

MAGAZINE

AFTER DINNER

Waiting for 2027...



**FREE
2025 ISSUE**

SPECIAL

The Shipbrokers & Shipagents Dinner

TECHNICAL CONTENTS

The future of sea freight

INTERVIEWS

Marco Bucci,
Silvia Salis



**80 YEARS
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GENOA SHIPPING WEEK IN A WORD: QUALITY



Gianluca Croce
President of Assagenti

"It's not just the numbers that testify to success. Our Genoa Shipping Week with its Shipbrokers and Shipagents Dinner we can proudly say was a success. The defining feature of the 2025 edition was quality. As always, Assagenti and all those who collaborated with us, both in the planning and in the execution of the event, put their heart and soul into it.

I believe—and I am convinced—that we managed to connect our roots with the blossoms that will bloom in the years to come, to weave a common thread between the past, our traditions, and the building of a future, keeping the course steady, especially to ensure safe navigation for the young people who already work in our sector or will join it in the years ahead.

I therefore feel the duty to extend my warmest thanks to everyone: to the city of Genoa, to the Institutions, and especially to the great family of shipping and the maritime cluster, which once again believed in us and in an event that has now become a certainty—capable of renewing itself through transformation and the constant search for new inspiration."

See you in 2027.

AN EXTRAORDINARY RESPONSE THIS YEAR



Lorenzo Giacobbe
President of Assagenti Youth Group

"I am very proud of how this 7th edition of the Genoa Shipping Week has come to an end. Another week of such intensity, packed with encounters, conference and networking opportunities, has sent a strong signal to our entire sector. Here in the Assagenti Youth Group we have sought to make our own particular contribution with the usual seminar on sea freight, an appointment that has become a point of reference on the event programme. This year, the response was extraordinary, with a hall filled with young professionals and university students confirming just how much interest and curiosity there is surrounding the world of shipping and its dynamics. I would like to sincerely thank our speakers for the diverse, stimulating perspectives they offered, making the seminar truly engaging. It is with great satisfaction that we were also among the promoters of the 17th edition of the Shipbrokers and Shipagents Dinner, which took place on 16 October 2025, bringing together more than 3,600 representatives of the international maritime cluster. This result confirms the strength and the appeal of the event, which has once again succeeded in making Genoa the centre of the international maritime scene.

Special thanks go to all the associated companies and sponsors who have continued to believe enthusiastically and confidently in this project and in the value of working together to develop our shipping community."

Assagenti and Genoa between past, present and future

WE, THE PEOPLE OF THE SEA

Original inauguration of Genoa Shipping Week with institutional speeches alternating with artistic performances featuring young people



The students of the Pertini music high school

An atypical opening event that alternated the institutional aspect with the artistic expression of young people, focused on sea-related themes. To celebrate its 80th birthday, which coincided with the 2025 edition of Genova Smart Week, Assagenti sought to look to the future. For Genoa in particular, this future is tinged with blue: the colour of the blue economy, which – fortunately – the world of politics is also beginning to wake up to. The blue economy is of significant strategic importance from numerous perspectives, regarding employment, development, trade, innovation, defence, and the concept of Made in Italy. The opening day, entitled “**Noi, gente di mare**” (**We, the People of the Sea**) engaged in an au-

thentic dialogue with the young people from the schools present at the inauguration, and also welcomed guests from outside the maritime world, such as the young actors from the **Quinta Praticabile** theatre school, musicians from the **Pertini High School** and the astronaut from Genoa, **Franco Malerba**. The importance of looking to the future with optimism was the message transmitted by Assagenti President Gianluca Croce, at a time when international trade could be experiencing a new lease of life in the Mediterranean. “This kind of traffic is not facing, and is not expected to face, problems of competition, as has been happening for years with the major ports in Northern Europe. Genoa, Savona, La Spezia and the other Italian



The performance L'Onda (The Wave) by Quinta Praticabile

ports are looking at a potential for development that probably has no equal in the history of international trade”. The ports are also changing: “They’re no longer all dust and chains, as they were 50 years ago. Today, they’re all about technology, innovation and research”, explained **Matteo Paroli**, President of the Western Ligurian Sea Port Authority. Paroli reminded the room of the importance of the link between innovation and training.

Projects with the European Space Agency, the digitalisation of the terminals and the development of self-driving ships are just some of the pillars this transformation of ports is founded on. “Technology already enables the operation of self-driving ships. The issue with them today is regulatory rather than technical. And rightly so, because it’s important to assess their implications carefully. But the road has already been opened up”, Paroli explained. In the Western Ligurian Sea system, innovation is already tangible. “At the Vado Gateway terminal, container handling is automated. There are no operators: everything is controlled remotely, safely and efficiently, cutting both times and costs”. In the future, thanks

to investment projects currently being defined by the Genoa Pra’ PSA, an integrated development system could be put in place, which, once implemented, will make the port system the first in Italy with two automated terminals, which will also be competitive in terms of technology compared to the main European ports. This evolution will also require different skills profiles, Paroli pointed out: “We’ll need IT and network technicians, cybersecurity specialists and legal experts. Some professional figures don’t yet exist: we’ll be training them over the coming years”. The Port Authority has already decided to double digital investments by the end of 2026, with €5 million planned for data protection and speeding up freight flows alone. The ports in Liguria are located within the cities, and are not easy to live with, because of the noise, heavy traffic and emissions from the ships. According to the Mayor **Silvia Salis**, “an increasingly effective balance must be struck, with a focus on sustainability, but also an awareness that the port is our ‘blue lung’ for employment and the local economy. It’s important to work on a number of fronts, such as both economic and environmental sustainability”.

Since taking office, Salis has focused her efforts on training, leading to employment in the Blue Economy: “The port needs more workers than the local area can provide, and is an important driver for development, offering both manual jobs and more specialised positions. (→)



At the ribbon-cutting ceremony with Marco Bucci and Silvia Salis in attendance



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The idea we've launched in recent months for the creation of a school for maritime professions is a practical response to the needs of the port. And then there are the major challenges to be tackled, such as the simplified logistics zone, and everything that derives from digitalisation and artificial intelligence to speed up handling operations for freight once it arrives in the port. Traffic volumes are set to rise, but goods must be handled as swiftly as possible. This is the purpose of digitalisation.

What our port and our city needs is to strike a flexible balance between the present and what the future will bring". In her speech, the Mayor also addressed the many young people present at the inaugural event: "The Blue Economy is the most attractive driver for young people, both our own, whom it's important to keep here, and for young women and men from other areas seeking to invest in building a future here in Genoa". There will be an important impact on employment in the port logistics and marine economy sector. The port and the maritime cluster as a whole are the most important potential reserve for employment in coastal cities where economic activity revolves around their commercial port. (→)



The fanfare of the northern maritime interregional command



Institutional round table



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Nello Musumeci

In Genoa, the expansion of the areas resulting from the construction of the new breakwater that will enable the entry of larger container ships is destined to boost direct employment in the port and the related economic activities, amounting to more than 8,000 jobs in response to a rise in traffic of a million TEU containers in the period between 2026 and 2030, and this is just considering the container sector.

If we extend the analysis to all the port activities, a study by Prometeia forecasts that the investments under way in the new infrastructures will bring 37,000 jobs to the ports of Genoa and Savona by the end of 2030, considering direct and indirect employment. The numerical progression for the last 50 years shows an upward trend in the multiplier effect of traffic on employment. In 1975, the port of Genoa handled 25 million tonnes of freight and 500,000 passengers, directly and indirectly employing 15,000 people; this year, with 52 million tonnes of freight and 2.5 million passengers, employment exceeds 65,000 people, 11,500 of them working directly in the docks and the terminals. This is without taking into account the entire logistics chain deriving from the port operations.

Gianluca Croce explained that it is essential to ensure **increasingly close coordination between families, schools, the world of employment, training and the maritime cluster:** "It is no coincidence that we've sought to open up a window on the world of shipping aimed precisely at young people. Genoa, like other coastal and port cities, often forgets that its true value is rooted in its history, and in the prospect of recovering its strategic position along sea traffic and world trade routes. (→)



Gianluca Croce



Franco Malerba

The challenge being launched from Genoa is a challenge regarding the future of the Mediterranean as a whole. The time has come to place our hope in the future, but also to roll up our sleeves and work to ensure the most troubled areas of the Mediterranean can aspire

to relaunch trade in times of peace". Also at national level, the world of politics has grasped the importance of what surrounds Italy on three sides. The Minister of the Sea, **Nello Musumeci**, emphasised that Italy remains a country with an inland rather than a maritime economy, despite the 8,000 kilometres of coastline looking onto the Mediterranean Sea. This may also explain the gap between the number of jobs available and the adequately trained professional figures able to occupy a wide variety of positions.

"Young people still believe that a life at sea requires major sacrifices, without adequate remuneration, and the role of my ministry is to promote a new culture of the sea, with guidance activities starting from lower secondary school. Today, a crew assistant earns the same amount as a bank clerk, but staff are also needed in the ports, such as logistics experts". Inspiring words also came from Admiral **Sergio Liardo**, Commandant of the Italian Coast Guard, and from Rear Admiral **Flavio Biaggi**, Commander of the Northern Maritime Interregional Command of the Italian Navy. The official opening of the event was accompanied by the fanfare of the Northern Maritime Interregional Command and by the Italian national anthem. The inauguration came to a close with the hoisting of the flag by students of the **Merchant Academy**.

Organised by the Assagenti Youth Group

HOUSTON, WE HAD A PROBLEM

The usual well-attended conference dedicated to sea freight took stock of the situation for 2025

Geopolitics and ambiguous declarations from heads of state such as Donald Trump heavily influence sea freight, i.e. the cost of hiring ships to transport goods. Other factors also have an impact, however, such as the demolition of obsolete ships, or the entry into the market of new operators in niche sectors, such as car carriers.

The theme of the seminar that is now a regular feature of Genoa Shipping Week, organised by the Assagenti Youth Group and moderated by **Gian Enzo Duci**, a professor from the Department of Economics of the University of Genoa, was **'Tra correnti e contratti: il futuro dei noli marittimi'** (Currents and contracts: the future of sea freight). Duci explained that **'Houston, we have a problem'** was in fact a misquote made famous by the movie, and that the actual phrase transmitted by Apollo 13 was 'Houston, we've had a problem'.



From the left: Giacobbe, Greco, Negri



Lorenzo Giacobbe

There's a big difference. So today, does the sea freight market have a problem, or has it adapted? It has undoubtedly been impacted by wars, tariffs, new alliances, closures and diversions (the question of the Houthi attacks in the Suez Canal), and the most recent developments will probably alter the scenario further.

Ettore Greco, Vice-President of IAI, the **Institute for International Affairs**, highlighted the crisis in global governance (above all the UN), the fragmentation of international forums, and the progressive decline of the West in favour of an unstable multipolarism. Russian revanchism and Chinese expansionism are sources of instability and conflict that have an impact on maritime traffic. Protectionism, cybersecurity and decarbonisation are the challenges of the future, and all of this regards sea transport. "Conflict is set to continue", explained Greco, "with the risk of an escalation involving the USA (→)

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and China, and the central importance of technological innovation makes flexibility an imperative for companies. There is a need for investment strategies that offer greater scope for risk prevention and management, with multilateral cooperation playing a crucial role in the efforts to adapt required of companies".



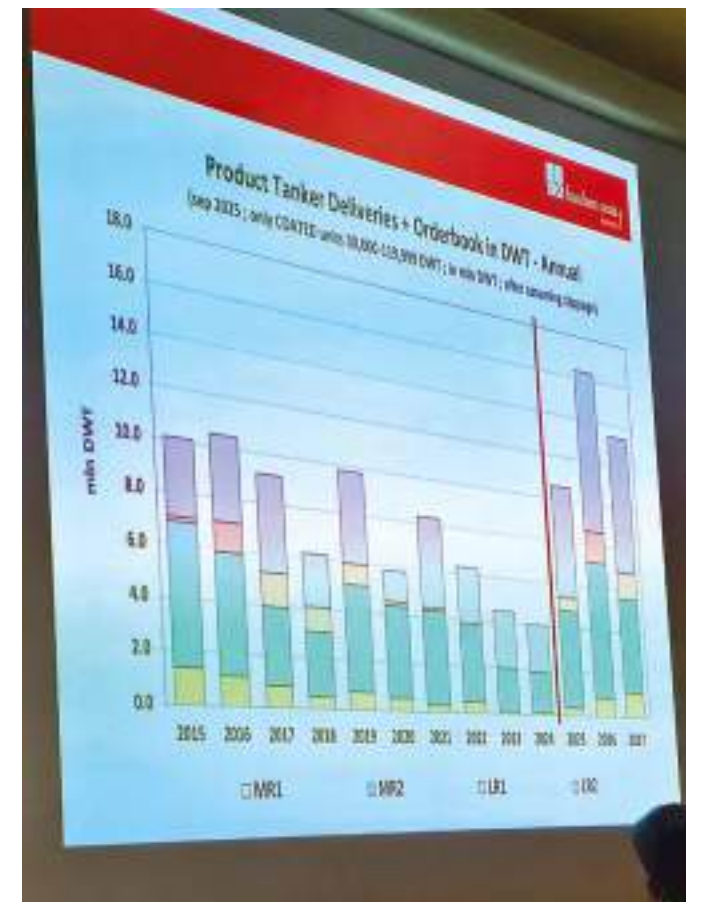
"Despite the slowdown in global growth, maritime traffic is still increasing", added **Massimo Deandreis**, director of the **SRM Study and Research Centre**, "although routes are becoming increasingly regionalised. There are fewer direct routes between the USA and China, while those intermediated by the Association of South-East Asian Nations are on the rise. However, this decoupling is more apparent than real". Geopolitical tensions undoubtedly led to a significant increase in ton-miles in 2024. **Maritime trade is slowing down, but the container market continued to register significant growth (+7.4%) in 2024.**

"While traffic through the Suez Canal has fallen, 12,740 ships still passed through in 2024, with 97 opting for the Arctic route, bypassing the Mediterranean", Deandreis pointed out. The Mediterranean maintains a key role, especially with regard to **shortsea, in which Italy is the outright leader.**

In the future, sea freight is likely to be impacted by overcapacity, the US drive to restore its own manufacturing and shipbuilding industry, additional costs related to the EU Emissions Trading System (ETS), rising fuel costs, and the inefficiencies of the logistics system (in Italy, ships spend 1.28 days in the port, compared to 0.54 in the Netherlands, and the world average of 0.99).

Sea freight in specific sectors

The seminar examined the situation of sea freight in a number of specific sectors, including niche sectors in which there are no universal indicators. (→)





Enrico Paglia of **Banchero costa & C** explained that the tramp and dry bulk markets are extremely volatile, with a devastating impact caused by economic sanctions: China has stopped importing oil, petroleum gas, coal and soya from the USA. 40% of soya exports from the USA once ended up in China, while today orders have stopped completely. The sabotage of the Nord Stream “changed the tanker ship market overnight, since today gas travels much more by ship than by pipeline, with an increase from 0 to 30,000 dollars”. The market has also been impacted by the growth of the **shadow fleet**, with which Russia is able to evade sanctions imposed on its oil and other products. “Today”, Paglia explained, 15% of tanker ships are subject to sanctions. All this is set to define the market trend”. Another major source of volatility is the green transition. Ships currently under construction will not be able to last as long as those currently in operation, with an IMO target of carbon neutrality by 2050. Meanwhile, China is investing more in renewable energies than any other country in the world, and coal imports are already falling (as indeed they are in India).

“There is a need for investment strategies that offer greater scope for risk prevention”

Ettore Greco

The technological transformation is also set to be a key driver for demand. Tanker ships recorded a significant upturn in 2025, thanks to the rise in oil exports, because OPEC + avoided cutting its production. 21% of ships in today's fleet are more than 20 years old, so we will have to see what happens with demolitions. As regards dry bulk, freight rates contracted in the first part of the year, partly due to a slowdown in global demand. “A growth in the fleet is anticipated, but the price of ships, including second-hand vessels, remains high”, Paglia explained. As regards **container** ships, **Carlo Binello of CMA CGM** said: (→)





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"Until August, the market registered moderate growth. The non-food retail index has remained stable, and is positive, supported by Italian domestic consumption, but also by record foreign tourism numbers. It's important to be aware, however, that scrapping has been reduced to a minimum, with very few demolitions and a massive commissioning of new ships set to take place between 2026 and 2027. The impact of the reopening of the Suez Canal remains to be seen. Ultimately, freight follows the market, tending towards the areas that offer the greatest profit". The seminar also offered the opportunity to focus on **small handy** cargo ships. **Lorenzo Giacobbe** of **Januamar** explained that this is a fragmented, niche market dominated by Turkish and Eastern Mediterranean shipowners, heavily impacted by the war in Ukraine, with a rise in freight linked to routes along the Danube until the ports reopened. **Andrea Arena** of **HB Shipping** pointed out that "with regard to **project cargo** (the use of ships for the transportation of exceptional cargo) "every crisis also opens up opportunities, and alternative routes can also offer a competitive advantage. Sea freight trends have remained stable, and fair-

ly high, in any case". With regard to the niche **car carrier segment**, **Giulia Malnati** of **NYK Line** spoke about the disruption caused by the fact that China is an important new player with its own fleets, and has become a significant exporter of ships. Ships are also increasing in size, from 4000 rt (rt is the unit of measurement of one car), they are expected to reach 9000 rt in 2030. As regards Ro-Ro, **Tommaso Scolaro** of **Enrico Scolaro Shipbrokers** showed that sea freight is stable, while construction costs are high due to the need to renew the fleet. In the order-book, however, there are just 4 ships set for delivery from now until the end of 2026: "Visentini is the only European shipbuilder in the sector, and is physically unable to deliver more than two ships a year".

Shipowners: the need for the "c" factor

In a context marked by widespread uncertainty, explained **Vincenzo Romeo**, CEO of (—)



From the left: Pessina, Somma, Messina, Sisto, Duci

Nova Marine Carriers, courage is a key factor when it comes to shipowners' decisions, but luck also plays an important part in the success of the choices they make.

