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## **Bangladeshi Labour in Transit A Case Study of Marghera (Venice), Italy**

This paper presents an ethnographic study on Bangladeshi migrants working for the Fincantieri shipyard in Marghera, located on the Laguna coast at 10 km from Venice, Italy. I aim to contribute to the question of how migrant labour is crucial to accumulation in post-colonial capitalism.

This paper addresses the situation faced by Bangladeshi migrants working in the industrial hub of Marghera, which is a theme that has been largely overlooked both by public debates and scholarly analysis on the current forms of Italian capitalism. In the last decade, there has been an emphasis on the financial crisis faced by companies in the Marghera hub. In the first part of my paper, I will rather aim to probe whether these discourses served to hide the behind-the-scenes mechanisms of exploitation to which Bangladeshi migrant workers are subjected. I will then take a further step into this enquiry by asking what are the specificities and tensions of this exploitation. Ultimately, I will seek to connect the forms of exploitation experienced by Bangladeshi communities with the current forms of accumulation of resources and capital in Marghera. I will thus argue that our analysis of capital accumulation will remain incomplete if we don't take seriously the specific role played by labour in transit today. I will therefore aim to unravel the significance that Bangladeshi cheap labour has for contemporary forms of Italian capitalism.

The industrial hub of Marghera, located on the Laguna coast near Venice, is rarely considered in its relation with migrant workers from Bangladesh. The ethnographic data collected in this study point to a huge growth of Bangladeshi communities in this area, with numbers that are four times bigger than in 2004. Compared to the rest of Italy, in this region in the North-east of Italy, the majority of Bangladeshi migrants find jobs that are connected to the industrial sector, especially shipbuilding. In order to examine the relation between this large-scale migration and the kind of capital accumulation that is in place in Marghera, I will look at the three, deeply intertwined aspects of Bangladeshi migration to this area. First, I will examine the migration regime they experience. Drawing from Nielson and Mezzadra's concept of "differential inclusion", I will show how migrants experience a whole series of filtering mechanisms and processes of differentiation, detention and transit that crucially shape the labour market in which they are inserted. Importantly, these mechanisms not only occur at the border between Italy and Slovenia, but they are replicated within the different stages of migrants' journey within the Italian territory. Second, I will consider these "bordering" processes in the Marghera area. I will look at the physical and social borders between the Fincantieri shipyard, the "workers' villages" in Marghera, at the Bangladeshi communities located a bit further in the nearby town of Mestre. Third, I will pay special attention at the labour regime Bangladeshi migrants experience in their work in Fincantieri shipyard. With this regard, I will present ethnographic findings on the ways migrants seem to understand their own labor power within this context, and the significance and meanings they attribute to it.

As a final remark, I will propose new possible directions in the readings of Antonio Gramsci, especially in relation to the post-colonial condition of Italian capitalism.

