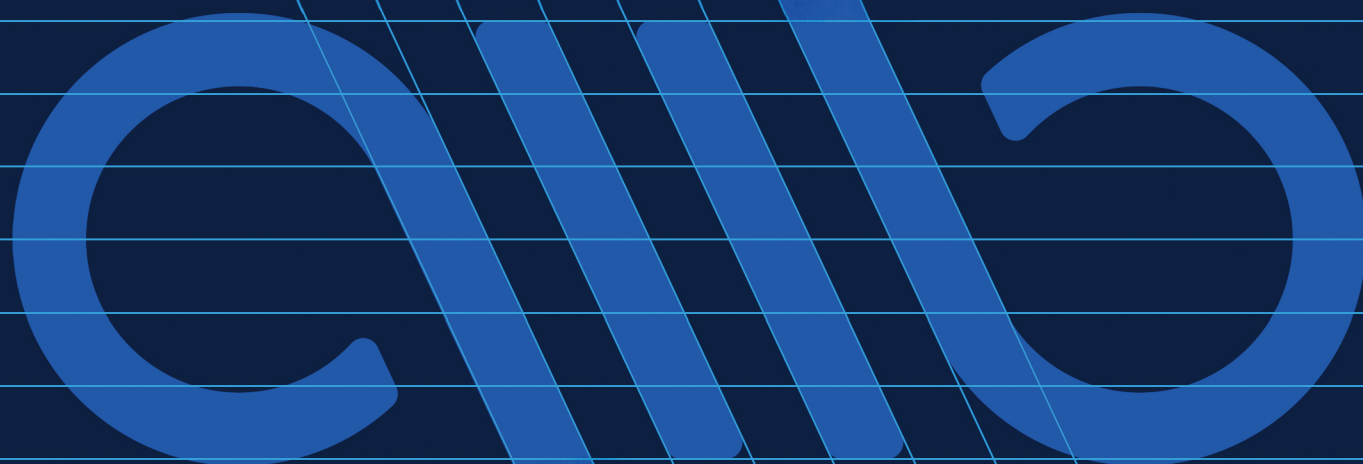




CONFITARMA
Confederazione Italiana Armatori



Assemblea - Roma, 9 ottobre 2025



CONFINDUSTRIA

Following the path that has led us in recent years along the surprising thread that connects Art to the Sea and our ships, this year we wanted to tell a new story of Union, Sharing, And Comparison.

The cover of our report features the heart of Confitarma's digital project "Blue to Blue," which aims to promote encounters between the shipping industry and the world that revolves around the maritime economy.

The pictogram, inspired by a nautical knot, does not explicitly represent the intertwining, but invites the viewer's eye to reconstruct its shape, following the principles of Gestalt psychology.

Thus, the knot becomes an image of navigation and, at the same time, a metaphor for the connections that unite the members of a community, the relationships that give strength to a sector, and the threads that, when intertwined, create stability and direction.

An essential, almost suspended figure that reminds us that the sea is not only an open horizon but also a meeting point: a place where deep roots and innovation merge to generate new common routes.

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CONFITARMA
Italian Shipowners' Association

Annual Report

October, 9th 2025

Partner of



CONFINDUSTRIA

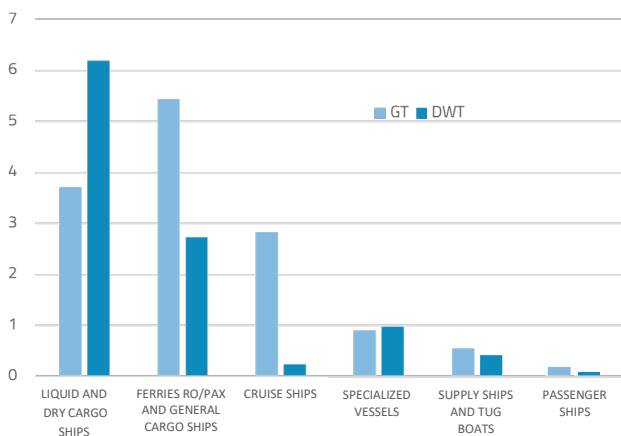


CONFITARMA - Confederazione Italiana Armatori (Italian Shipowners' Association) is the main association representing the Italian shipping industry. For 124 years, it has brought together and represented Italian shipping companies and shipowners operating in all sectors of freight and passenger transport, cruises, and auxiliary traffic services in their interactions with institutions and in the main national, EU, and international forums.

The **CONFITARMA** fleet is diversified into specialized sectors in the country's various economic and social sectors.

TONS OF GT AND DWT OF THE CONFITARMA FLEET

Italian-flagged ships associated **CONFITARMA** represent approximately 70% of the national fleet in terms of gross tonnage (GT). Of the 64,000 people employed on board the **CONFITARMA** fleet, approximately 48,000 are employed on the Italian fleet. In addition, there are approximately 8,000 workers employed ashore by associated shipping companies.



Fleet size



12.3 million

Gross Tonnage (GT)

Load capacity of our fleet



9.1 million

Deadweight (dwt)



168

Italian companies

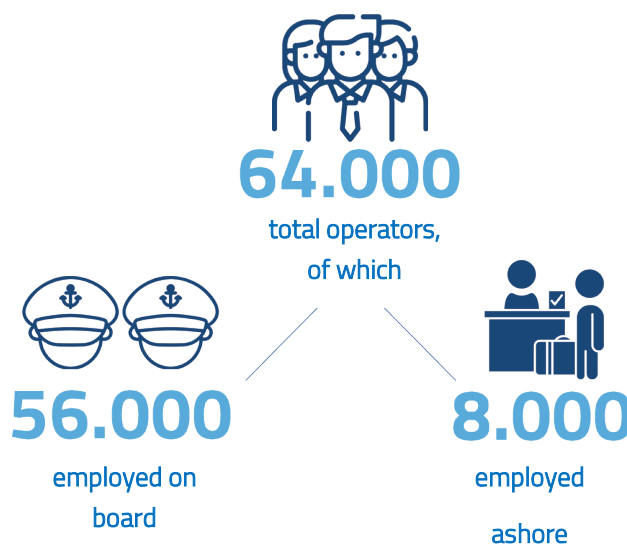


803

ships

CONFITARMA MEMBERSHIP BASE

CONFITARMA's members include organizations, companies, and associations from various economic sectors representing all activities carried out on and in the sea. In particular: aquaculture, insurance, road transport and logistics associations, logistics companies, terminal operators, consulting and business services, training institutions, energy and telecommunications companies (in particular submarine cables for data transfer).



Thanks to its diverse membership base, **CONFITARMA's** cross-sectional representation covers over 2,400 industrial plants and approximately 300,000 employees.



CONFITARMA IN ITALY, EUROPE, AND THE WORLD

CONFITARMA is represented in the most important national and international forums, in particular:

President **Mario Zanetti** has been appointed by Confindustria President Emanuele Orsini as delegate for the Blue Economy and is President of Confindustria's "Blue Economy" Technical Group. He is a member of the board of the ICS (International Chamber of Shipping), the world association of shipowners, and of the board of the ECSA (European Community Shipowners' Associations), the European association of Shipowners;

Past President **Emanuele Grimaldi** is President of the ICS (International Chamber of Shipping);

Vice President **Cesare d'Amico** is President of the North-Standard P&I Club, the world's second largest P&I (mutual association specializing in insurance coverage for its members operating in the maritime sector);

Vice President **Guido Grimaldi** is President of Interferry, the World Ferry Industry Association;

Past President **Mario Mattioli** is President of the Federazione del Mare (Sea Federation);

Director **Angelo D'Amato** is President of the Fondo Nazionale Marittimi (National Maritime Fund), of which the Head of Human Resources and Industrial Relations at **CONFITARMA** is Secretary.

The latter has also been a member of the National Tripartite Committee for the application of MLC, 2006 in Italy, of the MIT since its establishment;

Director **Fabrizio Vettosi** is President of the ECSA Ship Finance Working Group.

CONFITARMA, through its Director General, chairs the Italian Institute of Navigation, is appointed among the experts in the Department for Maritime Policy of the Ministry of Civil Protection and Maritime Policy, of the Presidency of the Council of Ministers, and is also present in the Study Center — Division IV of the General Secretariat of the Ministry of Enterprise and Made in Italy — as a member of the Study Group on national strategic requirements. It has

also been a member of the CISM (Interministerial Committee for Maritime Transport and Port Safety) since its establishment by decree of the Minister of Infrastructure and Transport on November 29, 2002.

CONFITARMA, with consultant **Laurence Martin**, is chair of the ECSA Shipping Policy Committee.

CONFITARMA also collaborates structurally with: CESMAR (Center for Geopolitics and Maritime Strategy Studies); Limes (Italian geopolitical magazine); SIOI (Italian Society for International Organization); Luigi Bocconi University; La Sapienza University of Rome and Unitelma Sapienza; Luiss Business School.

AT NATIONAL LEVEL



AT INTERNATIONAL LEVEL



IN PARTNERSHIP WITH



CONFITARMA SERVICE COMPANY





Directive Board



Mario Zanetti
President of Confitarma
and *President of TG Ports and Infrastructure*



Mariella Amoretti
Vice President
with responsibility for organization and Budget



Cesare d'Amico
Vice President
and President of the TG Cyber/ Maritime Security



Guido Grimaldi
Vice President
with responsibility for association marketing and President of the TG Ecological Transition, Naval Technology, Regulation, Research and Development



Lorenzo Matacena
Vice President
and President of the TG Transport and Short-Range Logistics and Motorways of the Sea



Federica Barbaro
President of the TG International Transport and Logistics, Regulations and International Organizations, and Safety (until June 18, 2025)



Nicola Coccia
Past President e Presidente del GT Finanza e Diritto d'Impresa



Angelo D'Amato
Presidente
del GT Risorse umane e Relazioni Industriali



Salvatore d'Amico
Presidente
del Gruppo Giovani Armatori e *Presidente del GT Education e Capitale Umano* (fino all' 8/10/25)



Marialaura Dell'Abate
Presidente
del Gruppo Giovani Armatori e *Presidente del GT Education e Capitale Umano* (dal'8/10/25)



Mario Mattioli
Last Past President



Roberto Alberti



Claudio Baccichetti



Rosalba Barretta



Fabio Bartolotti

GENERAL BOARD



Gabriele Brullo



Paolo Cagnoni



Davide Calderan

Paolo Clerici
Past President

Fabrizio Conni



Francesco D'Alesio

Paolo d'Amico
Past PresidentGianni Andrea
de Domenico

Calogero Famiani



Cristian Emanuele Gambini



Andrea Garolla di Bard



Alessandra Grimaldi

Emanuele Grimaldi
Past President

Domenico Ievoli



Beniamino Maltese



Fabio Montanari



Vittorio Morace



Diego Pacella



Alessandro Russo



Fabrizio Vettosi



Barbara Visentini

BOARD OF ARBITRATORS

Ordinary members: Giorgio Berlingieri, Alfonso Magliulo,
Stefano Zunarelli

Substitutes: Corrado Medina, Francesco Serao

BOARD OF AUDITORS

Ordinary members: Stefano Basso, Roberto Coccia, Carlo
Lomartire

Substitutes: Luciano Abbate, Andrea Tilli



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Roberto Alberti, Diego Pacella, Fabrizio Vettosi *Vice Presidents*

Mariella Amoretti, Edoardo Bonanno, Andrea Cavo, Mauro D'Alesio, Angelo D'Amato, Matteo Di Domenico, Gennaro Iacone, Antonio Lozzi, Pietro Novelli, Valeria Reginelli, Giancarlo Russo, Leonardo Taddeo, Giulio Verri, Carlo Visentini, Pia Queirolo.

Marco Quadrani *Secretary*

PORTS AND INFRASTRUCTURE

Mario Zanetti *President*

Roberto Alberti, Gianpaolo Polichetti *Vice Presidents*

Massimiliano Arrigo, Pierluigi Carini, Giovanni Cinque, Francesco D'Alesio, Lorenzo d'Amico, Marco Dalla Vecchia, Gianni Andrea de Domenico, Alberto Delle Piane, Gennaro Iacone, Corrado Neri, Marco Novella, Giuseppe Patania, Francesco Pitasi, Alessandro Russo, Fabrizio Vettosi, Paolo Visco, Luca Vitiello

Leonardo Piliego *Secretary*

INTERNATIONAL TRANSPORT AND LOGISTICS, REGULATIONS AND INTERNATIONAL BODIES AND SAFETY

Federica Barbaro *President (until 18/06/2025)*

Valeria Novella *Vice President*

Massimiliano Arrigo, Paolo Cagnoni, Rocco Calabrò, Giovanni Cinque, Andrea Garolla di Bard, Filippo Gavarone, Ignazio Grazioso, Guido Grimaldi, Tommaso Grimaldi, Domenico Maria Ievoli, Giacomo Mariani, Anna Alba Morana, Paolo Pandolfi, Riccardo Riga, Cosimo Sforza, Savio Domenico Taiano, Barbara Visentini

Luca Sisto *Interim Secretary*

SHORT-RANGE TRANSPORT AND LOGISTICS AND MOTORWAYS OF THE SEA

Lorenzo Matacena *President*

Alessandra Grimaldi, Valeria Novella *Vice Presidents*

Giovanni Cinque, Gaetano D'Alesio, Lorenzo d'Amico, Antonio Di Falco, Nunzio Formica, Andrea Garolla di Bard, Eric Gerritsen, Riccardo Giannessi, Eugenio Grimaldi, Antonio Musso, Francesco Pitasi, Aldo Felice Negri

Luca Sisto *Secretary*

HUMAN RESOURCES AND INDUSTRIAL RELATIONS

Angelo D'Amato *President*

Tiziano Minuti, Paolo Tolle *Vice Presidents*

Francesca Romana Barbaro, Carlo Bocchini, Michele Bogliolo, Stefano Canestri, Renè Citro, Gennaro Carlo Cotella, Francesco D'Alesio, Gianni Andrea de Domenico, Andrea Guietti, Fabrizio Mazzucchi, Enrico Mucci, Giuseppe Patania, Nicola Principe, Francesco Rotundo, Giulio Torre

Leonardo Piliego *Secretary*

ECOLOGICAL TRANSITION, NAVAL TECHNOLOGY, REGULATION, RESEARCH AND DEVELOPMENT

Guido Grimaldi *Presidente*

Umberto D'Amato, Vera Pacini, Franco Porcellacchia *Vice Presidents*

Dario Bocchetti, Alberto Cafari Panico, Roberto Capone Morfini, Antonio D'Alesio, Cesare D'Apì, Gianni Andrea de Domenico, Fernando Esposito, Alessandro Federico, Luigi Ghengi, Enzo Romano, Cosimo Sforza, Fabrizio Sorrentino, Alberto Venturi, Alberto Vigna

Fabio Faraone *Secretary*

EDUCATION AND HUMAN CAPITAL

Salvatore d'Amico *President (until October 8, 2025)*

Marialaura Dell'Abate, Aniello Mazzella *Vice Presidents*

Carlo Bocchini, Stefano Canestri, Andrea Guietti, Davide Mattia, Fabrizio Mazzucchi, Roberto Nulli Gabbiani, Francesca Palmieri, Giuseppe Patania, Nicola Principe, Antonio Spadaro, Giulio Torre, Antonella Varbaro

Mariachiara Sormani *Secretary*

Working Group

CYBER MARITIME SECURITY

Cesare d'Amico *President*

Andrea Risso *Vice President*

Luca Sisto *Secretary*



Directive Board



Marialaura Dell'Abate
President (since October 8, 2025)



Andrea Cavo
Vice President



Lorenzo d'Amico
Vice President



Chiara De Angelis
Vice President



Salvatore d'Amico
Past President



Giovanni Filippi



Nicolò Ignera



Alessandro Morace



Alessandro Nava



**Benedetta
Pacella Grimaldi**



Giulia Palazzeschi



Andrea Polisenio

Secretary: Mariachiara Sormani

The **Young Shipowners Group**, established in 1995, now has around forty members, including entrepreneurs, children of entrepreneurs directly involved in the business, and managers with management responsibilities. The Group promotes awareness among young people of the ethical and social function of the shipping industry, explores strategic issues concerning the maritime sector, and contributes to the training of new recruits for the management of the association's activities. The president of the Group is an ex officio member of the General Council and the Executive Council and chairs the Technical Education and Human Capital Group, confirming the strong interconnection with the life of the association.

During 2024 and the first months of 2025, the GGA met regularly, ensuring continuous discussion on topics of common interest. The year ended with the Young Shipowners' Assembly and a meeting with the Navy at Palazzo Marina, dedicated to the topic of maritime security, followed by the traditional Christmas Party.

The Group's commitment to **promoting maritime professions among the younger generation** remains central. The **Italian-Seafarers** initiative continued on the main social media channels and on a dedicated website, and career guidance meetings were organized for students of nautical institutes, which will continue in 2025. In collaboration with the Education and Human Capital Technical Group, the GGA also supported the **Lupa Marina** project, aimed at primary school children to introduce them to the sea and maritime culture.

In terms of management training, the Young Shipowners confirmed their support for the **Executive Master's in Shipping Management**, organized by ForMare — National Shipping Center in collaboration with Confitarma, which continued successfully in 2025.

Finally, the Group **supported and collaborated with the Port Authority — Coast Guard during its 160th anniversary celebrations**, renewing its historic link with this institution.

On September 17, 2025, the Confederation's General Council approved the new Group Regulations, drawn up on the proposal of the Group's Assembly to bring them more into line with current needs.

Last but not least, the Young Shipowners Group Assembly appointed Marialaura Dell'Abate as President for the two-year period 2025-2026, together with the members of the new Executive Council, with their term of office beginning in October 2025.



Luca Sisto

General Manager

Acting Head of Transport Policy, General Affairs,
Communication, and Studies



Fabio Faraone

Head of Service

Naval Technology Safety and
Environment



Andrea Giuliani

Head of Service

Administration



Leonardo Piliego

Area Manager

Human Resources, Industrial
Relations, Ports and Infra-
structure



Marco Quadrani

Head of Service

Finance and Taxation



Fabrizio Monticelli

Sole Admi. ForMare

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*The Blue Economy remains a strategic sector for Italy, with a total value of **€216.7 billion**, growing from **€178.3 billion in 2024**, with a direct impact of **€76.6 billion**.*

*It now accounts for **11.3% of national GDP**, involving over **230,000 companies** and more than **one million employees**, with a **2% increase in the number of companies within the sector** in the two-year period 2023-2024.*

*Within this supply chain, **shipping** is the beating heart of the country's competitiveness: with a merchant fleet of over **1,200 ships with a gross tonnage of 12.7 million tons**, it accounts for **57% of national trade**, handling **246 million tons of goods** and more than **10 million TEUs** each year, connecting millions of passengers and vehicles between the mainland and the islands.*

*In 2024 alone, the sector generated **€13.5 billion in turnover**, with over **70,000 direct employees** and an **indirect workforce of over 180,000**.*

These figures confirm that the shipping industry is not only part of the Blue Economy, but a real driver of growth, innovation, and employment for Italy, capable of supporting the national productive system and responsibly addressing the global challenges of decarbonization, digitization, and maritime traffic safety.

Today more than ever, the sea is back at the center of the global geopolitical scene and, first and foremost as a country, we must guarantee its freedom, safety, and sustainability, while protecting and increasing the competitiveness of the Italian shipping industry.

In this complex scenario, Confitarma — which has represented the country's 'seafaring' component for over a century — confirms its mission of oversight and proposal, working alongside institutions and the entire maritime cluster to strengthen Italy's leadership in the Mediterranean and on the international scene.

01.

THE BLUE ECONOMY

THE BLUE ECONOMY

The Blue Economy contributes significantly to the creation of national GDP, with an added value of €76.6 billion, which has generated a further €140 billion in other economic sectors, for a total added value of €216.7 billion (equal to 11.3% of the added value produced by the entire national economy), with 232,841 companies and 1,089,710 employees, equal to 4.2% of total Italian employment.

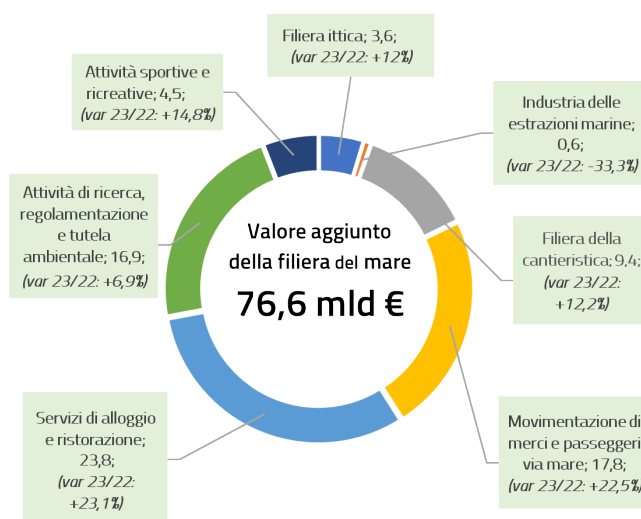
In particular, the freight and passenger transport sector is worth €17.8 billion in added value, with a variation of +22.5% compared to the previous year.

The 13th Unioncamere-Tagliacarne Report highlights that the Italian 'maritime system' is growing significantly, with a +15.9% increase in direct production in 2023 compared to the +6.6% increase for the economy as a whole.

Every euro produced by the Blue Economy generates an average of 1.8 euros in the rest of the economy. The transport of goods and passengers by sea is the sector with the highest multiplier effect, equal to 2.6.

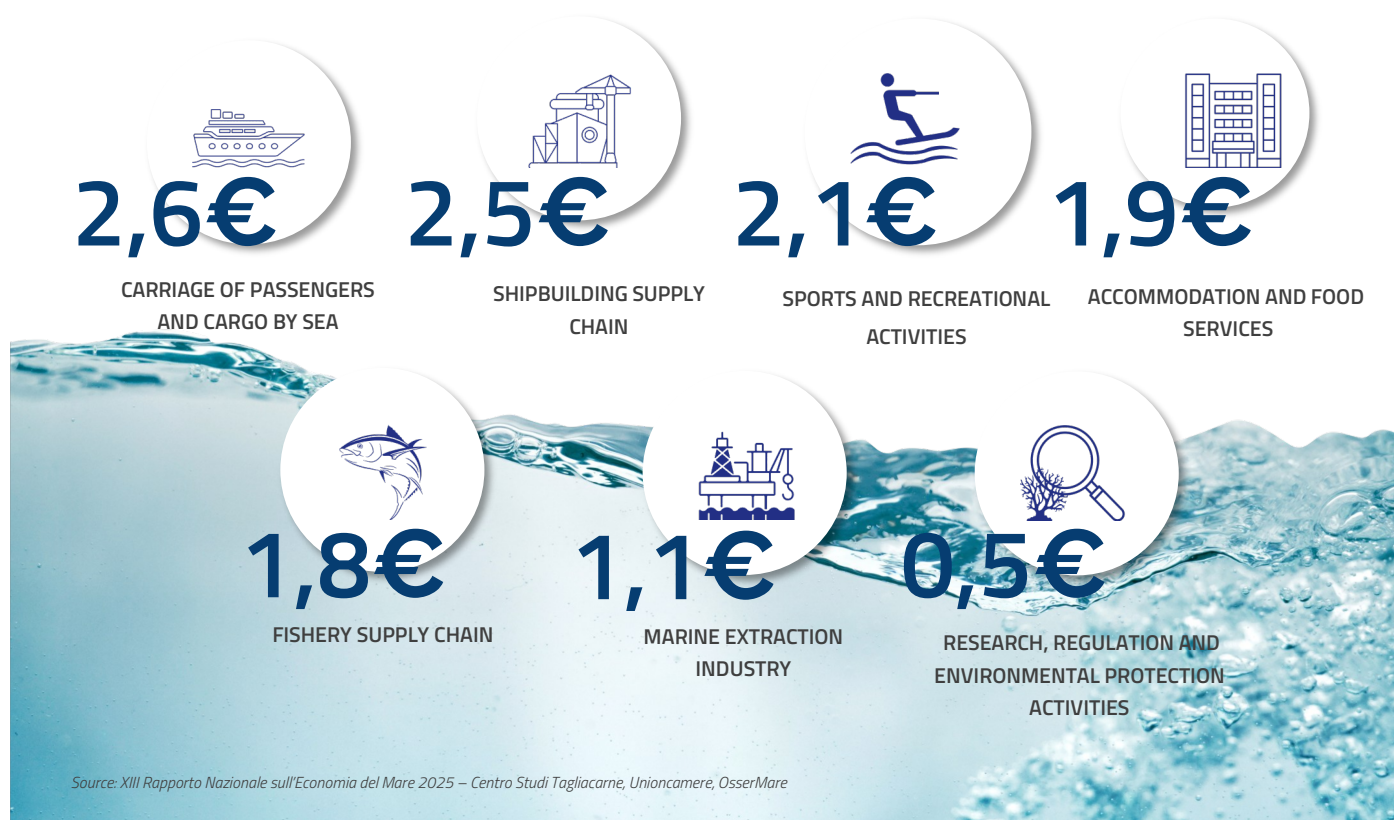
In Europe, Italy ranks fourth after Germany, France, and Spain in terms of added value and fourth after Spain, Germany, and Greece in terms of employment.