No-one has a crystal ball. 2002 was a success in terms of orders; 2008 was not. The ferry and cabotage segment, for example for connections with the islands, in which the public sector has failed every time it believed it could manage it independently, is also facing the problem of having to renew the fleets and guarantee profitability for those private companies that are keeping the entire network of connections afloat and guaranteeing territorial continuity.

As **Aldo Negri** of **Finsea** put it, "in a market in which passenger or cargo prices – especially when we're talking about links with the smaller islands, or short-range routes in general – are sometimes insufficient to cover operating costs, let alone investment in new ships, all the more so considering that the second-hand ships market is non-existent".

What the associations have to say

Federagenti President Paolo Pessina believes that "decision-makers must also understand that mistaken regulations passed without listening to the associations can do a great deal of damage". "This is a fragile, delicate market", said **Stefano Messina**, president of **Assarmatori**, "in which it is becoming increasingly difficult to attract capital and funding, because investment offers no guarantees".

"*Caoslandia* is the term coined by Lucio Caracciolo of Limes magazine to describe the world today", added **Luca Sisto**, General Manager of **Confitarma**. "How is it possible to come up with ideas and visions, when we're continually bombarded with outlandish declarations that disrupt the market?". Fedespedi expects to see a rise in demand, especially for refrigerated containers and consolidated shipping, although Vice President **Matteo Somma** pointed out that the efficiency of the logistics chain is an important factor in goods transportation, along with freight rates.

Genoa Shipping Week hosted the 2025 edition of ShipCon

THE RISE OF UNDER 40

The most important international convention organised by YoungShip, present in almost 40 countries




Three days of seminars, masterclasses, round tables, workshops and networking opportunities featuring figures from the present and future of international shipping. Genoa Shipping Week hosted the 2025 edition of ShipCon, the most important international convention organised by YoungShip, an association established in 2004 with the aim of **bringing together shipping industry professionals aged under 40 from all over the world**.

"This huge success, which has allowed us to see off the competition from Sri Lanka and Denmark, was achieved thanks to the synergy with Genoa Shipping Week", said **YoungShip Italia president Nicolò Iguera**. "This is the first edition to be held in Italy, bringing together a larger number of nationalities than ever, with participants from 16 countries. It's a great endorsement for Genoa". Following the aperitif for the inauguration in the prestigious setting of

the Lockton PL Ferrari headquarters, the two-day convention held in the **Conference Centre of the Porto Antico in Genoa** began with a masterclass by Giovanni Satta, who teaches at the University of Genoa. A leading academic in the maritime field, with more than 100 publications to his name, as well as the direction of over 40 national and international research projects, Satta provided an overview of the characteristics, challenges and interconnections of the blue economy in Italy existing at European and international level. This was followed by a presentation of the history of YoungShip – now present in almost 40 countries, with over 5000 members – in the words of the association's former presidents and leading members, while the afternoon was dedicated to the future of the sector, and in particular to the skills and competences that will be key for the next generation of leaders in the blue economy. (→)

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Another masterclass, this time by **Martin Stopford, director at Clarkson Research**, opened day two of the event. The UK professor, one of the world's leading maritime economy experts, offered his perspective on the main trends in the sector at global level, enlivening the subsequent session in which the audience were also involved.

"Sharing and peer discussion are the aspects that interest us most, and which reached their maximum expression during the round tables in which 15 experts, each from a different area of the shipping field, engaged with the audience on a number of key questions, generating ideas and proposals YoungShip will continue to work on during the years to come", explained Iguera, who sought to **highlight the value of this very sharing process, presenting it as part of the association's mission.** "Our generation is no longer accustomed to creating connections with other professionals of the same age, unlike our predecessors, who were able to create networks of trust and respect that have lasted for 20-25 years", explained the president of YoungShip Italia.

"It is no coincidence that our association embraces all the professions that make up the shipping world, and that at the table today there were navigators, engineers, shipowners, lawyers and all kinds of other (→)



DA 100 ANNI AL
SERVIZIO DEL PORTO



The view of Genoa from the venue of the final dinner: Martini terrace

figures connected with shipping. In our world, we aspire to recreate this type of environment, because it makes it more appealing for those coming from other fields". The convention ended with a session dedicated to eight of the most interesting

and dynamic blue economy startups, who had the chance to present their work to a highly specialised international audience. The next ShipCon event will be held in Copenhagen, Denmark, on 16-18 June 2026.

YoungShip: more than 20 years of networking

Established in 2004 in Norway, **YoungShip** is a non-profit association that seeks to bring together young professionals aged under 40 from the world of shipping and to foster the sharing of experiences and competences, as well as to provide a platform to allow all its members to develop a broader understanding of the sector.

Just over 20 years on from its inception, YoungShip today has 40 branches and more than 5000 individual members worldwide. The Italian branch, headed since 2023 by **Nicolò Iguera**, was established in 2013 with the support of the youth groups of Confitarma and Federagenti, and has more than 60 members throughout Italy.

At Villa Lo Zerbindo the usual gala dinner with conference

DELIGHTFUL SETTING HOT TOPICS

The evening was not the only event organised by The International Propeller Club Port of Genoa

A convivial evening, with the opportunity to discuss the most important issues related to shipping, in the delightful setting of Villa 'Lo Zerbindo', one of the most beautiful seventeenth-century residences in Genoa. This year, the gala dinner of the International Propeller Club in Genoa, now one of the classic events of Genoa Shipping Week, was dedicated to the Changes of direction imposed by the current international situation.

"It is a tradition of ours to organise convivial evenings along with debates on current affairs, in this case what Italian industry needs to stay competitive and on the responses from the shipping, port operations and logistics sectors, in such a difficult, dramatic period on the international scene", explained **Giorgia Boi, President of the Propeller Club of Genoa**, "requiring a flexible, adaptable approach to coming up with solutions, which in the years since the pandemic have become an indispensable skill for our sector".

The 130 or so guests of the soirée were met with a welcome aperitif in the neoclassical reception rooms of the villa, and by an exhibition by the painter Stefania Comelli, whose works combine an abstract style with the views typical of marine and port environments. A naval engineer as well as an artist, Comelli was presented as a new member of the Club by President Giorgia Boi, who went on to greet and thank the numerous guests present. Representatives of the institutions and the world of shipping included Deputy Mayor **Alessandro Terrile**, **Assagenti** President **Gianluca Croce**, **Federagenti** President **Paolo Pessina**, and Admiral **Antonio Ranieri**. The Propeller Club's national president **Umberto Masucci** was joined by the presidents of the La Spezia, Trieste and Venice clubs. **Mario Zanetti** and **Luca Sisto**, respectively President and Director of Confitarma, greeted guests on behalf of the association, (→)





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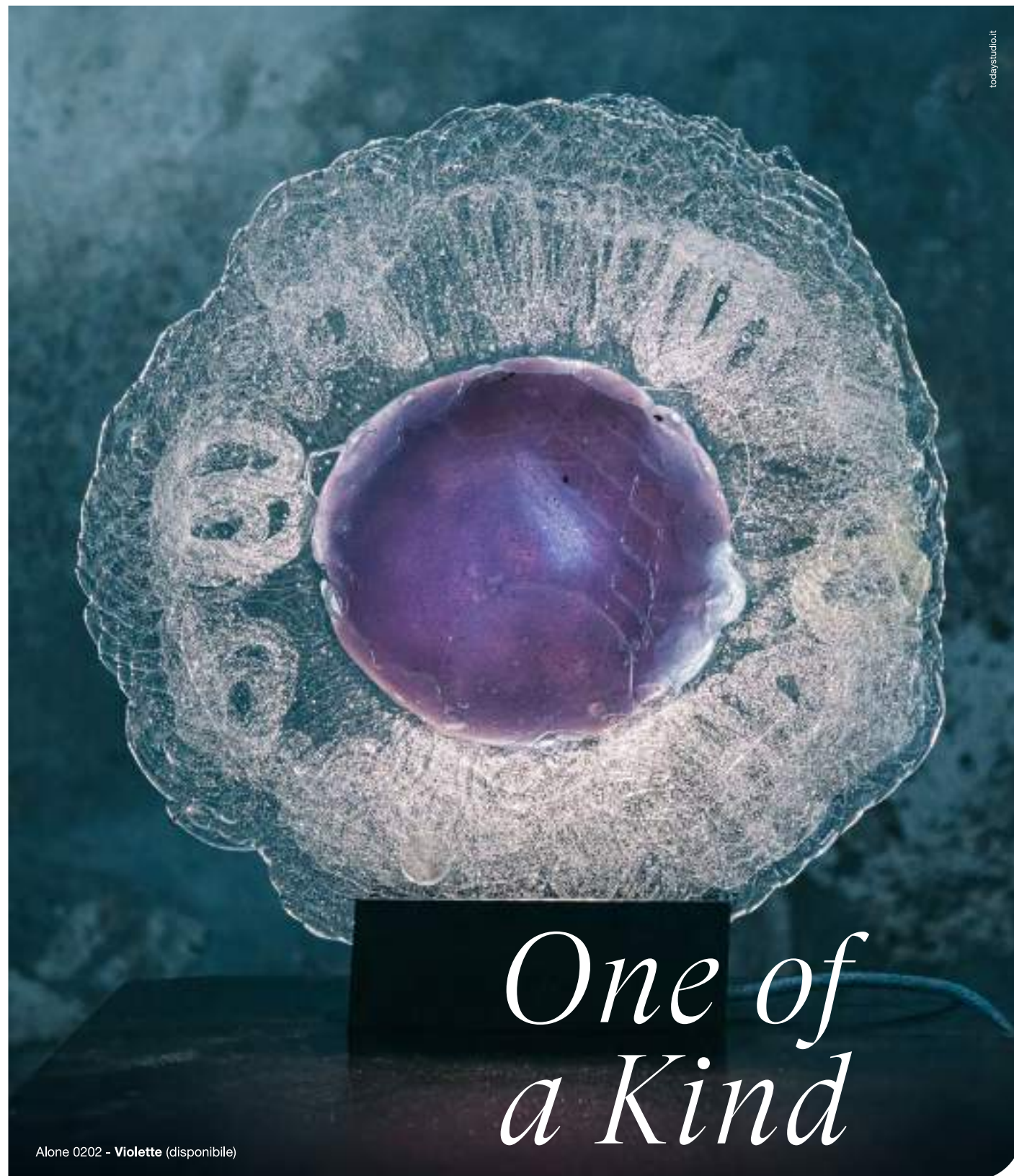
emphasising that despite the impact of wars, tensions and geopolitical crises on shipping, it is essential for everyone to play their part and focus on the areas where improvements can be made to ensure leaner bureaucracy, greater innovation and fair, shared rules. They also focused on the **renewed awareness and rediscovery in Italy of the value of the sea**, of its economies and the opportunities it offers.

The focal point of the evening was the speech by **Federacciai President Antonio Gozzi**, who reported on the needs, weaknesses and strengths of Italian industry, and also spoke about the competitiveness and strategic autonomy of Europe and the future role of Italy in the Mediterranean, with the Mattei Plan. Gozzi drew attention to the rapid drop, over the last 15-20 years, of GDP in Europe, from a level similar to that of the USA to around 60% of it. **The causes include the lack of a strategic vision and of investment in innovation.**

"And this has occurred despite extremely favourable conditions: a common market of 450 million inhabitants with robust spending power, interest rates close to zero and relatively low energy costs", he pointed out,

pointing the finger at both the European ruling classes of the most recent decades and the policies of the European Commission, **above all the Green Deal, whose "excessively ideological approach" provided, in his view, "a formidable leg-up to China to become a leader in all sectors of the green economy"**. However, according to Gozzi, at this stage, and partly due to the weakness of other countries in Europe (above all France and Germany), Italy could once again have a key role to play, thanks to the country's stable political situation and the strength of its industrial fabric, with the **Mattei Plan**. **Training and energy are two macro-sectors for collaboration with the North African countries involved in the partnership project:** Italy will train local technicians and workers, to the advantage of both Italian industry and the partner countries. Part of the energy produced by the wind and solar power plants built in North Africa will be imported through a submarine cable passing through Tunisia and Sicily, while the rest will remain in the countries of origin. "The reference to the figure of Enrico Mattei was a fortunate intuition on the part of the Meloni government, for a plan that seeks to establish a balanced relationship with the countries in North Africa, (→)





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providing technological and training resources, expertise and know-how", Gozzi explained. **"We must be very careful to avoid any hint of neo-colonialism**, taking care to train top and middle management and professional and technical figures able to aid growth in those countries". After dinner, there was time for a debate on the relationship between shipping and industry between the **Assarmatori** President **Stefano Messina** and **Confindustria Genoa** President **Fabrizio Ferrari**, moderated by the Vice-President of the Genoa Club, **Enrico Molisani**.

According to Messina, despite their very small share of the global market, **Italian companies have a crucial role to play in guaranteeing traffic continuity**, especially in at-risk zones. Messina also emphasised the importance of training and of digitalisation processes. This question was also mentioned by Fabrizio Ferrari, who highlighted the importance for Italy of investing

in these areas, both to guarantee technological independence and to boost competitiveness and efficiency. Echoing the words of Antonio Gozzi, the president of Confindustria Genoa went on to criticise a number of choices made by Europe regarding the Green Deal (such as those affecting the automotive sector), relaunching the idea of using nuclear energy ("a huge missed opportunity for Italian industry") alongside solar and wind power. With regard to the geopolitical tensions and the crises of the moment, Messina remarked on how the **success in staying competitive in times of crisis lies in the ability to adapt, change direction and find alternatives**, pointing out that these abilities have historically been among the strengths of Italian SMEs. The Assarmatori president concluded by saying that only investment in new skills and infrastructures, such as cold ironing in ports, will allow the sector in Italy to contain the rise in costs brought about by EU environmental regulations.

Not just a gala dinner

Propeller Club Port of Genoa's efforts during Shipping Week extended beyond the traditional gala dinner held in Villa Lo Zerbino.

On Monday 13 November, the Telenord TV studios hosted an encounter entitled "Genoa's role as a shipping capital: professional responses and projects in Genoa to consolidate the position of Italian shipping on the international scene", with Marco Novella, President and CEO of Sofipa, Western Ligurian Sea Port Authority President Matteo Paroli, the Commander of the port of Genoa Antonio Ranieri, Matteo Catani, CEO of GNV, and Fulvio Carlini, President of FONASBA. Italy is once again being considered an important player in the field of logistics, and the congestion affecting the ports of Northern Europe is advantageous for the ports in the Mediterranean.

Genoa boasts competences formed by the city's lengthy history connected to the sea. It is no coincidence that the city is home to one of the top players in international insurance, as well as a number of shipowners. Carlini announced that the city is to be a candidate to host the FONASBA Annual Meeting in 2027, which will coincide with Shipping Week. On Wednesday 15 October, the Propeller Club in Genoa hosted an encounter aimed at young people, during which its new website was presented.

ENTE BILATERALE NAZIONALE

L'Ente Bilaterale Nazionale per il personale dipendente delle Agenzie Marittime Raccomandatarie, Agenzie Aeree e Mediatori Marittimi è stato costituito il 28 gennaio 2003 ed è un'associazione non riconosciuta che persegue finalità non di lucro.

Soci fondatori dell'Ente sono: la Federagenti (Federazione Nazionale Agenti Raccomandatori Marittimi, Agenti Aerei e Mediatori Marittimi), da una parte, e le Organizzazioni Sindacali dei lavoratori FILT CGIL, FITCISL E UIL Trasporti, dall'altra.

Gli scopi e le finalità dell'Ente Bilaterale Nazionale sono:

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- Promuovere iniziative in materia di formazione continua, formazione e riqualificazione professionale, anche in collaborazione con le istituzioni nazionali, europee, internazionali, nonché con altri organismi orientati ai medesimi scopi.
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- Seguire la realizzazione del lavoro interinale nell'ambito delle norme stabilite dalla legislazione e delle intese tra le parti sociali
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The european project Jason sets sail

SCIENTIFIC RESEARCH FOR MARITIME SECURITY

The Liguria Region is the leader of 14 partners

Genoa Shipping Week hosted the launch event for **Jason - Jauges pour la sécurité de la Navigation**, an EU Interreg Maritime Italy France 2021-2027 project that seeks to make a **coordinated effort to capitalise on scientific research, technological advances** and the results of previously implemented projects aimed at guaranteeing **environmental protection and maritime-port security within the area of cooperation**. The event was organised in collaboration with Blue Media srl and Liguria International scpa.



Jacopo Riccardi



Jason will focus on three specific themes soon to be regulated: alternative propulsive and non-propulsive energy sources, with a particular impact on the environment; self-driving ships and maritime-port cybersecurity. All of the above with a time horizon of 2050. These are the project figures in brief: total funding: €4,693,331.09, duration: 42 months, lead partner: Liguria Region, 14 partners.

"The challenging objectives we have established", explained **Jacopo Riccardi** of the Liguria Region, lead partner in the project, "involve describing and preparing safe, secure shipping operations in the Mediterranean by 2050. In actual fact, change is slow. Think of alternative energy sources for fueling ships. Natural gas rightly remains, effectively, the most convincing option". Today we are asking ourselves: will hydrogen, methanol, or ammonia become the fuels of the future? And what will happen in the event of an accident involving a ship powered by these new fuels? What will the consequences be for the ship, the crew and the environment?

"And this is just one of the aspects we need to (→) start monitoring", remarked Riccardi, "using a risk assessment and prediction system. Another important issue that can also be observed in this geopolitical context is cybersecurity. This is undoubtedly a national issue: no project, however extensive, managed by a region or by small entities, can replace the sterling efforts of ministers at national level". Nevertheless, drawing up cybersecurity protocols for docks and ports is something that can be achieved by the project members.

