the Coop. CLP a.r.l.

Interview with the President of the Port Workers Co-operative

Change necessary to overcome current difficulties

by Luigi Ricciardi



Antonio Fiola, President CLP

The figure of the port worker is changing rapidly, the changes in the relationship with businesses, the necessity for modernisation, the new laws that need to be referred to. We spoke about this and other things to Antonio Fiola, class 1949, President of the Port Workers Co-operative and on his 3rd mandate (every mandate lasts 3 years).

Before starting the discussion, it is necessary to point out that any differences of opinion between the Co-operative

and the port businesses are part of a normal discussion between private companies and therefore, this newsletter does not have any responsibility for the views and opinions expressed here.

President Fiola, how has the figure of port worker changed in recent years?

The world of work is in rapid transformation and the world of port work along with it. In our category, which is probably the most typical and recognisable in our sector, it has been necessary to keep up with the times, and to do this we have invested on training for our partners, but we have also experienced difficulties. In fact, since we have become a co-operative for manual workers there has been a lot of difficulty in gaining access to mechanical vehicles which are used to carry out training (container carrier cranes, fork-lift trucks luggage carriers etc.), ever since we stopped owning our own vehicles.

In which port sectors are you present?

We are present in every port sector. We offer our services to businesses that work in the cabotage, cruise, container and mixed goods -both liquid and solid sectors. The presence in these areas obviously varies according to the type of activity.

How is your activity organised?

Our assembly chose to specialize as a company that supplies manual workers, without becoming involved in business activities. This alternative, which is allowed by law, was only carried out for a short period but we did not like the results and so we preferred to abandon it.

Our activity is currently organised around the availability of annual shifts that are shared with the businesses, on the basis of the necessity of the various types of work. Unfortunately, I have seen various difficulties over the years.

Can you describe these difficulties?

The difficulties are mainly of two types: there are moments when the peaks of demand are so intense that we have to call back the workers who have only just finished a shift. However, we have reached an agreement with the trade unions and businesses and we have now reduced the minimum number of compulsory hours stop time between one shift and another from 11 to 6 hours. But above all, we are currently having problems in making some businesses respect the agreements concerning shift work. In fact, in 2003 we underwrote an agreement with the companies to guarantee 28,000 shifts annually. But, already after 2 years, we have seen a contraction of the number of shifts (from the 28,000 planned to approx. 23,000) as well as the payment for some working days. I would like to point out, however, that this does not involve all companies, but only some ones in particular.

What do you plan to do to overcome these difficulties?

As far as peaks in demand are concerned, we could integrate our company plan, as already stated. There are currently 111 in the co-operative (reduced by the Port Authority to 104, due to recent legal dispositions), but another 12 people should be employed. We set up a recruitment agency for temporary work "Intempo", in order to satisfy this demand.

But it will be difficult to employ other staff if the conditions agreed on in the last period, that is 28,000 annual shifts are not respected for the next six years (the period 2009 - 2015), as this would cause an economic deficit for our company.

What efforts are you making with regards to security which is an argument of great importance?

We know full well that security is one of the principle problems in our work. We supply all of the necessary safety equipment for our work activities- gloves, suits, steel-capped boots, helmets etc. We periodically carry out safety training courses, especially for new employees and we have a person who is in charge of the aspects in law 626 (concerning safety at work), and he has the responsibility of looking after these aspects.

What is your relationship with the other national co-operatives like?

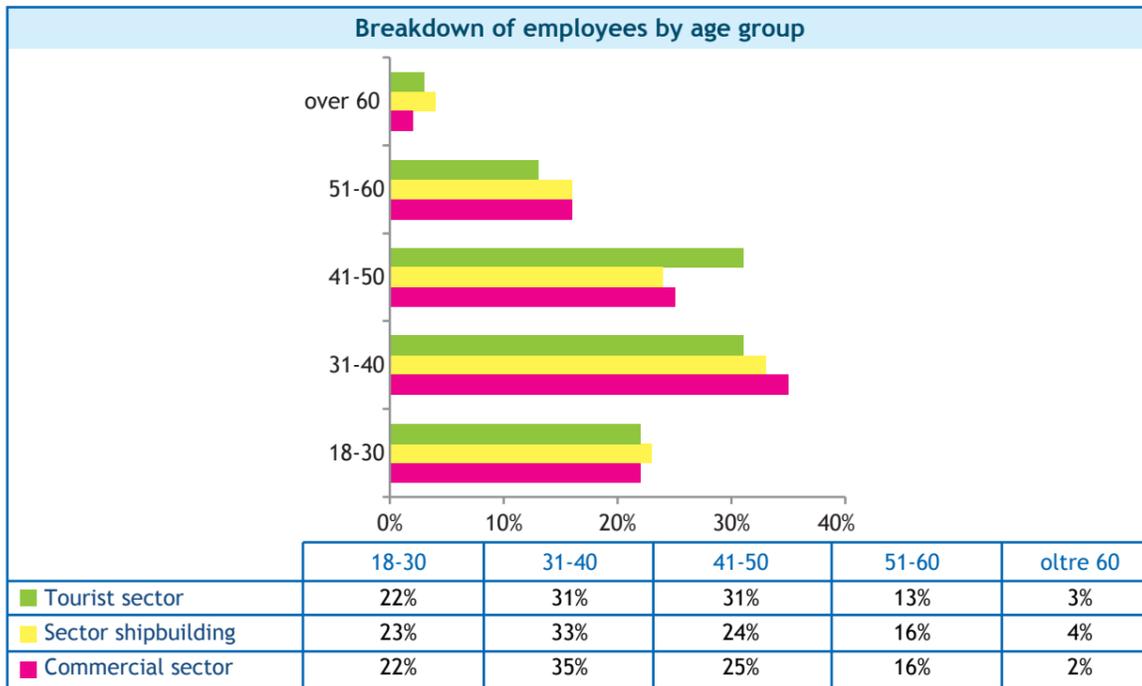
We take part in a national association called Ancip, but the relationship is not very close as every port tends to have its own particular history. For example, the Port of Naples was one of the first to bring itself into line with the laws provided by the 84/94 law, while other ports are still behind.