FIG.1: ADDED VALUE OF THE BLUE ECONOMY TO ITALIAN GDP



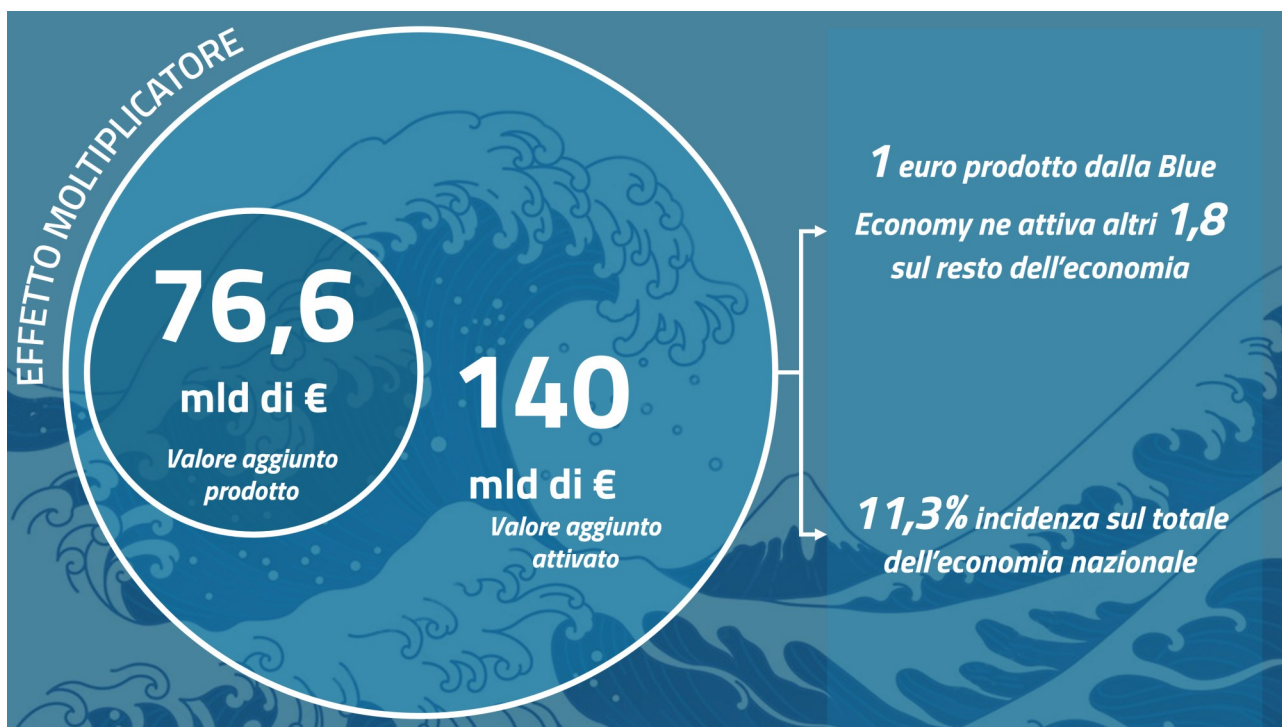
Fonte: XIII Rapporto Nazionale sull'Economia del Mare 2025 - Centro Studi Tagliacarne, Unioncamere, OsserMare

FIG.2: MULTIPLIER BY SECTOR



Source: XIII Rapporto Nazionale sull'Economia del Mare 2025 - Centro Studi Tagliacarne, Unioncamere, OsserMare

FIG. 3: MULTIPLIER EFFECT ON THE BLUE ECONOMY



Source: XIII Rapporto Nazionale sull'Economia del Mare 2025 – Centro Studi Tagliacarne, Unioncamere, OsserMare

Specifically, according to The EU Blue Economy Report 2025, Italy ranks fourth in terms of added value generated by the maritime transport sector within the EU 27, fifth for port activities, and second for shipbuilding and repair.



02.

**NATIONAL MARITIME TRANSPORT:
A DYNAMIC SECTOR**



EVOLUTION OF THE ITALIAN INTERNATIONAL REGISTER AND TONNAGE TAX

The two regimes, both of which expired at the end of 2023 in terms of EU authorization, have been given the green light until December 31, 2033.

TONNAGE TAX: on 13 December 2024, Commission Decision C (2024) 8730 final declared the scheme compatible with the EU framework, subject to the

adoption of a series of necessary amendments by the Italian authorities. These amendments to the national legal basis were included in Article 19 of Legislative Decree No. 192 of December 13, 2024.

INTERNATIONAL REGISTER: on 7 May 2025, Commission Decision C (2025) 2666 final was issued, deciding not to raise objections to the alignment of the scheme with the guidelines on maritime transport.

FIG. 4: EVOLUTION OF THE ITALIAN MERCHANT FLEET, NUMBER OF SHIPS

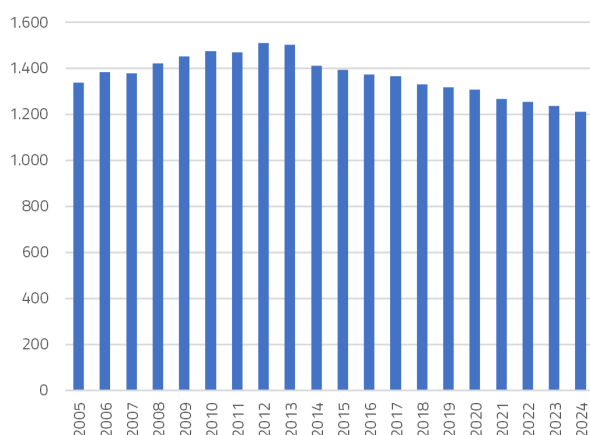
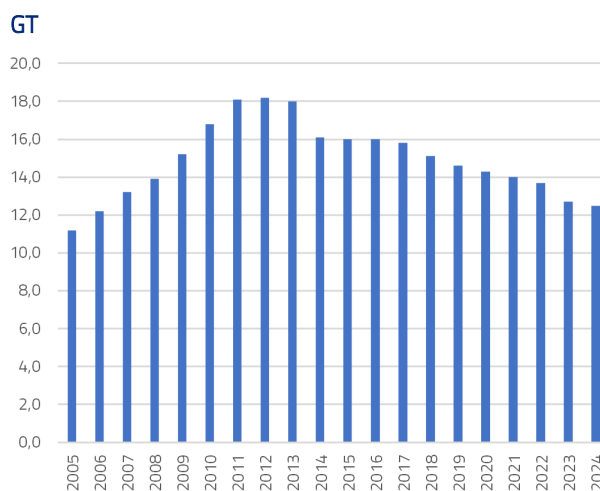


FIG. 5: EVOLUTION OF THE ITALIAN MERCHANT FLEET, GT



Source: SMR processing on Clarkson Research Service Ltd data



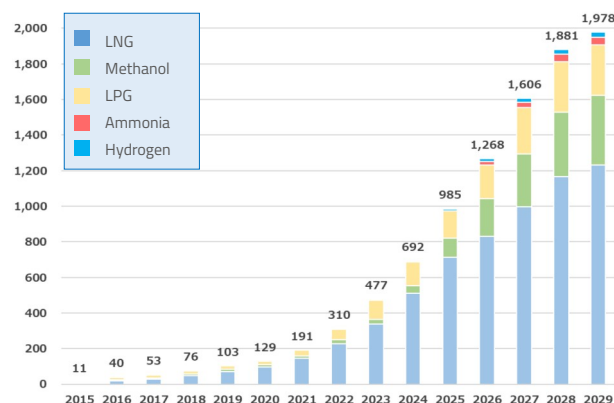
GREEN TRANSITION IN SHIPPING

Although shipping continues to be the most eco-friendly mode of transport in terms of the volume of goods transported, the sector is nevertheless involved in the transition towards reducing emissions that is affecting the entire industry. In order to comply with increasingly stringent global (IMO) and regional (EU) regulations, the sector is looking at various solutions, already for the short to medium term, such as LNG and biofuel, which seem to be confirmed as “transitional solutions.”

It is estimated that by 2030, there will be no more than 2,000 vessels over 5,000 GT powered by alternative fuels, out of approximately 37,000 in circulation (source: Clarkson — NKK), with a significant increase in orders for LNG and methanol-powered ships and a number of vessels defined as “ammonia ready.”

Biofuel — in particular HVO — seems to be the most obvious choice at the moment, especially in order to comply with current European legislation. There remains uncertainty about the availability of fuels, which, for the moment, are significantly more expensive than traditional fuels; Furthermore, the adaptation and renewal of the existing fleet will certainly be complex and particularly costly (not to

FIG. 6 CUMULATIVE TREND IN DELIVERIES OF SHIPS POWERED BY ALTERNATIVE FUELS IN SERVICE



- As of the end of June 2025 (Orderbook is included after 2025.)
- 5,000 gross tonnage and above
- LNG carriers are excluded from LNG-fueled ships.

Source: ClassNK processing on Clarkson Research Services Limited data

mention the infrastructure that needs to be modified/created).

With regard to global CO₂ emissions, the reference remains the UN IMO (International Maritime Organization) study *“The International Maritime Organization's fourth Greenhouse Gas Study,”* published in 2020. The IMO continues to contribute to the global fight against climate change, in support of the United Nations' Sustainable Development Goal 13. In 2018, the IMO adopted a strategy on reducing greenhouse gas emissions from ships, and in Octo-





ber 2018 (MEPC 73) it approved a follow-up program to be used as a planning tool.

In July 2023 (MEPC 80), the IMO then adopted the IMO 2023 Strategy.

More recently, the 83rd session of the IMO's Marine Environment Protection Committee (MEPC) in April this year marked a particularly significant step forward in the journey towards reducing emissions from international shipping.

The approval of the new IMO Net Zero Framework, a package of measures aimed at guiding the sector towards net zero emissions by mid-century — the result of long and complex negotiations — introduces a global carbon pricing system, the first of its kind in the maritime sector.

This regulatory framework is still being defined and will have to be formally adopted at the Committee's extraordinary session scheduled for October 2025, with gradual implementation starting in 2027. Although not perfect in some respects, the agreement reached has brought the IMO back to the forefront of efforts to rapidly decarbonize in order to address the climate crisis.

Shipowners and energy producers need a functional, transparent, and easy-to-manage regulatory framework that generates the necessary incentives to ac-

celerate the energy transition at the required pace. Given the current state of technology, significant investments in zero-emission fuels are needed, and the maritime sector is already investing billions in new ships and green technologies to be ready for the new fuels when they arrive.

DECREE ON THE RENEWAL AND REFITTING OF THE MERCHANT FLEET

In supporting the renewal of the fleet, **CONFITARMA** has carried out technical analyses and impact assessments of the legislation, participated in all relevant national and European consultations, and clearly highlighted the critical issues that have limited its effectiveness.

In particular, as repeatedly pointed out: the obligation to carry out the work exclusively in Italian or European shipyards, the five-year restriction on the use of the subsidized unit, and the exclusion of the cruise segment.

These stringent constraints have effectively excluded a significant portion of the national shipping industry.

For this reason, **CONFITARMA** has called for a timely review of the eligibility criteria, the prompt allocation of resources following the downsizing provided for in Decree Law No. 19/2024, and the introduction of complementary measures, including a 'Fleet Decree bis' and a dedicated fund to support refitting and new green construction financed with funds deriving from the application of the ETS system and the FuelEU Maritime regulation.

Thanks to intense dialogue with the Government and Technical Offices, some critical issues have been mitigated and the resources necessary to complete the authorized projects have now been found. Nevertheless, much remains to be done, and **CONFITARMA** will continue unabated on the path it has embarked upon, maintaining a high level of vigilance and intensifying its advocacy efforts to obtain operational corrections and make incentive tools finally accessible, effective, and fully consistent with the objectives of ecological transition and competitiveness in the sector.

RENEWAL OF THE LOCAL PUBLIC TRANSPORT FLEET

In 2025, the Ministry of Infrastructure and Transport launched a particularly significant procedure, worth a total of €339 million, aimed at renewing the fleet of vessels used in local public transport (TPL).

The initiative is part of a long-term process launched with the 2016 Finance Law and subsequently reinforced by Ministerial Decrees No. 52/2018 and No. 397/2019. Following numerous requests for clarification from economic operators, the deadline for submitting proposals has been extended from September 1 to October 7, 2025. This procedure represents a step forward in the national program to modernize fleets used for TPL.

NEW INCENTIVE FOR MODAL TRANSFER

With the publication of Directorial Decree No. 1 of January 23, 2025, and the subsequent Directorial Decree No. 49 of April 29, 2025, extending the deadlines, the platform for submitting Boarding Reports for the purpose of calculating and disbursing the contribution for the first year of the measure (2023-2024) was activated (from January 30 to May 30 of this year).

The 603 companies applying for the contribution, already identified by Directorial Decree No. 53 of December 20, 2023, were entitled to request, thanks to Directorial Decree No. 53 of July 31, 2024, the contribution in the form of an advance payment for voy-





ages made in the same period from December 6, 2023, to June 5, 2024.

The total resources that will be allocated (part of which has already been allocated as an advance payment) on the basis of the boardings reported for the first year (December 6, 2023 - December 5, 2024) amount to €21.5 million.

Unfortunately, the critical issue of the scarcity of currently allocated resources (€125 million over five years, approximately 1 euro cent per unit/km) remains, as these are not sufficient to deploy the full potential of modal shift. Moreover, these allocations are lower than the resources previously allocated to Marebonus, despite the growth of the Motorways of the Sea market. This growth has been certified by a study carried out by CENSIS and RAM on behalf of the Ministry of Infrastructure and Transport, with the collaboration of **CONFITARMA**, which analyzes the last 20 years of the Motorways of the Sea. The growth figures for both the dedicated fleet, and therefore the load capacity, and the potential kilometers traveled by trucks taken off the road are significant and impressive. This figure amounts to over 2.2 billion kilometers for 2024 alone. **CONFITARMA** has

taken action to present amendments to increase SMS funds both in the 2025 Budget Bill (A.C. 2112-bis) and in the Infrastructure Bill, raising awareness of the issue through parliamentary hearings on these measures. **CONFITARMA** hopes that the Government will incorporate these recommendations into the next 2026 Budget Law, increasing Sea Modal Shift resources to at least €100 million per year.

KM TRAVELED BY TRUCKS
POTENTIALLY REMOVED
FROM ITALIAN ROADS BY ADMS:
over 2.2 billion km
in 2024 alone

SHIPPING AND FINANCE

TAXONOMY — *EU TAXONOMY REGULATION*

During 2024 and the first few months of 2025, the Taxonomy Working Group continued its work in light of the Operational Manual issued by the Ministry of

Economy and Finance, in order to guide the missions of the PNRR. In particular, a special Technical Committee was set up with the relevant Ministries (Ministry of Economy and Finance — MEF, Ministry of the Environment and Energy Security — MASE,

and Port activities, in order to enable the concrete feasibility of the investments envisaged by the PNRR and the Complementary Fund. In this context, **CONFITARMA** acted in line with the actions prepared by ECSA (European Shipowners' Associations) and also involved Assiterminal.

BASEL 3+ AGREEMENT

Following the approval of the provision that determines a different and more favorable treatment of the shipping credit category (included in Specialized Lending), discussions have been initiated with the Italian Banking Association (ABI) with a view to its future implementation, starting in 2025.

Ministry of Infrastructure and Transport — MIT) and the General Accounting Office in order to highlight some inconsistencies in the aforementioned Manual relating to maritime transport.

Following this activity, a document was drawn up containing a number of suggestions for amendments to the Manual and emphasizing the need to define a suitable framework for the application of the "Technical Screening Criteria" for maritime transport

The revision of the aforementioned "European technical assessment criteria" is also essential to ensure the competitiveness of the tanker fleet and Port activities and for the full implementation of the necessary investments. In this regard, the opportunity offered by the "Omnibus Package" proposed by the Commission to lighten the administrative burden on businesses and promote competitiveness within the European Union is one that should not be missed.

SIMPLIFICATION AND DIGITIZATION

The regulatory and bureaucratic framework has a profound impact on the competitiveness of shipping, because ships — mobile assets par excellence — gravitate toward the most favorable regimes. For this reason, **CONFITARMA** has for years placed the simplification, debureaucratization, and digitization of procedures as strategic priorities, also in light of



the extension of the benefits of the International Register to EU/EEA flags.

We have developed a comprehensive proposal for the reform of the Navigation Code, updated with the contribution of member companies and discussed in parliamentary hearings and technical roundtables; some of the proposed measures have already been implemented. However, urgent measures remain to be completed — in particular on bunkering and STCW requirements — and **CONFITARMA** will continue its advocacy work to make the regulatory framework truly favorable to investment and innovation in the sector.

During the year, several discussions were initiated with the relevant authorities with the aim of identifying shared and effective solutions to lighten the administrative burden for the benefit of companies and maritime workers.

During the year, a number of significant milestones were also achieved thanks to constructive dialogue between institutions and the sector. In this regard, it should be noted, among other things, that:

- With the delegation agreement of December 18 between the General Command of the Port Authori-

ty and the recognized Safety Bodies, from January 1, 2025, it has been made possible to issue and renew the international maritime safety certificate directly. This is a concrete step towards simplifying procedures and reducing authorization times;

- Thanks to constant dialogue with the competent Directorate General of the MIT and the 6th Department of the General Command, some important simplifications have been made in the field of maritime work and training requirements for seafarers (illustrated in detail in a specific paragraph).

The proposals represent the concrete results of a 'zero-cost' simplification process that Confitarma has been promoting for some time and which can give new strength to the Italian flag, while improving the competitiveness of the entire sector.

Today, most of the proposals supported by **CONFITARMA** are contained in the Malan Bill and the Valorizzazione Risorsa Mare Bill, which were definitively approved by the Council of Ministers on August 4; those concerning maritime labor are also included in the Bill on "Simplification and digitization of procedures relating to economic activities and services for



citizens and businesses,” which is still under discussion in the Senate.

It is therefore clear that all stakeholders involved, both public and private, are aware of the urgency of the issue. However, the hope is that this urgency will not be merely acknowledged but acted upon, with the above-mentioned reforms being approved quickly to allow our flag to compete with those of the EU, which is currently of strategic importance and in the national interest.

MARITIME HEALTH

The simplification of maritime health regulations, which unfortunately are still governed by certain important provisions dating back to the late 19th century, remains a priority.

In this regard, the bill linked to the Budget Law is still being examined by Parliament. Among other things, it contains Article 8 entitled ‘Reorganization of the regulations governing health services on board national merchant ships’. As is well known, this establishes that, in order to reorganize and simplify the regulations governing health services provided on

board merchant ships flying the Italian flag, the Ministry of Health, in consultation with the other institutions involved, must adopt, within ninety days of the date of entry into force of the law in question, a regulation identifying the requirements for doctors and nurses who can provide healthcare on board, the methods of selection, the contract conditions, the duties, and the training courses. At the same time, Chapter IV of the current Regulations on Maritime Health referred to in Royal Decree No. 636 of September 29, 1895, is repealed.

CONFITARMA has actively collaborated with the Ministry of Health, obtaining initial general acceptance of its requests, the effective implementation of which will be assessed at the time of adoption of the Regulation following the approval of Article 8 in question.

The shortage of ship's doctors, the simplification of medical examinations for seafarers, the disproportionate nature of the ship's medical tables in relation to the voyages made, and the unavailability of medicines and medical oxygen cylinders on board remain the main issues still to be resolved. There is still a shortage of healthcare personnel available for employment on large ferries connecting the national





islands to the mainland and on cruise ships. It is therefore urgent to simplify the rules and procedures for selecting ship's doctors, including through the recognition of training courses for personnel employment.

With regard to medical equipment on board ships, a working group has been set up at the Ministry of Health to monitor the application of the legislation.

STRUCTURAL SHORTAGE OF ITALIAN MARITIME WORKERS AND CONTRIBUTIONS TO SHIPPING COMPANIES FOR THE INITIAL TRAINING OF MARITIME PERSONNEL (SO-CALLED MARITIME BONUSES)

By Decree-Law No. 48 of May 4, 2023, converted with amendments by Law No. 85 of July 3, 2023, financial resources were allocated (1 million for 2023, 2 million for each of the years 2024, 2025, and 2026) for the provision of contributions to shipping companies for the initial training of personnel employed on ships, with particular reference to the

missing professional figures in the Deck, Engine, and Hotel departments.

This measure, requested and supported by **CONFITARMA** together with the Trade Unions as an important measure to combat the now well-known shortage of maritime workers, has been greatly appreciated by shipping companies, so much so that even the funds allocated for 2025 have been exhausted.

In order to make this measure effective, **CONFITARMA** continues to strongly support the opportunity to accompany these important measures with interventions to simplify the requirements for access to maritime professions.

RED SEA AND BEYOND: VULNERABILITIES AND IMPACTS ON LOGISTICS CHAINS

Maritime routes, which have connected continents and cultures for centuries, now reflect the tensions and transformations of our time.

In various areas of the world, major maritime hubs — such as the Suez Canal, the Strait of Hormuz, and



Babel-Mandeb — are facing unprecedented challenges.

In the Black Sea, war has disrupted shipments of grain, oil, and gas, putting the food security of entire nations at risk.

In the Pacific, tensions in the Taiwan Strait threaten nearly half of the world's container ship traffic, with possible consequences for the entire global logistics chain. The Strait of Hormuz, a crossroads through which approximately 11% of the world's maritime traffic passes — including more than a third of global oil and LPG exports — remains a key hub for energy supplies. With an average of over 140 ships per day, many of which are oil tankers, any disruption would have immediate repercussions on global trade and energy security.

It is no coincidence that the area has returned to the center of international attention as the scene of recent tensions between Israel and Iran in June 2025, which have reignited fears for the stability of one of the most sensitive maritime chokepoints on the planet.

For Italy, which imports a significant share of its energy from the Persian Gulf (over 11% of its total non-EU imports), the continuity of traffic in the Strait remains essential.

Any critical issues could lead to an increase in supply costs, with possible knock-on effects on domestic prices and the competitiveness of the National Economy.

This centrality was also highlighted in the July 2025 Report by the **CONFITARMA** Study Center, which

FIG.7: PIRACY ATTACKS BY GEOGRAPHICAL AREAS

Geographical area	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Totale dal 2005
Worldwide	445	439	297	264	245	246	191	180	201	162	195	132	115	120	116	4825
Gulf of Aden, Red Sea, Somalia	219	237	75	15	11	0	2	9	3	0	0	1	0	0	8	1011
West Africa	39	52	62	51	41	31	54	36	82	64	84	35	19	23	18	900

Source: Confitarma processing on IMB (International Maritime bureau) data

Compared to the first half of December 2023, across the Gulf of Aden:

- Oil tanker transits decreased by 36%, while those of tankers carrying derivative products (product tankers) decreased by 59%;
- Container ship transits decreased by 89% and remain very low;
- Bulk carrier transits decreased by 62%;
- Gas tanker transits continue to be very limited (only one LNG arrival recorded since mid-January, LPG down 94%).

highlighted the strategic importance of the area for our country, particularly in terms of energy and industry.

The crisis in the Red Sea continued to have a significant impact on global maritime traffic. Transit levels remained stable but well below pre-crisis levels, and the trend towards rerouting became more pronounced.

According to the latest data from Clarksons, in August 2025, transits in the Gulf of Aden were still about 70% below the 2023 average. Although there were significantly fewer attacks in 2025 than in 2024, the incidents in July and early September 2025 involving the Magic Seas, Eternity C, Scarlet Ray, and an unidentified merchant ship confirm that

the threat is still strong and that a recovery in transits is still a long way off.

On the other hand, there has been a modest improvement for oil tankers, particularly product tankers. In August 2025, transits decreased by 44% compared to the 2023 average (compared to an average of -57% in 2024).

On the main Suez Canal corridor, transits remain low but essentially stable (-67% in August vs. 2023), with a partial recovery in the product tanker sector. Conversely, the Cape of Good Hope route continues to be widely used.

In August 2025, in fact, transits via the Cape of Good Hope almost doubled compared to the 2023 average (+96%). The detour to the Cape of Good Hope



has, on the one hand, increased transport demand in terms of tonne-miles — the estimate is approximately +2.5% on a global basis, with a more marked impact on container ships (>+10% in TEU-miles) and car carriers (~+6–7%) — on the other hand, it has increased sailing times and operating costs (fuel, CO₂, ETS “tax”) for ships, as well as a greater need for insurance and operational risk management and route optimization.

These additional costs risk eroding Italy's competitiveness in the Mediterranean context, to the benefit of alternative hubs that are better positioned on the new route geometries, but also weakening the country's economy as a whole.

The lengthening of maritime routes, in fact, leads to higher energy costs, penalizing the supply of oil and refined products and with possible repercussions on domestic prices.

MARITIME SECURITY

Ensuring maritime security therefore means supporting the stability and development of land-based economies. Maritime security, both in nearby and distant waters, is guaranteed, in relation to the specific areas of responsibility entrusted by the legal system, by the constant commitment of the Navy,

the Coast Guard, and the air and naval component of the Guardia di Finanza (Italian Financial Police).

Thanks in part to a welcome increase in the capacity for interaction and mutual exchange of information, route monitoring, control of maritime activities, and strict enforcement of national and international regulations are factors that ensure legality, environmental protection, and overall safety of maritime transport for the country.

Cooperation with international organizations strengthens the capacity for intervention and prevention, helping to ensure safe and secure seas. Unfortunately, the current global scenario is marked by widespread uncertainty and instability, generated by increasingly interconnected factors, typical of a globalized system with obvious structural fragilities. The result is a geopolitical and geostrategic picture characterized by fragmented conflict, the effects of which are felt both globally and regionally.

In this context, the wider Mediterranean remains the epicenter of heterogeneous and often conflicting dynamics, compounded by persistent crises that have direct consequences for Europe and Italy. Our economy, which is strongly oriented towards transformation, depends crucially on the free use of the sea, including its underwater dimension. In recent years, the traditional paradigm of peace-competition





-crisis has been accompanied by the emergence of conventional and hybrid conflicts, fueled by both state actors and isolated cells. In this scenario, Italy, as a medium-sized regional power with a strong maritime vocation, sees the sea as both a source of opportunity and challenge. Ensuring free, safe, and sustainable access to the seas is therefore an essential condition for the well-being, security, and prosperity of the country.

Recent events in the Middle East and the Red Sea, together with the conflict in Ukraine, have brought the strategic importance of maritime transport for Italy back into sharp focus. Our country's dependence on shipping, both for the supply of raw materials and for import/export activities, makes navigation security an essential factor in the competitiveness of the maritime industry and the entire national economic system.

When maritime security is compromised, additional costs are generated throughout the logistics chain — from sea travel to land operations — with effects that can translate into higher prices for the end consumer.

Maritime security is also ensured thanks to cooperation between the national shipping industry and the Navy in areas of strategic interest beyond the Straits, and with the Coast Guard, alongside the con-

tribution of other operational entities with jurisdiction over the sea, inland waterways, and up to the outer limit of the Italian EEZ (Guardia di Finanza, Carabinieri, and Polizia di Stato). Added to this are the synergies with the various components of the Inter-ministerial Committee for Maritime Safety (CISM), of which **CONFITARMA** is an active member: the Association participated in numerous meetings during the year, in a context of growing geopolitical tensions that had a direct impact on the security of Italian ships.

Of particular importance was the meeting on June 17, 2025, attended by Deputy Minister Rixi, convened in response to the worsening crisis in the Middle East between Israel and Iran: on that occasion, measures to be taken in light of the current situation were evaluated, with the aim of ensuring the protection and safety of commercial shipping.

Taken together, these synergies continue to ensure the safety of navigation and the regularity of supplies, balancing the constraints placed on the sector with the actual risks in a proportionate manner and avoiding regulatory and operational overload.

This shared commitment makes it possible to balance the constraints placed on the sector with the actual risks in a proportionate manner, avoiding reg-

ulatory and operational ‘overpressure’ that would penalize the sector.

Therefore, while it is necessary to ensure real security against concrete risks — piracy, terrorism, geopolitical tensions, illicit trafficking — it is also important to avoid regulatory or operational responses that become too burdensome for shipowners and the logistics chain, undermining the competitiveness and efficiency of maritime transport.