Jason will focus on alternative energy sources, self-driving ships and cybersecurity

"The most interesting element", Riccardi added, "is self-driving ships. This doesn't mean entrusting everything

to artificial intelligence and leaving the crew on dry land. It means offering new tools for crews provided with new training to optimise manoeuvres, in order to reduce costs, and to give young people entering the world of shipping a series of tools that are different from those used ten or twenty years ago, including technical tools for safe navigation in our sea". The fact that the **Liguria Region is lead partner** of this project means it is responsible for coordinating the administrative and technical activities of all the project partners. The Italian partners are: Fondazione Accademia Italiana della Marina Mercantile, 'Autorità di Sistema Portuale del Mar Tirreno Setten-trionale, Università degli Studi di Cagliari, Università di Genova, Centro Internazionale in Monitoraggio Ambientale Fondazione Cima, Consiglio Nazionale delle Ricerche, and Laboratorio di Monitoraggio e Modellistica Ambientale per lo Sviluppo Sostenibile Lamma. The French partners are: Chambre de Commerce et d'Industrie Territoriale du Var, Ecole Nationale Supérieure des Mines de Paris, Chambre de Commerce et d'Industrie de Corse, Service d'incendie et de secours de Haute-Corse, Institut Fmes (Fondation Méditerranéenne d'Etudes Stratégiques), and

Collectivité de Corse. "As coordinator", said Riccardi, "we will ensure that the timescales, although long, are adhered to, and that results can be achieved within the deadlines set". Jason has been funded within the framework of the **third call of the Interreg programme**, which supports the economic and social cohesion of the cross-border area, strengthening its resilience and ability to protect itself from natural and man-made risks. At the same time, the projects are called upon to make the most of the area's natural and cultural resources, also from the perspective of the circular economy, affording a central role to the territory and the local environment.

During the launch event, the issues of **maritime security, port security and cybersecurity** were discussed by prestigious speakers such as the ship commander Michele Burlando, who highlighted the importance of creating energy hubs for liquefied natural gas and of clearly defined rules, adding that security is also a pre-requisite for the competitiveness and environmental sustainability of the maritime sector. **Sara Arri**, head of the Environment office, and **Andrea Conca**, head of the Secu-

rity office of the Western Ligurian Sea Port Authority explained how the port is changing. In Genoa and Savona - Vado, **investments totalling €60 million** are under way for the electrification of the quays, also for cruise ships, and a project is under way for the creation of a storage facility for organic LNG by the Municipality of Bergeggi. Conca illustrated the pillars of the port security system that every day allows the controlled access of **24,000 users, 10,000 light vehicles, 6,000 heavy vehicles, 2,000 pedestrians and around 20 trains**.

These flows do not include passengers, amounting to 4.3 million a year. "The challenge is to make these controls less perceptible". **Paola Girdinio**, president of the Start 4.0 competence centre, highlighted the need for a secure ecosystem, in light of the variety of actors involved, the obsolescence of certain infrastructures, the lack of advanced cyber skills, and fragmented or inefficient regulations. The port of Genoa suffered a cyber attack, with a serious incident avoided thanks to the "superb efforts on the part of the postal police and Liguria Digitale".



Michele Burlando

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Surprise: infrastructure isn't everything

LOGISTICS: GENOA LISTS ITS PRIORITIES

The workshop dedicated to the study of Uniontrasporti listed the enabling factors for logistics development

What is the current situation of logistics in Liguria? The enabling factors for its development, and the works essential for it to play a key role in the North-West macro-area? La *logistica* in Liguria. *Prospettive di sviluppo* (Logistics in Liguria. Prospects for development), the workshop dedicated to the study of Uniontrasporti and promoted by the Chamber of Commerce of Genoa attempted to respond to these questions.

"Logistics is an identity, a vocation. It's the very nature of our city", said **Luigi Attanasio, President of the Chamber of Commerce of Genoa**.

"This research, which supplements the White Paper on the infrastructural priorities of Liguria, within the framework of the Infrastructures Programme of Unioncamere, confirms what has been our main objective for too many years now: to bring Liguria out of its state of isolation". Logistics, human resources, digitalisation and cooperation are the key points of the analysis, which also involved conducting interviews with operators.

**"Logistics is an identity,
the very nature
of our city"**

Luigi Attanasio

The priorities identified included the unblocking or completion of works such as the **Gronda di Genova bypass project, the Terzo Valico dei Giovi railway line, the new breakwater, the Val Fontanabuona tunnel and the doubling of the Pontremoli**

railway line, as well as an improvement of connections in the hinterland, the efficiency of the mountain and cross-border passes and the ability of the road and rail networks to stand up to extreme events.



Ample scope was also afforded to digitalisation and innovation as drivers for development, also in view of the completion of the ultra-broadband strategic plan. **The enabling factors include territorial cooperation and integrated governance, through the Simplified Logistics Zone (ZLS) of the Port of Genoa**, thanks to the steering committee of the North-West formed by the Liguria, Piemonte (→)



did not need such figures, but the most concerning point is that most of that 70% are manufacturing companies. This is not just a question of lack of awareness; **it's a warning light that indicates the sector has now given up on control over its logistics processes and prefers to outsource them.** Another worrisome point to emerge from the study regards demographics. Liguria is set to **lose 100,000 workers by the end of 2040**, including 40,000 in Genoa alone, with an average age of 44 for workers in the area of logistics. "In this study, we've also attempted to suggest a number of solutions", explained **Uniontrasporti project manager Iolanda Conte.**

"The perception of the sector has to be changed if we want to attract qualified workers, also from abroad, and this has to be accompanied by the development of housing and healthcare policies and an improvement in the accessibility of the inland area, so as to allow those already employed in the sector to update their skills". During the concluding round table, **Gianfranco Tiezzi (FAI Liguria), Maurizio Conti (University of Genoa), Alexio Picco (Circle Group), Laura Ghio (Western Ligurian Sea Port System Authority) and Jacopo Riccardi (Liguria Region)** discussed the issue of competitiveness, emphasising the importance of completing infrastructures, simplifying process.

and Lombardia regions. Critical points do not only regard infrastructures, however. "This study also focuses on competences, training and professional skills in our sector, and on the lack of specialised figures, especially in a logistics system like the one we're looking at today", explained **Maurizio Caviglia, secretary general of the Chamber of Commerce of Genoa.** Almost 70% of the companies contacted (out of more than 900) said they



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DINNER FIGURES

3600
guests

50
Countries

1800
Companies
present

8500
Square Metre area

90
Countries

A steady growth in attendance and sponsorships

THE RECORD BREAKING DINNER

The event is now considered the most important in the shipping world

An event that is growing all the time, with an impressive 3,600 guests from 50 countries. Around 1800 companies present and sponsor numbers rising again. Once again, the **Shipbrokers and Shipagents Dinner is the most eagerly awaited event in the shipping sector**. A unique occasion that takes place every two years, offering an opportunity to meet colleagues in person, have a chat, have fun and even do business with operators from all five continents. As is now the tradition, this 17th edition – which coincided with the 80th anniversary of Assagenti – was held in the Jean Nouvel Blue Pavilion.

"We didn't think we could equal the numbers recorded two years ago", commented the president of **Assagenti**,

Gianluca Croce, "but we've topped them this year". The atmosphere is always very pleasant, and each edition has a special décor theme. This year, the main colours were the ivory-white of the pearl that accompanied all the communications, including visual communication, of the event, and sea blue. The spheres were also décor elements in the large area that welcomed guests. At the heart of it all was the "oyster", the Assagenti area that acted as a point of reference also for the representatives of the institutions, including the **President of the Liguria Region, Marco Bucci, and the Mayor of Genoa, Silvia Salis**. The fact that such an important event was organised by a company belonging to the association, namely **Assagenti Servizi**, which has always played



a key role in the operations of Assagenti, is indicative of the solid experience the resources of shipping agents have now acquired, and the added value it offers for the sector. Among the supporters of the Dinner is the **Chamber of Commerce of Genoa**. The secretary general **Maurizio Caviglia** explained: "We have always lent our support to this event. An event like this for shipping agents is unrivalled worldwide. I met some of my most important top management figures here, board members who have had the chance to have at least 30 meetings with their clients, saving them journeys totalling about 30,000 kilometres. So this type of event is not only enjoyable, it's also extremely useful. Genoa has shown it is up to the task of hosting events of this scale and importance. We also demonstrated this with the annual meeting of **CLIA**, the Cruise Line International Association: we brought cruise ship owners from all over the world here to Genoa.

"This incredible success", added Spediporto president **Andrea Giachero**, "is a way to engage young people, bringing them on board our projects and showing them the industrial fabric we have here. The Dinner offers an opportunity to create synergies. There is an excellent



relationship between the associations and the institutions, and it's a first step towards making Genoa great again. This is why it is important to build and to rebuild opportunities, so as to attract increasing investment". The growing number of supporters this event is able to bring together shows just how eagerly awaited it is. In the words of **Riccardo Cantelli**, Region Europe head at **Ignazio Messina & C**: "Each edition attracts more people than the one before. It's very important for us to be here, with large numbers of young people in particular. This is a fascinating world; it's by no means a simple one, but we are very pleased to be here". AmSpec Italia, a company that arrived in Genoa two years ago, immediately grasped the importance of the event, of which it has become a supporter. Country Manager Yuri Siface explained: "Being in contact with clients and having a drink with them is the best way to do business". As Containers Fidenza Marketing & Sales Manager **Marco Deri** explained, his company supports not only the Dinner: "We also support the Youngster Shipping Dinner Party, because we have a good relationship with Assagenti, and because it's a good way to get to know people. I've been taking part for years, even before I became a supporter, and it's a wonderful event that's growing all the time". "It's a shame it's only once every two years", said Carmen Ronzoni, director of Euro Italian Freight.

"We particularly enjoy being here. We feel strong together, fuelled by a determination to support our sector. The fact that it's held once every two years does mean, however, that there are more events and changes to examine, so we've always got a great deal to talk about". As always, the firework display will mark the gran finale of the event, and then it will be *arrivederci* until 2027. (→)

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A special cake

The 80th anniversary of the foundation of Assagenti was celebrated with a giant cake prepared by the FEPAG FIPE - Confcommercio Pastry Chefs' Association and assembled during the evening as part of an engaging cooking show put on by the Association's members. The aim of the show was to illustrate the "creative expertise" of Genoa's pastry chefs, as well as the hospitality and welcoming spirit typical of the local area, helping to make the international soirée even more memorable.

The show was part of a culinary and food and wine experience organised and created by Genova Gourmet as part of a project by the Chamber of Commerce of Genoa to promote outstanding local produce.



Outstanding cuisine

"This event has become part of the city's DNA", said **Alessandro Cavo**, president of Ascom Confcommercio Genova. "Confcommercio is very proud to support it, and we will continue to do so. Genoa is the capital of the sea, and it is crowned as such every two years in October. For a few editions now, Genova Gourmet has been preparing the dinner for thousands of people, demonstrating Genoa's outstanding expertise in food and wine as well as shipping". Genova Gourmet Banqueting & Catering is the collective geographical brand name conceived, registered and guaranteed by the Chamber of Commerce of Genoa with the aim of highlighting and promoting the operators of the banqueting and catering service and their expertise in organising major events. Genova Gourmet B&C operators offer a typical local menu featuring traditional dishes made using ingredients with DOP and IGP quality certification (such as the Riviera Ligure Oil DOP and Genoese Basil DOP used for the pesto) or collective geographical quality certification (such as Chiavari mixed hazelnuts), and ingredients recognised through

a promotional system established by the institutions (such as the Genova Gourmet Products), paired with wines from Liguria with DOC-IGT certification. The aim of the brand name is to qualify the banqueting and catering masters of ceremonies, who offer a typical regional menu featuring typical local produce and are equipped to manage major events in terms of guest numbers, equipment and staff. As for the previous edition, the Dinner was managed by Capurro Ricevimenti and Gemi Eventi, which recently came together under the name of Capurro Group. (→)





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THE MENU

The Fried Bites

- Frixoe
- Latte brusco
- Mini panisette from Genoa
- Rice Arancini

Sea Food Cones

- Breaded anchovies
- Fried shrimp
- Golden sage leaves

The appetizer

- Five-grain crostini with prescinsêua cheese and salted anchovies
- Mini ovals with basil mousse
- Mini quiche with wild herbs

Ligurian Specialities

- Traditional Cappon Magro
- Marinated and smoked catch of the day carpaccio with mango and vegetable catalana
- Stuffed anchovies
- Hand-carved Prague ham
- Vegetable ratatouille
- Potato flan with basil and Parmesan sauce
- Slow-cooked pork loin with cabbage, parsnip, walnuts, and BBQ sauce
- Zucchini quiche
- Capunadda from Carloforte

The Cheese

- **Selection of regional cheeses:**
Gratta from Val di Mara, Formaggetta from Val d'Aveto, San Ste aged cheese Rimetta
- **Selection of Italian cheeses:**
Pecorino from Pienza with fig mustard, Caciocavallo from Irpinia with Sorrento walnuts, Blue cheese aged in Raboso Passito wine with red currants, Gorgonzola from Zelo with walnut kernels, Provolone from Amatrice, Montasio from Friuli, Traditional Grana cheese with grape clusters

Bakery Bar

- A selection of breads, focaccia, crispy focaccia, taralli, and breadsticks

Freshly Baked on the Boards

- Focaccia with cheese, Pestata, Pizzata
- Farinata

The First Courses

- Herb raviolini with monkfish, pine nuts, and Taggiasca olives (vegetarian option: with butter and pine nuts)
- Maccheroncini with saffron cream and guanciale crumble

Fruit Bowls

- Pineapple bowl
- White and red grape bowl



The Sustainability

Once again, this edition of the Dinner paid close attention to sustainability. The approach taken by Assagenti is clear: sustainability is more than just a word; it's a journey. It means walking towards the future in a responsible manner.

The beacon lighting the way is an awareness that "development must satisfy the needs of the present generation without undermining the ability of future generations to satisfy theirs", to quote the Brundtland Report of the World Commission on Environment and Development, set up by the United Nations. This is why all the subjects with a role to play as suppliers or assemblers were brought on board and required to share in the aim of pursuing sustainable development on a broad scale, characterised by compliance with ESG (Environmental, Social and Governance) criteria. When it comes to ESG, there is often a tendency to focus mainly on the E of Environmental, but Assagenti also pays attention to the other two elements. For the previous edition, Assagenti already published a manifesto that also embraced issues such as safeguarding workers' rights, with a particular focus on protecting the most vulnerable

categories, guaranteeing equal access and contractual conditions for everyone and eschewing all forms of exploitation of workers.

The new element this year was a project that included a focus on sustainability also for the décor, as explained by **Carolina Candelo**, founder and project director of **Dixpari**, a company that used waste from industrial processes to create a range of lamps and décor elements, in accordance with the principles of the circular economy: "Our creations, which I would define as back-lit designer sculptures, are all one-off pieces, signed and numbered. They are made from processing waste recovered from the family business, which produces thermoplastic moulds for large-scale industry. The non-compliant waste is turned into a source of secondary material, used to make back-lit artistic sculptures. Our collaboration with Assagenti, which places great importance on sustainability, has been very well received, and I am very proud of this, because attention to the environment is a very important value for our family. The company, located in the Stura Valley, is 100% green, and this applies not only to these particular products".



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The key element: a two-day Forum

THE MAIN DISCUSSIONS ON THE BLUE ECONOMY

Blue Media at the Genoa Shipping Week as technical and scientific partner of Assagenti

This year, for the first time, **Blue Media** – the company that also controls the newspaper **Il Secolo XIX** – assisted Assagenti as a **technical and scientific partner**, making a substantial contribution to the planning and conduct of the main discussions on the blue economy. This new role marks the start of a colla-

borative process to enhance dialogue among research, enterprise, and innovation in the maritime sector.

Il Secolo XIX, a leading publication in the Blue Economy, played a significant role in Genoa Shipping Week, which began on Monday, **13 October** with the **Institutional Dinner** at the Stazioni Marittime (→)



Michele Brambilla, editor-in-chief of *Il Secolo XIX*, interviews Minister Nello Musumeci

terminal in Genoa. This event brought together the maritime-port cluster and representatives of the institutions in a strategic networking climate, offering a valuable opportunity to consolidate relationships, share visions, and lay the foundations for new synergies.

The key element in the Secolo XIX programme was the two-day **Forum** dedicated to innovation in shipping and intermodal transport, moderated by the journalists **Francesco Ferrari** and **Simone Gallotti**. The **12th edition** of the **Forum on "Shipping and Intermodal Transport"** provided a structured overview of the challenges and opportunities that lie ahead for the sector, with a focus on digitalisation, sustainability, and new integrated logistics models.

Experts, operators, and stakeholders discussed how technological innovation and the ecological transition are redefining global shipping routes.

Day one of the Forum began with an address from the civil and military institutions, highlighting the strategic role of Liguria and of the Italian port system in the international economic and logistic context.

This was followed by a roundtable that brought together the top management of the main **Italian Port System Authorities**, offering ample opportunities to



discuss the prospects for development and the challenges that lie in store for the sector.

The debate highlighted that a new season is opening for Italian ports: the recent appointments to top positions come during a period of significant geopolitical and economic change, making it essential to establish shared objectives and strategic priorities.

Pending sectoral reform, the need emerged to consolidate a shared vision that would strengthen the competitiveness, efficiency, and sustainability of the national maritime system, while enhancing Italy's role in the Mediterranean and on global shipping routes. Day two of the Forum also focused on the **Blue Economy**, one of the pillars of the Italian economy, and at the same time, a laboratory for innovation, sustainability, and internationalisation.

The morning began with a series of discussions and interviews with key figures in the national shipping, port, and logistics system, who offered an overview of the main challenges facing the sector: from the energy transition to digitalisation, as well as the need to attract investment and skills in an increasingly global, competitive context. Participants in the roundtable discussed the roles of enterprises and business associations in guiding the evolution of the sector. These discussions highli-



ghted the urgency of establishing closer collaboration between the public and private sectors to turn the growth of the Blue Economy into a sustainable, long-term industrial strategy. The conclusions placed the emphasis on the importance of listening to the voices of operators and stakeholders, so that politicians and decision-makers can work with the world of industry to build a shared vision for the future of the sea and Italian infrastructure. More generally, among the other events organised (→)



Edoardo Rixi



by Blue Media, particular interest was awakened by the interview conducted by the Editor of Il Secolo XIX, **Michele Brambilla**, with **Ugo Salerno**, Executive Chairman of RINA.

