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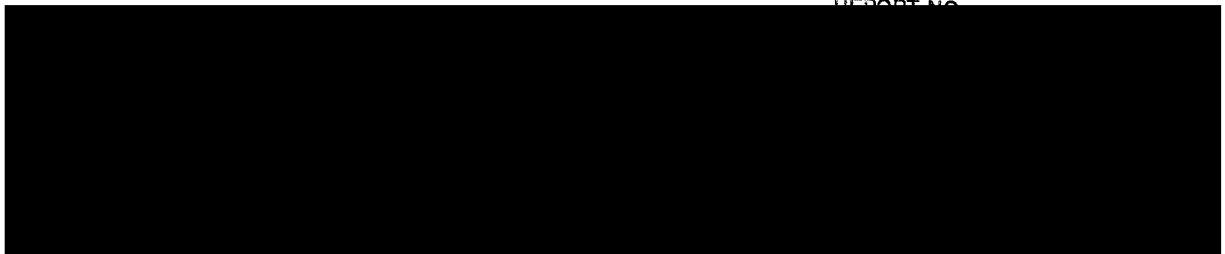
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SOURCE

1. The most important single individual in Yugoslav State shipping and control of foreign trade through state-owned cartels is Melentije Popovic, Yugoslav Minister of Trade, who was reported as the head of the Yugoslav Trade Delegation in Moscow at the end of 1948. As the Minister of Trade, he controls the country's shipping through TRANSJUG, the chief of which is directly responsible to him. TRANSJUG, like JUGODRVO, JUGOLEK, HEMPRO, and dozens of other state-owned and operated concerns, has statutes of its own issued by the Ministry, but it cannot undertake any endeavor which does not conform to the rules made by the Minister of Trade.
2. The Yugoslav Line, a maritime concern, at present embraces most of the pre-war Yugoslav shipping companies. Its overall directorate is TRANSJUG, the State cartel for foreign trade and shipping controls and in which the Yugoslav Lines (Jugoslovenska Plovidba) is a section or department. The Line has its major offices in Fiume, Split, and Dubrovnik and a number of branch offices in other Yugoslav seaports. Offices of the Yugoslav Line are maintained by direct representation or through agencies in 74 foreign ports and capitals (including Albanian and Bulgarian ports). The Yugoslav Line does not have an office in the Soviet Union.
3. The policies of TRANSJUG conform to the economic policy of Yugoslavia which calls for elimination of all possible foreign economic penetration while endeavoring to expand its own interests in foreign fields. In practice, this policy means the Yugoslav Government does all its own shipping on Yugoslav vessels; it not only prefers to keep foreign vessels or steamship concerns away from its port, but also insists on picking up imports in foreign ports.
4. Melentije Popovic himself is the outstanding spokesman of this policy of "economic nationalism". He would personally oppose the establishment of any foreign commercial agency in Yugoslavia; he and a group of his assistants, although several of them are considered politically moderate, are realists in a business sense. In their relations with the West they are anxious to look into business opportunities and earnings for their vessels and shipping enterprises wherever possible. Their chief policy in excluding foreign shippers from establishing themselves in Yugoslav ports would be considered an effort to secure brokerage fees for their own concerns.

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