The procedure introduced by Circular No. 15/2024 of the General Command of the Port Authority, containing guidelines for combined risk assessment (safety and security) in accordance with the ISPS and ISM Codes, has made it possible to overcome certain operational criticalities and to proceed, in areas at risk, with a lowering of MARSEC levels, contributing to ensuring greater traffic flow and protection for national shipping.

However, this approach does not resolve the misalignment with other EU/EEA flags.

For this reason, and without prejudice to the absolute priority of safeguarding crews, **CONFITARMA** continues to strongly call for alignment at European level in the definition of areas considered unnavigable and, consequently, of the MARSEC levels to be applied.

Only a harmonized approach will enable the European Union to speak with one voice in crisis situations

and avoid competitive distortions between flags and shipping companies.

MARITIME PIRACY

Acts of piracy in the Red Sea and the Gulf of Aden are not a new phenomenon. Since the mid-2000s, the international community has had to deal with the growing threat of Somali pirates, who in just a few years have made one of the most vital routes for global trade unsafe.

Italy, through coordination with the Navy and participation in Operation Atalanta, has been among the leading countries in combating this phenomenon, introducing innovative tools such as the embarkation of armed military personnel on board — the Military Protection Units — and subsequently authorizing the use of private contractors. These measures have made it possible to reduce the risk to a minimum, virtually eliminating the hijacking of Italian-flagged ships for years.

However, the international situation remains complex and constantly evolving.

According to the International Maritime Bureau (IMB) Annual Report — 2025, there were 116 incidents of piracy and armed robbery against ships in 2024, up from 120 in 2023, but with a higher incidence of violent incidents.



In several cases, crews were taken hostage (126 seafarers) or even kidnapped for ransom (12 cases), a sign of a resurgence in criminal activity and increasingly dangerous actions, often carried out with firearms or knives.

The Gulf of Guinea remains the area with the highest risk to crew safety. Despite a decline in the number of incidents (18 in 2024 compared to 22 in 2023), the area still accounts for almost 90% of kidnappings globally.

Here, the pirates' modus operandi remains particularly aggressive: night-time boarding, assaults with fast boats, violence, and quick kidnappings.

However, piracy is not limited to the Gulf of Guinea. In other strategic areas, such as the Indian Ocean, the Straits of Singapore and Malacca, and the Indonesian archipelago, there have also been reports of armed robbery and boarding, often of ships at anchor or in coastal transit.

Although these incidents are less sensational than those in Africa, they show that the threat is not confined to a few areas but is spread across several areas, following the lines of world trade.

The commitment of our Navy to protecting maritime security, safeguarding national interests and maritime communication routes, and protecting critical underwater infrastructure is therefore an essential

foundation and prerequisite for the maritime economy, in its various forms, to continue to make its important contribution to the country.

In this context, the Navy plays a central role in major international maritime security operations, which represent not only a safeguard against concrete threats but also an instrument of foreign policy and multilateral cooperation.

In the Red Sea and the Gulf of Aden, Italy contributes to Operation EUNAVFOR ASPIDES, launched in 2024 under European leadership in response to the crisis caused by the Houthi attacks. This mission, in which Italian units have played a leading role, ensures the escort and protection of merchant ships in transit, averting the risk of the Mediterranean's progressive isolation from major global routes.

In the Indian Ocean, the Navy continues to take part in Operation EUNAVFOR ATALANTA, which since 2008 has been the main international force combating piracy off the coast of Somalia.

Although the phenomenon had been largely contained, recent signs of a resurgence make Italy's presence even more important, both for the protection of energy and commercial traffic and for the protection of crews.

In the Strait of Hormuz, Italy participates in Operation AGENOR, as part of the European initiative





EMASOH (European-led Maritime Awareness in the Strait of Hormuz), created to safeguard freedom of navigation in one of the most sensitive hubs on the planet. The collaboration initiated by **CONFITARMA** with this mission has confirmed the strategic value of a shared presence, especially in light of the tensions between Iran and Israel, which, in 2025, brought the area back to the forefront of international news.

Particular attention is also paid to the Gulf of Guinea, where the Navy is present with Operation Gabinia, which is fundamental for the protection of energy routes and the defense of crews from kidnapping for ransom, which still finds one of its global epicenters here.

This is accompanied by constant dialogue between **CONFITARMA** the Navy, and the Coast Guard, aimed at refining operational procedures and strengthening joint preparedness.

A concrete example was the anti-piracy exercise on May 18, 2025, in the Gulf of Guinea, which involved the frigate Comandante Bettica and the Italian merchant ship Grande Angola of the Grimaldi Group, under the coordination of the Navy, the Coast Guard, and **CONFITARMA**.

The exercise made it possible to test the response to a simulated pirate attack, train crews in the use of security plans, and consolidate communication flows between civil and military authorities and private operators. Through its participation in these missions, Italy strengthens its international credibility and, at the same time, guarantees the safety of national and European shipping. The operational projection of the Navy not only protects global maritime traffic but also ensures our country a leading role in European and international decision-making processes related to maritime security.

The Navy's participation in international operations is not only a security measure but also a direct investment in the competitiveness of the Italian maritime cluster. Every ship escorted, every risk mitigated, and every route made safer contributes to preserving the continuity of supplies, the stability of logistics chains, and, ultimately, the competitiveness of our companies on global markets. In a context characterized by geopolitical uncertainty, the protection of national maritime interests becomes an essential factor for the growth and resilience of the country's economy.

CONFITARMA expresses its heartfelt thanks to the Italian Government and the Navy, which, with pro-



fessionalism, dedication, and spirit of service, guarantee the safety of our ships and seafarers every day.

Without their constant commitment and sacrifice, Italy would not be able to maintain its central role in the Mediterranean and on the international maritime scene.

CYBERSECURITY IN THE MARITIME SECTOR

In an era marked by increasingly pervasive digitalization and the advent of artificial intelligence, cybersecurity remains a top priority. Cyber attacks can compromise plant control, disrupt critical systems, cause data loss and generate huge costs for recovery, as well as causing serious reputational damage. Added to these structural risks is the international geopolitical context, characterized by conflicts and tensions that further increase the vulnerability of digital infrastructure.

A symbolic example remains the 2017 attack on the Maersk Group, which paralyzed the company's global operations for days — from terminals to booking systems — causing losses estimated at over \$300 million. This case, which has become paradigmatic for the entire sector, demonstrates how a single cyber

event can have systemic consequences on the global logistics chain.

For the maritime sector, protecting crews and ensuring continuity of operations requires a robust cybersecurity culture based on threat prevention, detection, and containment.

This implies a growing commitment not only from companies but also from the competent authorities, which are called upon to foster an ecosystem of structured collaboration.

The regulatory framework is constantly evolving. In 2024, the NIS2 Directive came into force, affecting all shipping companies falling within the definition of medium-sized enterprises at EU level. At the same time, the IMO, through its Maritime Safety Committee, adopted new guidelines on cyber risk management on board, emphasizing the importance of training at all levels.

Alongside the green transition, the digital transition is therefore one of the main challenges for Italian shipping.



The national shipping industry is already investing significantly to strengthen its resilience in an interconnected world, while seizing the opportunities offered by simplification and digital debureaucratization, which are essential levers for increasing the competitiveness of the flag.

However, it remains essential that the efforts of companies are accompanied by legislative measures and public resources dedicated to staff training, both on board and ashore, with a particular focus on cybersecurity issues. Only widespread organizational awareness, combined with constant updating, will enable us to successfully address technological developments, especially with the arrival of ships equipped with advanced automation.

In this scenario, the emergence of new non-physical dimensions of action — such as cyberspace and the information domain — and the interdependence of regional phenomena require a more flexible and shared strategic vision. The protection of the global commons, of which the seas are a vital part, increasingly depends on the defense of the digital networks that support them.

SAR OPERATIONS

Over the last decade, the associated armament has often been called upon to rescue migrants at sea as part of SAR (Search and Rescue) operations in the Mediterranean. There are numerous Italian merchant ships in the central Mediterranean, especially those supporting oil platforms off the coast of Libya. The success of these operations depends on the self-sacrifice with which crews face indescribable human tragedies, even in adverse weather and sea conditions, for which they are neither prepared nor trained.

A recent and significant example comes from the d'Amico Group. On June 16, 2025, the product tanker *High Fidelity*, owned by d'Amico Tankers and managed by d'Amico Ship Management, rescued 38 people in distress in the waters south of Crete. Despite the unfavorable weather conditions, the crew demonstrated extraordinary professionalism and dedication, confirming the Group's high training standards. The operation, carried out in coordination with the Italian Coast Guard, the Guardia di Finanza, and the Greek authorities, is a concrete testament to

the founding values of the national shipping industry: responsibility, safety, and the protection of human life at sea.

Such operations demonstrate not only the courage of the crews, but also the importance of a solid system of coordination between private operators and institutions such as the Navy, Coast Guard, and Guardia di Finanza.

Maintaining training protocols, response mechanisms, and operational synergies is essential to ensure effectiveness and timeliness whenever a life is in danger, a commitment that reflects the fundamental values of the Italian maritime community.



03.

**MARITIME TRANSPORT: THE ITALIAN
FLEET IN THE EUROPEAN AND GLOBAL
CONTEXT**



Maritime trade continues to be the backbone of global trade: over 90% of the world's goods travel by sea, via routes connecting the major port hubs of Asia, Europe, and the Americas.

In 2024, the volume of global trade in goods grew by 2.9%, while the total value of exports reached \$24.43 trillion.

For 2025, WTO forecasts indicate a slight decline, with a 0.2% contraction in trade in goods, linked to higher tariffs and geopolitical uncertainty, while services are expected to grow by 4%. In the medium term, however, a recovery is expected: in 2026, trade in goods is expected to increase by 2.5% and services by 4.1%.

These figures confirm that maritime transport is not just an industrial sector, but a vital infrastructure for the global economy: without its capacity to move billions of tons of goods each year, the objectives of growth, competitiveness, and trade openness would remain unattainable.

The current geopolitical context, energy needs and ecological transition, the opportunities offered by new routes and the ever-increasing economic integration of the planet highlight the central role of shipping for our country.

THE GLOBAL SCENARIO

Today's geopolitical scenario is characterized by such complexity and changeability that maritime routes are not only trade routes but also strategic theaters. Local insecurity — from the Red Sea to the Black Sea, from the Strait of Hormuz to the Indo-Pacific — has global effects and fuels a “globalization of local insecurity,” with the consequent extension of an increasingly large “gray zone” where hybrid pressure tools (economic, informational, cybernetic, and military) are being tested, blurring the line between rivalry and open conflict.

Furthermore, sanctions and trade countermeasures are part of this context, aggravating operational constraints and burdens.



In the latest sanctions packages, the United States, the EU, and the United Kingdom have progressively expanded sanctions and restrictive measures against the Russian Federation and Iran.

In particular, the EU, together with the United Kingdom, Canada, Switzerland, Norway, Japan, and New Zealand, with the 16th, 17th, and 18th packages of sanctions, in addition to increasing the number of ships and entities included in the 'blacklists', reduced the price cap for Russian crude oil from \$60 to \$47.60 per barrel, effective September 3, and imposed a ban on access to and any operations with the ports of Primorsk, Ust Luga, Novorossiysk, Astrakhan, and Makhachkala — the latter two ports are located in the Caspian Sea — as well as a ban on the temporary storage of Russian crude oil and petroleum products within the EU, regardless of the purchase price of the oil and the final destination of these products. The United States did not follow the EU and other countries in lowering the price cap on Russian crude oil, which remains at \$60 per barrel. Washington did not support the cut to \$47.60, preferring instead to focus its efforts on strengthening enforcement: the Treasury Department has intensified sanctions against shipowners, vessels, and facilitators that transport Russian crude oil at prices

above the limit or that contribute to circumventing the mechanism. The aim is to make evasive practices more expensive and risky, so as to maintain economic pressure on Moscow without formally changing the level of the cap.

Sanctions against the Russian Federation have almost wiped out energy exports to the EU, shifting significant volumes of crude oil, refined products, LNG, and coal to Asia, Africa, and Latin America.

This has encouraged the expansion of the so-called *dark fleet*, now estimated at around 1,000 anonymously owned oil tankers, often insured by financially weak operators in Russia, India, and China. Unlike traditional P&I circuits, such coverage does not guarantee transparency or adequate compensation capacity. The United Kingdom and Denmark have launched investigations, but legal constraints and weak enforcement of regulations in flag countries make it difficult to intervene. This results in a growing risk of uninsured accidents or environmental disasters, which would only be addressed after the fact.

At the same time, the United States is pushing within the G7 for the introduction of tariffs on countries that purchase Russian oil, particularly China and In-



dia, thus outlining a new line of commercial action that broadens the scope of restrictive measures.

THE NEW US TRADE POLICY

International trade is experiencing a period of structural instability, which some analysts have paradoxically defined as a “new stability,” recalling the so-called “new normal” post-COVID that had very little that was normal about it. The introduction of new tariffs by the United States under President Donald Trump is having a profound impact on the structure of global logistics flows, forcing governments and economic operators to review routes, supply chains, and medium- to long-term strategies.

Since August 2025, unilateral tariffs affecting 92 countries have come into force, with rates ranging from 10% to 50%, transforming the global customs system into a veritable economic and geopolitical battlefield and, as a result, longer delivery times, ris-

ing costs, and difficulties in ensuring the sustainability of transport.

In this scenario, American protectionism is pushing many countries towards new alliances, with the BRICS countries seeking to present themselves as a systemic alternative, promoting autonomous trade routes and logistics infrastructure independent of the West.

The transatlantic trade picture has become even more complicated with the introduction, from August 7, 2025, of a 15% tariff on European imports into the United States, lower than the initial proposal of 27.5%, a measure that has a particularly significant impact on Italy, the US's second largest European trading partner in terms of trade value.

For Italy, which is heavily dependent on exports and the centrality of its ports, this translates into immediate risks for the continuity of exports, the competitiveness of shipping, and the balance of the logistics chains that support our manufacturing economy.



Estimates indicate a potential loss for our country of 0.5 percentage points of GDP and lost sales of around €22.6 billion, affecting export-intensive sectors such as engineering, automotive, agri-food, and luxury goods. Added to this is the risk of an indirect effect on the maritime sector: lower export volumes mean less traffic, with consequent repercussions for our ports, logistics operators, and national shipping.

At the same time, the European decision to apply rebalancing measures towards the US — the so-called reciprocal tariffs — opens up a climate of further uncertainty for supply chains and long-term investments by Italian companies, already burdened by the costs arising from ETS and FuelEU Maritime regulations.

Depending on the extent and form of the tensions, we could see a bifurcation of global trade: on the one hand, the Western axis, and on the other, an emerging bloc that redraws the maps of transport, ports, and intercontinental corridors.

As far as the maritime sector is concerned, the USTR proposal on *port fees* and graduated tariffs for Chinese or Chinese-built ships — although scaled down from the initial proposals — creates potential signif-

icant burdens for ships calling at US ports and highlights the vulnerability of supply chains, given that a significant proportion of new Italian shipbuilding is now in Chinese shipyards.

The practical consequences for shipowners are therefore tangible: they must manage the risks of service interruptions, reallocate routes, review contracts and investment plans, and estimate the aggregate economic impact of the measures.

According to the analysis by the **CONFITARMA** Study Center — “Possible impacts of US tariffs on the Italian shipping industry” of July 2025 — the initial impact of the USTR's tariff measures on the international shipping sector was estimated at around USD 40-52 billion per year.

Subsequently, with “Update No. 2” of April 17 and the new consultation of June 6, 2025, the scope of the measures was narrowed with the introduction of numerous exemptions by ship type, capacity, route length, ownership, and cargo type.

This significantly reduced the scope of the estimates: today, with the legislation unchanged, the expected revenues in the United States are around \$12 billion in 2026 and \$18 billion in 2028.

Port taxes, where applied, are estimated to average \$1.5 million per ship in 2026, rising to \$2.3 million in 2028, with the most significant effects on car carriers, Ro-Ro ships, and container ships.

The overall effects on the market, thanks to the more targeted scope of the measures, are likely to be less than previously estimated.

However, if these costs are passed on to US consumers along the supply chain, they could fuel inflationary pressures and reduce demand for imports, especially when combined with the recently introduced tariffs.

CONFITARMA continues to monitor the situation, inform its members through operational circulars, and urge coordinated action by national and European authorities to mitigate uncertainty and impacts.

For Italy, the stakes are high: the sea is a central element in the country's economic and security strategy. The routes crossing the wider Mediterranean and the Indo-Pacific area ensure the supply of raw materials, energy, and flows of semi-finished and finished products on which our processing economy is based.

The maritime economy is an asset that involves hundreds of thousands of businesses and employees and generates strategic added value for the country. For this reason, it is essential that national policy coordinates diplomatic, economic, security, and reg-

ulatory instruments in the wider Mediterranean, strengthening maritime surveillance capabilities, interoperability between forces and authorities, and operational and financial support instruments for the national fleet.

Italy has already taken important steps, first and foremost the Piano del Mare (Sea Plan), but these choices must now be consolidated with investments and a comprehensive maritime strategy that places our shipping industry at the center of national security and development policy, because without it we would not be able to reach distant markets, which are increasingly crucial for the growth of our exports. The new action plan announced by the Ministry of Foreign Affairs aims to bring Italian exports to €700 billion by the end of 2025, with a particular focus on 'high-potential' markets outside the European Union.

Similarly, the agreement reached at European level on **Mercosur** opens up significant opportunities for our manufacturing companies, from automotive to mechanical engineering, from the agri-food sector to quality consumer goods.

It is on ships, and through ports, that the very possibility of implementing international agreements and transforming trade openness into growth, employment, and competitiveness passes through. This is why strengthening the maritime sector is not a par-



tisan choice, but a national interest that affects everyone: businesses, workers, and citizens.

MARITIME TRAFFIC IN ITALY: ENERGY, ROLL-ON/ROLL-OFF AND CRUISE SHIPS AT THE HEART OF OUR ECONOMY

Global maritime trade remains the vital infrastructure of globalization. For Italy, this fact takes on even greater significance, given our geographical location and the centrality of the Mediterranean.

While it is true that containers are a sensitive indicator of the economic situation, the reality of our ports and, above all, our shipping industry shows that the sectors with the highest added value for the country are others: Ro-Ro, oil, and cruises.

The Ro-Ro segment and the Motorways of the Sea form the backbone of Mediterranean freight and semi-trailer mobility. Daily connections to and from Sardinia and Sicily, as well as routes to Spain, Greece, and the Balkans, move millions of industrial vehicles every year. In Livorno, Ro-Ro traffic accounts for almost half of the total volume; in Bari, it

accounts for two-thirds of the total. These are not just numbers, but a service that supports the competitiveness of our manufacturing and logistics chains, reduces environmental impact by shifting traffic from road to sea, and guarantees skilled employment in our ports and shipping companies.

Oil is still the leading segment in terms of volumes handled in Italian ports. Most of the country's energy needs are transported in liquid bulk: crude oil, refined products, LNG. Ports such as Trieste, Augusta, Taranto, Cagliari, and Milazzo are true energy hubs, handling tens of millions of tons of traffic each year. Trieste, in particular, remains the leading Italian port in terms of total tonnage thanks to its oil industry, with over 45 million tons handled.

Without this infrastructure, Italy would not be able to guarantee its energy security or its role as a distribution platform for Central Europe.

Last but not least, the cruise sector is Italy's maritime ambassador to the world.

With over 13 million passengers handled in 2023, Italy ranks first in Europe and second in the world. Civitavecchia, with more than 3.3 million cruise passengers, confirms its position as the leading national



port and one of the main ports of call on the continent; Naples exceeds 2 million passengers, while Genoa and Livorno are growing at a sustained pace.

Cruise tourism is not just a transport phenomenon, but a supply chain that generates direct and indirect income in hotels, restaurants, cultural and commercial services, with thousands of jobs and an estimated contribution of several billion euros to the national GDP.

Our country owes its maritime centrality above all to its ability to connect its islands and the Mediterranean with efficient Ro-Ro networks, to ensure energy for the country and Europe, and to attract millions of travelers who make Italy the world capital of cruises.

These are the pillars on which to build future competitiveness: a port and shipping system that enhances the role of the Motorways of the Sea, strengthens its energy vocation, and continues to develop cruise tourism as a lever for growth, employment, and the country's international projection.

THE WORLD FLEET AND MARITIME TRAFFIC

The final figures for 2024 for the global fleet are 1,667 million GT in terms of gross tonnage and approximately 2,433 million DWT in terms of deadweight tonnage. The figures show growth of 4.1% in terms of gross tonnage (GT) and 3.4% in terms of deadweight tonnage. The percentage changes are slightly higher than those for the previous two years for GT, and in line with those for DWT. Clarkson's forecasts confirm growth rates of between 3.5% and 4% for 2026 and 2027.

In 2024, global maritime trade increased by 2.2% compared to 2023 (a change of +2.7% compared to 2022), with a total volume of 12,720 million tons transported. The figure for the quantity of goods transported per distance traveled also increased by 5.9% (a change of +5.3% in 2023 compared to 2022) for a total of 66,751 billion ton-miles.





FIG. 8: GLOBAL MARITIME TRAFFIC

Source: SRM processing on Clarkson Research Service Ltd data



THE EU FLEET AND FOREIGN TRADE

The presence of a large and renewed fleet is a strategic and long-term factor for a country's competitiveness and integration into the international economic circuit. The fleet of ships flying the flags of the 27 European Union countries and Norway numbers over 13,000 vessels, accounting for 11.6% of the world total (the incidence rises to 14.8% in terms of

GT). Malta, Greece, and Portugal (including Madeira) are the leading countries in terms of GT.

If we consider ships owned by one of the European Union member states, Greece and Germany are at the top of the ranking. Italy rises to 6th place (with 1,206 vessels) in terms of flag and to 5th place (with 759 vessels) in terms of ownership.

FIG. 9: EVOLUTION OF THE GLOBAL FLEET

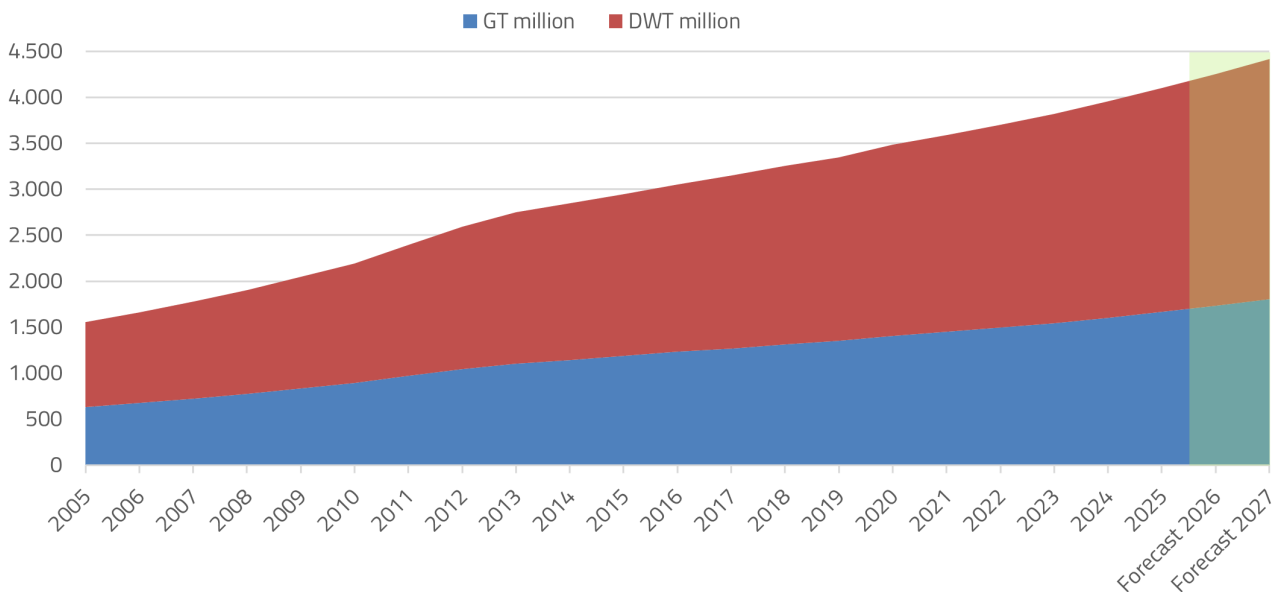


FIG.10: GDP, GLOBAL TRADE AND SEABORN TRADE

SRM processing on Clarkson Research Service Ltd data



FIG. 11 A: EUROPEAN UNION FLEET (EU 27+ NORWAY)

Data as of June 2025

Flag			
navi >1000 GT	N.	Mln GT	Mln DWT
Malta	1.963	88,5	114,6
Greece	1.195	32,4	52,6
Portugal (+ Madeira)	1.211	27,2	37,3
Cyprus	1.036	24,0	35,2
Denmark	679	22,7	25,4
ITALY	1.206	12,6	7,2
France	519	10,0	9,8
Germania	593	8,7	8,7
The Netherlands	1.198	6,5	6,7
Belgium	191	4,8	7,7
Sweden	367	2,3	1,1
Spain	469	2,2	1,5
Finland	282	1,8	1,0
Lussemburgo	147	1,2	1,5
Croatia	392	1,0	1,3
Lithuania	63	0,5	0,3
Ireland	97	0,3	0,4
Other EU 27	526	0,9	0,5
Norway	1.049	3,1	2,3
TOTAL	13.183	250,7	315,0
% sul totale mondiale	11,6%	14,8%	12,7%

Source: SRM processing on Clarkson Research Service Ltd data

FIG. 11 B: EUROPEAN UNION FLEET (EU 27+ NORWAY)

Data as of June 2025

Nationality			
navi >1000 GT	N.	Mln GT	Mln DWT
Greece	5.382	253,2	427,4
Germany	2.014	55,1	69,1
Denmark	758	38,0	43,4
Francia	674	30,6	32,9
ITALY	759	20,9	22,8
Belgium	348	16,7	29,8
The Netherlands	1.225	13,4	18,0
Cyprus	296	6,0	8,6
Sweden	259	4,9	4,5
Spain	216	3,4	4,0
Lussemburgo	70	2,8	3,4
Polonia	105	1,8	2,5
Bulgaria	94	1,7	2,7
Finland	116	1,7	2,1
Croatia	82	1,4	2,2
Ireland	113	1,4	1,8
Other EU 27	530	5,3	6,9
Norway	2.013	57,0	71,7
Svizzera	832	48,2	52,4
TOTAL	15.886	564	806,0

The European Union's international trade reflects the structure of its economy, which is based on the production/export of high-value goods.

This results in a general imbalance in favor of imports when the comparison is made in terms of tons. The maritime component of European foreign trade is predominant. In particular, according to Eurostat

data, in 2024, EU foreign trade amounted to just over 2.14 billion tons, of which 75.6% (1.606 billion tons) used maritime transport (74% in 2023). The top countries in European maritime trade (imports + exports) are the Netherlands (292 million tons), Spain (214 million tons), and Italy (approximately 182 million tons).