This direct, personal dialogue highlighted the human and professional profile of one of the most representative figures in the Italian maritime world, offering an authentic look at the transformations underway in the sector and embracing leadership, strategic vision, and a commitment to innovation. Another highlight of the Forum was the **round table entitled "Resilienza in mare e a terra" (Resilience at sea and on land)**, moderated by **Rocco Bozzelli**, Head of Global Insurance at MSC Cruises. The encounter explored emerging risks for the Blue Economy sector and the insurance solutions implemented to support the resilience of the shipping and port system. This multidisciplinary discussion emphasised the crucial role played by risk management in an increasingly complex, interconnected global context. The debate then moved towards the question of **sustainabi-**

lity, with a session entitled **"Dalla compliance al vantaggio competitivo: l'impatto dell'ESG sullo shipping" (From compliance to competitive advantage: the impact of ESG on shipping)**, moderated by Il Secolo XIX journalist **Alberto Quarati**. The round table offered an opportunity to reflect on how environmental, social, and governance criteria are transforming strategies in the sector, moving from mere compliance to becoming a driver for innovation, reputation, and competitiveness.

With its participation in Genoa Shipping Week, Blue Media confirms its vocation to foster dialogue among academia, industry, and institutions, helping to build a shared vision for the future of the Blue Economy. This process will continue in **2026** with the **Blue Economy Summit & Trade - BEST**, an international event dedicated to the Blue Economy that will be held in **Genoa** in the **Jean Nouvel Blue Pavilion**: an invitation to sail together towards the future of the Blue Economy and to contribute to shaping its evolution.





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A collaboration between two key players

NEW MODELS FOR MONITORING AIR QUALITY

A conference celebrated 160 years of the Italian Coast Guard office and 30 years of Arpal

On the 160th anniversary of the Italian Coast Guard and the 30th anniversary of ARPAL (Regional Environmental Protection Agency of Liguria), a conference was organised to highlight the shared efforts made for the protection of the sea: **Porto di Genova: tutela ambientale e monitoraggio dei fumi. Good practices e prospettive (The Port of Genoa: environmental protection and monitoring of fumes. Good practices and prospects)**, dedicated to environmental sustainability in ports, an issue of particular concern also among those who live in a port city such as Genoa.

ARPAL scientific director **Paola Carnevale** presented data on air quality and the new modelling methodologies developed with a number of European projects such as **Airlabò**. "The air has no borders", she pointed out, "and this is why ARPAL monitors immissions in the port as well as in urban areas. All these data are public and are available on the website of the agency, highlighting our commitment to making information on air and environmental quality widely available". The Western Liguria Sea Port Authority drafts an environmental energy document for the port system, which me-

asures the impact of ships, traffic and port terminals. The actions under way to reduce impact include the production of renewable energy, the digitalisation of the ports and the cold ironing projects that will become operative in 2026 thanks to an investment of €50 million. Studies were also provided by the San Teodoro Associations network, in particular on nitrogen dioxide, based on simulations supplied by ARPAL. Thanks to funding provided by MASE, the Italian Ministry of the Environment and Energy Security, ARPAL is extending its experimental tools, as Air Quality Director **Stefano Lottici** explained: "A new modelling application that uses AI will allow us to make broader and more accurate evaluations, also in preparation for the new regulations that have lowered emission exceeding limits. In Genoa, our efforts will focus mainly on Corso Europa and Via Buoizzi".

Synergy between the institutions is an added value, as emphasised by ARPAL Director General **Elisabetta Trovatore**: "Our activities are integrated with one another: ARPAL supplies data and forecasting models to support the checks conducted by the coast guard. Our shared objective is to protect the environment, to guarantee human health".



The Coast Guard, always at the service of citizens

The conference also offered an opportunity to illustrate this aspect of the work of the Corps of the Port Captaincies - Coast Guard, which has always been a partner of Genoa Shipping Week.

Admiral Inspector **Antonio Ranieri**, Commander of the port of Genoa, spoke of the lengthy collaboration with ARPAL. "The port is in the heart of the city, and maintaining a dialogue with citizens is essential to improve checks and the quality of the environment". Ranieri thanked the civic committees for the constant stimulus they provide, and highlighted the importance of the Genoa Blue Agreement, which began in 2019 with the aim of voluntarily reducing the sulphur content of naval fuels, and was renewed in 2024, allowing Genoa to comply with the new limits set for emissions a year in advance.

Commander **Alessandro Russo** and Frigate Captain **Daniele Capobianco** summarised the activity of the coast guard: more than 150 inspections conducted in 2024 on Italian and foreign ships to verify compliance with the MARPOL Convention on NOx and SOx. The inspections regard the sulphur content in fuels, ship's papers and CO₂ emissions. In figures, the contribution of ship emissions to overall air quality in the environs of the port is estimated at 20% for NO₂ and less than 3% for PM10 and PM2.5



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Switzerland and Germany meet the Ports of Genoa

HEADING SOUTH

The aim of the event organised by the Western Ligurian Sea Port Authority is to make the southern corridor more attractive and competitive

An encounter organised with the aim of strengthening cooperation between the operators of the port of Genoa and a delegation from Switzerland and Germany, two countries that are strategic markets for the port system of Liguria. The encounter held in the afternoon on Thursday 16 October ended with a networking opportunity aboard a boat visiting the port. **'Going South: Switzerland and Germany meet the Ports of Genoa'** was hosted by the **Western Liguria Sea Port Authority**, which organised the event together with the **Chamber of Commerce of Genoa, Promos Italia and Liguria International**.

"Our cooperation does not begin today; it's a consolidated relationship that we aim to strengthen further", said Port Authority President **Matteo Paroli**. "We expect traffic to grow apace with the consolidation of our package of services from the South for the Swiss and German markets, offering an efficient and sustainable alternative to the often congested Northern Range ports". Paroli also highlighted the fact that Genoa already offers **regular rail links with Switzerland** and Germany, adding, however, that **"systemic, intermodal support** must be provided **for this network**, boosting the synergies between sea and rail transport to make the Southern corridor more competitive". The Genoa port system is the most important in Italy in terms of freight traffic (64 million tonnes), one of the main hubs in the Mediterranean for containers ships (2.8 million TEU) and a significant international cruise destination, with more than 2.5 million passengers a year. The already consolidated performance will be boosted further thanks to the €3.5 million programme for investment in infrastructure, with the new €1.3 billion breakwater, intermodal accessibility with the works for the strengthening of the rail and road links towards Europe, and technological innovation for the digitalisation of port operations and to guarantee more robust data protection. Not to mention sustainability.

"We want to make the Southern corridor increasingly integrated and competitive", added Paroli, "by supporting cooperation with Switzerland and Germany in an intermodal perspective". This long-term strategy looks towards a more balanced, resilient, sustainable Europe. **Genoa is fully aware and ready to play the role of the southern gateway to Europe**, to maintain the competitiveness of European markets and the sustainable growth of our economic system".



Matteo Paroli at the microphone

The round-table discussions between the representatives of European logistics operators and operators from the Genoa and Savona-Vado port cluster focused on sharing the main projects and prospects for the development of the rail links between the ports in the System and the markets of Central Europe, paying particular attention to the **new connections with Switzerland and Baden-Württemberg**, where dedicated services are already operating and in expansion, such as the **Southern Express and the new Genoa-Stuttgart trains**. The Swiss and German representatives pointed out that **the use of the ports of Genoa is no longer seen just as an alternative to the Northern European ports, but an actual strategic choice** (—)

to make the most of the competitive advantage offered by Genoa and Savona in terms of operating efficiency, transit time and environmental sustainability, also thanks to the continual reinforcement of rail freight traffic and the increasing digitalisation of logistics processes. During the visit, the Swiss and German delegation carried out **direct inspections in the docks** in the ports of Genoa, Savona and Vado Ligure, where the visitors were welcomed in the main container ter-

minals and given the opportunity to verify the quality of the services offered and the efficiency of the infrastructures used for operations. The visit was part of the programme of events dedicated to international relations, in which delegations from Norway and Morocco also took part, with a tour by sea of the port docks designed to offer them a closer look at the integrated system of the Western Ligurian sea ports and its potential for development.



The group visited the Port of Genoa by boat

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Interview with the president of the Liguria Region

“A STEERING COMMITTEE FOR THE BLUE ECONOMY”

Marco Bucci, former mayor of Genoa, has always been a strong advocate of the blue economy



Marco Bucci

And how important is collaboration with the private sector?

“The role of the public administration must be that of a facilitator. Entrepreneurs in the private sector are those who know most about their subject, and the public sector and bureaucracy should not pose an obstacle to their efforts. The resources lacking in the public administration for essential investments can also often be guaranteed by the private sector”.

The Liguria Region is the contracting authority for phase B of the New Breakwater. This is undoubtedly a very ambitious work. How far along is the project?

“It’s both ambitious and indispensable. Ambitious in the sense that once again it involves the use of cutting-edge technologies and know-how to overcome a series of objective difficulties linked to the complexity of the work required. But we must be aware of the fact that Genoa is the most important port in Italy, the southern gateway of Europe, and that its infrastructure dates back to over a century ago. Work is on schedule, and the decision to start work on phase B in parallel has speeded up progress”.

What action do you intend to take to drive the comprehensive development of the Blue Economy?

“We’re working on the establishment of a steering committee dedicated to the Blue Economy, as a stable point of reference to coordinate the priorities with regard to infrastructure, monitor the strategic works, guarantee on-going dialogue with the Government, the port system authorities, the operators and the local area, and to work together to strengthen our region’s leadership in such a strategic sector”. (→)

Bucci, since you started out in politics, you’ve paid close attention to the Blue Economy, perhaps even before the importance of the sea for the Italian economy became clear at national level. Have you noticed a change recently in the attitude adopted by government bodies?

“The change in attitude is also related to the change in the national government. I believe that the presence of figures with a solid grasp of the subject – I’m thinking, for instance, of the deputy minister Edoardo Rixi – is helpful to a competent approach to the issues involved. And some events that have changed the international scenario have also been conducive to rediscovering the importance of the Blue Economy”.

How important is the role of the public sector in guiding development and investments?

You are in agreement with the Mayor Silvia Salis on the establishment of a school for maritime professions: how do you intend to proceed?

"We're moving in several directions to offer our young people a school able to provide them with excellent employment opportunities and at the same time able to guarantee businesses a qualified labour force that is all too often hard to come by. The first objective is to lay down the learning and training plan, working along with the maritime cluster to plan the courses, find the teaching staff and establish the qualifications to be obtained".

How can the Region help reconcile the development of the blue economy with the protection of the marine environment, especially in a fragile area like Liguria?

"This is the real challenge facing us, and we must all work together if we want to rise to it. One example we're very familiar with is cold ironing, and more generally, sustainable fuel solutions for ships. Shipowners are often the first to adapt their ships to new technologies, but then they do not always find adequate services in the ports. This is also a question of difficulties regarding the storage and distribution

of energy or fuel. The Region can help all the actors involved to work together systematically, and liaise with central government to resolve any regulatory issues that may arise".

What competitive advantages do the ports in Liguria offer compared to those in other Italian or European regions?

"Historically, its geographical location has undoubtedly placed Liguria in a privileged position. For freight headed for central Europe, routes take 4/5 days less to reach our ports compared to Dutch or German ports. We can't afford to lose this advantage due to slower transit times through our ports. The Terzo Valico high speed/high-capacity railway line will do the rest".

How do you see Genoa and its port system in general 10-15 years from now?

"I envisage excellent quality of life in Genoa and in Liguria, a place everyone wants to come to for work and to do business. To achieve this, the region must have a central position, must be able to connect with the rest of the world in minutes, and must offer widespread opportunities for employment and growth. Crucial to this objective is how efficiently our ports and our cities are connected with Europe".

Success for the Blue Skills Village Career Day

WHERE DEMAND MEETS SUPPLY

Over 350 participants attended the event organized by the Genoa City Council Job Centre together with Genova Blue District

Over 350 people registered, most of them young people, new graduates in economics and engineering, high school and vocational school students and people registered with job centres. Numerous candidates lined up for an interview with some of the 30 Blue Economy companies from the Genoa area present, together with the five main shipping business associations, at the Blue Skills Village Career Day hosted in the main foyer of the Porto Antico of Genoa Congress Centre as part of Genoa Shipping Week 2025.

A day dedicated to bringing together supply and demand in the maritime sector employment market, in the form not only of actual individual interviews, but also of opportunities to explore and find out more about the opportunities, training programmes and professional figures that make up the extensive world of the blue economy. Established with a view to offering information, promotion and guidance, the **Blue Skills Village is a project organised by the Genoa City Council Job Centre** together

with the Genova Blue District, a business incubator in Genoa for the blue economy, designed to foster connections between the city's industrial fabric and the world of innovation, research and training.

"This is not only the first career day to be held as part of Genoa Shipping Week; it's also the first to be organised thanks to a joint effort on the part of all the partners in this project present here today, gathered under the logo and the name of Blue Skills Village", explained **Job Centre and Genova Blue District manager Claudio Oliva**. "It is an important day in terms not only of the large number of companies and candidates in attendance, but also of the project efforts that have allowed us to achieve this result. This is an experience of sharing and of building a space in which everyone can feel at home, each working separately to achieve a common purpose". Created with the support of **Fondazione Compagnia di San Paolo**, within the framework of the Linea Blu programme, the Blue Skills Village featured the (→)



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- **Costruire** insieme una visione futura del settore

participation of the **Liguria Region**, represented by the Job Centres, the world of training (with the **San Giorgio** nautical institute, the **University of Genoa and the Merchant Navy Academy**) and the main business associations linked to port and nautical operations: **Assagenti, Assiterminal, Confindustria Genoa, Genova for Yachting and Spediporto**, all of which were present at the career day to offer information and support to anyone looking to embark on a profession in the maritime sector.

"Each of the partners brought companies from their sector to the event. The two main characteristics of these companies", explained Oliva, were that they were either **"actively recruiting and ready to offer employment, or representative of the sector and able to play a guiding role within it"**. In addition to public events such as the career day, the project seeks to intercept the competences present in the local area, increasing collaborations and boosting the potential for networking, with the aim of becoming a permanent hub for innovation, consulting and guidance, both for companies and for individuals seeking a future in the blue economy. **The services provided included an analysis of the skills required and the new professions emerging on the employment market, and customised guidance regarding training opportunities**, above all in the areas of environmental sustainability, innovation and the

digital transition, based on an open, replicable model. **"This country, and Genoa in particular, is experiencing a significant demographic crisis**, which together with the major appeal of other countries is resulting in a rapidly spreading brain drain that is no longer restricted to certain areas", Oliva explained.

It is the need to counter this phenomenon, and at the same time to offer an alternative for young people and pump vital energy into a sector experiencing an employment crisis that has prompted a series of reflections on the part of stakeholders: what figures are needed for tomorrow's enterprises? how can they be trained? How can the sector be made attractive to young people? how can we provide information on the excellent opportunities offered by the blue economy? "The companies themselves and the business associations are aware that **it's no longer possible to wait for the perfect candidate to come knocking on their door, or expect to receive 'ready-to-work' profiles**, and that the right signals have to be sent out", explained Oliva. "Students need to be given a helping hand to understand the education and training choices they need to make to build their curriculum. For example, this can be achieved with preliminary interviews, designed to offer an understanding of what happens once a candidate enters the company, possible career paths and the most useful skills for the job".



A blue incubator in the heart of Genoa

With 2000 square metres hosting conference rooms, meeting and workshop areas, classrooms, teaching exhibitions and workshops for schools, the **Genova Blue District is a district dedicated to the Blue Economy, bringing together the maritime supply chain, hi-tech, business and tourism and seeking to be a driver for the development of the city.**

Its mission is to tap into the skills existing at local level, carrying out an active guidance, training and recruitment effort, but it is also designed to nurture innovation and bring together the world of business and research, fostering convergence between scientific, technical and entrepreneurial resources with a view to promoting technology transfer.

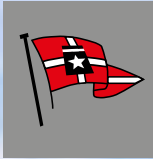
The activities organised include networking events, seminars, workshops, informative events, hackathons, idea competitions and opportunities for engagement between the world of innovation and the Public Administration. "We build processes that foster innovation in the Blue Economy, together with technological partners, such as the University, the National Research Council, the Italian Institute of Technology, and the National Technology Transfer Hub, as well as environmental sustainability processes", explained the director **Claudio Oliva**. "Digital technology is a factor that also enables sustainability. We build connections and synergies through encounters, projects and direct funding actions, for example for innovative startups".

The companies at the career day

More than 31 companies in the maritime sector, as well as the five main associations in the sector, were present at the first career day of the Blue Skills Village, along with a large number of prospective candidates. In particular demand were graduates in Engineering and Economics, as well as holders of diplomas from nautical institutes and technical qualifications.

Listed below are the business associations and companies present: Assagenti, Assiterminal, Confindustria Nautica, Genova for Yachting, Spediporto, Contship Italia, Medov, Tarros, Vado Gateway, Banchemo Costa & C., Cma Cgm Italy, Fratelli Cosulich, Esa, Msc Italia, Ship & Crew Services, Hugo Trumpy, Finsea, Aprile, Gdt Logistic, Priano Marchelli, Saimare, L'Unione del Porto, Genoa Port Service, House of Liquids, Cantieri Navali Genovesi, C.N. Sat, Amico&Co., Eazy, Marina Genova, Oags, Sea Metria, Sanlorenzo, Gnv, De Wave, Msc Cruises, Rina.