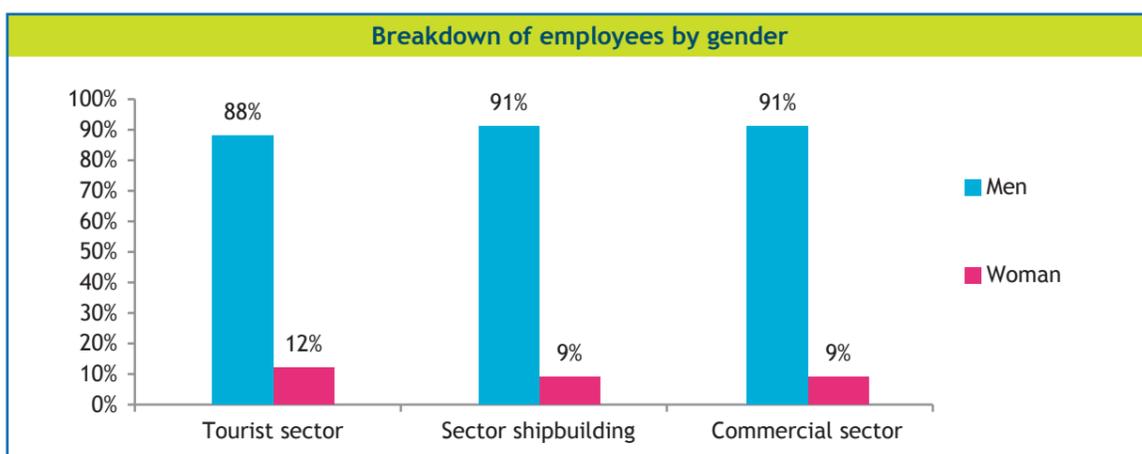
from pag. 1

Turnover and employment in constant growth

The breakdown of employees in the various sectors of activity in the Port of Naples, by age, is shown. Although the percentage breakdown is slightly different, and are represented to a greater degree in the youngest age group, while the employees aged between 51-60 years old, reach 16% and the 60 plus come to just 4%.