FIG. 12: EUROPEAN UNION TRADE BY MODE OF TRANSPORT

January-December 2024

	IMPORT		EXPORT		TOTAL	
	tonn	%	tonn	%	tonn	%
Sea	1.119.515.081	75,6	486.223.953	73,7	1.605.739.034	75
Rail	45.555.779	3,1	18.948.115	2,9	64.503.895	3
Road	84.929.940	5,7	107.910.650	16,4	192.840.590	9
Air	3.350.646	0,2	18.309.847	2,8	21.660.493	1
Water-ways	6.174.848	0,4	11.514.038	1,7	17.688.887	0,8
Others	221.848.546	15	16.416.430	2,5	238.264.976	11,1
TOTAL	1.481.374.842	100	659.323.033	100	2.140.697.875	100

Source: SRM processing on Eurostat 2024 data

Looking at import data, particularly sea freight flows, Italian ports rank third in Europe (with 137.6 million tons) after those of the Netherlands (225.7 million tons) and Spain (147.5 million tons). Goods arriving in

In 2024, EU foreign trade amounted to approximately 2 billion tons, of which 75% (1.6 billion tons) transported by sea.

Italy by sea account for 79.7% of total imports. Looking exclusively at exports, the European Union as a whole exports 659.3 million tons of goods, mostly by sea (73.7%). Italy, with 57.1 million tons of goods, is among the top five countries for exports of goods, after Germany, the Netherlands, Spain, and Belgium. The maritime component is also dominant for Italian exports (just under 78%), demonstrating the importance of this sector and the port system for Italy.

FIG. 13: EUROPEAN UNION IMPORTS BY MODE OF TRANSPORT

Source: SRM processing on Eurostat 2024 data

dati anno 2024

	TOTAL	SEA		RAIL		ROAD		AIR		WATERWAYS		OTHERS	
	Tonn	Tonn	%	Tonn	%	Tonn	%	Tonn	%	Tonn	%	Tonn	%
AUSTRIA	22.095.512	4.965.094	22,5%	1.126.858	5,1%	2.624.008	11,9%	46.700	0,2%	1.241.478	5,6%	12.091.374	54,7%
BELGIUM	94.690.262	76.165.957	80,4%	104.132	0,1%	3.991.009	4,2%	183.990	0,2%	734.878	0,8%	13.510.294	14,3%
BULGARIA	19.026.993	12.244.287	64,4%	1.017.382	5,3%	4.184.325	22,0%	12.753	0,1%	844.821	4,4%	723.424	3,8%
CYPRUS	3.888.062	3.883.259	99,9%	-	-	42	0,0%	4.761	0,1%	-	-	540	0,0%
CROATIA	12.468.569	1.660.563	13,3%	64.278	0,5%	5.393.844	43,3%	6.530	0,1%	215.874	1,7%	5.127.479	41,1%
DENMARK	24.793.022	21.705.824	87,5%	7.167	0,0%	1.082.982	4,4%	63.764	0,3%	-	-	1.933.284	7,8%
ESTONY	1.264.499	833.086	65,9%	168.246	13,3%	256.867	20,3%	6.301	0,5%	-	-	1.413	0,1%
FINLANDIA	19.252.641	18.286.283	95,0%	753.864	3,9%	193.877	1,0%	18.204	0,1%	-	-	412	0,0%
FRANCE	140.663.894	129.945.592	92,4%	203.175	0,1%	9.177.734	6,5%	336.611	0,2%	70.753	0,1%	930.028	0,7%
GERMANY	179.946.271	115.543.106	64,2%	2.714.502	1,5%	11.257.859	6,3%	774.241	0,4%	120.772	0,1%	49.535.792	27,5%
GREECE	49.904.310	42.761.490	85,7%	14.802	0,0%	1.753.383	3,5%	18.272	0,0%	7	0,0%	5.356.356	10,7%
IRELAND	31.382.897	18.258.174	58,2%	3	0,0%	1.096.853	3,5%	61.453	0,2%	0	0,0%	11.966.413	38,1%
ITALY (including San Marino)	172.531.702	137.586.174	79,7%	426.884	0,2%	3.216.772	1,9%	248.870	0,1%	-	-	31.053.002	18,0%
LATVIA	4.217.753	1.508.229	35,8%	2.311.259	54,8%	393.403	9,3%	3.123	0,1%	-	-	1.739	0,0%
LITHUANIA	16.161.407	13.833.180	85,6%	879.365	5,4%	1.433.117	8,9%	11.412	0,1%	-	-	4.333	0,0%
LUXEMBOURG	167.127	67.272	40,3%	36.607	21,9%	56.087	33,6%	5.268	3,2%	1.894	1,1%	250	0,1%
MALTA	1.361.452	1.361.074	100,0%	-	-	-	-	378	0,0%	-	-	509	0,0%
THE NETHERLANDS	287.776.755	225.680.552	78,4%	361.186	0,1%	12.702.952	4,4%	893.872	0,3%	1.815.083	0,6%	46.323.110	16,1%
POLAND	77.330.624	56.326.624	72,8%	15.337.879	19,8%	5.534.697	7,2%	111.913	0,1%	1.430	0,0%	18.080	0,0%
PORTUGAL	29.044.776	28.709.937	98,8%	12.373	0,0%	274.638	0,9%	47.828	0,2%	-	-	13.391	0,0%
CZECH REP.	14.807.404	54.719	0,4%	5.368.405	36,3%	2.796.102	18,9%	21.209	0,1%	-	-	6.566.970	44,3%
SLOVAK REP.	15.406.784	1.008.587	6,5%	6.916.288	44,9%	797.623	5,2%	27.879	0,2%	3.175	0,0%	6.653.232	43,2%
ROMANIA	27.055.310	19.157.964	70,8%	2.218.197	8,2%	4.927.872	18,2%	38.095	0,1%	713.182	2,6%	531	0,0%
SLOVENIA	10.801.383	7.031.219	65,1%	1.880.057	17,4%	1.881.770	17,4%	8.334	0,1%	2	0,0%	293	0,0%
SPAIN	168.278.428	147.517.107	87,7%	15.694	0,0%	2.011.964	1,2%	264.185	0,2%	536	0,0%	18.468.941	11,0%
SWEDEN	41.029.216	32.020.376	78,0%	2.762.712	6,7%	6.177.140	15,1%	68.988	0,2%	-	-	70.842	0,2%
HUNGARY	15.940.023	1.399.352	8,8%	854.466	5,4%	1.713.019	10,7%	65.709	0,4%	410.964	2,6%	11.496.513	72,1%
TOTAL	1.481.287.074	1.119.515.081	75,6%	45.555.779	3,1%	84.929.940	5,7%	3.350.646	0,2%	6.174.848	0,4%	221.848.546	15,0%

FIG. 14: EUROPEAN UNION EXPORTS BY MODE OF TRANSPORT

Source: SRM processing on Eurostat 2024 data

1000													
Year 2024 data TONN													
	TOTAL	Sea		Rail		Road		Air		Waterways		Others	
		Tonn	%	Tonn	%	Tonn	%	Tonn	%	Tonn	%	Tonn	%
AUSTRIA	9.491.401	3.886.840	41,0%	1.119.838	11,8%	4.215.218	44,4%	92.716	1,0%	138.330	1,5%	38.460	0,4%
BELGIUM	60.378.334	50.806.942	84,1%	573.458	0,9%	4.995.782	8,3%	1.200.347	2,0%	2.738.742	4,5%	63.063	0,1%
BULGARIA	15.520.237	12.047.423	77,6%	573.805	3,7%	2.680.442	17,3%	71.911	0,5%	116.047	0,7%	30.609	0,2%
CYPRUS	3.122.346	2.978.401	95,4%	-	-	2.280	0,1%	141.665	4,5%	-	-	-	-
CROATIA	5.734.558	1.163.616	20,3%	29.037	0,5%	2.893.798	50,5%	3.541	0,1%	13.831	0,2%	1.630.734	28,4%
DENMARK	10.680.523	8.611.188	80,6%	1.481	0,0%	1.837.718	17,2%	117.203	1,1%	-	-	112.933	1,1%
ESTONY	3.482.404	3.022.216	86,8%	39.209	1,1%	316.836	9,1%	60.507	1,7%	-	-	43.636	1,3%
FINLAND	14.393.743	13.654.943	94,9%	17.013	0,1%	619.717	4,3%	101.582	0,7%	-	-	488	0,0%
FRANCE	54.521.812	36.968.717	67,8%	930.675	1,7%	12.442.521	22,8%	2.276.864	4,2%	535.751	1,0%	1.367.284	2,5%
GERMANY	88.565.097	54.447.120	61,5%	5.068.424	5,7%	22.370.197	25,3%	4.312.726	4,9%	2.145.499	2,4%	221.132	0,2%
GREECE	26.948.014	22.235.643	82,5%	100.023	0,4%	3.971.825	14,7%	626.830	2,3%	577	0,0%	13.117	0,0%
IRELAND	13.167.544	7.572.791	57,5%	2.505	0,0%	964.464	7,3%	51.412	0,4%	-	-	4.576.372	34,8%
ITALY (including San Marino)	57.120.150	44.389.171	77,7%	1.039.114	1,8%	8.637.570	15,1%	2.924.348	5,1%	-	-	129.947	0,2%
LATVIA	7.950.413	7.079.036	89,0%	28.990	0,4%	475.784	6,0%	7.529	0,1%	-	-	359.074	4,5%
LITHUANIA	9.809.650	7.627.101	77,8%	376.431	3,8%	1.674.991	17,1%	109.244	1,1%	-	-	21.883	0,2%
LUXEMBOURG	747.014	589.434	78,9%	33.874	4,5%	113.345	15,2%	9.877	1,3%	-	-	482	0,1%
MALTA	221.768	221.335	99,8%	-	-	-	-	433	0,2%	-	-	-	-
THE NETHERLANDS	82.861.395	66.330.243	80,0%	67.311	0,1%	8.687.324	10,5%	1.743.255	2,1%	4.007.440	4,8%	2.025.822	2,4%
POLAND	30.364.344	16.694.144	55,0%	4.977.278	16,4%	8.394.529	27,6%	91.121	0,3%	249	0,0%	207.023	0,7%
PORTUGAL	12.823.141	11.220.528	87,5%	4.603	0,0%	537.555	4,2%	1.057.370	8,2%	-	-	3.086	0,0%
CZECH REP.	5.547.384	1.968.419	35,5%	919.593	16,6%	2.478.864	44,7%	171.734	3,1%	107	0,0%	8.667	0,2%
SLOVAK REP.	3.087.325	982.154	31,8%	632.788	20,5%	1.304.626	42,3%	16.981	0,6%	145.788	4,7%	4.987	0,2%
ROMANIA	21.551.276	14.662.695	68,0%	508.442	2,4%	3.845.396	17,8%	326.609	1,5%	1.412.890	6,6%	795.244	3,7%
SLOVENIA	2.930.275	1.302.628	44,5%	127.752	4,4%	1.488.344	50,8%	11.301	0,4%	-	-	250	0,0%
SPAIN	75.422.621	66.355.456	88,0%	48.486	0,1%	5.402.875	7,2%	2.644.553	3,5%	4	0,0%	971.248	1,3%
SWEDEN	35.804.035	28.619.402	79,9%	1.341.712	3,7%	4.911.242	13,7%	103.261	0,3%	39	0,0%	828.379	2,3%
HUNGARY	7.076.227	786.367	11,1%	386.274	5,5%	2.647.405	37,4%	34.929	0,5%	258.743	3,7%	2.962.509	41,9%
TOTAL	659.323.033	486.223.953	73,7%	18.948.115	2,9%	107.910.650	16,4%	18.309.847	2,8%	11.514.038	1,7%	16.416.429	2,5%

ITALY'S FLEET AND FOREIGN TRADE

Shipping is a mobile and "silent" industry that connects and develops the country's economy. The merchant fleet is a fundamental strategic asset for Italy.

At the end of 2024, the Italian merchant fleet will consist of 1,206 ships with a total gross tonnage of over 12.5 million tons. The negative trend recorded in 2023, with over 1 million GT less than in 2022, has partially improved but still remains down by about

In 2024, goods destined for the European market arriving in our country by sea accounted for approximately **80%** of total imports (in terms of tons).

1.6% in terms of GT. Italy remains, however, one of the leading European countries in terms of maritime

In 2024, approximately **78%** of EU exports from Italy were transported by sea (in terms of tons).

trade, thanks in part to a well-developed port system with good competitive capacity in the Mediterranean basin.

Overall, Italy carries out over 57% of its international trade using sea transport (over 246 million tons). This is by far the most widely used mode of transport. Road transport follows with almost 28% (1,118 million tons). Despite the slight decline compared to 2023, even in this context, the sea is a great natural resource for Italy.



FIG. 15: ITALIAN MERCHANT FLEET

Ships of 100 GT and above	31/12/2023		31/12/2024	
	N.	GT	N.	GT
NAVI DA CARICO LIQUIDO (Liquid cargo Ships)	173	2.333.914	158	2.105.876
Chimichiere OIL-CHEM (Oil and/or Chem tankers)	71	1.436.552	112	1.617.184
Gasiere (Gas Tankers)	11	235.626	15	458.682
Altre cisterne (Other Tankers)	39	31.221	31	30.010
NAVI DA CARICO SECCO (Dry Cargo Ships)	144	5.164.214	141	5.259.926
Carico Generale (General Cargo)	33	81.626	37	111.028
Portacontaineri (Container ships)	14	454.838	16	551.855
Portarinfuse (Bulk Carrier)	7	356.626	5	313.004
Traghetti (Ro-Ro Cargo)	90	4.271.124	83	4.284.039
NAVI MISTE E DA PASSEGGERI (Mixed and Passengers Ships)	431	4.948.718	432	4.869.291
Crociera (Cruise)	21	2.400.492	20	2.265.336
Aliscafi, Catamarani e unità veloci (High Speed Vessels)	109	36.048	116	35.886
Traghetti (Ferries)	194	2.487.494	193	2.545.914
Altre navi trasporto passeggeri (Other passengers ships)	107	24.684	103	22.155
NAVI PER SERVIZI AUSILIARI (Auxiliary Services Ships)	489	300.415	475	298.768
Rimorchiatori e navi appoggio (Tugboats and supply vessels)	388	198.660	359	72.805
Altri tipi di navi (Others)	101	101.755	116	25.963
TOTAL	1.237	12.747.261	1.206	12.533.861

Source: SRM processing on Clarkson Research Service Ltd data

FIG. 16: ITALY'S FOREIGN TRADE IN 2024 BY MODE OF TRANSPORT

	Import		Export		Total	
	tonn.	%	tonn.	%	tonn.	%
Maritime Transport	177.620	62,0%	68.892	48,9%	246.512	57,6%
Rail Transport	14.052	4,9%	3.723	2,6%	17.775	4,2%
Road Transport	55.507	19,4%	63.181	44,8%	118.688	27,8%
Air Transport	332	0,1%	4.439	3,1%	4.771	1,1%
Other modes	39.144	13,7%	729	0,5%	39.873	9,3%
TOTAL	286.656	100,0%	140.964	100,0%	427.620	100,0%

Source: SRM analysis of ISTAT data

THE ITALIAN FLEET IN THE WORLD RANKING

In June 2025, there were 60,486 ships (equivalent to approximately 2.5 billion tons of gross tonnage) of over 1000 GT registered in the world shipping registers. The top 10 countries control 57% of the total

Over 57% of Italy's international trade uses sea transport (over 246 million tons).
Ships are the most widely used mode of freight transport in Italy.



number of ships and 68% of the total gross tonnage. Our country ranks 21st. In July 2025, in terms of gross tonnage, the top three flags of registration remain Liberia, Panama, and the Marshall Islands.

The registers of the top 5 countries in the ranking account for 56% of the total gross tonnage (GT) in circulation, a percentage that rises to 74% when considering the top 10 countries in the ranking. The Ital-

ian-flagged fleet drops to 18th place in the world ranking with 1,206 ships registered in July 2025 and approximately 12.5 million GT. In terms of controlled fleet, Italian shipping moves to 21st place in the world ranking.

FIG. 17: ITALY IN THE WORLD RANKING BY SHIPOWNING CONTROL

Ships of 1,000 GT and above - data as of July

*Tonnage of unknown shipowner control.

	PAESI	Navi (N.def)	DWT Totale (t)	% DWT
1	China	12.111	467.949.015	19,07%
2	Greece	5.374	427.448.886	17,42%
3	Japan	4.510	265.244.029	10,81%
4	South Korea	1.745	102.933.564	4,19%
5	Singapore	1.938	87.730.674	3,57%
6	Norway	1.989	71.615.869	2,92%
7	Germany	1.985	68.901.622	2,81%
8	Taiwan	1.079	66.616.010	2,71%
9	United States	1.760	58.774.676	2,39%
10	Turkey	2.235	53.785.253	2,19%
11	United Arab Emirates	1.590	53.404.364	2,18%
12	Switzerland	833	52.407.539	2,14%
13	United Kingdom	994	47.419.019	1,93%
14	Hong Kong	866	4.204.817	0,17%
15	Denmark	758	43.359.940	1,77%
16	India	1.261	36.924.523	1,50%
17	Canada	619	36.327.861	1,48%
18	Indonesia	2.674	35.845.917	1,46%
19	Francia	657	32.944.858	1,34%
20	Belgio	348	29.835.100	1,22%
21	Italy	758	2.745.849	0,11%
22	Malesia	678	21.019.348	0,86%
23	Saudi Arabia	321	20.141.933	0,82%
24	Iran	261	19.690.774	0,80%
25	Vietnam	1.224	19.177.175	0,78%
26	Netherlands	1.225	18.015.429	0,73%
27	Russia	1.695	15.765.662	0,64%
28	Brasil	287	12.109.866	0,49%
29	Thailand	437	8.621.747	0,35%
30	Cyprus	290	8.560.601	0,35%
	Non attribuito**	1.705	73.248.066	2,98%
	Others	6.279	131.311.251	5,35%
	TOTAL	60.486	2.454.081.237	100%

Fonte: elaborazione SRM su dati Clarkson Research Service Ltd

FIG. 18: ITALY IN THE WORLD RANKING BY REGISTRY

Ships of 1,000 GT and above - data as of July

	BANDIERA	Vessels	Mln GT	% GT	Mln DWT	% DWT
1	Liberia	5.741	281,9	16,6%	434,9	17,6%
2	Panama	8.598	236,4	13,9%	359,7	14,5%
3	Isole Marshall	4.238	189,7	11,2%	308,1	12,5%
4	Hong Kong	2.474	129,6	7,6%	197,9	8,0%
5	Singapore	3.185	111,6	6,6%	161,1	6,5%
6	Cina	10.491	91,4	5,4%	136,9	5,5%
7	Malta	1.967	88,7	5,2%	114,8	4,6%
8	Bahamas	1.262	63,2	3,7%	71,7	2,9%
9	Japan	5.214	33,2	2,0%	44,7	1,8%
10	Grecia	1.193	32,4	1,9%	52,6	2,1%
11	Madeira	1.047	27,0	1,6%	37,1	1,5%
12	Indonesia	13.603	25,1	1,5%	33,5	1,4%
13	Cipro	1.036	24,1	1,4%	35,3	1,4%
14	Danimarca	545	22,1	1,3%	24,8	1,0%
15	Corea del Sud	2.162	19,4	1,1%	23,6	1,0%
16	Norvegia	666	16,5	1,0%	18,5	0,7%
17	Russia	3.002	12,9	0,8%	15,6	0,6%
18	Italia	1.206	12,5	0,7%	7,1	0,3%
19	Isola di Man	271	12,0	0,7%	20,3	0,8%
20	Iran	1.027	11,6	0,7%	20,3	0,8%
21	Stati Uniti	3.471	11,6	0,7%	12,8	0,5%
22	India	1.939	11,3	0,7%	18,3	0,7%
23	Bermuda	120	10,9	0,6%	7,3	0,3%
24	Arabia Saudita	511	10,6	0,6%	19,3	0,8%
25	Francia	520	10,1	0,6%	9,9	0,4%
26	Comoro Islands	595	9,7	0,6%	16,9	0,7%
27	Regno Unito	774	8,7	0,5%	10,0	0,4%
28	Germania	592	8,7	0,5%	8,7	0,3%
29	Barbados	444	8,2	0,5%	14,1	0,6%
30	Malesia	1.817	8,1	0,5%	9,7	0,4%
	Non attribuito**	2.300	12,2	0,7%	19,7	0,8%
	Altri	31.844	148,7	8,7%	209,5	8,5%
	TOTALE	113.854	1.700,2	100%	2.474,5	100%

Fonte: elaborazione SRM su dati Clarkson Research Service Ltd

04.

**THE ITALIAN MERCHANT FLEET
UNDER THE MICROSCOPE**



The Italian fleet is composed of sectors specializing in different economic and social areas of the country and offers the highest international standards, both in terms of technology and services provided to national industry and passenger transport. Below is an analysis of the different sectors in which the Italian fleet is diversified, grouped into two macro-areas: the cargo sector and the passenger sector

CARGO SECTOR

BLULK CARRIER FLEET

The development of dry bulk maritime trade is a reliable indicator of the state of the global economy. While in 2023 the volume of sea transport of minerals, coal, and cereals increased by 3.6% overall, reaching 5.6 billion tons, a further increase in transport volume of around 3.3% is expected for 2024, partly thanks to the economic recovery of the People's Republic of China and other important markets. However, experts expect zero growth in the coming years due to stagnant economic development in major economies and the resulting attempts to regulate global trade more strictly.

In 2024, the bulk carrier fleet grew by 2.9% in terms of tonnage, mainly due to the low number of demolitions. Last year, 445 new ships (equivalent to 31.2

million dwt) entered service. Panamax class ships accounted for more than half of the new units. At the beginning of 2025, the fleet comprised 13,648 units with a carrying capacity of approximately 997 million tons. The Italian-flagged fleet in the sector moved up three places in the ranking, from 24th last year to 21st.

Ships in this category include large Post-Panamax vessels (over 80,000 DWT) that ensure the supply of raw materials, both energy and food, as well as conventional cargo vessels that are indispensable for industry, especially mechanical engineering, as they are capable of transporting large non-unitized loads.

The Baltic Dry Index — a composite index of the value of charter contracts for Capesize (40%), Panamax (30%), and Supramax (30%) ships recorded daily on a significant number of routes — reached its peak in October 2021, following ten months of

FIG. 19: WORLD'S MAIN BULK CARRIER FLEETS

Ships of at least 1,000 GT by shipowner nationality

Paesi/Countries	N.	000 dwt
1 China	3.979	261.902
2 Greece	2.691	223.150
3 Japan	1.728	150.940
4 Korea	337	41.975
5 Singapore	360	36.426
6 Taiwan	397	33.110
7 Turkey	507	26.935
8 Hong Kong	409	26.244
9 Norway	249	26.033
10 Germany	259	18.661
11 United States	145	14.800
12 United Kingdom	170	14.776
13 United Arab Emirates	209	13.012
14 Indonesia	343	12.152
15 India	168	11.625
16 Vietnam	227	8.158
17 Canada	144	5.644
18 Belgium	41	5.033
19 Bangladesh	86	4.521
20 Australia	26	4.509
21 Italy	77	3.775
22 Cyprus	69	3.458
23 Luxembourg	28	2.910
24 Thailand	56	2.737
25 Denmark	25	2.229
26 Oman	11	2.045
27 Monaco	28	2.013
28 Iran	32	2.010
29 Poland	47	2.001
30 Bermuda	10	1.926
Others	698	28.249
Unknown shipowner control	92	3.961
TOTAL	13.648	996.920

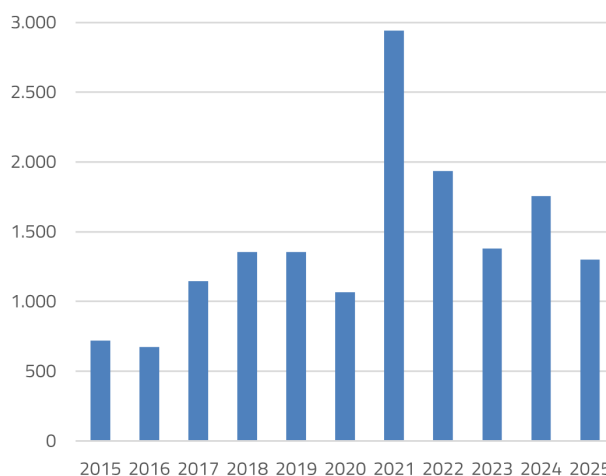
Source: SRM processing on SL Bremen data

growth. After this peak, the value of the Baltic Dry Index fell for the next two years, a downward trend due to a decrease in contracts resulting from a lower propensity to trade, but since the last months of 2023 it has begun to rise again, settling at 1,754.66 as the average for 2024. Meanwhile, a lower average, mirroring the trend of the first months of 2023, characterizes the first six months of 2025.

OIL TANKER FLEET

This sector includes various types of vessels, from small tankers (3-10,000 DWT) that serve the energy and food needs of small Italian islands to the so-called Suemax (120-180,000 DWT), the largest vessels that can pass through the Suez Canal and

FIG. 20: BALTIC DRY INDEX



Source: SRM processing on Clarkson Research Service Ltd data

are essential for the supply of crude oil and clean products (gasoline and diesel) as well as highly specialized chemical tankers.

Even in 2024, despite a slight decline in terms of units and DWT, Italy remains in 5th place in the ranking of fleets controlled by chemical tanker owners, with 207 units and a tonnage of approximately 7 million DWT. In the overall tanker ranking, the fleet controlled by Italian shipowners drops one position to 14th place with 297 units and approximately 13.8 million DWT.

The Baltic Clean Tanker Index (BCTI) - is a global benchmark that tracks the movement of refined petroleum products. After peaking in 2022 as a result of the shift in trade balances following the conflict in Ukraine and the sanctions imposed on Russia, the index declined in 2023 and remained at the same levels in 2024. The diversion of ships around the Cape of Good Hope, caused by hostilities in the Bab-el-Mandeb Strait, in addition to European sanctions on Russian oil, have changed global trade routes, increasing average travel distances and growing demand measured in ton-miles, which affects rates and therefore the value of an index.

The Baltic Dirty Tanker Index (BDTI) is an important tool for understanding trends in the global crude oil shipping market. The value of the index after its peak in 2022 has been affected by changes in crude oil import and export patterns between Europe and Russia.