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An overview organised by Assagenti and Consorzio Global

THE FUTURE IS IN GENOA

Seven hundred young people took part in job prospects in the shipping and logistics sectors

Seven hundred young people took part in the day devoted to the 'Training and job prospects for the future of young people in the shipping and logistics sectors' held in the Porto Antico conference centre during Shipping Week. The young people had the opportunity to meet people from the transport, logistics and shipping sectors. Organised by **Assagenti** and **Consorzio Global**, the event offered an overview of the excellent training opportunities on offer in Genoa, with participants including high-ranking figures from the San Giorgio Nautical Institute, the Italian Merchant Navy Academy, the Department of Economics and Escola Europea - Intermodal Transport. The contributions provided by students and former students were followed by a round table discussion among associations and entrepreneurs on employment prospects. **Assarmatori, Federagenti, Cisco** (Centro internazionale studi containers), **Spediporto, Confindustria Genoa, Vernazza, Finsea, Ship & Crew Services srl and Mercitalia Shunting & Terminal**.

What emerged from the discussions among the young people - mostly from the San Giorgio Nautical Institute, the Italian Merchant Navy Academy and the University of Genoa is that the maritime cluster has all the necessary characteristics and the potential to become a hub for the development of youth employment in Genoa, as in all other coastal cities. In a number of sectors, and for numerous professional figures in the maritime supply chain, employees are in short supply, so there is an imbalance between supply and demand on the job market. The whole segment is growing, and with it the ability to continually create new figures to meet new professional demands.

Assagenti President Gianluca Croce advised the young people present that "It is important to be curious, willing and eager to learn. We need painters,

welders, graduates in economics and business studies, naval engineers, management engineers, and people with the invariably impeccable training provided by the Merchant Navy Academy. There are opportunities for everyone to plan their future without moving away from Genoa". The event was moderated by **Davide Falteri**, President of **Consorzio Global and Federlogistica**: "This is a valuable forum for the discussion of issues I believe are of key importance: training, employment and the strategic role of our sector for the new generations. Creating opportunities for young people requires vision, dialogue and a commitment shared between schools, businesses and the institutions. The large numbers in attendance here is indicative of the interest in and need for practical, effective opportunities for guidance and development".



Interview with the Mayor of Genoa Silvia Salis

“PLANNING, INVESTMENT AND COORDINATION”

The Municipality, together with the Liguria Region, aims to open a school for maritime professions



Silvia Salis

Mayor Salis, you've already said on more than one occasion that the Blue Economy is a great opportunity for the economic development of Genoa, but we're still in a period of major transition. How does the Municipal Council intend to govern this transition?

"The Blue Economy is the most significant driver for the growth and development of Genoa and to help the city look towards the future. However, like any other transition, it requires planning, investment, and above all coordination. Our task as a council is to govern this transition by bringing together development, sustainability, employment and innovation. The port is our 'blue lung': an organ that's essential for the city's economy. This is why we need to imagine its future by envisaging a modern, digitalised infrastructure, with the ability to already make the most of the opportu-

nities offered today by AI, and to open up as soon as possible to an energy transition and a green vision, so that it can coexist fruitfully with the city it is part of. For us, the Blue Economy is an integrated vision: the port and the city can, and must, grow together".

During your term in office the port regulatory plan will be drawn up. A vision regarding this document is essential, because the future of Genoa will depend on it. The Municipal Council is among the stakeholders that will be contributing to the plan: have you already given your indications? What is your idea for the plan?

"We're waiting for the discussions on the regulatory plan to get under way. We've already spoken to the president of the sea port authority, Matteo Paroli, to whom we expressed our willingness to collaborate effectively on a shared planning strategy, especially for the hinge areas. With complete respect for the competences of the Port System Authority, we will be supporting a vision of the port that offers the best possible guarantees for logistics and for the coexistence of all the supply chains concerned: container traffic, industry and passenger transport".

One of the projects you've announced is the school for maritime professions, with significant collaboration on the part of the Regional government. Have you also received positive feedback from the associations and companies that are part of the Blue Economy? And what about funding?

"The Maritime Professions School is a project we are working on in collaboration with the Liguria (→)

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Region and a number of subjects from both the public and private sectors. New professional figures are in high demand: from carpenters and welders to dockworkers and logistics specialists. And this need for specialised figures regards not only young people starting their training, but also people seeking to relaunch their careers. Many companies are having trouble finding the professional figures they need. The school will allow us to satisfy a growing demand for such figures. As regards funding, we're working with the Region to boost the appeal of the project and attract the necessary funding".

Could this school make Genoa a national hub for training in the Blue Economy area?

"This is our ambition, for Genoa to become a national benchmark for training in the Blue Economy. We have the space, the market and the skills. What we need to do now is network and systematise it all. I envisage Genoa as a place for people to live in, a place where they can invest in the future; a city people will move to in search of opportunities that are not available elsewhere".

Having a port "on your doorstep" isn't easy, in terms of space, transport and sustainability.

How does the council communicate with the Port Authority and the other subjects involved in order to reconcile the needs of the port with those of the city's inhabitants?

"We're perfectly aware that it's not easy to strike the right balance. Genoa embraces its port: the city grew up around it, and the two blend with one another. The port activities inevitably have a significant impact on the everyday lives of the city's residents. On-going dialogue between all the stakeholders involved is essential, which is why we have emphasised the need for the Port Regulatory Plan to be consistent with the Municipal Development Plan: the port cannot develop without taking account of the needs of the city. Integrated planning is essential. We want the development of the port to generate employment, but this has to be compatible with the everyday lives of the people of Genoa, with environmental sustainability and with protecting the neighbourhoods closest to the docks. This means making shared choices. Our objective is simple: Genoa should never have to endure the port; it must be able to govern it, enhancing its potential and defending the quality of life the city's people are entitled to".

A session on funded research and development projects

THE PORTS OF THE FUTURE

The initiative comes from the International Communications Institute, founded in 1962

ILIC, Istituto Internazionale delle Comunicazioni (International Communications Institute) conducted a focus session on funded research and development projects for the port of the future.

Carolina Baria, event and project manager at ILIC, explained: "ILIC is a research institute founded 60 years ago by the Municipality of Genoa. Its leading members include the main local entities and institutions: the Liguria Region, the University of Genoa, the Chamber of Commerce, etc. In all its years in the Genoa area, the Institute has always taken part in projects as a partner, both of its members and in some cases of external companies. The aim of this day is to discuss and provide information on those projects, some of which have a link with the sea". One of these is **EMC4ports**, of which ILIC has always been a partner. This project analysed the waters in the port basins, with the aim of improving quality in terms of agents and pollutants.

"The themes covered by the projects are extremely varied", explained Baria, "so we decided to bring together some of the most important. The University of Genoa has often been a partner in some of these projects, so the idea was to organise a day during which the various project leaders could illustrate the subjects covered, the data and the purposes of these projects".

RADSIP (Realtà aumentata a supporto della digitalizzazione e sicurezza dei processi, Augmented reality to support the digitalisation and security of processes) seeks to use augmented reality and artificial intelligence to support activities in the shipbuilding sector. Thanks to the use of innovative devices such as smart glasses and visors, RADSIP envisages the creation of a high-performance system at the service of the training, support and coordination of personnel for dealing with emergency situations in large production plants.



Pioneers (Portable Innovation Open Network for Efficiency and Emissions Reduction Solutions) has brought together a consortium composed of 46 partners working on activities to reduce greenhouse gas emissions in ports, while at the same time allowing them to remain competitive. The aim is to turn the ports into green infrastructures by the end of 2050. (→)

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The solutions envisaged include the implementation of demonstrations of green port innovation regarding the production and supply of clean energy, the use of electric vehicles and vehicles powered by hydrogen and methanol, sustainable port design, modal transfer and flow optimisation, as well as the digital transformation using digital platforms based on AI and 5G. Other projects pre-

sented were **Prin port-city (AI for Sustainable Port-City Logistics)**, and **Sapient (Smart And Protective container management)**, focused on the efficient and safe management of containers. Container terminal operations (both sea-side and land-side) will be improved thanks to the integration of IoT solutions with optimisation and simulation techniques. Through the development of a suite of

software and hardware modules, the project seeks to boost the productivity of container terminals in ports, as well as reducing accidents in the workplace. The aim of **ARESA (Augmented Reality for Situational Awareness)**, on the other hand, is to digitalise data acquisition operations in port terminals using wearable devices such as smart glasses. These devices use augmented reality techniques to allow users to acquire information on the surrounding environment or the operating context and to transmit this information in real time. An example? The management of cargo handling operations and operations for loading/unlo-

ading between articulated lorries and motor vehicles and Ro-Ro and Ro-Pax ships, with a view to facilitating the exchange of information with the terminal's management system. The **Demos (Digital solutions for Energy Management Optimisation Systems)** project, in which ILIC is directly involved as a partner, will lead to the definition of the modelling and development of the architecture of calculation algorithms and decision support systems to balance the consumption and production of energy in ports and dry ports, also considering the production of renewables in the logistics hubs analysed (ports and dry ports).



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About IIC (Istituto Internazionale delle Comunicazioni)

Founded by the Municipality of Genoa in 1962 by decree of the President of the Republic, ILIC is an association composed of the main institutions, academic bodies and associations in the Genoa area. In the 60 years since its foundation, the Institute has organised technical and scientific events, and has taken part in important activities that have forged strong links between the world of industry technological progress, the infrastructure and transport system and the city of Genoa. Its activities have made - and will continue to make - the Institute an important point of reference in the Communications sector, in its widest sense of the sector dealing with the circulation of people, goods, data and ideas.

The founding members of ILIC are the Municipality of Genoa, the National Research Council, the University of Genoa, the Chamber of Commerce of Genoa and the Western Ligurian Sea Port Authority. The Liguria Region is an honorary member. Confindustria Genova is a supporting member, while the ordinary members are the Guglielmo Marconi Foundation and Fabio Capocaccia.

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The convention Think Logistics, Think Spediporto

SLZ: THE KEY TO DEVELOPMENT

Revival of manufacturing, interest from foreign markets, reduction in the impact of tariffs are some of the advantages listed



Unique among free zones at European level, and able to bring together in one place all the customs and regulatory simplifications in the North-West of Italy, creating a system that is extremely attractive for international investors.

Think Logistics, Think Spediporto, the convention organised by the main shippers' associations, highlighted the advantages and new developments regarding the Simplified Logistics Zone (ZLS) of the Port and Hinterland of Genoa and the Customs-Free Zone (ZFD).

"These tools will allow us to bring value to our area and relaunch manufacturing", said **Spediporto**

General Manager Giampaolo Botta, "also thanks to the Green Logistic Valley, the primary assets of which are technology, sustainability and inclusion. This mix of simplified zones and logistics districts makes our area extremely interesting for foreign markets". This interest was demonstrated not only on the part of Chinese entrepreneurs, during the encounter organised by ICCF (Italy China Council Foundation) in Milan on the same days, but also by international accolades such as the award assigned by *fDi Intelligence*, the *Financial Times* magazine on the world of foreign investment. **The Global Free Zones of the Year Awards 2025 described the ZLS in Genoa as "highly recommended" among the (→)**

INTEGRATED LOGISTICS SOLUTIONS

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European zones. The reasons indicated included tax credits, government subsidies, the positive effect on contrasting the tariffs on goods from outside the EU and the single governance structure, able to reduce approval times by a third. As pointed out by **Maurizio D'Amico, member of the ZSL steering committee, representing the Ministry for Infrastructure and Transport (MIT)**, the *fDi Intelligence* jury acknowledged that the Zone offers "faster, simplified, digitalised procedures for obtaining key permits, thus facilitating investments that might otherwise have been discouraged by the notoriously complex Italian regulatory system".

The benefits estimated are significant: +19% on regional GDP, up to +6% on foreign investment stock, up to +4% on employment and returns of between 2 and 4 euros for the local area on each euro invested.

"In this period that is witnessing a return to protectionism, the ZFD can not only mitigate the effect of tariffs; in some cases, it can reduce them to zero", explained D'Amico.

"Digitalisation and sustainability will be among the main enabling factors". Not to mention that the presence of state-owned areas, as a result of the favourable



conditions offered, boosts access to credit and the commercial value of those areas". **Cinzia Caviglione of the Metropolitan City of Genoa** explained that the advantages of the ZLS extend well beyond the simplifications envisaged by law: "On the one hand,



a single authorisation can be applied for at a single desk, where applications can also be made in English, thus reducing the time required to obtain permits by a third", Caviglione pointed out, and "on the other, the Geoportal of the Metropolitan city of Genoa has mapped the entire area, offering all the information on position, roads, land registry and fiscal data investors may require to evaluate the characteristics of the area". Once fully operative, the system is expected to be a strong driver for development and competitiveness, as well as an important vehicle for promotion. **Laura Ghio, executive of the Port System Authority of the Western Mediterranean Sea**, explained that one of the most important actions undertaken has been the extension of the Zone to the port of Savona-Vado and the hinterland of Cairo Montenotte. The Authority will now need an administrative framework in view of the coordination, promotion and development activities.

"We have always looked at the ZSL as an exceptional territorial marketing tool, able to show the world the investment opportunities offered by an area with a single logistics system and an excellent position in the Mediterranean", Ghio concluded. From a regulatory

perspective, **Jacopo Riccardi** of the **Liguria Region** explained that its large size (5,500 hectares) makes the Genoa and Savona-Vado ZLS an area with excellent potential, also thanks to the synergy between public institutions and the private sector, especially in terms of investments and localisation. Federico Pepè from the Liguria office of the Customs and Monopolies Agency provided technical details reading the measure, adding that "valid, important solutions" are also being looked into for areas that are not adjacent to the port. **Assaggi Secretary Massimiliano Giglio** highlighted the potential for employment, adding, however, that there is still work to be done.

"The market has changed, and the tools we're talking about today are essential, also in view of the volume of freight and the sizes ships have reached", he explained, "but we must continue working on the automation and digitalisation of freight processes and services, if we want to achieve the ambitious objectives we've set ourselves". Finally, **Edoardo Allegretti** of the **Spediporto Youth Group** expressed the hope that the new generations will be able to play a key role in a process of change driven by innovation, digital skills and an international vision.

Oceania Allura wears Chugoku Paint Systems

MV Oceania Allura, twin sister of Oceania Vista, recently delivered to Owner Norwegian Cruise Line (NCL) features Chugoku's paint systems. Antifouling SEAFLO NEO SLZ is applied, an high-performance full hydrolysis antifouling based on a special silyl methacrylate polymer providing long-term protection, ultra low friction and reduced fuel consumption that means Sustainability.



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The opening session of technical conferences Port & Shipping Tech

INTELLIGENT SHIPPING

How can we manage the technological changes that are also affecting ports and shipping?

The new frontiers of technology and the future of shipping were the key themes in the opening session, entitled Intelligent Shipping: AI, Automation, Telecoms, Navigation, of Port & Shipping Tech, the cycle of technical conferences dedicated to the world of navigation and port operations during Genoa Shipping Week.

In his introduction, Admiral **Sergio Liardo, Commander General of the Corps of the Port Capitancies - Coast Guard**, highlighted the challenges, the objectives and the direction to follow for the safe, efficient and sustainable implementation of the new technologies, making it clear that autonomous vessels must first be thoroughly tested, and that AI is a tool that should be used only when necessary, also because of its energy impact.

Francesco Munari, a partner of Deloitte, looked at the legal issues, starting from a regulatory framework that is evolving at a slower pace than the technologies. **"Can an algorithm or a software house be held responsible in the event of an accident? How many and which operators will we have in the control room, and with which kind of training?"** Munari asked. "The current regulations are inadequate. The first (non-binding) MaaS code will be introduced in 2026. Maritime law, modulated until now on the human aspect, will have to be reviewed and updated in its entirety".

Terminology, standards, responsibilities and safety are among the priorities: from the definition of 'smart containers' to the creation of software environments and open, scalable protocols, as well as (→)



Hamid Loghmani



Andrea D'Ambra

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the systems of regulations and sanctions of the EU AI Act and questions related to the management, ownership and reliability of GNSS (Global navigation satellite systems, the most famous of which is the American GPS).

Without forgetting the question of employment and the skills necessary for the workers of the future.

Leonardo Piliago of Confitarma analysed the impact of automation on maritime operations. There are two significant trends here: **on the one hand, the expectation that many professional figures are destined to be replaced by technology, and on the other, the lack of workers that has been registered in the sector for years now** (90,000 officers alone, at global level). Are these trends set for a fortunate collision? Piliago does not believe so: "Many competences will remain irreplaceable, and in the long term, studies indicate that innovation may bring greater employment, but this process must be guided carefully, because there is an effective risk of loss of know-how". Numerous reflections also came from companies. **Simone Parizzi of Assarmatori** spoke about the new dynamics of naval engineering, thanks to the use of digital twins. **Rina analyst Hamid Loghmani** illustrated the types of virtual models and how they can optimise navigation efficiency, along with route simulation algorithms and marine weather forecasts.

Stefano Furlan of Wärtsilä Italia showed how the acquisition and processing of data and the construction of advanced simulations of ships in navigation scenarios can predict the behaviour and performance of different propulsion systems.



Laura Ghio

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The results conducted by Most: National Centre for Sustainable Mobility

SUSTAINABLE MOBILITY: STRENGTH IN UNITY

App that digitises port entry procedures, studies aimed at reducing the environmental impact of ships, autonomous vehicles

The results of the research conducted by **MOST - National Centre for Sustainable Mobility** and the prospects for sea transport were illustrated in the session moderated by **Nicola Sacco of the Department of Mechanical, Energy, Management, and Transport Engineering (DIME)** of the University of Genoa, part of the programme of Port & Shipping Tech.

"MOST is one of the five national centres created by the National Recovery and Resilience Plan (PNRR)", explained **Alessandro Iafrazi** of the **National Research Council (CNR)**. "It was established to help create a demand for and supply of sustainable transport through collaboration with 24 universities, the CNR and 24 large companies".

Rossella Burruano of the **Western Ligurian Sea Port Authority** offered an overview of a port system that handles 8,000 TEU a day with containers alone and 6,000 vehicles a day. This prompted the crea-

tion of **an app, called E.V.A. (E-Port viaggio autostradale)** to digitalise procedures and monitor access, and the development of software and tools for paperless access to the port terminals.