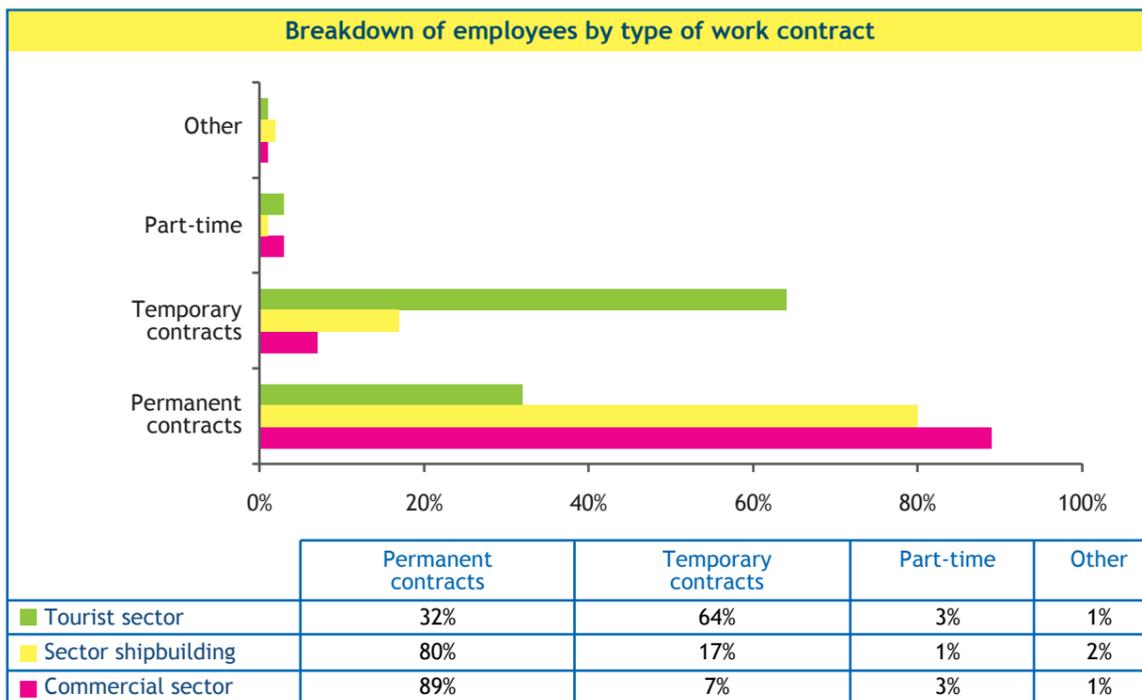


From the study on the breakdown of workers by gender, a higher rate of males in employment is revealed. This can be seen in every sector of port activity. The rate of females in employment, although different in the three sectors, does not exceed 9%, while the males in employment come to 91%.



The breakdown of employment contracts in the Port of Naples is characterized by full time, permanent contracts that make up 70% of the employment contracts while 27% represents temporary contracts and 2% and 1% respectively part-time and others (apprenticeships, project work etc).

From observing the individual sectors in the activities of the Port of Naples, it emerges that the percentage of temporary workers in the commercial and ship yard sectors reach 89% and 80% respectively; while in the tourist sector, due to seasonal activities which are carried out (bathing establishments, berthing activities, navigational companies and public bodies), these types of seasonal contracts reach 32% while 64% is represented by temporary contracts.



A further element of research regards the division of the CCNL to the references applied to companies by the Port of Naples. From the results of the enquiry, the correspondence of work activities with the collective contract of reference can be seen. In particular, it is shown that 38% of the companies apply the CCNL metal-mechanics contract, 27% the CCNL for port workers, 16% the CCNL for trade, while 19% is represented by a variety of collective contracts (building, supplier, shipping agent, etc).

*Research carried out by the Research Offices in the Port Authority of Naples.

President Nerli and the Managing Director Capogreco in the Port Committee

The budget and the Annual Report approved: In 2007, still signs of development

The final budget was approved today in the Port Committee. The year closed with a profit of 7,388,609.00 euro. A positive balance that confirms the vitality of the Port Authority and shows the efforts that are still underway to complete the modernisation works and infrastructural improvements to the port. The capital of the works and port equipment are financed to the value of 32,267,606.00 euro; while the value of the investments underway amount to 156,283,418.00

"The budget that has come under our approval, said President Francesco Nerli- shows the excellent management of the Body, above all thanks to spending restrictions and improvements in income collection. The increase in profit is in particular due to the start up of a partial financial independence of the Port Authority (limited to the collection of some port taxes) and to the follow up of debt collection activities."

The Port Committee then went on to discuss and approve the Annual Report by the Managing Director. A report which confirms the vitality and the capacity for planning and works creation by the Port Authority of Naples. Opening the report, the Managing Director said that, "In 2007, the Port Authority brought forward a series of operational and organisational choices with the aim of improving the port in order to be prepared for the constant increase and development in traffic and the improvement of its internal organisation so as to be equipped for the changes that are in progress." After having stated company policy on the internal re-organisation plan and the improvements to some offices, the Managing Director then went on to examine the activities that were carried out in 2007 by departing from the 2 planning tools which were utilised: the new port regulatory plan and the 3 year operating plan. "The law for the widening of the Port Authority's' competencies to the port in Castellammare di Stabia concluded with the Ministerial decree by the Ministry of Transport on the 18-9-2006, in coherence with the efforts made by work teams made up of technicians from local government administration and the Port Authority which drew up a renovation project for the port area. This has the recovery of the port area through a series of works to create activities connected to commercial and tourist traffic as its aim."

It is possible to consult the Annual Report 2007 in its entirety on the following site: www.porto.napoli.it

The POT 2008-2010 and the 2008 annual works plan were approved: investments for 255 million euro, of which 154 million will go towards the new container terminal. Further details on website www.porto.napoli.it

Porto di Napoli
Periodico d'informazione dell'Autorità Portuale

Managing Editor
Francesco Nerli

Editor in Chief
Emilia Leonetti

Assistant Editing Committee
Paolo Paramucchi

Editing Committee
Pietro Capogreco - Barbara Casolla
Fiorinda Corradino - Luigi Ricciardi

Translation by
Lisa Robson

Piazzale Pisacane 80100 Napoli Tel. 081 228 33 01
e-mail: e.leonetti@porto.napoli.it
www.porto.napoli.it

Graphics and layout
mcb@mcb.it

Heading registered at Tribunale di Napoli
No.21 on February 4 2003

Printed by
Tipografia Teti - Via Gianturco 31/c 80146 Napoli