FIG. 21: WORLD'S MAIN TANKER FLEETS

Ships of at least 1,000 GT by shipowner nationality

CRUDE OIL & PRODUCTS			CHEMICAL			TOTALE CISTERNE		
Countries	No.	000 DWT	Countries	No.	000 DWT	Countries	No.	000 DWT
1 Greece	943	137.982	Greece	493	18.255	Greece	1.720	173.394
2 China	1.358	71.867	Japan	537	12.305	China	2.305	90.472
3 Norway	171	28.850	China	734	11.723	Japan	1.125	57.308
4 Japan	246	27.366	Singapore	382	11.731	Norway	544	41.575
5 Korea	143	27.135	ITALY	207	7.003	Korea	642	41.139
6 United Arab Emirates	295	24.988	Norway	268	6.534	Singapore	870	34.965
7 India	198	20.771	Korea	356	6.492	United Arab Emirates	585	33.788
8 USA	88	17.770	United Arab Emirates	218	5.809	USA	346	29.995
9 Singapore	347	16.514	Denmark	165	5.691	India	349	26.286
10 Arabia S.	67	14.597	Turkey	282	4.712	Hong Kong	233	17.292
11 Hong Kong	147	14.422	USA	118	4.705	Arabia S.	108	16.511
12 Iran	58	14.030	India	94	2.877	Turkey	438	14.422
13 Malaysia	123	10.505	Indonesia	209	2.836	Iran	67	14.262
14 Turkey	110	8.467	United Kingdom	116	2.687	ITALY	297	13.838
15 Others	2.065	108.421	Others	1.362	29.981	Others	4.506	171.129
Unknown	439	35.893	Unknown	277	5.887	Unknown	737	42.442
TOTAL	6.798	579.578	TOTAL	5.818	139.228	TOTAL	14.872	818.818

Source: SRM processing on SL Bremen data

FIG. 22: BALTIC CLEAN TANKER INDEX

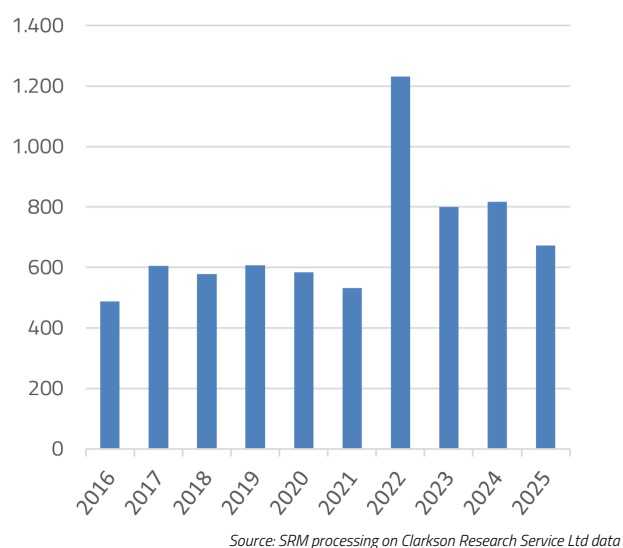
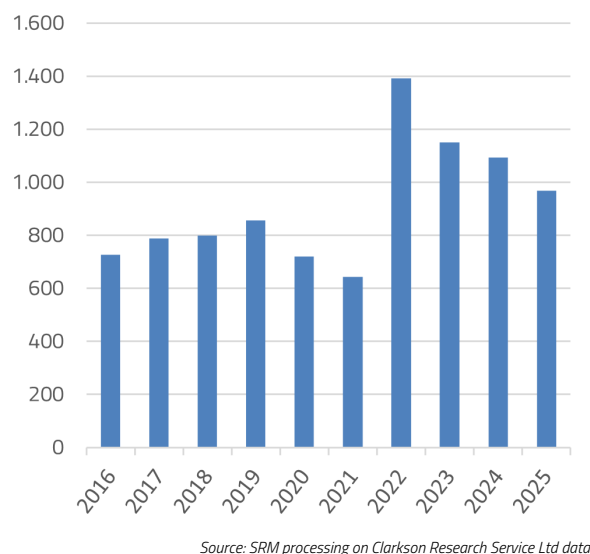


FIG. 23: BALTIC DIRTY TANKER INDEX



An important factor in the decline of the index is the drop in demand linked to global economic uncertainties, which have contributed to reducing demand for maritime transport services. The general sentiment in the maritime transport market has been one of caution, and many operators have revised their expectations downwards in response to these trends.

In the current situation, however, the structural re-configuration of certain trade flows and regulatory pressures may still support the market. Crude oil and natural gas account for 55% of global primary energy demand, with crude oil representing approximately

32% and natural gas 23%. This highlights the importance of international maritime transport.

Over the last 25 years, we have seen a gradual shift in energy supply routes. The United States, for example, imported 391 million tons of crude oil by sea in 2000, compared with only 137 million tons last year. A significant proportion of imports now come via pipelines from Canada, Mexico, and the Caribbean. Furthermore, during the same period, maritime imports of crude oil to India and China increased by 224% and 628% respectively, reaching 240 million tons and 501 million tons.

According to analysts, global maritime trade in crude oil is expected to grow steadily by 1.2% in 2025, reaching 39.5 million barrels per day. In 2026, global seaborne crude oil trade volumes are expected to grow by 1.0% to 39.8 million barrels per day, supported by strong growth in South American and Middle Eastern exports, although a decline in US exports (2026 forecast: -4%) could be a dampening factor. Meanwhile, trade in ton-miles is currently expected to grow by 0.3% in 2026, against a decline in volumes on the West Africa-Asia route and with the possibility that tensions in the Red Sea will gradually ease over the next year.

In 2025, global maritime trade volumes of petroleum products are expected to decline by 4% compared to 2024, mainly due to the estimated decline in Asian imports, which are expected to decrease by 6% this year compared to 2024, primarily due to high fuel oil tariffs that have slowed Chinese import volumes (-17%).

GAS CARRIER FLEET

According to analysts, global maritime trade in gas (LNG and LPG) is expected to reach a volume of 594 million tons in 2025, compared to 570 million tons in 2024.

LNG Fleet

The global fleet of LNG ships (including carriers, bunkering vessels, and regasification units) consists of 835 vessels, totaling over 68 million dwt. Greece and Japan have the largest fleets, followed by the United States, South Korea, and Qatar, which are among the largest LNG exporters. The top 10 countries account for 85% of the total dwt of this type of ship. Of the 835 vessels, 42 (totaling 3.5 million dwt) are LNG Regas, i.e., vessels equipped with an on-board regasification plant. Among the latter is an Italian ship owned by SNAM, the Italis LNG (formerly Golar Tundra), which has four tanks with a storage capacity of approximately 170,000 cubic meters of LNG and a continuous regasification capacity of 5 billion cubic meters per year. In addition, the BW Singapore, destined for the Adriatic area, entered service in Ravenna in May 2025. The ship, built in 2015, is 293 me-

FIG. 24: MAIN WORLD FLEETS OF LNG TANKERS

	Paesi	N	000 DWT
1	GREECE	152	13.872
	of which LNG regasification plants	1	86
2	JAPAN	142	11.320
	of which LNG regasification plants	2	220
3	UNITED STATES	78	6.341
	of which LNG regasification plants	16	1.354
4	SOUTH KOREA	79	6.452
5	QATAR	45	4.860
6	NORWAY	60	4.794
	of which LNG regasification plants	8	677
7	SINGAPORE	42	3.674
	of which LNG regasification plants	3	273
8	CHINA	50	3.652
9	MALAYSIA	27	2.018
10	NIGERIA	11	944
	OTHERS	149	10.275
	of which LNG regasification plants	12	940
	TOTAL	835	68.203
	of which LNG regasification plants	42	3.550

Source: SRM processing on Clarkson Research Service Ltd data

ters long and 43 meters wide and was purchased by SNAM in July 2022. With its entry into service, Italy's total regasification capacity reached 28 billion cubic meters, equivalent to the volumes imported via pipeline from Russia in 2021, before the Russian-Ukrainian conflict. Globally, LNG trade is expected to grow by 4.8% in 2025, supported by a robust increase in liquefaction capacity thanks to the launch of several new projects. Growth in ton-miles is estimated at 1.1%, with an increase in traffic between the United States and Europe. In 2026, LNG trade is expected to grow by 9.5%, while trade in ton-miles is estimated to increase by 17.6%, supported by an expected recovery in traffic between the United States and Asia.

Analysts estimate that, although demand for natural gas has already peaked in some regions, it will continue to grow globally and, according to the latest industry estimates, LNG transport volumes will reach around 678 million tons per year by 2030.

Spot rates for LNG settled below \$50,000/day during 2024, reaching very low levels in the first two quarters of 2025, amid ample tonnage supply. Average rates for the second quarter of 2025 for a 160k CBM unit were \$16,904/day, down 60% year-on-year compared to the second quarter of 2024 (the



peak was at the end of 2022: \$330,327/day due to record demand for LNG in Europe).

LPG Fleet

Also in the gas tanker sector, there are 1,700 ships designed to transport LPG (liquefied petroleum gas: propane and butane) for a total of approximately 35.6 million dwt. A significant number of LPG ships are also capable of transporting ammonia and petrochemical gases such as ethylene, propylene, butadiene, and vinyl chloride monomer (VCM).

The fleets of Japan and Greece are at the top of the list, followed by those of China, Singapore, and South Korea. The top 15 countries account for 85% of the total dwt of this type of vessel. After the decline in 2020, rates rose, peaking at the end of 2023, before returning to normal.

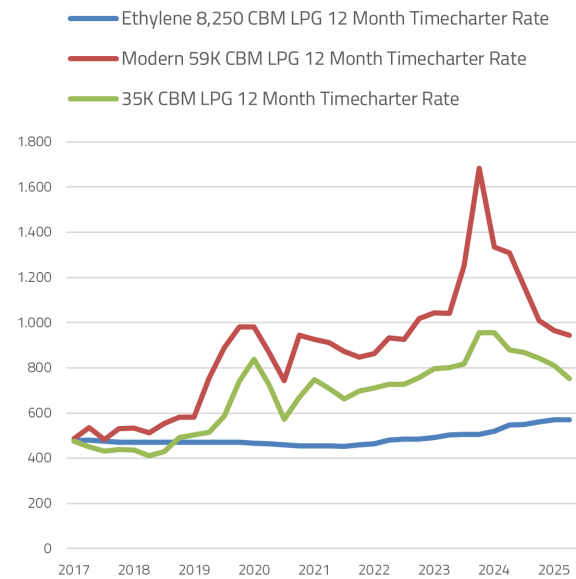
Freight rates are influenced by the continued growth of the fleet, limits on US export capacity, and OPEC+ production cuts. However, for smaller vessels, freight rates are on the rise due to growth in ethylene/ethane exports from the US and low fleet growth.

FIG. 25: MAIN WORLD FLEETS OF LPG TANKERS

Countries	N	000 DWT
1 Japan	304	5.378
2 Greece	132	3.473
3 China	182	3.418
4 Singapore	99	3.305
5 South Korea	91	2.441
6 United Arab Emirates	61	1.947
7 India	52	1.742
8 United Kingdom	42	1.725
9 Indonesia	103	1.300
10 United States	61	1.259
11 Norway	45	1.123
12 Turkey	45	854
13 Hong Kong	24	804
14 Vietnam	50	782
15 Germany	46	648
Others	363	5.441
TOTAL	1700	35.641

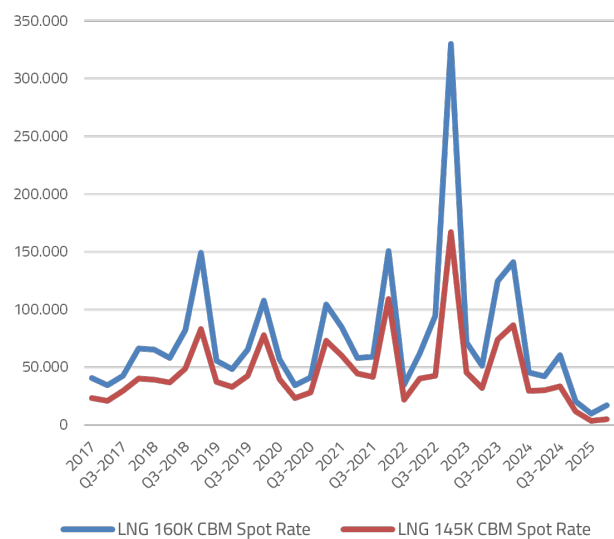
Source: SRM processing on Clarkson Research Service Ltd data

FIG. 26: GPL TIMECHARTER RATES



Source: SRM processing on Clarkson Research Service Ltd data

FIG. 27: TREND IN FREIGHT RATES FOR LNG AND LPG SHIPS

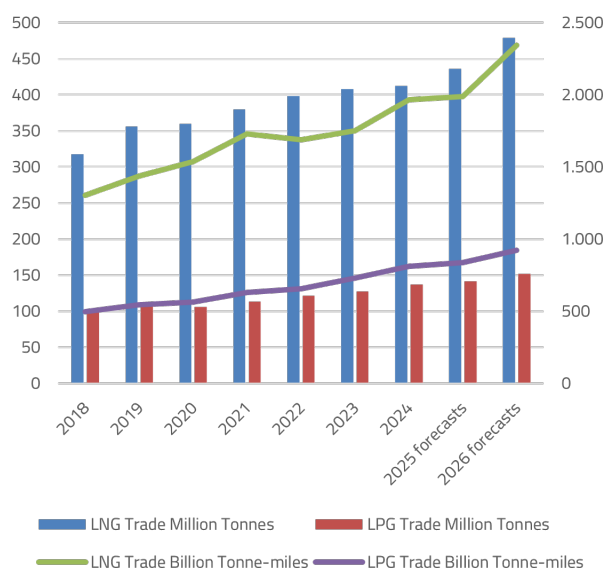


Source: SRM processing on Clarkson Research Service Ltd data

In 2026, LPG trade is expected to grow by 7.0%, driven by increased exports from the US and the Middle East, while Chinese imports are expected to return to strong growth. Growth in ton-miles is estimated at 9.7%, supported by increased traffic between the United States and Asia (potentially with a growing share routed via the Cape of Good Hope).

Overall, the growth in demand for LPG transport in ton-miles, equal to 5.4%, is expected to exceed the estimated fleet growth of 3.4%.

FIG. 28: MARITIME TRAFFIC OF LNG AND LPG



Source: SRM processing on Clarkson Research Service Ltd data

BUNKERING TANKER FLEET

Despite its small size, the bunkering sector plays a strategic role in maritime import and export traffic, passenger and freight connections — both in coastal and international shipping — as well as in the employment of Italian seafarers and related activities, in addition to national energy supply.

Given its importance, several EU Member States have already granted specific support measures to tankers used for these services, in line with EU guidelines on state aid to maritime transport.

However, for some years now, the Italian sector has been undergoing a deep crisis which, in the absence of intervention, risks compromising the maintenance of the service by operators whose operating budgets are increasingly in deficit.

Operators in the sector have made a great effort to meet the requirements of the new marine fuel regulations that came into force on January 1, 2020, which have reduced the sulfur content by a factor of seven, making an important contribution to environmental protection.



The bunkering sector consists of:

- 15 shipping companies
- 40 vessels (tankers, tanker barges, and tugboats) exclusively dedicated to bunkering services
- Total capacity: 70,000 gross tons with an average of approximately 1,800 tons per vessel
- Employment: more than 200 seafarers, all EU nationals (almost entirely Italian), highly specialized, mainly officers, in addition to shore-based personnel and related industries, for a total of approximately 600 employees

CAR CARRIER FLEET

Car carriers and Ro-Ro ships are of fundamental importance to the development of the global economy, as the automotive industry accounts for a significant share of the value chain, particularly in industrialized countries.

In 2024, international trade in automobiles by sea grew by 3.1%, reaching 29.1 million units, an increase of 11.4% compared to 2019. At the beginning of 2025, there were 815 PCCs (including Pure Car & Truck Carriers with a tonnage of more than 1,000 GT) worldwide, totaling 4.4 million CEU (Car Equivalent Units), an increase of 6.4% in terms of units and 7.8% in transport capacity compared to the previous year.

Most of the PCC fleet belongs to the ocean segment, with units of 4,000 CEU or greater capacity. The largest size class is that above 7,000 CEU, with 482 ships and 75% of transport capacity. The average size of ships in the global fleet increased from 4,500 CEU at the beginning of 2010 to 5,386 CEU at the beginning of 2025.

The five largest shipowners account for approximately 45% of the global vehicle transport capacity fleet. Wallenius Wilhelmsen remains the largest shipowner with 78 ships (552,000 CEU). In terms of owner nationality, Japanese shipowners remain the industry leaders at the beginning of 2025 with 36% of global transport capacity, followed by Norway (23.3%), South Korea (11.7%), and Israel (8.7%). Overall, the four largest owner nations control approximately 79% of transport capacity.



FIG. 29: MAJOR GLOBAL SHIP FLEETS
CAR CARRIER

	Countries	N. of vessels	DWT (1000)	Auto Trasportate (1000)	Età Media Navi	% DWT su Totale
1	Japan	296	4867	1573	15,4	36
2	Norway	147	3146	983	15,9	23,3
3	Korea, Rep. of	84	1579	517	16,4	11,7
4	Israel	64	1175	381	15,9	8,7
5	China, PR of	54	591	196	13,2	4,4
6	Singapore	24	439	154	9,6	3,2
7	UK	20	323	118	11	2,4
8	Italy	25	292	192	13,2	2,2
9	Greece	25	282	93	17,8	2,1
10	US	14	272	80	18,4	2
	Others	63	562	172	22,2	4,2
	TOTAL 2025	811	13531	4388	15,8	100
	TOTAL 2024	762	12589	4070	15,9	100
	2025/2024	6,4%	7,5%	7,8%		

Confitarma processing on ISL Bremen data

The number of new PCCs ordered in 2024 was 72 ships (all capable of using LNG) with a total capacity of 545,410 CEU. In terms of capacity, the order book has doubled again since June 2023. Over 85% of CEU capacity (153 car carriers) is under construction at Chinese shipyards.

Globally, according to ISL statistics, at the beginning of 2025, our country ranked 8th after Japan, Norway, South Korea, Israel, the People's Republic of China, Singapore, and the UK. Our country's presence

among the top ten countries in the world is primarily due to the Grimaldi Group, which is one of the world's leading operators of this type of vessel.

CONTAINER SHIP FLEET

At the beginning of 2025, there were 6,744 container ships in service with a gross tonnage of 363.4 million tons, equivalent to 30.8 million TEU. In the latter terms, the figures show an increase of 10.8%. The cargo capacity of ships entering service in 2024 (approximately 2.9 million TEU) was about 25% greater than those delivered in 2023.

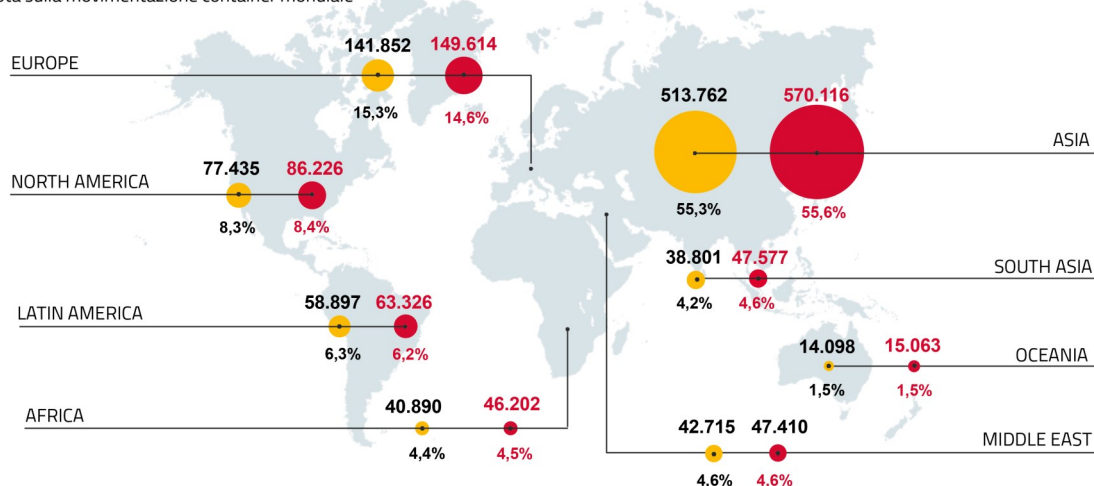
In 2024, 473 ships with a total capacity of 2.9 million TEU were delivered, an increase of 26.7%. Almost 45% of the total are vessels with a capacity of more than 14,000 TEU.

Despite the international crises that inevitably impact world trade and therefore maritime transport, the latter is once again showing remarkable resilience, a capacity to react that is helping to absorb the negative impacts of logistical disruptions. Since the end of 2023, freight rates have started to rise again due to increased fuel consumption and CO2 emissions, as well as higher insurance costs (for the risks of attacks or sabotage), which are estimated to have made the price of a round trip from Asia to Europe

Container Handling for 2024 and Forecasts for 2025

● 2024 ● 2029

In % la quota sulla movimentazione container mondiale



Dati in KTEU | Fonte: SRM su Drewry



FIG. 30: MAJOR GLOBAL CONTAINER SHIP FLEETS

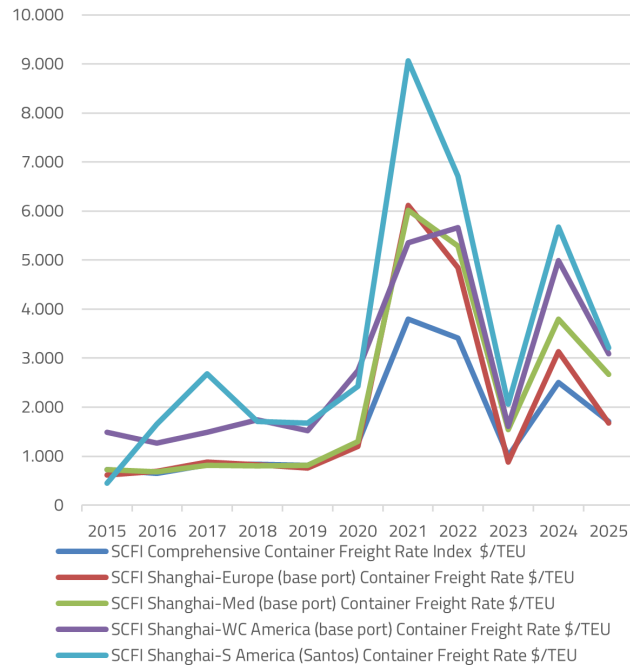
	Countries	N.	000 dwt	000 TEU
1	China	1.410	62.342	5.241
2	Switzerland	560	39.148	3.234
3	Germany	760	36.998	3.106
4	Japan	398	28.338	2.523
5	Denmark	343	29.253	2.522
6	France	299	24.896	2.157
7	Taiwan	393	24.488	2.127
8	Greece	461	24.782	2.054
9	Canada	196	21.822	1.951
10	Rep. Korea	252	14.458	1.300
11	Singapore	271	14.447	1.246
12	United Kingdom	173	13.445	1.126
13	Norway	62	4.591	387
14	Emirati arabi Uniti	123	3.266	249
15	Indonesia	235	2.709	187
16	Turkey	121	2.436	184
17	United States	81	2.319	166
18	Thailand	51	1.723	141
19	Iran	27	1.616	136
20	Israel	36	1.688	135
21	Hong Kong	25	814	68
22	Vietnam	54	740	54
23	Netherlands	46	606	48
24	Malaysia	46	614	43
25	Bermuda	4	467	40
26	Russia	29	335	26
27	Belgium	8	309	24
28	Philippines	41	267	20
29	India	9	229	17
30	Bangladesh	11	190	12
	Others	143	1.817	140
	Unknown shipowner control	76	2.247	174
	TOTAL	6.744	363.400	30.838

Source: SRM processing on SL Bremen data

almost \$1 million more expensive. Freight rates rose to a peak in July 2024, then fell with limited fluctuations, remaining below \$4,000 for connections from Shanghai to Europe and the Mediterranean from September 2024, and for connections to the Americas from February this year.

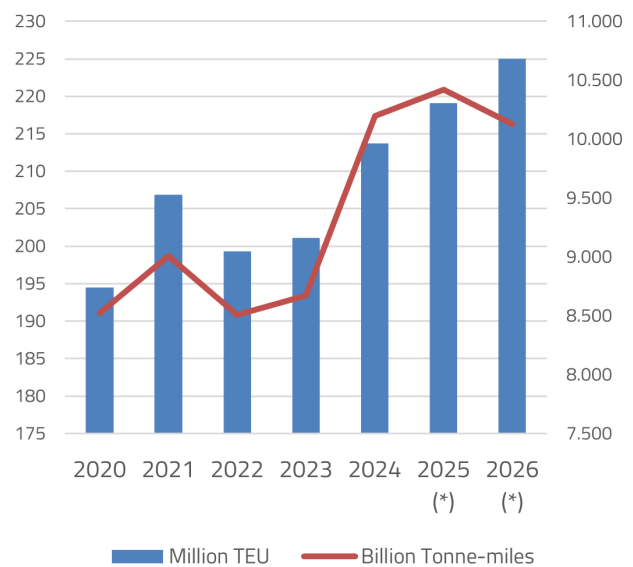
Announcements about US tariffs have impacted freight rates, which, after falling, saw a boost following the US President's decision to pause the previously announced tariff measures. The slowdown in traffic on the China-US route and trade uncertainty are affecting freight rates, which are now falling. The negative trend also continues to affect transpacific routes, which are most exposed to the Trump Administration's tariff policies, with liners already tak-

FIG. 31: FREIGHT RATES FOR CONTAINER SHIPS



Source: SRM processing on Clarkson Research Service Ltd data

FIG. 32: GLOBAL CONTAINER TRAFFIC



Source: SRM processing on Clarkson Research Service Ltd data

ing corrective action with blank sailings and surcharges. Cancellations could also cause freight rates to rebound in the short term, but the outlook remains bearish.

Global container traffic (excluding transshipment and feeder activities) in 2024 reached nearly 214 million TEUs, up 6.2% compared to 2023. There was a sig-



FIG. 33: CONTAINER MOVEMENT IN THE MAIN AREAS OF THE WORLD

Milioni di TEU	IMPORT			EXPORT		
	2023	2024	2025 (*)	2023	2024	2025 (*)
Nord America	30,3	34,0	33,7	13,5	13,9	13,6
Europa	38,0	40,9	42,0	32,3	33,1	33,6
Far East	83,7	87,1	89,1	120,4	130,2	134,4
Middle East	7,4	7,8	8,3	2,9	2,8	3,0
Sub-continente indiano	8,0	8,6	9,2	7,0	7,3	7,5
America Latina	9,8	10,7	11,4	7,2	7,7	8,0
Africa	8,5	8,5	9,1	3,8	4,1	4,1
Oceania	3,6	4,0	4,0	2,2	2,4	2,5
Non specificato	11,8	12,1	12,4	11,8	12,1	12,4
World	201,1	213,7	219,1	201,1	213,7	219,1

Source: SRM processing on Clarkson Research Service Ltd data

nificant increase in the distances traveled by container ships (+17.6% in ton-miles compared to 2023) due to longer routes.