Iafrazi illustrated the **spoke 3 activities dedicated to sea transport mobility** (a "spoke" is a unit of research on a particular subject within a wider project, in this case MOST): "We studied the elements to reduce environmental impact, such as components linked to friction and hydrodynamic optimisation for energy efficiency, making hulls lighter, optimising the propulsion system, fuels to run the engines and fuel cells, as well as noise reduction. Autonomous navigation, or at least decision planning with the aid of AI enables more efficient consumption, as do digital twin systems". The costs associated with the various technological solutions were also analysed. €2.2 million were assigned in the spoke for 9 projects. (→)



Alessandro Iafrazi

Fincantieri is the industrial partner, and **Andrea Castino** illustrated the activities that were also embraced by spoke 6 dedicated to autonomous vehicles: "We have worked on questions linked to hydrogen, autonomous navigation and the energy management system, as well as on performance monitoring and journey planning". During this period, Fincantieri received an autonomous catamaran that can launch two underwater vehicles able to return to the base.

Federico Silvestro of the University of Genoa illustrated the research activities carried out in MOST with the development of model-based design (also for marinas) and the Elettra project: the construction, with the collaboration of the students, of a battery-operated hybrid catamaran.

The results of **spoke 10 on Logistics** were presented by **Vittorio Marzano** of the Federico II University of Naples (decision support system, sea-land integration, sustainability, technological innovation, cybersecurity, human factors), by **Dario Ferrillo** of Almagiva Group (the Moova platform that converts data into valuable information and enables an optimal truck booking system), and **Mauro Starinieri** of Lutech (high-tech projects such as digital twins and private 5G for the port of Salerno).



Federico Silvestro



Dario Ferrillo

Coordination between ports at national level is essential

ECONOMIC DEVELOPMENT DEPENDS ON THE COMPETITIVENESS OF PORTS

Constructive dialogue between shipping associations, terminal operators and logistics representatives

Overcoming dependence on transshipment, focusing on construction and the strengthening of short- and medium-range symbiosis with industry. The convention entitled *Ports and Economies: Connections, Integration, Production* was dedicated to the role of ports in local economic systems.

Following the introductory address by the president of **Assagenti Gianluca Croce**, the general manager of **Confetra Andrea Cappa** emphasised that **dependence on transshipment is not only difficult; it is also unprofitable and risky**, because it is very easy to lose clients: "Coordination between ports at national level is essential, because while competition is healthy, an excessive offer is not". **Alessandro Ferrari**, manager of **Assiterminal** agreed, emphasising that setting logistics operators against one another can only be damaging to the system, while **Betty Schiavoni**, vice-president of **Alsea**, expressed a desire for operators to be more involved in planning.

The other essential ingredient in the recipe for competitiveness is rail intermodality, which is "essential to cope with infrastructural and global challenges" according to **Mas-similiano Cozzani** of **PSA Italy**, who pointed out that the Mediterranean remains an interesting option for the centres of the Milan-Liverpool axis, in terms of diversifying logistics risk. **The obstacles that need to be removed** to guarantee effective last-mile rail logistics in ports, according to rail operators, is **a certain localism in the management of the networks and a lack of**

technical and operational standards across the various European countries. The European project TRANS4M-R - developed within the Europe's Rail Consortium and funded by the Horizon Europe programme - is seeking to tackle these issues through a single technological framework for European rail freight transport.

The closing speeches looked at Italian logistics and Genoa as the port of choice, with contributions from **Bruno Lombardi (Savino Del Bene)** and **Alessandro Marino (Italian-German Chamber of Commerce of Munich)**, in their capacity as foreign operators. In his summary speech, **Fedespedit Vice-President Domenico De Crescenzo** explained that Italy does not need any magic formulas, but rather concrete action and the collaboration of all the stakeholders involved.



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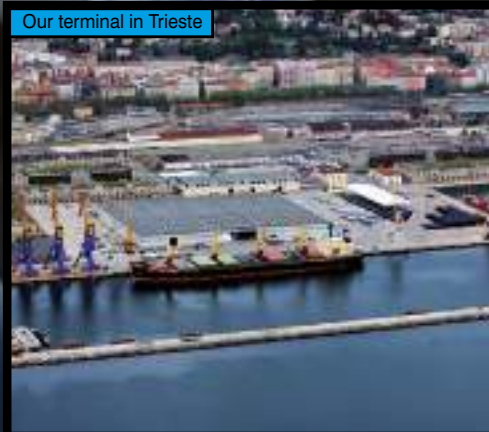
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Rixi: "Italy is a strategic logistics platform, we need an integrated vision"

UNITING PORTS, BUILDING THE FUTURE

Twelve presidents and commissioners of the Port System Authorities took part in a round table discussion organised by Assiterminal



Edoardo Rixi speaks during the event

Uniformity across rules and standards, shorter procedures for infrastructures, and a national direction and vision to move beyond localisms. This is the recipe to strengthen the competitiveness of the blue economy in Italy, according to the **12 presidents and commissioners of the Port System Authorities (AdSP)** who came together during the round table entitled *Unire i Porti, Costruire il futuro* (Uniting ports, building the future), organised by Assiterminal. During the opening session, **Salvatore Deidda** (president of the 9th Transport Commission of the **Chamber of Deputies**), **Tomaso Cognolato** (president of **Assiterminal**) and **Rodolfo Giampieri** (president of **Assoporti**) emphasised the need for cohesion and sharing among all the actors involved, avoiding infighting. **Davide Gariglio of the North Tyrrhenian Sea Ports System Authority** pointed out that "uniformity does not mean that everyone should provide

the same services". According to **Francesco Benevolo of the North Adriatic Sea Port Authority**, polycentrism is positive, because it is also able to respond to fragmented demand, "but especially when it comes to energy, electrification and innovation, a national strategy is essential". **Bruno Pisano of the Eastern Ligure Sea Port Authority** reminded the audience of the need to keep up with efficiency and innovation: "In the not-too-distant future, **our fortunate geographical location will no longer be enough**, because goods choose the route to take based on market penetration capacity". **Francesco Mastro of the Southern Adriatic Sea Port Authority** spoke of an amount of bureaucracy "that risks making us lose out on funding, as well as wasting time, as does the interference of the Superintendencies, which is killing our ports", while **Eli-seo Cuccaro of the Central Tyrrhenian Sea Port Authority** expressed a desire for tax harmonisation. (→)

Matteo Paroli of the Western Ligurian Sea Port Authority invited his colleagues **not to wait for action to come from the Government**: “In the case of regulations for state property concessions, the port authorities themselves can simplify and harmonise a number of procedures, and can also take action regarding the sharing of IT tools”. Credibility, reliability and certainty regarding investments in infrastructure are among the ingredients essential for attracting investment from abroad, according to **Vincenzo Garofalo of the Central Adriatic Sea Port Authority**, while **Domenico Bagalà of the Sardinian Sea Port Authority** suggested a proactive strategy: “I am in favour of aggressively marketing the Italian port system abroad”. Lastly, **Francesco Di Sarcina of the Eastern Sicilian Sea Port Authority** pointed out that not all Regions are the same when it comes to bureaucracy, that the problem is not always the Procurement Code, and that public funds are always insufficient, “so **we should also open up to private funding**, which is made extremely complicated by the current regulations”. The closing speech was by the **Deputy Minister of Infrastructure and Transport Edoardo Rixi**: “Italy is a strategic logistics platform, but we need an integrated vision and a consistent national direction. We cannot afford rivalries and position rent: we need to overcome localisms and work together to be competitive worldwide”.



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Blue Media Srl is a young, dynamic **publishing company** founded in **2024**. It is part of **MSC Group**, a Swiss-based global leader in transportation and logistics. Headquartered in Genoa, the company aims to serve as a benchmark in providing high-quality information on the blue economy, drawing on its substantial experience in media, communications, and events.

The leading Blue Media publication is the daily newspaper **Il Secolo XIX**, founded in 1886, which has always been an authoritative voice in Italian journalism. Blue Media also manages a portfolio of specialist publications, including The MediTelegraph, L'Avvisatore Marittimo, Automazione Navale, and Tecnologie per il Mare & Trasporti (TTM), which competently cover the main sectors of the Blue Economy.

Blue Media's mission is to deliver news, data, and in-depth analysis on the global blue economy, covering all ocean-related activities—from maritime freight and ports to coastal tourism, fishing, emerging ocean technologies, and the broader shipping, logistics, transportation, and tourism sectors. By providing high-quality content, Blue Media promotes dialogue. To remain up to date on all the latest from the maritime world and the Blue Economy, visit blueeconomy.com and follow *Il Secolo XIX* at ilsecoloxix.it

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Session organised by Uslac, Uncidim and Smacd

SEAFARERS AND AI: WHAT'S CHANGING

The maritime workers will need to extend and reform their competences

The impact of artificial intelligence on maritime workers was the theme of the convention organised by the **Trade Union of Unrestricted Master Mariners (USLAC) / National Union of Commanders and Chief Engineers (UNCDIM) and Certified Maritime Engineers (SMACD)** and moderated by the journalist Riccardo Masnata. Commander **Emanuele Bergamini**, president of **USCLAC**, spoke of the past president Claudio Tomei, who died this year: "He had great foresight. He was able to perceive change earlier than all the rest of us, and the themes of the conventions he organised demonstrate that". **Isabella Susy De Martini**, senior medical officer and former member of the European Parliament, listed the advantages of AI in medicine: "It offers us access to more precise diagnostic tools", but she warned that operations are often conducted on board in conditions where there is no connection, and above all launched the question "who is responsible

for any errors made?". What is emerging in practice, explained the lawyer **Walter Lo Bocchiaro of the Lo Bocchiaro Legal Firm**, "is that the responsibility lies with the shipowner, because it is the shipowner that benefits from it. In any case, there is a significant legal vacuum. Another point that emerges is the subjective right of workers to receive on-going training: "The maritime workers of the future will need to extend and reform their competences".

Leonardo Quattrocchi, vice-president of the Italian Institute of Navigation, accompanied the audience on a journey from Shanghai to Rotterdam, explaining the use of AI throughout every stage: predictive maintenance, risk management, surveillance using drones, more accurate weather forecasts, creation of the ship's log, etc. "However, it's always human intervention that ensures the technology is able to function. AI and robotics will not conquer the world, but those able to use it will". (→)

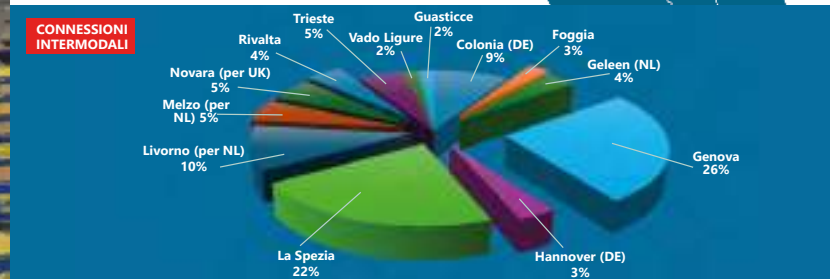
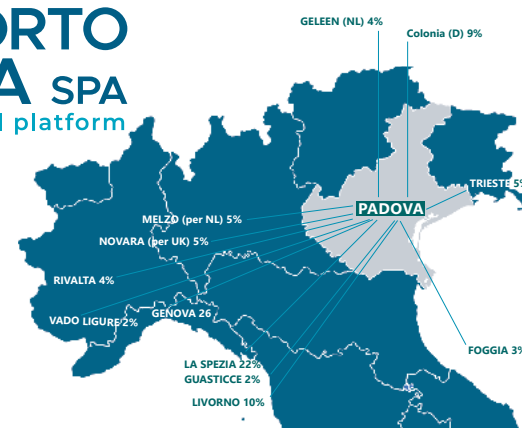


Isabella Susy De Martini



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Rafael Patron, president of the Italian **Association of Artificial Intelligence Professionals**, explained how these tools are creating new jobs and new competences, with new figures on board ships, in particular in the area of security. "AI will also enable on-going training". **Giampiero Soncini**, managing director of **Oceanly**, pointed out, however, that people have always been afraid of new developments: "We should not fear the future, and we must be prepared for it. We need to understand which categories are at risk and programme the changes the future will bring, with courses and retraining, not with early retirement".

Leonardo Piliago of **Confitarma - Italian Confederation** of Shipowners illustrated the Saipem project, with cameras used to predict and mitigate injury risk: "Remaining in the rearguard is not a winning strategy. We must be careful, however, to keep maritime workers aware of the job they are doing". Italy remains behind, in any case, according to **Giovanni Consoli**, deputy secretary general of **Assarmatori**: "The risk is that we might no longer see the tricolour flag on Italian ships. We have a system that is 80 years old. Workers are continuing to use analogue tools, and this is holding the Italian system back. We don't have a digital list of maritime workers and their details. What data can we provide AI with?"



Walter Lo Bocchiario



Emanuele Bergamini



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Logtainer has been a key player in intermodal container transport in Italy for nearly 30 years. Founded in Genoa in 1997, it is the leading private operator in the sector, fully Italian-owned, and includes Terminal Rubiera s.r.l. and Ghiglione Trasporti s.r.l.

Logtainer works with major shipping companies and international shippers, offering customised intermodal services. Its network links Tyrrhenian ports—Genoa, La Spezia, Vado Ligure, Livorno—to major manufacturing and logistics hubs, including Pioltello, Rubiera, Pordenone, and Piacenza.

Rail is central to operations, with 6,000 trains per year and 430 dedicated rail carriages. Partnerships with Mercitalia Logistics and Hupac expand high-frequency services across Italy and Europe. Rail transport cuts CO₂ emissions by over 80% compared to road transport. The Group also operates 200 trucks and 220 trailers with advanced eco-technology and introduces green fuels to enhance sustainability. Complementary terminal and customs services ensure smooth logistics flows. In 2024, Logtainer achieved €108 million in turnover, reflecting steady growth and a solid future outlook.

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There are 800,000 maritime workers that need continual training

TECHNOLOGY BOOSTS HUMAN SKILLS

Genoa will host an advanced simulation centre at the new headquarters of the Italian Merchant Marine Academy

Understanding how technology can boost human skills rather than replacing them was the theme of the training session entitled **'The technical means of professional skills updating'** held during Port & Shipping Tech and moderated by **Maurizio De Cesare**, director of **Porto&Interporto**. The regulatory framework and the revision of the STCW convention were illustrated by Captain **Francesco Massaro**, who also spoke about future developments to come in the training of maritime workers. Training is one of the priorities for Millennial and Gen Z workers, while it still appears insufficiently structured on the side of companies. This mismatch was highlighted by **Anna Maria De Giuli** of **Alsea**: "The supply chain must make an effort to ensure training is not sidelined. There are many sources of funding companies are unaware of". One of the companies that offers training through simulation is **Cetena** - Centro per gli Studi di Tecnica Navale, and **Daniele Milazzo** announced that Genoa will be home to an advanced centre on the new Italian Merchant Navy Academy premises.

"There are 800,000 maritime workers that will require continual training", explained **Dino Postogna** of **Wärtsilä**, "but it's also difficult to find workers prepared to go out to sea, and to deal with the gap between technology and training, because technology is moving at a faster pace. This is why we have created the Wärtsilä Land and Sea Academy: 10 training centres worldwide that will provide training to 22,000 students a year. We use a mix of training methods: e-learning, virtual, on-board and in the training centre".

Rosario Trapanese of **Imat (Italian Maritime Academy Technologies)** illustrated the latest installations: "A thousand tonnes of real systems, with Wärtsilä engines. The installation is under way of all the auxiliary elements necessary to recreate an actual engine room. We have also purchased an entire hybrid engine room from Wärtsilä. During the training sessions, we go from the simulator to the real system: this is the future, and it also regards the control deck, including in the cruise sector. (→)



From the left: Massaro, De Giuli, Milazzo, Postogna



Dino Postogna

Fabio Piazza, CFO of **Btr Simulators**, illustrated the stage of development of the hyper-realistic custom simulators applied to the steel industry, ports, work at heights and the construction industry. "We are able to accurately replicate the working environment. The simulators are extremely versatile, and a flick of a switch is all that's required to shift between 3 operating scenarios, 4 types of vehicles and 5 types of load. Our clients include INAIL, Faros-Port of Taranto and Tenaris, and will soon also include Webuild, which has asked us to provide a simulator for casting cement in tunnels. We are now working on environmental simulators".

Sonia Avanzoni, head of training at the North Tyrrhenian Sea Ports System Authority, presented the project NextTrain.Ports: the implementation of XR and AR technologies for professional upskilling in the ports, which also involves the Start 4.0 Competence Centre.

Sonia Sandei of **Wista Italy** looked at new developments in maritime professions: electrification is being launched, although both innovation and human resources able to adapt remain central to this development.



Sonia Sandei



Maurizio De Cesare

MAG

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THE NEW FRONTIERS OF GREEN SHIPPING

Shipowners are grappling with the energy transition without the certainty of knowing which propulsion system to invest in

As every year, the closing session of Port & Shipping Tech was devoted to environmental sustainability and the new frontiers of "green shipping": the energy transition, circularity, regulation, fuel, propulsion systems and decarbonisation technologies. **Claudio Lubatti of Intesa Sanpaolo Innovation Center** presented the report *Verso la Circular Blue Economy* (Towards the *Circular Blue Economy*), drafted together with **SRM**, Centro Studi Ricerche Mezzogiorno, which looks into how innovation, the energy transition and circularity can strengthen the competitiveness of the Italian and European shipping system.

One of the hottest topics, however, regarded regulations, sanctions and taxes on emissions and their effects on the competitiveness of the sector. **Leonardo Piliego of Confitarma** launched an appeal to the EU, asking for ETS exemptions on short-sea shipping, a commitment to avoid double ETS and FUEL-EU taxation and for the resources raised by the system to be used to support the ecological transition. Similar concerns and requests have also come from the bunkering sector, which has been penalised in Italy, according to **Dario Soria of Assocostieri**, by years of adverse regulations, scant attention and lack of vision on the part of politicians. **Silvia Migliorini of Asso-gasliquidi** emphasised the important role of LNG in the energy transition, and asked for support for the sector, both in terms of exemptions and incentives and of clear, applicable guidelines.