Asia plays a dominant role in maritime transport. Based on Clarksons data for the main geographical areas, the Far East was the most dynamic in terms of exports (+8.1% for 2024 compared to the previous year), while North America was the most dynamic in terms of imports (12% for 2024 compared to the previous year).

Asia accounts for more than half of global container traffic. The average annual growth forecast between 2024 and 2029 is 2.1%. Europe ranks second in terms of container traffic volume, with an average annual growth forecast of 1.1%. In terms of container traffic volume, it will remain in third place in the coming years, with an average annual growth rate of 2.2%. However, Africa shows the highest growth forecasts, with an annual growth rate of 2.5%. The Far East and Southeast Asia are strengthening their role as maritime freight hubs. Chinese ports in the Top 20 account for 56% of the container handling of

FIG. 34: MAIN CONTAINER ROUTES OF EUROPEAN INTEREST

.000 TEUs (2024)		Net capacity	Cargo demand	Net slot utilisation
ASIA - EUROPE	Eastbound North Europe - Asia	10.037	4.198	41,80%
	Westbound Asia-North Europe	13.124	11.267	85,90%
	Eastbound Med -Asia	6.129	1.916	31,30%
	Westbound Asia-Med	8.396	6.467	77%
TRANSATLANTIC	Eastbound North America - Europe/Med	3.885	1.831	47,10%
	Westbound Europe/Med - North America	4.326	3.186	73,70%

Source: SRM processing on Drewry data



FIG. 35: CONTAINER MOVEMENT IN THE MAIN PORTS WORLDWIDE, IN EUROPE, AND IN ITALY

Major World Ports					Major European and Mediterranean ports					
	Country	2024	2023	Var.% 24/23		2024	2023	Var.% 2024/2023		
1	Shanghai	China	51.508.000	49.158.000	4,8%	1	Rotterdam	13.820.000	13.447.000	2,8%
2	Singapore	Singapore	41.124.045	39.012.954	5,4%	2	Antwerp-Bruges	13.532.436	12.618.087	7,2%
3	Ningbo-Zhoushan	China	39.300.800	35.300.000	11,3%	3	Tanger Med	10.241.392	8.617.410	18,8%
4	Shenzhen	China	33.398.600	29.880.000	11,8%	4	Hamburg	7.800.000	7.620.595	2,4%
5	Qingdao	China	30.847.000	28.770.000	7,2%	5	Valencia	5.475.773	4.803.995	14,0%
6	Guangzhou	China	26.450.000	25.110.000	5,3%	6	Piraeus	4.788.000	5.100.920	-6,1%
7	Busan	South Korea	24.402.022	23.153.509	5,4%	7	Algeciras	4.706.145	4.733.385	-0,6%
8	Tianjin	China	23.292.500	22.187.100	5,0%	8	Bremen	4.445.000	4.200.000	5,8%
9	Jebel Ali	UAE	15.536.000	14.473.000	7,3%	9	Gioia Tauro	3.940.452	3.453.837	14,1%
10	Port Klang	Malaysia	14.644.527	14.061.022	4,1%	10	Port Said	3.905.226	4.166.000	-6,3%
11	Rotterdam	Netherlands	13.820.000	13.446.709	2,8%	11	Barcelona	3.885.736	3.280.048	18,5%
12	Hong Kong	China	13.691.000	14.401.000	-4,9%	12	Felixstowe	3.246.082	3.246.082	0,0%
13	Antwerp+ Zeebrugge	Belgium	13.517.000	12.500.000	8,1%	13	Le Havre	3.122.000	2.630.000	18,7%
14	Xiamen	China	12.255.700	12.553.700	-2,4%	14	Ambarli	3.009.724	3.170.430	-5,1%
15	Port Tanjung Pelepas	Malaysia	12.253.309	10.480.537	16,9%	15	Marsaxlokk	2.857.000	2.800.000	2,0%
16	Los Angeles	USA	10.297.352	8.629.681	19,3%	16	Genova	2.447.815	2.394.335	2,2%
17	Tanger Med	Morocco	10.241.392	8.617.410	18,8%	17	Gdansk	2.248.764	2.050.287	9,7%
18	Long Beach	USA	9.649.724	8.018.668	20,3%	18	Alexandria	2.211.851	1.627.827	35,9%
19	Laem Chabang	Thailandia	9.554.700	8.868.200	7,7%	19	Sines PSA	1.909.731	1.665.308	14,7%
20	Kaohsiung	Taiwan	9.228.418	8.833.831	4,5%	20	Mersin	1.889.860	1.942.069	-2,7%
Top 20			415.012.089	387.455.321	7,1%	Top 20		99.482.987	93.567.616	6,3%
Totale mondiale			928.451.156	866.341.506	7,2%	Totale mondiale		928.451.156	866.341.506	7,2%

Source: SRM, Alphaliner, and Drewry

the world's top 20 ports. The Top 20 includes the European ports of Rotterdam and Antwerp-Bruges.

The convergence of Mediterranean ports with the Northern Range system is accelerating. The geopolitical crisis is having an impact on European maritime trade, with Italy proving more resilient than its continental competitors. Tanger Med confirms its leadership in the Mediterranean with record growth in 2024.

Italian ports have had to reorganize to balance the continuous disruptions that occurred during 2024, mainly due to delays and longer ship travel times, but they have been able to react and seize the opportunities associated with the reorientation of trade flows in the Mediterranean. The container segment was the main bright spot: in 2024, Italian ports recorded a total throughput of over 11.7 million TEUs, up 6.5% compared to 2023. Gioia Tauro topped the ranking of Italian ports with over 3.9 million TEUs, up 14% compared to 2023. Genoa and La Spezia followed with over 2.4 and approximately 1.2 million TEUs, respectively.

Major Italian ports		2024	2023	var 2024/2023
1	Gioia Tauro	3.940.452	3.453.837	14,1%
2	Genova	2.447.817	2.394.335	2,2%
3	La Spezia	1.238.258	1.139.088	8,7%
4	Trieste	842.200	852.195	-1,2%
5	Livorno	663.622	669.414	-0,9%
6	Napoli	646.409	595.740	8,5%
7	Savona-Vado	372.686	346.612	7,5%
8	Salerno	358.316	345.949	3,6%
9	Venezia	285.351	299.432	-4,7%
10	Ravenna	201.776	216.981	-7,0%
11	Cagliari-Sarroch	196.539	122.737	60,1%
12	Ancona-Falconara	151.660	173.152	-12,4%
13	Civitavecchia	106.592	101.319	5,2%
14	Marina di Carrara	103.297	103.519	-0,2%
15	Bari	73.554	73.948	-0,5%
16	Augusta	39.443	-	-
17	Palermo	16.394	15.201	7,8%
18	Taranto	16.114	40.625	-60,3%
19	Catania	13.289	53.212	-75,0%
20	Trapani	10.242	10.516	-2,6%
TOTALE		11.733.609	11.017.091	6,5%

Source: SRM, Alphaliner, and Drewry

TUG AND SUPPLY VESSEL FLEET

As of January 2025, there are 359 vessels belonging to the important category of auxiliary vessels for energy platforms, which provide essential services to ensure the safety and smooth running of both maritime traffic and supplies from marine energy platforms of national interest.

Supply vessels are ships used to transport energy industry workers, transport goods, including dangerous goods, and provide support services for underwater work. These vessels are strategic and fundamental to the energy supply chain. The Italian fleet is also used abroad to assist energy platforms, for example in the Mediterranean Sea and Africa.

Tugboats, equipped with particular propulsive power, are used not only for technical nautical services but also for deep-sea towing, heavy transport, and ship rescue.

CABLE LAYING AND PIPELAYING FLEET

In 2025, the global fleet of cable laying and cable repair vessels numbers 119 units with a total of approximately 1 million GT (gross tonnage), in addition to 19 units under construction over the next three years, for a total of approximately 381,600 GT. Italy, with more than 82,400 GT, ranks third globally, preceded only by France and Indonesia.

As for the global fleet of pipe-laying vessels, there are 151 vessels with a total of approximately 2.5

FIG. 36: MAJOR GLOBAL CABLE-LAYING AND PIPELAYING FLEETS

COUNTRIES	N	GT
France (Fis)	12	130.262
Indonesia	12	85.262
Italy	5	82.401
China, People's Republic Of	8	65.819
Norway (Nis)	4	55.753
United States Of America	5	53.645
United Kingdom	5	53.297
Netherlands	5	49.997
Marshall Islands	4	48.736
Panama	5	39.443
Others	54	314.797
Total	119	979.412

Source: Confitarma processing on Lloyd's Register—Seaweb data



million GT. Italy, with 7 units totaling over 226,000 GT, ranks third in the global ranking for this sector.

This is a strategic fleet of specialized ships for the country, which includes both vessels that lay and repair submarine telecommunications cables and submarine energy pipelines (oil and gas pipelines).

The bill approved by the Government in September 2024, which provides for the establishment of a special Agency for the Safety of Underwater Activities (ASAS), reporting to the Prime Minister's Office, is continuing its approval process in Parliament.

The extension of underwater digital backbones has grown exponentially, reaching over 1.6 million kilometers of submarine cables today, with an expected increase of 48% by 2040 (a network of over 2.4 million km).

This infrastructure is the foundation of today's digital society, as 99% of international data traffic — communications, finance, digital content — passes through these invisible arteries lying on the ocean floor.

RESEARCH VESSEL FLEET

The Italian fleet also includes sophisticated research vessels, designed to operate in the harsh weather conditions of polar regions and to support the national and international scientific community. In particular, among the vessels belonging to the Confitarma fleet are:

- Laura Bassi, an icebreaker owned by the National Institute of Oceanography and Experimental Geophysics
- OGS: the only Italian ship to have obtained Polar Code certification, known for having reached the southernmost point ever reached by a ship as part of the National Antarctic Research Program (PNRA);
- Gaia Blu, an oceanographic vessel belonging to the CNR (National Research Council), serving the Italian and international scientific community, has completed over 80 expeditions, hosting over a thousand researchers from all over the world on board;
- Vega Uno, a research vessel launched in 1991 and completely renovated in 2024, is also used for applied activities such as coastal erosion monitoring, underwater archaeological research, and sedimentological and biological mapping of the seabed.





PASSENGER SECTOR

RO-RO AND RO-PAX FLEET

In July 2025, the global ro-ro cargo fleet consisted of 752 vessels with a total gross tonnage of 13.9 million tons. Looking at the global ferry fleet in July 2025, Italy remains in first place in terms of GT with 256 vessels and almost 5.7 million GT. Malta follows at a distance with 2.3 million GT, followed by Cyprus, China, and Japan.

FIG. 37: MAJOR GLOBAL FERRY FLEETS (by flag)

PASSENGER RO RO CARGO				RO-RO CARGO		TOTALE	
	N.	Total GT		N.	Total GT	N.	Total GT
1	ITALY	194	2.533.936	62	3.179.908	256	5.713.844
2	MALTA	7	50.553	51	2.248.159	58	2.298.712
3	CYPRUS	71	1.760.660	6	107.174	77	1.867.834
4	CHINA	214	1.730.377	22	122.997	236	1.853.374
5	JAPAN	275	1.097.565	77	693.383	352	1.790.948
6	DENMARK	70	698.097	20	703.358	90	1.401.455
7	INDONESIA	503	1.181.911	35	216.364	538	1.398.275
8	NORWAY	325	819.685	15	466.483	340	1.286.168
9	FINLAND	56	724.022	21	502.678	77	1.226.700
10	GREECE	206	996.144	11	85.153	217	1.081.297
11	FRANCE	62	936.157	9	123.817	71	1.059.974
12	UNITED STATES	123	302.405	16	724.079	139	1.026.484
13	SWEEDEN	59	692.894	12	292.431	71	985.325
14	PANAMA	57	595.587	44	328.293	101	923.880
15	TURKEY	77	106.111	31	685.524	108	791.635
16	CANADA	120	579.477	10	87.784	130	667.261
17	NETHERLANDS	14	234.141	25	427.332	39	661.473
18	UNITED KINGDOM	79	434.217	7	118.225	86	552.442
19	SPAIN	30	402.912	5	90.838	35	493.750
20	PHILIPPINES	257	400.486	14	80.760	271	481.246
	OTHERS	1.068	3.930.308	259	2.621.121	1.327	6.551.429
	TOTAL	3.867	20.207.645	752	13.905.861	4.619	34.113.506

* For the Passenger Ro-Ro Cargo category, the following categories were considered: Pass-Car-Ferry, Pass Cargo, and Ro-Pax.

** For the Ro-Ro Cargo category, the following categories were considered: Ro-Ro and Ro-Ro-Container.

Source: Confitarma processing on ISL Bremen data

In Ro-Ro cargo, in particular, Italy stands out not only for GT but also for the number of vessels, thanks above all to the Grimaldi Group, which is the world leader in the sector.

Motorways of the Sea: Italian *best practice*

In the first half of 2025, the Motorways of the Sea recorded an upward trend compared to 2024. In fact, services to foreign ports showed positive values both in terms of weekly departures (+3%) and linear meters



FIG. 38: INTERNATIONAL RO-RO TRANSPORT SERVICES 2025

Source: Confitarma analysis

Origine - destinazione	Round trip settimanali Weekly round trip	M.I. settimanali Weekly linear meters
Ancona-Durazzo	4,5	15.975
Ancona-Igoumenitsa	7	31.500
Barcellona-Ibiza	4	14.960
Barcellona-Mahon (Minorca)	3	12.264
Barcellona-Nador	1,5	4.500
Barcellona-Palma di Maiorca	6	26.604
Barcellona-Tangeri	3	11.400
Bari-Durazzo	7	10.500
Brindisi-Igoumenitsa	7	37.800
Civitavecchia-Palermo-Tunisi	1	4.000
Civitavecchia-Porto Torres-Barcellona	6	44.400
Civitavecchia-Tunisi	1	4.500
Genova-Barcellona-Tangeri	2,5	10.000
Genova-Livorno-Catania-Malta	3	46.800
Genova-Tunisi	2,5	11.500
Livorno-Bastia	8	18.240
Livorno-Savona-Barcellona-Valencia	5	78.000
Palermo-Tunisi	3	13.000
Porto Torres-Tolone	3	6.840
Salerno-Catania-Malta	1	7.700
Salerno-Palermo-Tunisi	2	9.000
Salerno-Sagunto	2	15.400
Savona-Bastia	5	11.400
Sete-Barcellona-Nador	2	6.000
Sete-Barcellona-Tangeri	2	7.600
Tolone-Bastia	7	15.960
Tolone-Ajaccio	7	15.960
Trieste-Ambarli-Gemlik	2	31.200
Trieste-Patras-Ambarli-Gemlik	1	15.600
Valencia-Ibiza	5	13.620
Valencia-Palma Di Maiorca	6	29.148
Venezia-Bari-Igoumenitsa-Patras	3	46.800
Totale	123	628.171
Data as of 1999		30.000

FIG. 39: RO-RO TRANSPORT SERVICES FOR SARDINIA 2025

Source: Confitarma analysis

Origine - destinazione	Round trip settimanali Weekly round trip	M.I. settimanali / Weekly linear meters
Civitavecchia-Arbatax-Cagliari	2	9.000
Civitavecchia-Cagliari	3	13.500
Civitavecchia-Olbia	15	51.000
Civitavecchia-Porto Torres*	7	35.000
Genova-Palermo-Cagliari	4	30.800
Genova-Porto Torres*	15	60.000
Livorno-Cagliari	3	23.300
Livorno-Golfo Aranci	7	27.020
Livorno-Olbia	22	131.400
Marina di Carrara-Cagliari	5	25.000
Marina di Carrara-Olbia	3	15.000
Napoli-Cagliari	3	11.556
Piombino-Olbia	5	16.000
Salerno-Cagliari	2	23.100
Totale	96	471.676
*in alta stagione	Data as of 1999	117.800

FIG. 40: RO-RO TRANSPORT SERVICES FOR SICILY 2025

Source: Confitarma analysis

Origine - destinazione	Round trip settimanali Weekly round trip	M.I. settimanali Weekly linear meters
Cagliari-Palermo	1	4.512
Civitavecchia-Palermo	1	4.500
Civitavecchia-Termini Imerese	5	25.000
Genova-Livorno-Catania	2	93.200
Genova-Palermo	7	36.400
Genova-Livorno-Palermo	4	30.800
Livorno-Palermo	5	30.000
Napoli-Milazzo	2	1.600
Napoli-Palermo	25	99.384
Napoli-Termini Imerese	1	5.000
Ravenna-Brindisi-Catania	3	34.950
Ravenna-Catania	3	40.800
Salerno-Catania	6	46.200
Salerno-Messina	7	40.600
Totale	72	492.946
Data as of 1999		118.200

offered (+2%). Sardinia also recorded an increase in terms of both weekly departures (+2%) and linear meters (+1%). Sicily recorded a slight decrease in frequency (-5%) but a substantial confirmation of linear meters offered. In total, national operators guarantee 582 weekly departures (+1% compared to 2024) on the Motorways of the Sea routes connecting the peninsula with Sicily, Sardinia, and other Mediterranean countries (Albania, France, Greece, Malta, Morocco, Spain, Tunisia).

The gross weekly cargo capacity exceeded 1.5 million linear meters (corresponding to approximately 4 million trucks or 5 million semi-trailers that can be transported annually).

In 2024, goods handled in Italian ports via Ro-Ro (122.4 million tons) once again exceeded those transported in containers (121.7 million tons).

Italy is also the world leader in the ro-ro pax sector with over 2.5 million GT and 194 units.

In 2024, the total annual supply of linear meters by Motorways of the Sea operators made it possible to remove over 2.2 billion kilometers traveled by heavy goods vehicles from Italian roads, a distance equal to 15 times the distance between the Earth and the Sun.

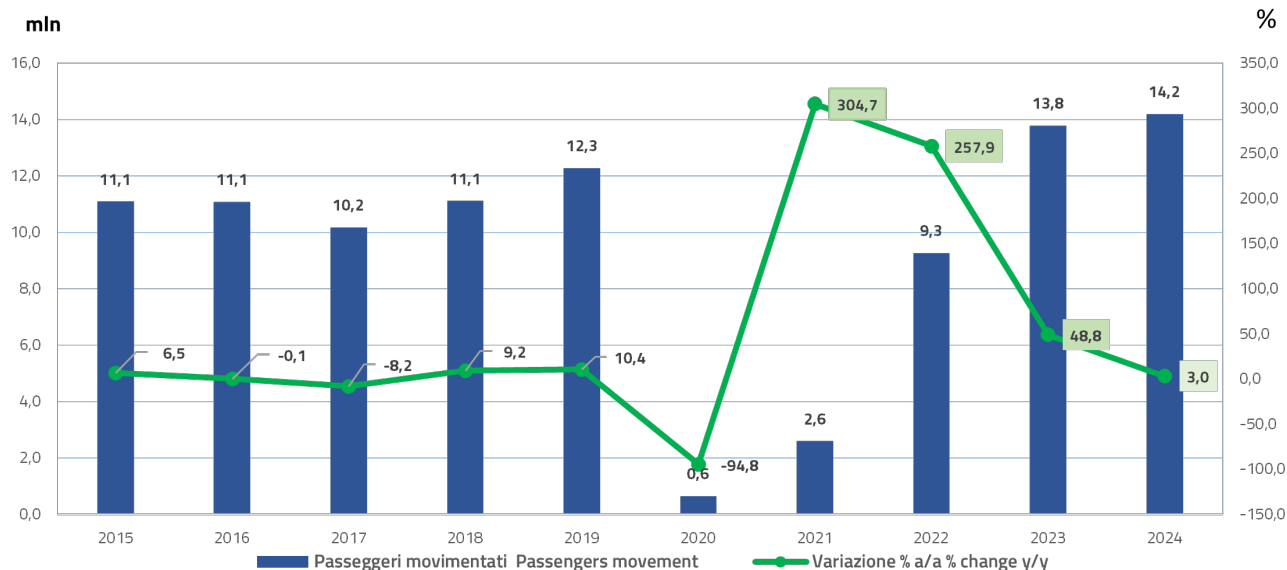


CRUISE SHIP FLEET

According to the latest report by CLIA, the association that brings together the leading companies, in 2024 cruise passengers reached 34.6 million globally, exceeding the 2023 figure by 9%. It is estimated that almost 40 million people will travel on cruises by 2027.

The global economic impact of cruises in 2023 reached \$168.6 billion, supporting 1.6 million jobs and generating total wages of \$56.9 billion. The most popular destinations remain the Caribbean and the Mediterranean, which together account for a large part of global cruise traffic.

FIG. 42: CRUISE PASSENGER TRAFFIC IN ITALIAN PORTS



Source: Clarkson Research Services Limited 2025



In 2024, the Italian flag remains in 5th place in the world ranking of cruise ships. Italy, thanks to its renowned tourist appeal and geographical position in the Mediterranean Sea, has established itself over the years as a leading country in the cruise industry.

In 2024, passenger traffic in Italian ports continued to grow: 14.22 million passengers were handled, an increase of approximately 3% compared to 2023.

LOCAL PUBLIC TRANSPORT SHIP FLEET

FIG. 41: MAIN CRUISE SHIP FLEETS
(by flag)

Ships of at least 1,000 GT

	Flag Country/Region	Vessels	Total GT
1	BAHAMAS	144	11.617.253
2	MALTA	64	5.359.006
3	BERMUDA	30	3.511.355
4	PANAMA	36	3.491.890
5	ITALIA	20	2.265.336
6	NETHERLANDS	14	938.717
7	NORWAY	31	831.752
8	IS MARSHALL	14	577.246
9	UNITED KINGDOM	4	234.256
10	LIBERIA	7	198.173
	OTHERS	103	1.239.213
	TOTAL	467	30.264.197

Source: SRM processing on data from "Risposte Turismo"

The Italian-flagged fleet dedicated to local public transport consists mainly of ferries, hydrofoils, catamarans, and fast vessels. There are an estimated 220 vessels dedicated to connections with the smaller islands, with a capacity of approximately 100,000 passengers per trip. The Ministry of Infrastructure and Transport has issued executive decrees relating to resources, amounting to €339 million, which come from the PNC (Complementary National Plan) that supplements the PNRR investments for the renewal of the public transport fleet, including maritime transport.

The MIT has approved specific agreements with the regions, including Lazio, Campania, and Tuscany, for the disbursement of funds for fleet renewal. The funds are used for:

- Purchase of new vessels: As planned by the regions of Campania and Lazio with the purchase of ro/ro passenger ships and fast vessels.
- Refitting of existing ships: To modernize existing equipment.

At the time of going to press, the deadline for the renewal procedure has been postponed to October 7, 2025, to allow for greater participation.

05.

**PROTECTION OF THE MARINE
ENVIRONMENT AND SAFETY
OF NAVIGATION**



IMO – SHORT-TERM MEASURES

As mentioned in the opening chapter on the green transition, the 83rd session of the IMO's Marine Environment Protection Committee (MEPC) in April this year took important decisions, primarily regarding CO₂ (medium-term measures).

However, the Committee also addressed short-term measures. The IMO is conducting a review of short-term measures in two phases: a first phase that will be completed by 2026 and a second phase that will continue beyond 2026. The Carbon Intensity Index (CII) is one of several measures under review. During the review, the MEPC agreed to complete the Z factors up to 2030 in phase 1 and adopted amendments to the 2021 Guidelines with new reduction factors (Z) compared to the baseline.

As part of the broader review of short-term measures, the MEPC also highlighted a number of critical issues (over 20) within the regulatory framework, with possible solutions proposed, and a work schedule was set that runs until 2028.

CONFITARMA, continues to report to the Administration and the IMO through the ICS on issues related to the application of this index (CII), especially for ferries or time-chartered tankers.

The MEPC also approved a work plan for the development of a regulatory framework for the use of onboard carbon capture and storage (OCCS) systems, with the exception of issues related to the accounting of CO₂ captured on board ships.

The objectives to be achieved are:

- Avoiding emissions into the atmosphere and discharges into the sea that are harmful to the environment and to ensure the traceability of captured carbon;
- Considering the legal barriers to the use of OCCS, the transport and transfer of captured carbon to permanent storage or safe use;
- Facilitating access to certified receiving facilities for the value chain for the permanent storage or use of captured carbon;
- Enabling the recording and reporting of relevant data;
- Developing options that take into account greenhouse gas emission reductions from onboard carbon capture in the IMO greenhouse gas regulatory framework.

The work plan sets the goal of completing the work in 2028 and defining priority activities as soon as possible, particularly those associated with the first objective (avoiding emissions to air and discharges).

The MEPC further advanced the revision of the BWM Convention (Ballast Water Management Convention). Specifically, the Revision Group addressed a number of issues and developed a series of updates.

Maritime transport accounts for over 90% of world trade in terms of volume, contributing only about 2.5% to global greenhouse gas emissions, of which only 7.5% are in European waters.

Despite this, it was one of the first sectors to embark on a structured decarbonization path: as early as 2018, the IMO adopted a strategy for reducing emissions, recently updated in 2023, setting challenging targets:

- 20-30% reduction in GHG emissions by 2030
- 70-80% reduction by 2040
- Climate neutrality by 2050

The taxation system approach defined by the European EU-ETS directive in its current form damages maritime transport and generates dramatic distortions in modal competition. Therefore, on the occasion of the revision of the ETS legislation, **CONFITARMA**

considers it necessary to suspend or at least significantly mitigate it.

The application of this tax to the maritime sector alone is already generating a distortion of modal competition between sea, rail, and road, with the risk of a modal back shift and therefore a return of millions of trucks to the roads, thus nullifying the efforts of shipping companies towards environmental sustainability and emissions reduction. Added to this is the risk of geographical market distortion, as this tax is applied at 100% to intra-European voyages, while only 50% is applied to extra-EU voyages departing from or arriving at a European port. It should be noted that the directive has a significant economic impact on shipping companies, leading to considerable cost increases, especially for Motorways of the Sea lines, due to the frequency and regularity of services offered on intra-European routes.

The economic impact of this taxation on shipping companies transporting energy products is also significant. The increase in the cost of such transport has repercussions on the entire European industrial chain, resulting in higher energy costs for consumers. Some of these liquid products (of vegetable origin) make a significant contribution to decarbonization.

It should be noted that, in recent years, maritime transport has already been penalized by the applica-



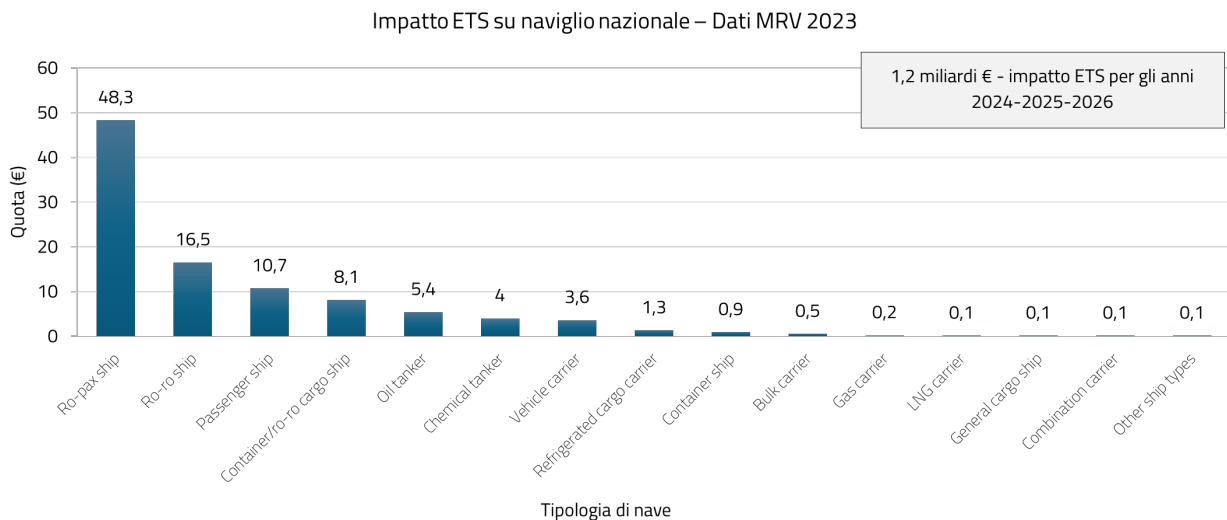


tion of the EU ETS from 2024, with an estimated tax contribution of over €15 billion in the three-year period 2024-2025-2026 for maritime transport alone, while road transport is not considered before 2027.

Therefore, if the European Commission considers it essential to maintain the application of ETS1, in order not to irreversibly damage modal competition, it is essential to extend its application to the road sector (ETS2 Road & Building) and the rail sector (which uses the national energy mix, most of which still comes from fossil fuels and only a minor part from renewable sources) in order not only to ensure fairness between the different modes of transport, but

The Ro-Pax sector has the highest percentage of allowances to be returned, and this could lead to the closure of some Ro-Pax lines that are essential for territorial continuity and for the Motorways of the Sea, which together with Ro-Ro ships account for 65% of taxpayers at the national level. We could therefore see a modal back shift across Europe. This would lead to an increase in CO2 emissions and external costs, with millions of trucks returning to the roads and a consequent increase in damage to the community, given that a truck choosing the Motorways of the Sea saves up to 66% in CO2 compared to road transport alone. Furthermore, the scope of the EU ETS legislation also creates further distortions that should be remedied, as the legislation currently

FIG 45: IMPACT OF THE EU ETS IN ITALY



MRV data 2023

For the year 2024, the EUA Dec24 YTD price of 66.47 EUR/tCO2 was considered, while for the ETS impact estimate for 2025, the EUA Dec25 YTD price of 100 EUR/tCO2 was considered, as was the case for the ETS impact estimate for 2026.

also to avoid a paradoxical increase in emissions resulting from the shift of traffic from sea to land modes not subject to taxation.

Referring to the public database on the EMSA THE-TIS MRV platform, containing all emission data for 2023 for ships with a tonnage greater than 5000 GT that have called at least one European port, it is possible to estimate the impact of the ETS on Italian shipping companies for the years 2024-2025-2026. As shown in the graph (Figure 45), the ETS system has a greater impact on the Ro-Pax sector due to the greater frequency and regularity of services offered on intra-European routes.

provides for exemptions:

- For ships with a gross tonnage (GT) of less than 5,000 GT and
- For islands with less than 200,000 inhabitants

While ships with a gross tonnage of less than 400 GT are in fact small ships (small ferries), passenger ships with a gross tonnage of less than 5,000 GT are large and very energy-intensive ferries (even more so than oil tankers) and should not be exempted.

In addition, the principle of insularity provided for smaller islands is not guaranteed for larger islands.

To this end, exemptions should also be extended to connection services provided by Ro-Pax ships (GT > 5,000) that normally connect larger islands, such as Sardinia and Sicily, and ensure territorial continuity; as well as for Ro-Pax and Ro-Ro ships (GT > 5,000) used in the Motorways of the Sea and European Short Sea Shipping, in order to avoid a modal back shift across Europe.

It is considered necessary to maintain the exemption for tankers with a gross tonnage of less than 5,000 GT used in maritime connections with the major islands and which guarantee territorial continuity, as well as for the same type of ships (GT < 5,000) used in European Short Sea Shipping. The inclusion of these ships in the ETS system would risk penalizing the only truly sustainable alternative to road transport for liquid goods, considering that each voyage of a ship of this type is equivalent to putting around 200 tankers on the road.

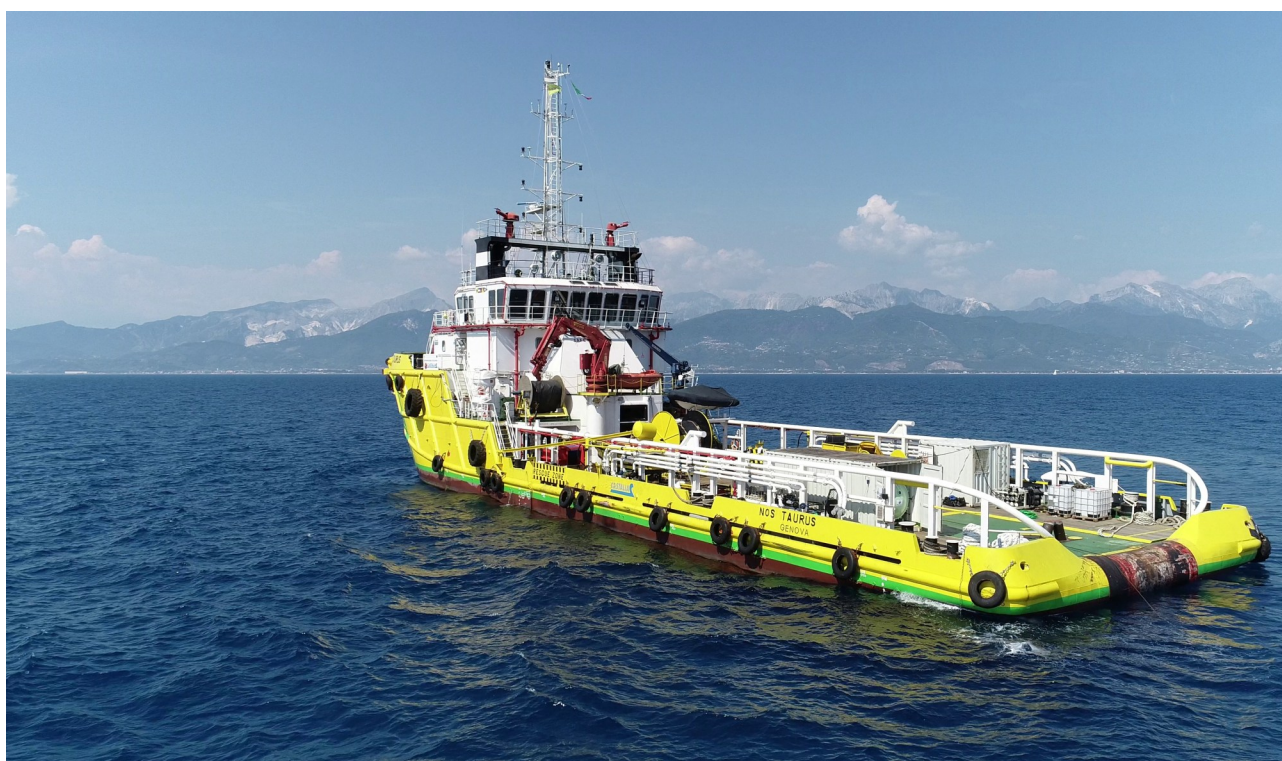
It is equally important to ensure that ETS funds are properly reinvested in the maritime sector, and in particular in the Motorways of the Sea (MOTS), which are the largest contributors to taxation, given the frequency and regularity of intra-European maritime services. In this regard, part of the revenue generated by EU ETS taxation could be used to increase

the Sea Modal Shift budget to at least €100 million per year. It would also be essential to support ship-owners in reducing the gap between the cost of new fuels, which is currently more than double that of previous fuels, while the rules of the *Innovation Fund* sterilize and effectively render inapplicable the sector's funding applications.

With regard to the ETS quota allocated to the Innovation Fund, a review of the eligibility criteria is considered absolutely necessary, as they are clearly not adequate to meet the needs of all segments of shipping, in particular:

Eligible entity: An alternative way to define EU added value could be to allow projects to cover ships based on the place of actual management, which should be in the EEA. Consequently, if the actual management of the ship is located in the EEA, that ship should be eligible for the Innovation Fund.

Eligible project: it is understood that any investment must be designed to reduce CO₂ emissions by promoting the conversion/replacement of single-fuel propulsion systems with engines with limited environmental impact (bioLNG, methanol, ammonia, bio-diesel) where it is not possible to make the investment in new construction in a European shipyard,



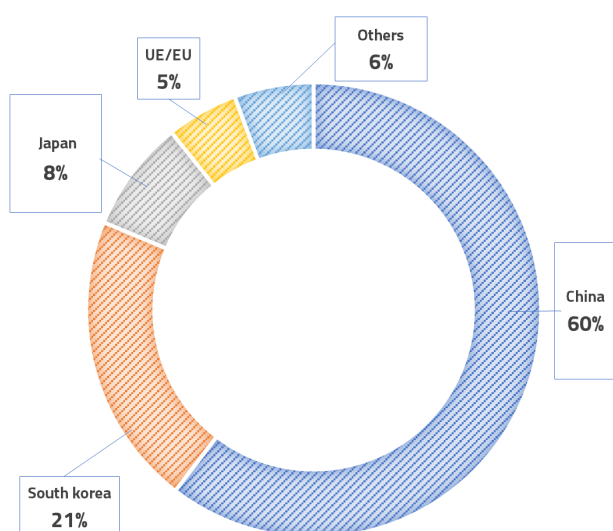
the alternative criterion linked to a CO₂ reduction efficiency index per unit of cargo transported compared to the ships replaced should be retained, maintaining the EU flag and use in European waters for at least ten years.

Since the IMO (International Maritime Organization) approved in April 2025 (with adoption scheduled for

October 2025), the new IMO NET ZERO FRAMEWORK law will apply to all ships with a gross tonnage of more than 5000 GT worldwide, effectively providing for two-tier taxation for GHG and CO₂ emissions, a European mindset must be eliminated.

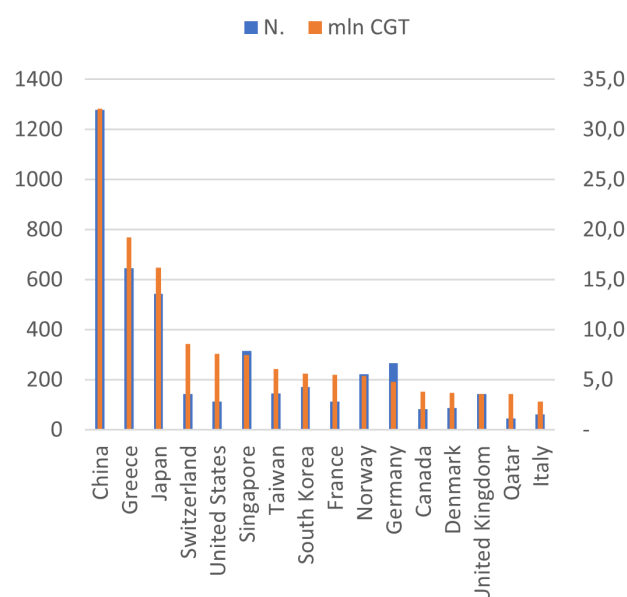
In fact, ETS taxation was created as the European Union's response to the difficulties encountered by

FIG. 46: OF ORDERS TO SHIPYARDS BY COUNTRY OF CONSTRUCTION



Source: SRM processing on Clarkson Research Service Ltd data

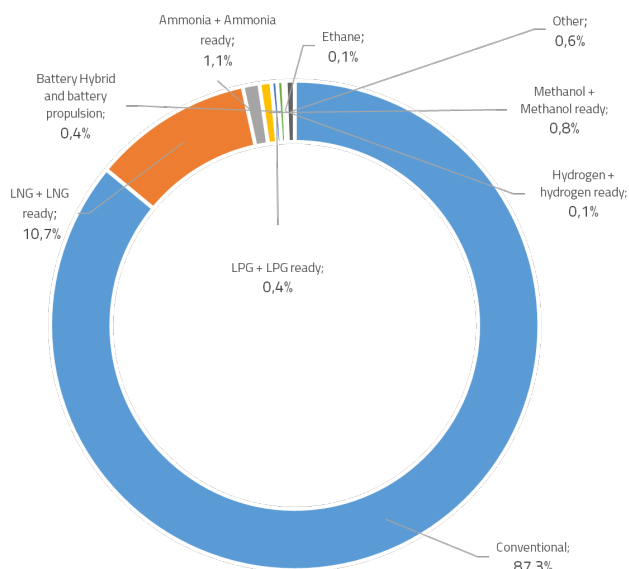
FIG. 47: DISTRIBUTION OF ORDERS TO SHIPYARDS BY SHIPOWNER NATIONALITY – TOP 15



Source: SRM processing on Clarkson Research Service Ltd data



FIG. 48: FLEET AND ORDER BOOK OF SHIPS WITH ECO-FRIENDLY ENGINES AND ALTERNATIVE FUELS (DATA IN GT) (A)



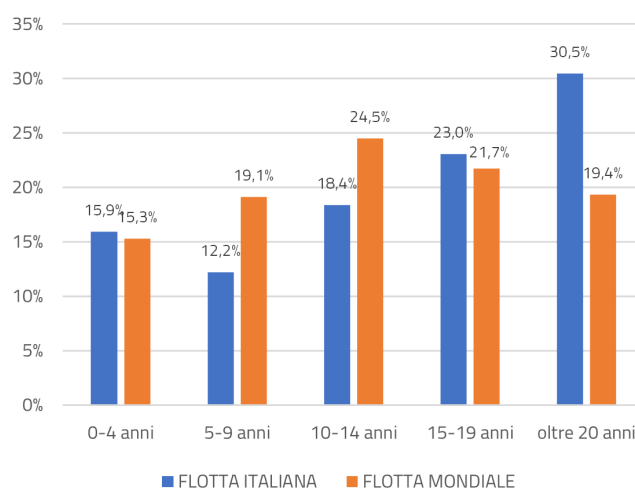
Source: SRM processing on Clarkson Research Service Ltd data

the IMO in defining measures to curb GHG and CO₂ emissions at the international level, but with the implementation of the IMO NET ZERO FRAMEWORK, ETS taxation no longer has any reason to exist. Twenty-eight percent of the Italian fleet is less than

10 years old, while another 41% is between 10 and 20 years old.

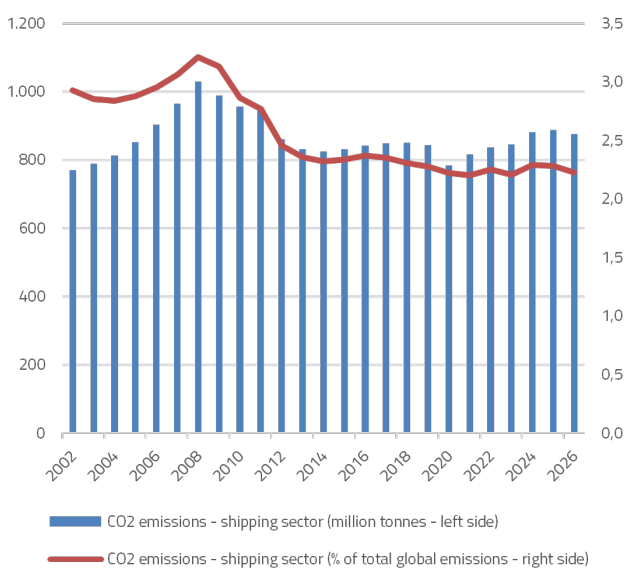
For our country, almost **80%** of ships in the order book are expected to use alternative fuels.

FIG.50: AGE OF THE ITALIAN AND GLOBAL FLEET



Source: SRM processing on Clarkson Research Service Ltd data

FIG. 49: CO₂ EMISSIONS FROM ALTERNATIVE FUELS



Source: SRM processing on Clarkson Research Service Ltd data



LNG BUNKERING

The Ministry of Infrastructure and Transport, taking into account the growing use of LNG by national and international shipping (which, among other things, is increasingly seen as a transition fuel in its 'bio' form), has issued the 'Guidelines for the regulation of ship-to-ship bunkering of LNG and Bio LNG in Italian ports'. Until now, refueling operations had been carried out in accordance with orders issued by the competent local maritime authority. The aim of the guidelines is to provide all Port Authorities with a technical document to refer to, standardizing the Administration's requirements and the procedures to be applied.

The guidelines are the result of more than a year's work, to which all stakeholders contributed: first and foremost, the Directorate-General for the Sea, Maritime Transport and Inland Waterways of the Ministry of Infrastructure and Transport, the General Command of the Port Authorities, the Fire Brigade, and representatives of the shipping and industrial sectors. The contribution of operators was fundamental

in ensuring that the provisions contained in the document, defining ship requirements, administrative requirements, roles and responsibilities, rules for operations and emergency procedures and port parking, covered all aspects of refueling operations, with indications that were as complete as possible, leaving no room for interpretative doubts, starting from the scope of application and definitions.

The result achieved confirms the importance of synergy between operators and the Administration when dealing with issues of such importance, and it is hoped that this positive experience will serve as an example for working on guidelines for 'truck-to-ship' refueling, which is used for smaller vessels, such as those in the Strait of Messina (in this regard, we recall the ship "Elio" of the Caronte & Tourist company, which, in 2018, was the first bi-fuel ship to sail the waters of the Mediterranean).



THE RENEWAL OF THE WORLD FLEET

In September 2025, the global order book totaled 6,088 ships for approximately 165 million CGT (Compensated Gross Tonnage, a unit of measurement for ships in shipyards that takes into account the different technologies that can be used to build different types of vessels).

The leaders in the sector remain China and South Korea, which cover 81% of the shipbuilding market, followed by Japan, once the market leader and now in third place in the global ranking for the sector. These three countries have dictated the rules of the shipbuilding industry for many decades, gradually attracting customers from the European continent. In particular, the order book of Chinese shipyards has recently risen to record levels in terms of CGT, standing at 3,833 ships for 99.5 million CGT at the beginning of September. The EU follows, accounting for 5% of the world market with 8.4 million compensated gross tons, thanks mainly to the construction of cruise ships. Italy ranks first among EU countries (and fourth in the global ranking of major shipbuilding countries) with 45 ships for 4.5 million CGT, followed by Germany and France. Tankers, bulk carriers,

and container ships account for a significant portion of the global order book.

These three categories account for 74% of the total CGT leaving Chinese shipyards and as much as 85% of the total leaving Japanese shipyards; tankers and container ships alone account for 36% of the total CGT leaving South Korean shipyards.

FLEET AND ORDER BOOK

Although market attention is currently focused on geopolitical uncertainty and trade disruptions, the green transition of the maritime sector remains a fundamental trend, with the adoption of emissions regulations, investments in green technologies, and the urgent need to renew an obsolete fleet. An increasingly “green” future for ships can be seen in the data on the global fleet and order book for new vessels.

Looking at the global fleet data, we can see that just over 87% of the current fleet (in terms of GT) consists of ships powered by conventional fuels; among alternative fuels, only LNG stands out, accounting for 10.7% of the fleet. As for the overall order book,





ships powered by conventional fuel account for only 34.4% of the total, while LNG appears with an equally good 41.3%. Orders for methanol-powered ships (21%) and ammonia-powered ships (10%) are also good. The shipping sector is a key resource for the efficient transport of goods globally and for reducing CO2 emissions.

Between 2002 and 2024, there was an increase from 770 to 880 million tons, an increase of approximately 14%, which can be considered limited given the sustained growth that characterized international maritime trade during the same period (+89%, from 6,722 million tons in 2002 to 12,720 million tons in 2024).

If we look at the sector's percentage contribution to global CO2 emissions, there has even been a reduction in value, from 2.93% to 2.29%, with a further reduction estimated by 2026 (2.23%).

THE RENEWAL OF THE FLEET CONTROLLED BY ITALIAN SHIPOWNERS

Pure car carriers and ferries continue to represent an important part of our country's order book. In particular, these categories represent about 44% of ships on order and about 73% in terms of CGT (Compensated Gross Tonnage).

It is worth noting that 84% of the CGT in Italy's order book involves alternative fuels, confirming the increase in investment in alternative fuels in view of the green transition objectives in the shipping sector. For Italy, **84%** of the CGT (Compensated Gross Tonnage) in the order book involves alternative fuels.

06.

**MARITIME LABOR
AND EDUCATION**



LABOR AND TRADE UNION RELATIONS

In 2024, jobs on board the Italian fleet are estimated at around 44,000, of which almost 26,000 are filled by Italian or EU seafarers and around 18,000 by non-European personnel. Almost 63,000 seafarers rotate

through these positions. The ratio of shore-based personnel to jobs on board is estimated at 1 to 6; therefore, shore-based jobs are estimated at around 7,000. The total estimate of jobs is therefore over 70,000.

FIG 51: ESTIMATE OF JOBS ON BOARD ITALIAN SHIPS

Source: Confitarma analysis

	2022	2023	2024
NAVI DA CARICO LIQUIDO/ LIQUID CARGO SHIPS	3.835	3.348	3.285
Petroliere <i>Oil tankers</i>	1.555	1.576	2.490
Chimichiere (OIL-CHEM) <i>Chemical tankers</i>	1.475	946	
Gassiere <i>Gas tankers</i>	335	233	320
Altre cisterne/ <i>Other tankers</i>	470	592,8	475
NAVI DA CARICO SECCO / DRY CARGO SHIPS	3.045	3.250	3.150
Carico generale <i>General Cargo</i>	345	534	600
Portacontaineri <i>Container ships</i>	225	310,8	360
Portarinfuse <i>Bulk carriers</i>	425	155	115
Traghetti <i>Ro-Ro cargo</i>	2.050	2.250	2075
NAVI MISTE E DA PASSEGGERI /PASSENGER SHIPS	34.710	33.264	33.985
Crociera <i>Cruise</i>	20.490	19.015	17540
Aliscafi, Catamarani e unità veloci	1.230	1.744	1860
Traghetti <i>Ferries</i>	11.900	11.650	13760
Altre navi trasporto passeggeri	1.090	855	825
NAVI PER SERVIZI AUSILIARI AUXILIARY SERVICES SHIP	3.890	3.663	3.535
Rimorchiatori e navi appoggio <i>Tugboats and supply vessels</i>	2.660	3.057	2.835
Altri tipi di navi <i>Others</i>	1.230	606	700
TOTALE TOTAL	45.480	43.526	43.955
di cui Personale alberghiero/of which Hotel staff	19.251	19.271	19.290

DESIGN AND IMPLEMENTATION OF THE SUPPLEMENTARY HEALTH CARE SYSTEM

As provided for in the renewal agreement of the single national collective labor agreement for the shipping industry signed on July 11, 2024, in January 2025, a technical committee was set up to define an innovative supplementary health care system for the sector.

The introduction of a supplementary healthcare system is a concrete sign of attention to human resources in the sector, strengthening the culture of prevention and improving access to quality healthcare services.

The Single National Collective Bargaining Agreement for the shipping industry thus takes another important step towards more advanced and inclusive protection of the well-being of maritime and administrative personnel.

In this regard, during the numerous meetings of the technical committee, the necessary studies were carried out for the design and launch of a system that allows workers simplified and efficient access to services, avoiding the introduction of particular bureaucratic requirements for shipping companies in the management of healthcare.

The main task of the technical committee is to identify solutions consistent with the specific nature of maritime work, taking into account the practices of the health insurance funds registered with the Ministry of Health and the technical characteristics of the insurance coverage available.

As part of the committee's work, the necessary analyses were also carried out for the introduction of a system that allows the tax benefits referred to in Article 51 of the TUIR (Consolidated Law on Income Tax) to be enjoyed.

Through this new tool, the shipping industry also aims to strengthen its attractiveness in the labor market, helping to promote more sustainable, stable, and lasting employment growth. Supplementary healthcare is not only a response to the new needs of workers

EMENDAMENTI 2025 ALLA MARITIME LABOUR CONVENTION, 2006

From April 7 to 11, 2025, the fifth meeting of the Special Tripartite Committee (STC) of the Maritime Labor Convention (MLC, 2006) was held in Geneva at the ILO.

As is well known, the tripartite structure of the ILO committee brings together representatives of Governments, Shipowners, under the coordination of the International Chamber of Shipping (ICS), and Maritime Workers, under the coordination of the International Transport Workers' Federation (ITF).

It was a week of intense negotiations that ended with the adoption of some important amendments to the MLC, 2006, which will come into force in 2027. In particular, we would like to mention the adoption of the amendment for the recognition of seafarers as "key workers" by Member States, included in Part B of the Convention (Guidelines), as well as the amendment stipulating that seafarers are not required to have a visa or special permit to enjoy shore leave.

It should be noted that the most worrying proposal, presented by the seafarers' group, aimed at significantly increasing the minimum hours of rest current-



ly provided for in the Convention, was withdrawn and incorporated into an ad hoc resolution that refers its discussion to the establishment of a tripartite ILO-IMO Committee.

CONFITARMA actively participated in the work of the shipowners' delegation, led by the International Chamber of Shipping. Mariachiara Sormani participated on behalf of **CONFITARMA**.