Andrea Realfonzo of Grimaldi was not sparing in his criticism of Italy: "We have invested significantly in ships powered by ammonia and bio-methanol, but our fleet is unlikely to be able to refuel in Italy, due to shortcomings in logistics, structures and investments". Again on the subject of bunkering, **Ivana Melillo of Gnv** and

Alessandro Benvenuto of Studio Benvenuto presented a ship-to-ship bunkering experiment that will take place in the Port of Genoa. The experiment is expected to have a duration of around 4 and a half hours, and will be the first operation of its kind to be carried out in a port in Italy.



Giovanni Vallarino

"We took our cue from the regulations governing the sector, including the guidelines issued by the Ministry in May of this year", explained Melillo and Benvenuto. The refuelling operation will take place while passengers are embarking and disembarking at the Ponte Caracciolo and Ponte Assereto terminals (T1, T2 and T5). In terms of investments for shipowners, **uncertainty also makes it difficult to choose which propulsion systems to invest in**, according to operators. According to **Stefano Brigandì of Rina**, with regard to the possible effects of the fuel (→)

regulation scenario (IMO, the FuelEU Maritime Regulation, ETS) the only fuels currently available that will be fully compliant in 2035 will be bio and e-fuel, but the uncertainty regarding their market makes it very difficult to understand which will be the winning choice.

Giancarlo Coletta, CEO of **Naval Egt**, spoke about the logistic and infrastructural capacity of hydrogen in Europe, in the Mediterranean Basin and in South America, mentioning all the pertinent critical issues. **The massive production of energy from renewable sources in the coming years in North Africa and in South America will not only make it possible to obtain hydrogen at very low average prices, but will also be a market driver in the transport sector.** “The message we are seeking to transmit is that hydrogen will be in demand not only as a pure fuel, but also to produce methanol and ammonia, and with this in mind, it is important to plan ahead to create infrastructure to avoid missing out on this opportunity, as already occurred with natural gas”, explained Coletta. A complementary and undoubtedly effective strategy in the medium term is indubitably investing in efficiency.

“The greenest type of fuel is one that does not burn, and this is why our decarbonisation strategy is founded on three pillars: reducing energy demand,



Ettore Gentile

making consumption more efficient, and alternative fuels”, explained **Stefano de Marco** and **Johanna Snickars** of **Wärtsilä**, a company that pursues an agnostic approach to alternative fuels, developing engines for all types.

Filippo Lossani of **Ecospray** described his company’s contribution to decarbonisation, which takes the form of technology for recapturing emissions: CO₂, with the study and development of four technologies, and methane, in particular methane slip, i.e. the part of the gas that remains unburned in LNG engines. As for electric propulsion, short-sea shipping appears to be the most suitable area for use, as explained by **Knut Tore Aurdal** of **Gce Blue Maritime Cluster**: since the launch of the Ampere (the first fully-electric ferry, in 2015), Norway now has a 50% fully-electric ferry fleet.

Another equally important topic is cold ironing in the ports, which makes it possible to reduce emissions and noise from ships while they are in the port: this development is a very welcome one for people living next to the port. **Ettore Gentile of the Strait Port System Authority** presented the project Stret-to Green for the planned electrification of the ports of Messina (29 Mw of power for all types of ships), Reggio Calabria (9.5 Mw for all ships) and Milazzo (9.5 Mw excluding cruise ships). An investment of funds from the Complementary National Plan (PNC) totalling €23 million, of which €18 million for the networking of the system. A further €20 million will

be required to connect the high-voltage power station with the port. Electrical energy, but at what price?

Luca Brandimarte, Ports, Logistics & Competition Manager of Assarmatori, pointed out: “We need certainty when it comes to tariffs and there is an EU compatibility decision that authorises a decade of State aid totalling half a billion euros, which should work for the next 3-4 years. It will have to be authorised and implemented, however. The good thing is that the discount is applied in advance, so it will already be taken off the final price of the electricity bill”.



Luca Brandimarte



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The scenarios were analyzed by SRM Study and Research Centre

THE CONTAINER MARKET CONTINUES TO GROW

Regular update eagerly awaited by industry professionals



How will the return to Suez affect container traffic? Should we be afraid of the Arctic route? These questions were discussed during the Port & Shipping Tech session dedicated to the **Major container scenarios: the new markets** by the **SRM Study and Research Centre** linked to Intesa Sanpaolo Group and supported by the Compagnia di San Paolo Foundation. For years now, SRM has been specialising in the analysis of the production and tourism supply chains, with a focus on the logistics and port operations sector and the energy segment.

During the opening session **Matteo Paroli**, president of the Western Ligurian Sea Port Authority, said: "The market tends to be unfathomable. There will probably be a period of adjustment before traffic is restored to the ordinary route. We should not fear the Arctic route, but we must take it into account, also for the question of environmental protection".

Alessandro Panaro, head of SRM's Maritime & Energy Service, highlighted the fact that containers are a crucial indicator of trends in world trade: "Geopolitical events have caused a redirection of the main shipping routes, as well as changes in commercial and competitive patterns". The market is growing, although it is increasingly concentrated. The five-year outlook is +14% (2029 compared to 2024). It is important, however, to take account of transshipment (26% of traffic worldwide). "Growth will be spread worldwide, in some areas more than others. The Far East transfers 27.6 mln TEU to the USA, and receives 6.8. Container traffic triggers trade and competition wars, and companies are getting organised to bypass the fee on Chinese ships", Panaro revealed. It emerged that gateway traffic is the business in Genoa, a port very much at the service of industry.



Alessandro Panaro

The risk for Italy, however, is overcapacity. "I don't know if the container sector will allow us to fill all these infrastructures we're building", said Panaro. **Sabrina Falceri** of **Evergreen Line** listed possible new scenarios for sea transport with China, which will no longer be central to the world market: "We are witnessing a situation of overcapacity. The reopening of Suez could result in an increase in new markets, such as India, for example". Falceri highlighted the ports that are growing in terms of imports and exports, with a rise in North Africa and Greece, and the use of Slovenia to cut through the inefficiencies of Northern Europe. The challenges for shipping regard the congestion of ports, caused by worker shortages and natural phenomena, bottlenecks, geopolitical instability and protectionism. "Continual adaptation is required". (→)





From the left: Panaro, Casiraghi, Piacenza, Pitto

Paolo Guidi of **CMA CGM** commented: "This data show that there are major opportunities for Italy, which must do its very best to attract volumes. A systematic approach is essential. We're investing heavily, not only in ships, but also in sustainable intermodality".

Paolo Pessina, president of Federagenti (Federation of National Associations of Ship Brokers and Agents), asked for a study to analyse the percentages of capacity actually used.

The second session of the convention, moderated by **Alessandro Panaro**, focused on ports and logistics. **Paola Casiraghi** of **DHL Global Forwarding** explained: "South-East Asia tops the rankings in terms of imports, while our exports have a large slice of the market in the USA. There is more fragmentation in other markets. India, North Africa and the Middle East could have an important role to play. Capacity is important for our operators, and the prospect of overcapacity and a reduction in sea freight is not a good sign. It's true that the world is changing as a result of US protectionism, but trade remains, and the challenge is how to move containers more efficiently". For **Giampaolo Botta**, Director General of Spediporto, the question of service quality is essential to be competitive. "When the goods are unloaded, services are decisive. It's unacceptable to have just one

scanner working in the whole of the port of Genoa. Providing services for containers is a key aspect". Botta confirmed that it is no longer only China that is leading the way in the evolution of traffic: "Today the rest of Asia is increasingly involved". (→)



Paolo Guidi

Alessandro Pitto, president of Fedespedi, emphasised that domestic growth is linked to transshipment, and that to boost both the domestic and international market, it is important to bring not only infrastructure, but also the service quality variable into the equation: "A port services charter is necessary".

The recently appointed extraordinary commissioner of the Port System Authority of the Southern Tyrrhenian and Ionian Seas, **Paolo Piacenza**, spoke mainly about Gioia Tauro, an important Italian port for transshipment: "We are investing with a view to welcoming larger ships, and by the end of 2025 I hope to have broken through the ceiling of 4 million; we are expecting 7 million by 2029. Of those passing through Gioia Tauro, 3.2 million are full containers and 800,000 are containers arriving from or departing to other ports in Italy. Yet we are penalised by the lack of capacity to collect taxes, and investments in infrastructure, digitalisation, IT security and rail transport are necessary for competitiveness. A systematic reflection is required on the importance of this port".



Giampaolo Botta

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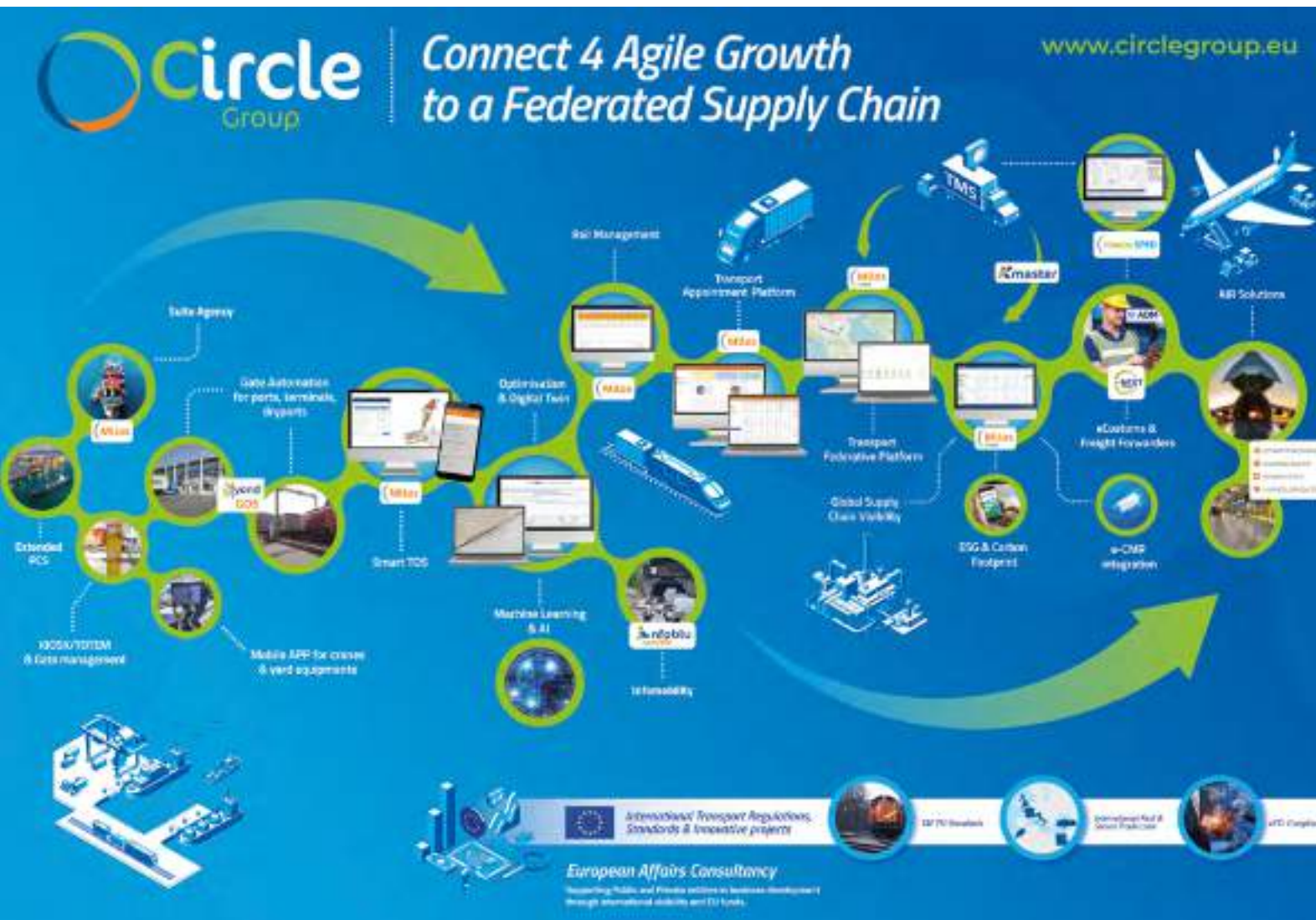
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CONSORZIO GLOBAL

The largest network of independent laboratories in Italy

Consortio Global unites Italy's main Transportation & Logistics companies, offering integrated services in networking, consulting, and training. The consortium supports the digital transition and growth of the logistics and shipping chain, developing innovative projects and synergies.

A key initiative is the **Logistic Digital Community**, Italy's first digital network of logistics operators focused on innovation and digitalisation. Projects are developed in collaboration with Federlogistica, FAI, and Confcommercio.

Consortio Global provides consulting and training solutions to enhance safety, security, and professional skills along the supply chain. It promotes multi-stakeholder networks to foster cooperation among institutions, companies, associations, and universities, ensuring active participation and shared solutions.

The consortium also stimulates competitive growth through real estate brokerage, global recruitment, and commercial scouting. Its daily approach combines innovation, improved tools, and strong partnerships to strengthen the logistics sector and support companies and workers.

EBN

Research and training

SLR

Studio Legale Bartolozzi

The National Bilateral Entity for employees of Shipping Agents and Brokers was established on 28 January 2003 as a non-recognised, not-for-profit association. Founding members include Federagenti (Italian National Federation of Shipping Agents and Brokers) and the trade unions FILT, CGIL, FIT CISL, and Uiltrasporti.

The Entity aims to foster studies and research on the Shipping Agents and Brokers sector, with a focus on training needs. It promotes lifelong learning, professional requalification, and collaboration with national, European, and international institutions.

The Entity supports access to EU programmes, including the European Social Fund, monitors temporary employment in line with legislation and agreements, and analyses labour market and flexibility issues to guide collective bargaining decisions.

After decades, Italy seems to have understood the importance of the sea in all its aspects

SEA RESOURCES & SEA LANES

The government has understood the importance of the exclusive economic zone, submarine technologies and maritime defence

"Italy is no longer afraid of the sea". This was the summary offered by **Gian Enzo Duci**, professor at the Department of Economics, during his speech at the convention entitled **Risorse marine e rotte marittime: opportunità di crescita e sfide del cluster marittimo italiano nell'era del confronto egemonico** (Marine resources and shipping routes: growth opportunities and challenges for the Italian maritime cluster in the era of the battle for hegemony), moderated by the journalist **Roberta Busatto**, which brought day two of Port & Shipping Tech to a close. "We are at the stage in which we have begun to construct", said Duci. One of the figures in charge of this construction is **Pierpaolo Ribuffo**, head of the department for sea policies of the Presidency of the Council of Ministers: "Global lifeblood flows across the sea, and all it takes is an interruption in this flow to cause the collapse of a manufacturing-based economy like ours. We are trying to move ahead to regulate access to the depths of the sea. There is a bill in progress to establish a regulatory system for the access of both vessels and workers, and for the prevention of interference caused by both piloted and non-piloted vessels. There are preparatory measures under way to establish the contiguous zone, and some headway has been made with the Exclusive Economic Zone, which will regard areas in the Adriatic for which Italy has agreements with Greece and Croatia, and the Southern Tyrrhenian Sea, for which there are no claims. We're looking at an EEZ of 90,000 miles, 48% of the total that we intend to claim. Today we are looking at issues with broad, overall visions, we have a new maritime awareness, which breaks a pattern at government level". Better late than never, we might say. For years, Italy has virtually ignored the potential linked to everything regarding the blue economy, while other countries have moved earlier and faster.

Duci recalled that this awareness came first from the Italian Navy, from Admiral De Giorgi, and Captain **Carmine Lapia** explained that today the Navy has 48 ships in operation, as well as emphasising the importance of the sea for Italy, a platform on the Mediterranean where there are 10,000 ships in circulation every day. (→)



Roberta Pinotti



Carmine Lapia

SLT STUDIO LEGALE
TURCI

VAUDO PAGGINI & C.
—STUDIO LEGALE ASSOCIATO—

The underwater area is undoubtedly one of the most important factors these days, both in terms of sovereignty, including technological sovereignty (submarine cables), and with regard to the protection of critical infrastructures that could be attacked by hostile countries, although, as **Edoardo Balestra** of the Coast Guard explained, most incidents are still accidental. "We have noted, however, that soft law deterrents, in a regulatory framework that remains uncertain, have proved highly effective". The cables market is growing fast, and intersects with economic, energy and digital sovereignty. Since 1990, \$48 billion has been invested.

The paradigm shift at government level has led to the creation in **La Spezia of the National Underwater Dimension Hub**, of which **Roberta Pinotti** is president. This high-profile figure is part of the opposition to the current Italian government, an indication of the strategic importance afforded to this area. Pinotti is a former Minister of Defence, Under Secretary of Defence and Chair of the Defence Commission. "The world of politics has been receptive on this occasion", she explained. **"The underwater market could be worth €400 billion by the end of 2030**, with more than 50 areas of application". For the moment, the Hub is funded with public resources alone; it will be Pinotti's task to bring the

private sector also on board. Through calls for proposals, 20 large companies, 175 SMEs and 56 universities are today involved in the Hub.



Leonardo Parigi

CONTAINER FIDENZA

A single partner, the strength of a group!

Containers Fidenza has been a reliable partner in transportation and logistics for over 40 years, offering complete, safe, and efficient services.

The company provides national and international container transport, ADR-compliant dangerous goods transport, coded waste handling, and special vehicles like dumper trucks and reefer trailers. Its fleet of over 400 vehicles features satellite and anti-theft systems, and 7 secure operating units handle around 120,000 transportations annually.

Containers Fidenza holds ISO 9001, ISO 14001, ISO 28001, and ISO 45001 certifications, reflecting quality, environmental responsibility, supply chain security, and occupational safety. Sustainability initiatives include low-emission and LNG vehicles, driver compliance monitoring, and continuous staff training.

Guided by integrity, safety, security, sustainability, and innovation, the company combines the scale of a large operator with the flexibility and custom solutions of an SME, using advanced digital technologies to ensure efficiency, transparency, and client satisfaction.

F.A.M.A.

Shipagents' pension Fund

In the early 1980s, Federagenti's Board sought ways to support its Members, leading to the creation of **F.a.m.a. - Maritime and Air Agents Fund**, established in Genoa on 31 January 1985. Its aim was to provide welfare, medical assistance, insurance, and support to Maritime Shipagents, their families, and companies.

Initially voluntary, participation quickly became popular, and in 1995, Law 549 made F.a.m.a. the obligatory Welfare Fund for all Maritime Agents. INPS and the Ministry of Employment confirmed its mandatory nature in 1996 and 2006.

In 2001, F.a.m.a. introduced a collective **Professional Civil Responsibility policy**, funded by a 6.8% agency fee contribution, covering companies automatically. The Fund also supports **voluntary complementary welfare**, allowing Members to enhance their benefits. These complementary policies have proven highly advantageous, with yields ranging from 3% to 4% over the past three years.

*Genoa passenger
Terminals: a gateway to the
Mediterranean*





DIXPARI

The largest network of independent laboratories in Italy

The establishment of Dixpari was prompted by an idea of the architect **Antonella Pugno**, the first to imagine how thermoplastic waste from industrial processes could be turned into unique lighting elements. Her vision was welcomed with enthusiasm by **Carolina and Isabella Candelo**, heirs to an entrepreneurial tradition that for generations has guided **SPA S.p.A.**, a family business specialising in the injection moulding of plastic components for major industries. The two sisters immediately grasped the merits of the idea, and decided to put it into practice, creating a brand able to merge **design** and **contemporary art** with **sustainability**. Their aspiration was clear: to **illuminate every setting with a different, unique, one-of-a-kind lighting** element, able to transmit a different allure every time. Entirely **Made in Italy**, the hallmark of dixpari décor elements is their ability to bring a personal touch to living spaces, because no two creations are ever the same, actually each model is signed and numbered. The inspiration for the pieces is fuelled by a **daily creative process**. Each model embodies the essence of the project, which seeks to transform what was once scrap into pure emotion, shaping an idea of light as not merely a functional element, but as a sensory experience and an artistic narrative. **This is Dixpari: sustainable and exclusive, combining innovation with tradition and aesthetics with emotions. An Italian brand that illuminates living spaces with a design that has no equal worldwide, able to tell a story of beauty and responsibility.**



TRAIANA

ALBERTO LA ROSA SRL



Civitavecchia Port - Italy

EIFS

EURO Italian Freight Systems, or EIFS for short. We've been on the market for 42 years. During more than four decades, we've always dealt mainly with import and export **GROUPAGE SHIPPING**.

- More than 500 LCL EXPORT DESTINATIONS.
- More than 200 LCL IMPORT ORIGIN ports.

These figures are fully representative of what we do. And we are proud to add the result of our innovative spirit: **CONSOLIDATED AIR EXPORTS** to 12 DESTINATIONS. Our history goes back a long way, with a family that has always adopted an ethical approach to trade. It is a great pleasure for us to meet again, two years on from the last Shipbrokers and Shipagents Dinner. A lot has happened over these two years. Two years is a very short period, but much has changed in our world in that time. And the most striking thing is just how quickly those changes have come about. Speed is very much a feature of our time, in which every development happens in an instant. A key element supporting this speed is the widespread digitalisation process that has regarded the entire sector. The recent political events have certainly not made things easy for us operators, but they have undoubtedly brought us much closer together. With the creative, optimistic spirit we have always been renowned for, we're looking to the future with interest, filled with hope, and pride in our unfailing ability to rise to challenges - and to overcome them!



Wegal

WEGAL

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ALIX
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la boutique dello shipping

FEDERAGENTI

Present throughout the country,
 providing quality training
 and support formembers

Federagenti, the Italian National Federation of Shipping Agents and Brokers, was established in 1949 and is active throughout Italy via 16 local associations covering all 144 ports. Around 500 companies are members, employing over 5,000 people and generating a turnover of about €1 billion annually.

With headquarters in Rome and Genoa, Federagenti is a member of FONASBA, ECASBA, Confrasperto, Confetra, Federazione del Mare, and the Gente di Mare Welfare Committee. Shipping agents play a strategic role in sea transport, representing foreign and Italian shipowners in container, cruise, tramp, naval, yachting, and brokerage sectors.

Federagenti promotes Good Governance standards, offering FONASBA Quality Standard certification. Through the National Bilateral Entity, it provides free training courses for agency employees. In 2010, together with trade unions, it established the National "Cassa Mutua" health insurance scheme. The Federation also created a Youth Group (60+ members under 40) and a Yacht Section to support agents managing yachts over 25 metres.

GRUPPO SANTI

Mirco Santi is part of S.M.C. Group, operating for over 50 years as a shipping and forwarding agent in major Italian ports, representing top international shipping companies in commercial and cruise sectors. A network of local and international partners allows comprehensive, tailored client support.

SAGEM specialises in sea and land freight forwarding, shipping agency, cargo surveying, and commodity logistics. With branches in Venice, Ravenna, Chioggia, Livorno, and Molfetta, and international partners, SAGEM manages over 4 million tonnes of import/export activities annually, offering forwarding, customs, warehousing, inspections, maritime freight, insurance, and risk management. The Group also handles 1,200 port calls per year and 10,000 TEUs via rail, road, and sea. Certified ISO 9001, GMP+ B3, GAFTA Superintendent, and AEOC, SAGEM ensures safety, traceability, and compliance.

S.F.A.C.S. Srl (Ravenna, founded 1976) provides logistics, customs consulting, and IT-supported transport planning.

Casadei & Ghinassi S.r.l. (Ravenna, since 1978) offers shipping agency, customs, loading/unloading, warehousing, transport, and ship chartering services worldwide.

Successful morning of guided tours inside the Ente Bacini, places normally closed to the public

A CLOSE LOOK TO THE DRY DOCKS

The oldest basins are a piece of the city's history

The **visit to Ente Bacini on Saturday 18 October** proved popular with the public. The three sessions organised during the morning were all practically sold out.

The fascinating opportunity to take a close look at the dry docks in the **ship repair** area is always a success, and the chance to visit those areas of the port that are normally closed to the public invariably attracts great interest. More than 80 companies operate in the eastern state-owned area, between **Calata Gadda and the area adjacent to the Waterfront, employing around 1,700 directly and a further 1,000 or so in-**

directly, engaged in the construction, repair, outfitting and demolition of ships, as well as the refitting of mega yachts. The heart of the district is represented by the five dry docks managed by **Ente Bacini srl**, a predominantly public company controlled by the Western Liguria Sea Port Authority. The district occupies a total area of 434,000 square metres, with the highest employment density in the port of Genoa (more than 0.0065 operators/square metre), significantly superior to the other port functions. The history of this area goes back a very long way: on **20 January 1888**, the Swiss engineer and entrepreneur Conrad Zschokke



received the contract from the Ministry of Public Works of the Kingdom of Italy for the construction of two dry docks in the Grazie area of the port of Genoa. On **28 December 1889**, on the initiative of Zschokke and Erasmo Piaggio, then a director of Banca di Genova and of Navigazione Generale Italiana, **Società Esercizio Bacini** was established. It began working in **1892** when dock no. 2 became operative, followed in 1893 by dock no. 1. The first two docks are still in operation today, and are able to host ships of up to 130 and 170 metres in length.

A fascinating opportunity
to take a close look
at the dry docks

On **19 February 1925**, to separate the operations of the docks from the mechanical workshops, **Società Anonima Ente Bacini** was incorporated, owned by Società Esercizio Bacini, Ansaldo, various local enterprises and the then Administration of the Province of Genoa. **1928** saw the completion of dock no. 3, built in the space between docks 1 and 2. In 1931, (→)





this dock was extended by over 20 metres to contain the **Rex**, the largest Italian transatlantic liner. To meet the growing demands of the service, the complex was expanded in **1937** with the addition of a fourth dock. Thanks to the continual high demand and the need to contain increasingly large ships, a fifth dock was then built, which became operative in **1962**. In **2007**, docks 1, 2, 3 and 4 obtained **cultural heritage status**.

Still operating effectively is a pumping station dating back to the first half of the 20th century. There are three pumping stations in total. Visitors were able to watch the workers carrying out maintenance on ships and ferries, and had the opportunity to observe the functioning of the caisson gates that enable the hermetic closure of the dry docks. Bookings for the docks must be made well in advance, especially in the low season, with slots already occupied for at least the next two years.



Launched in Messina on 13 December 2022

THE ANGEL OF THE SEA

The coastguard has opened the Nave Visalli, one of the most technologically advanced vessels in service for search and rescue at sea, to visitors

On the occasion of Genoa Shipping Week, the vessel Aurelio Visalli docked at the port of Genoa and was opened to the public for onboard visits.

It is among the most advanced vessels of the Coast Guard, belonging to the Angeli del Mare class, a symbol of technological excellence dedicated to maritime search and rescue operations. Its motto is *Animo animo vitam mari dedit*. Launched in Messina on 13 December 2022, it is named after Second Chief Petty Officer Aurelio Visalli, who served with the Port Authority of Milazzo and lost his life on 26 September 2020 in a heroic attempt to save two young people from the force of the sea. An excellence of Italian shi-

pbuilding, it is one of the largest vessels in the search and rescue sector in the world, as well as the longest self-righting and unsinkable vessel ever built in Italy. The Visalli, with its crew of 10, represents the very best of today's naval technology, featuring state-of-the-art propulsion and communication systems. A vessel over 33 metres long, it is equipped with an advanced command and control system that ensures greater autonomy, increased accommodation capacity, and improved logistics for the crew and for the sheltering of shipwreck survivors. It has a top speed of over 30 knots and, at a cruising speed of 28 knots, guarantees a range of more than one thousand nautical miles.

CONTSHIP

A single partner for international trade, with Contship

Contship is a trusted partner for integrated port logistics and intermodal transport services, operating for over 50 years with a focus on digitalisation and sustainability. The Group provides competitive, independent "port-to-door" solutions, from container terminal management to road and intermodal transport, complemented by customs operations, cross-docking, container storage and repair, making it a one-stop shop for containerised logistics.

Contship's strength lies in direct management of strategic assets and synergies across its companies, ensuring continuity, efficient logistics flows, and reliable continental-scale services. Infrastructure includes maritime and inland terminals: La Spezia Container Terminal, Tangier transshipment terminals, Ravenna and Salerno port subsidiaries, and inland terminals at Melzo (Rail Hub Milano) and Rho.

In intermodal transport, Contship operates Oceanogate (rail), Drivemybox (trucking), and Hannibal (MTO). The recent acquisition of Genoa-based STS strengthens customs services. Investments in Italy (La Spezia) and Egypt (Damietta) expand operational capacity, supporting the Group's Mediterranean leadership. Committed to sustainability, Contship reduces environmental impact while creating value for clients and local communities. Contship Italia S.p.A. is part of Eurokai, Europe's largest container terminal operator, based in Hamburg.

GRUPPO SPINELLI

Serving industry and goods logistic

With over 60 years of experience, **Spinelli** is a leader in integrated logistics in Italy, rooted in Genoa. Our multipurpose Genoa Port Terminal (GPT) handles containers, ro-ro ships, general and special cargo, providing efficient, flexible services with specialised operators and advanced technology.

In 2023, Hapag Lloyd, the port of Genoa's largest client, acquired a 49% equity interest in the company. Our logistics network includes eco-friendly road transport, intermodal centres in Dinazzano, Padua and Arluno, handling and storage services, warehousing, industrial packaging, domestic customs storage, and first-trip container processing.

Committed to sustainability, innovation and community, we ensure operations comply with environmental and ethical standards, constantly improving our processes while supporting employees and local initiatives.

IGNAZIO MESSINA

Since 1921, **Ignazio Messina & C. Sp.A.** has been providing regular line services connecting the Mediterranean with West, North, East and South Africa, the Middle East and the Indian Subcontinent, reaching over 50 ports in more than 40 countries with its fleet of modern container and ConRo ships.

The company also offers inland connections to more than a hundred destinations through an integrated rail and road logistics system coordinated by its Intermodal Terminals in Segrate, Dinazzano and Vicenza.

It also owns the IMT - Intermodal Marine Terminal in the Port of Genoa, which provides a wide range of port services, including container and general cargo handling, lashing and stuffing, and LoLo, RoRo and break bulk operations, with particular expertise in nautical and special loads.

Remaining strongly rooted in the local area and committed to innovation, the company acquired the San Giorgio Terminal in Genoa in 2024, strengthening its position as a multi-purpose operator. The terminal is active in rolling stock, Motorways of the Sea, break bulk, plant machinery and yacht segments, offering a broad set of specialised services.

The winners were **Martina Macciò** and **Andrea Montarsolo** from Gnv

PAIRS VICTORY

The tennis tournament organised by **Amanda Del Re** of Spediporto and played at the Genoa Tennis Club has become a tradition

Friday 17 October was the second and last day of the tennis tournament promoted by Spediservices srl, CSP and PQS Group | Port Quarantine Services, in collaboration with Tennis Club Genova. The tournament, inaugurated on 14 October, was organised by Spediporto Events, Communication and Marketing Manager **Amanda Del Re**, with the collaboration of **Andrea Bagolini** from Accounts. The formula involved two-set matches, with sets won by the first pair to reach 4 games, with a 7-point tie-break at a score of three games all. At deuce, the next point wins the game, and at two sets all, the third set is replaced by a 10-point game to decide the winner.

The tournament was won by GNV pair **Martina Macciò** and **Andrea Montarsolo**, who confirmed their impressive day one performance to deservedly lift the trophy. The new pairs that made their début this year, formed by **Emanuela** and **Giovanni Serra** and **Bar-tolomeo Battistelli** and **Francesco Fuselli** made an excellent contribution to the event, with some fine points

scored and much appreciated by the large number of enthusiastic spectators. As for any tournament worthy of the name, the event ended with the trophy ceremony, held at the headquarters of T.C. Genova, where **Valeria Cabiati** thanked the players on behalf of company president **Giovanni Cristoffanini**, and **Marta Mottin** spoke in representation of PQS. The next edition will take place, as is customary, two years from now.



The finalists with the organizers

The players

Macciò - Montarsolo GNV

Carlini - Monico NIPPON EXPRESS

Serra E. DP WORLD - Serra G.A P LOGISTIC

Brillante CERISOLA E BRILLANTE - Loechner VIAMAR TRANSIT

Fuselli BANCHERO COSTA - Batistelli BOSSI & C TRANSITI (GRUPPO JAS)

LCA

Serving industry and goods logistic

LCA is an independent law firm with more than 280 professionals, operating in Italy and abroad in all the main areas of commercial, corporate, banking, financial, property, employment and intellectual property law, and in all sectors of business law, with sound expertise in the maritime sector.

Our offices are located in Italy (Milan, Rome, Genoa and Treviso), Belgium (Brussels) and in the UAE (Dubai), where we operate in International Partnership with IAA Law Firm. The flexibility and competence of an innovative firm, founded on the finest legal tradition, are complemented by the organisation and experience typical of international law firms, thus guaranteeing a bespoke consulting service for every client, from startups to multinationals listed on regulated markets.

The Shipping team in particular is able to assist clients in the management of claims and disputes regarding shipping, loading and unloading operations, port services, bills of lading, damage to containers and demurrage, as well as providing support for debt collection (for example freight recoveries).

The Firm also assists companies and operators in the structuring and execution of extraordinary transactions (M&A), company funding and naval assets, to the benefit of both financial institutions and players in the sector. In this area, LCA boasts solid experience in drafting and negotiating agreements for the sale, purchase and use of ships and yachts. LCA adopts the best practice code of ASLA – Associazione degli Studi Legali Associati, together with more than 100 of the most prestigious Italian and international associated law firms.

MEDLOG

Founded in 1988, **MEDLOG** is a leading logistics and supply chain operator specializing in intermodal transportation solutions, inland container yard operations and value-added services.

With the widest coverage in the industry, MEDLOG continuously invests in proprietary assets, such as inland logistics platforms, warehouses, trucks, locomotives, barges and cold stores.

These strategically located assets enhance logistics efficiency, enabling MEDLOG to cater to complex supply chain requirements while moving towards a sustainable future. With a growing presence in more than 90 countries, MEDLOG guarantees global connectivity, tailored solutions and large off-dock storage facilities supported by expert teams and new technologies. MEDLOG is part of the MSC Group, headquartered in Geneva, Switzerland, and is privately owned.

As always, the closing of Genoa Shipping Week is entrusted to the shipping run

ALL RUNNING FOR THE GRAND FINALE

Over €5,000 raised for charity thanks to the 130 participants who ran on a brand new route



More than **130 participants, many of them children, and €5,000 raised for charity**, for the Gaslini children's hospital in Genoa. The traditional Genoa Shipping Run, the final event of Genoa Smart Week, took place in the early morning of Saturday 18 October. This year was a record-breaking edition, with more than twice the number of participants than the previous edition. The run took place in the attractive setting of Corso Italia, on a sunny morning with pleasant spring-like temperatures.

Angelo Merialdi, organiser of the event and president of the **International Shipping Runners association**, which brings together maritime professionals who are also running fans, said: "The event was first held 15 years ago. This is our seventh edition, with more participants than ever. The event is traditionally held at the end of Genoa Shipping Week. This year we were lucky to have such a beautiful day for it, so we could enjoy the sea, our beautiful city and the company of so many of our colleagues and friends during a splendid day of sport and solidarity. As always, the aim was to raise funds for the Haematology Unit of the Gaslini Hospital".

The 4-kilometre route started out from the church of Sant'Antonio in Boccadasse, runs along the seafront and on to San Nazzaro, from which the runners turn around and carry on back to Boccadasse. "Those who wish can choose to keep running and complete the route more than once. We gather together an hour or so after the start of the run to enjoy a slice of focaccia to conclude a pleasant morning of sport, solidarity and sharing what is very much a passion for us", explained Merialdi.





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IL SECOLO XIX



2024 in short

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TEUs moved

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