DECRETO MIT DECREE ON THE DEFINITION OF MARITIME WORKER UNDER THE MARITIME LABOR CONVENTION, 2006

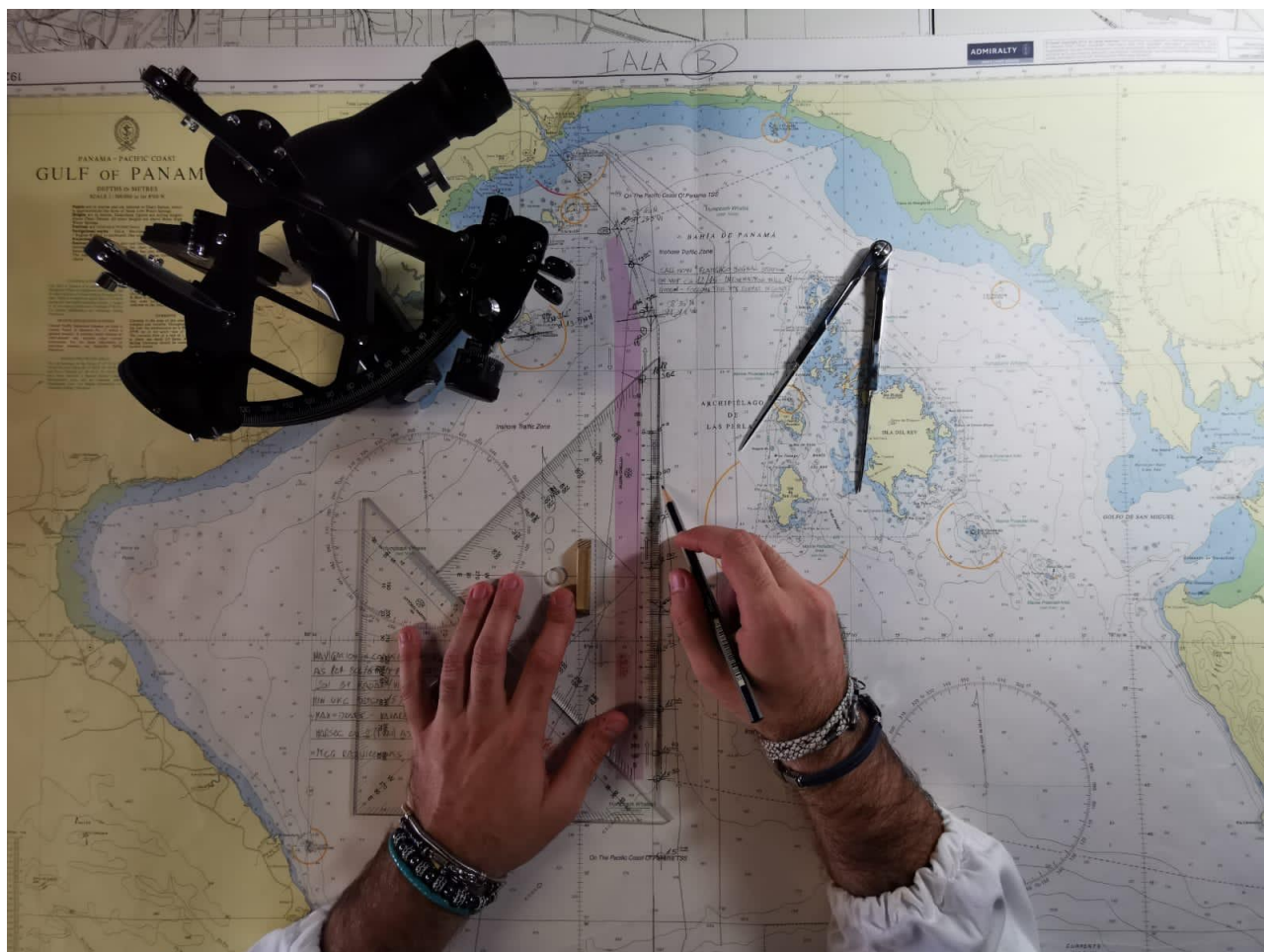
On February 25, 2025, the MIT issued a decree which, following consultation with Trade Unions and employers' organizations in the maritime sector, provided a definition of maritime worker within the meaning of the MLC, 2006 Convention and, in particular, the categories of workers who may be excluded from that definition. **CONFITARMA** had long requested that the MIT provide this definition, in line with what

many other countries that have ratified the MLC, 2006 have done.

Specifically, Article 2 of the decree provides a definition of "Seafarer" which, in essence, follows that already established in Article 2 (e) of Legislative Decree 71/2015.

Article 3 of the decree, on the other hand, contains a list of categories excluded from the above definition. With regard to this list, **CONFITARMA** requested and obtained clarification that it is not exhaustive. In addition, the MIT accepted some additions to the list proposed by **CONFITARMA**.

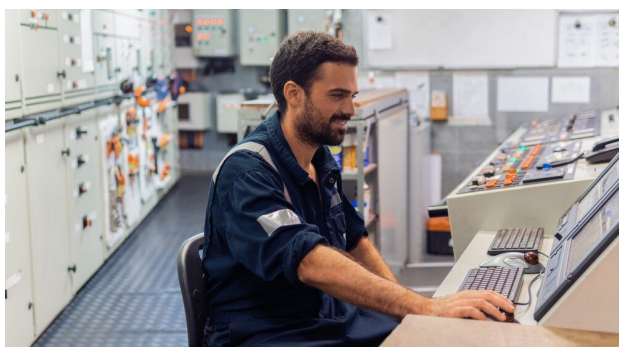
In general, it is important to emphasize that the principle used by the Ministry to classify types of maritime workers, in line with ILO Resolution 2006 "Information on occupational groups" concerning the definition of maritime workers, is that workers who perform occasional activities on board that do not fall within the scope of ship services and normal rou-



tine ship activities are excluded from the definition. The MIT has also clarified that, as the list is not exhaustive, any interpretative doubts that may arise with regard to the definition of seafarer will be clarified by referring to this principle.

SIMPLIFICATION OF ADMINISTRATIVE PROCEDURES IN THE MARITIME SECTOR AND EXTENSIONS OF THE PROCEDURES FOR THE ENROLLMENT OF SEAFARERS IN ITALY PURSUANT TO ART.329 OF THE NAVIGATION CODE.

Article 7, paragraph 4-sexies of Decree-Law No. 202 of December 27, 2024, converted with amendments by Law No. 15 of February 21, 2025 (known as the 'Milleproroghe') extended until December 31, 2025, the provision of Article 103-bis, paragraph 1, of Decree-Law No. 18 of March 17, 2020, converted with amendments by Law No. 27 of April 24, 2020. This simplification has, for some time now, made it possible to standardize the procedure for entering into enlistment agreements in Italy with that used abroad where there is no consular authority (Articles 328 and 329 of the Italian Navigation Code). CONFITARMA strongly requests that this reform, which has shown positive effects since its adoption during the emergency period, be made structural in our legal system. This simplification proposal, together with others relating to maritime labor, has been included in the Malan Bill and in the Sea Plan, as well as in the Bill on *"Simplification and digitization of procedures relating to economic activities and services for citizens and businesses,"* presented to the Senate on July 5, 2024.



ENTRY VISAS AND THE UPCOMING ENTRY INTO FORCE OF THE ENTRY EXIT SYSTEM (EES)

Italian law exempts non-EU maritime workers from holding a visa during their period of employment, requiring it only for transit from the airport to the ship and upon disembarkation for repatriation. Therefore, seafarers working on Italian ships in Schengen ports generally sign-on with a type "C" visa, issued by consular representatives for short stays (90 days out of 180 days). In July 2025, Regulation (EU) 2025/1534 was approved concerning temporary derogations from certain provisions of Regulations (EU) 2017/2226 and (EU) 2016/399 with regard to the gradual entry into operation of the



Entry Exit System (EES).

It should be noted that the EES is an electronic system that will record the entry and exit of third-country nationals, automatically calculating the length of stay to prevent irregular immigration, in particular so-called overstays. Until now, with manual checks, it has been possible to manage the situation by issuing return visas to seafarers who signed-off after the permitted period. With the EES, after 90 days, seafarers operating on internal connections within the Schengen area risk automatically becoming overstayers when they sign-off. The new regulation establishes a gradual start-up of the Entry Exit System (EES), whereby Member States can choose how to implement the EES over a period of 180 days. The start date of the phasing-in period will be

defined in a separate Commission decision, expected shortly (probably mid-October). During the phasing-in period, Member States will continue to stamp the travel documents of third-country nationals. Stamps will prevail where EES data are not available. CONFITARMA will continue to highlight, both at EU level, through ECSA, and at national level, its considerable concerns regarding the operational difficulties that ships operating in the Schengen area may encounter in hiring and discharging non-EU seafarers following the entry into force of the EES.

EDUCATION AND CERTIFICATION OF SEAFARERS

PERMANENT WORKING GROUP AT THE GENERAL COMMAND OF THE PORT AUTHORITY CORPS ON THE TRAINING OF MARITIME PERSONNEL AND MANNING TABLES

During 2024 and 2025, the important work of the Permanent Working Group on the training of maritime personnel and manning tables at the General Command of the Port Authority will continue, with Confitarma actively participating. In this context, a number of important decrees on the education and

training of maritime personnel have been discussed and simplified.

Of particular note are:

a) The decrees of the General Command of the Port Authority Corps relating to advanced training in petroleum products, chemicals, and gas, which were the subject of extensive and in-depth discussion following the well-known important findings made by the European Maritime Safety Agency (EMSA) on the old regulations and on which Confitarma, within the aforementioned Working Group, has developed and supported, together with the trade unions and the National Seafarers' Fund, a number of proposals that have been warmly welcomed by the General Command. In particular, the main changes introduced concern:

- The requirements for obtaining advanced training certificates are aligned with the relevant STCW Convention Regulation. Therefore, it will also be possible to obtain certification through a one-month period of supernumerary navigation during which the seafarer has participated in at least three loading and three unloading operations certified by the ship's Captain using the appropriate forms set out in the decrees;



- For the purposes of obtaining such training, a specific decree dated July 31, 2025, provides that the demonstration of cargo carried during navigation may be replaced by an ad hoc training course lasting 24 hours, based on the provisions of Article IX (Equivalencies) of the STCW Convention. In essence, seafarers serving on petrochemical ships, which, as is almost always the case, do not carry both chemical and petroleum products, were unable to obtain the advanced training necessary to become management-level officers. Now, by attending a short but very useful training course, they will be able to obtain it;
 - Elimination of the requirement to complete the period of navigation required to obtain advanced training before participating in the course. In other words, the prerequisite has been removed;
 - It has also been appropriately provided that the demonstration of the cargo carried during navigation may be replaced by an ad hoc training course, based on the provisions of Article IX (Equivalences) of the STCW Convention. The Working Group concerned has also worked on this decree, which should be in the process of being issued;
 - For the renewal of advanced training certifications, a refresher course (lasting 24 hours) has been introduced as an alternative to the period of navigation required for the renewal of these certifications.
- The requirement to submit a copy of the Nautical Log Book Part II has been replaced by a certification from the Shipowner or Master, for the purpose of demonstrating the necessary navigation experience.
 - Use of case studies as a recognized method of training delivery.
 - We would like to highlight the willingness to engage in dialogue and the particular sensitivity of the General Command of the Port Authority in identifying appropriate solutions to the critical issues raised by the EMSA's findings on the subject, with the common aim of protecting Italian maritime workers.
- b) The Directorial Decree of the Ministry of Infrastructure and Transport of July 19, 2024, No. 201, which regulates and updates the training course for the acquisition of management-level skills for Deck and Engine Officers assigned to serve on board ships in management positions. Based on the results of the EMSA audit, it was necessary to review the training programs for management personnel in order to meet the skills requirements set out in the STCW tables. In this regard, following reports from



CONFITARMA and suggestions from ITS and training centers, the programs were reformulated with a view to limiting the increase in the number of hours as much as possible.

c) Decree of the Commander General of the Port Authority Corps of December 3, 2024 — Procedures for conducting training and professional education courses for maritime workers as required by the STCW'78 Convention and for Maritime Security.

Although work has been underway for some time to simplify and update the requirements for obtaining the qualification of Crew Cook in order to bring them into line with current educational pathways and facilitate the hiring of Italian seafarers with this qualification, unfortunately, the decree drafted and agreed upon by the Working Group has not yet been issued, as its issuance must be preceded by the repeal of certain legal provisions from the 1950s, which must necessarily pass through Parliament.

CONFITARMA hopes that the synergistic work initiated with the MIT and the General Command can continue with a view to simplifying and modernizing the regulations governing maritime training and work, promoting access for young people to the world of work and strengthening the competitiveness of the Italian flag.

MIT DIRECTORATE DECREES REALTING TO REQUIREMENTS FOR ACCESS TO CERTIFICATION OF COMPETENCE AND TRAINING, AS WELL AS THE ESTABLISHMENT OF TRAINING COURSES FOR ELECTRO—TECHNICAL CADETS AND FOR ENGIN ELECTRO—TECHNICAL CADETS AND OFFICERS

The MIT has commendably initiated a comprehensive review of the Ministerial Decree of July 25, 2016, concerning the requirements for the issuance of STCW certifications, and of the Directorial Decree of November 22, 2016, concerning the procedures, programs, and examinations for obtaining STCW certifications, in order to bring them into compliance with the STCW Rules. This revision was accompanied by the establishment of training courses, which open up the possibility of taking the 'Alignment Course' for Electro-Technical Cadet, Engine and Electro-Technical Cadet, as well as for Engine and Electro-Technical Officer.

CONFITARMA was invited by the MIT to participate in the consultation for the drafting of these Directorate Decrees, during which some important contributions were made with the aim of simplifying administrative requirements and facilitating access to shipboard professions for the younger generation.

Following the conclusion of this consultation, the following Directorial Decrees were approved:



- The Directorial Decree of May 7, 2025, which completely replaces the Ministerial Decree of July 25, 2016, relating to the requirements for the issuance of certificates of competency (CoC) and proficiency (CoP) for Deck and Engine officers in accordance with the STCW Convention;
- The Directorial Decree of May 8, 2025, which establishes the training course for Electro-Technical Cadets and Engine And Electro-Technical Cadets;
- The Directorial Decree of May 9, 2025, relating to the examination programs required for the issuance of certificates of competency (CoC) and proficiency (CoP) as well as for the renewal of certificates of competency.

In addition to several interesting simplifications introduced in the decree relating to the issuance of certificates of competency and proficiency, the following training courses have been established:

- a. A training course to become an Electro-Technical Cadet for those who hold a general diploma;
- b. Training courses that allow individuals to integrate their skills in order to obtain the dual qualification of

Engine Cadet And Electro-Technical Cadet, in relation to their training;

- c. Training courses that allow individuals to integrate their skills in order to obtain the dual certification of Engine Officer and Electro-Technical Officer, in relation to their training.

The MIT's objective in establishing these training courses is to expand professional opportunities for young people interested in pursuing maritime careers, especially in the Engine Department where, as is well known, the structural shortage is felt most acutely.

ACTIVITIES TO PROMOTE MARITIME PROFESSIONS

The activities promoted by the 'Education and Human Capital' Technical Group continue, aimed at promoting awareness of maritime careers among the younger generation, starting with the choice of a Nautical Institute or ITS courses. In this regard, the *#Italianseafarers* social media accounts aimed at promoting maritime professions are growing in popularity. Furthermore, following the success of the first edition, the initiative "Sulle onde con Lupa Marina" (On the waves with Lupa Marina), promoted by





Giunti Scuola and the Italian Navy, in collaboration with Confitarma and several associated companies, has continued for a second year. The first year saw positive and significant participation from schools throughout the country: approximately 3,000 classes (3rd, 4th, and 5th grade) were actively involved; approximately 70,000 students and their families received materials dedicated to them.

EDUCATION

FORMARE - POLO NAZIONALE PER LO SHIPPING SRL ForMare – Polo Nazionale per lo Shipping is **CONFITARMA**'s service company and training institution. ForMare provides assistance on national, European, and international programs in support of the maritime industry and supports the training and retraining of maritime personnel. It contributes to the activities of Confitarma's "Education and Human Capital" Technical Group and actively collaborates with Universities and Training Institutions. It is part of the CTS (Technical Scientific Committee) of the Professional Degree Course in Ship Management, Deck and Engine Departments, at the University of Naples Parthenope, with which it has also set up two PhD programs. ForMare is a participating member of the ITS Academy Fondazione "Giovanni Caboto" — as

well as being on the Board of Directors — and is a partner member of the ITS Mobilità Sostenibile Catania "Accademia Mediterranea della Logistica e della Marina Mercantile" Foundation. Since 2023, ForMare has been part of the European Association of Institutes for Vocational Training (EVBB), which brings together various international training institutions.

Prompted by **CONFITARMA**, ForMare has launched an intensive training and information program for member companies and young people, aimed at spreading maritime culture. In 2024, ForMare supported **CONFITARMA**'s member companies in submitting applications — for a total value of €1 million — for the design, management, and reporting of projects under the CD Bonus Marittimi call for proposals. In November 2024, the second edition of the IORA "Sustainable Cruise Terminal Management Program" workshop was held, organized by MAECI, the Indian Ocean Rim Association (IORA), Roma Cruise Terminal, ForMare, **CONFITARMA** and Costa Crociere, and aimed at cruise terminal managers and port authority executives responsible for managing cruise operations in the IORA region. The third edition is scheduled for November 2025.

In January 2025, the second edition of the Executive Master's in Shipping Management began, an advanced training course organized by ForMare and **CONFITARMA**.

TARMA to provide industry professionals with additional skills to manage the new challenges of shipping. This edition ended in April 2025 with the participa-



tion of 25 students, including professionals from Shipping Companies, Trade Associations, Port Terminals, and Public Administration. The third edition is scheduled for January to April 2026, and pre-registration will open in October 2025.

In 2024, Marelab, an experimental center for skills development in the field of maritime economics and maritime transport, will continue its activities, through which the revision of the regional qualifications register has been initiated. ForMare has been admitted for the sixth year to funding for training activities under the Higher Technical Education and Training (IFTS) — Techniques for the operation of technical ship systems under the ESF POR Campania 2021-2027, for the training of 20 engineering cadets. ForMare is a founding member of Fabbrica Italiana per l'Innovazione, a certified incubator and accelerator of start-ups for the Blue and Green Economy, launched in November 2023. ForMare is on the Board of Directors of the National Technology Cluster - BIG and is the contact for Trajectory 9 "Skills&Jobs."

The close collaboration with the Mediterranean maritime clusters continues, thanks in part to the support of the WestMED Maritime Clusters Alliance. In 2024, the activities of the EMFAF CALLMEBLUE project, coordinated by ForMare, will continue, contributing to the creation of a Regional Cluster Alliance in the Mediterranean.

The MARMED project, led by ForMare, will conclude in December 2024 with an overall rating of 100/100 from the INAPP National Agency. The same year will also see the continuation of the Horizon Europe AENEAS pro-

ject, aimed at promoting climate-neutral maritime transport, and the Erasmus+ SHOREWINNER project, focused on retraining the workforce in the offshore wind energy industry. February 2025 saw the launch of the Horizon Europe TRUSTEE project, which aims to provide policy makers and stakeholders with evidence-based knowledge and recommendations to accelerate the transition to zero-emission maritime transport. ForMare provides technical assistance for the presentation and management of national and European projects. In this context, it supports CONFITARMA in the Erasmus+ SeaAhead project, of which it is also a partner, aimed at transforming maritime training in line with the new needs of the sector, linked to digitalization, sustainability, and changes in the global workforce. It also supported CONFITARMA in the management of the Erasmus+ Up Sailing project — of which CONFITARMA was a partner and responsible for the Policy Recommendations for the sector — which ended in August 2024 and was nominated by the INAPP National Agency as a best practice for the European Commission's Erasmus+ 2025 Annual Report.

THE MARITIME TRAINING NETWORK — HIGHER TECHNICAL INSTITUTES (ITS)

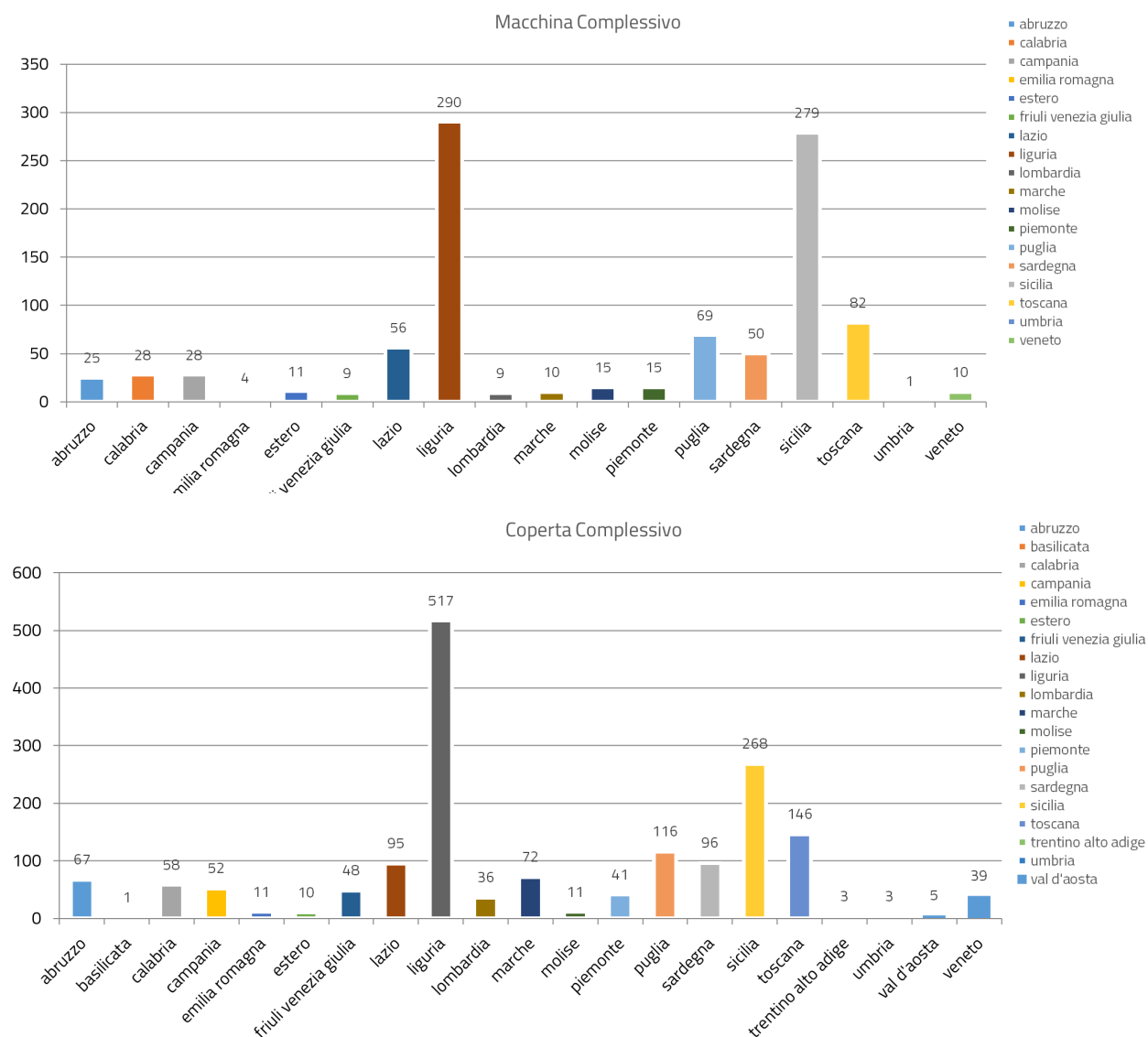
ITALIAN MERCHANT MARINE ACADEMY FOUNDATION - Training courses for cadets to become future officers of the Italian Merchant Marine continued in 2024 and 2025. Although numerous ITSs operating in this sector have emerged in recent years, the Italian Merchant Marine Academy Foundation, which has been providing training since 2005, continues to be the largest and most important institution, both in terms of the number of courses offered and the number of students trained.

As usual, the selection process took place between September and October 2024. The selected students were then placed according to the different types of navigation, based on the requests and indications received from the companies.

For the Deck Section, 148 candidates participated in the selection process. A total of 125 new Deck students were admitted to the Academy. As for the Engine Section, 31 candidates participated in the selection process. A total of 25 new students were selected. Therefore, a total of 150 new students entered the



FIG. 52: CADET OFFICERS FROM 2015 TO 2024



FONTE: Fondazione Accademia Italiana della Marina Mercantile

Academy, 125 of whom were Deck students and 25 were Engine students. The main region of origin is Liguria, followed by Sicily. These latest admissions have led to a total of 1,695 Deck Cadets (65 editions of the Deck course) and 992 Engine Cadets (44 editions of the Engine course) trained and, in some cases, still in training between 2005 and 2025 (first semester). The data shows, once again, the remarkable turnout for the Academy's selection process, which, after years of activity, is considered the best route into the maritime world as a navigation or engine officer.

It should be noted that with Decree 71/2015, Italy implemented the 2012 European Directive, which makes a 'recognized' training course mandatory for access to a

career as an officer. This provision was followed by the MIT Decree of December 19, 2016, which made the training course mandatory for ITTL (Technical High School) students specializing in nautical studies and for those who intend to pursue a career as an officer despite having a high school diploma other than a nautical one.

In addition to developing its activities in the training of professionals for various positions on board, the Academy also carries out activities in the vertical supply chain, training new Cadet Officers through the 'Alignment' Course, co-financed by the National Maritime Fund, and First Officers through the Management-Level Course. In the 2024/2025 academic year, the

courses continued to benefit from PNRR resources allocated by the Government, which led to a continuation of the increase in the number of courses and students that began in the previous academic year.

It should not be forgotten that the possibility of using PNRR funds for both training and structural purposes was granted to ITSs in exchange for achieving the numerical target for enrolments set by Europe and the Italian Government. This objective is a major challenge for ITSs, and Accademia is pursuing it. The target set for Accademia is 866 students by November 2025. The aggregate forecast is 912 ITS students, including the 13 new ITS courses currently advertised.

It should be emphasized once again that the excellent results achieved, both in the Deck And Engine Departments and in the Hotel Department, are also due to the fact that most of the Academy's students spend periods on board ships belonging to shipping companies associated with CONFITARMA.

In the 2024/2025 academic year, ITS courses other than those for Deck And Engine Cadets continued and increased:

ONBOARD ITS COURSES

- ITS for Purser – in partnership with Grimaldi Lines
- ITS for Senior Technician responsible for agricultural, agri-food, and agro-industrial production and processing in the field of on-board pastry and bakery (On-board Pastry Chef/Baker) – in partnership with Costa Cruises

- ITS for Senior Technician responsible for agricultural, agri-food, and agro-industrial production and processing in the field of on-board catering (On-board Cook) – in partnership with Costa Cruises
- ITS for Senior Technician for on-board hospitality – in partnership with Costa Cruises
- ITS for Senior Digital Multimedia Technician on board cruise ships – in partnership with Costa Cruises.

LAND-BASED ITS COURSES

- ITS for Senior Transport and Logistics Technician – national
- ITS for Senior Transport and Logistics Technician – international
- ITS for Senior Technician in Rail and Intermodal Transport with multi-functional agent qualification
- ITS for Senior Technician in the Production and Maintenance of Transport Vehicles and/or Related Infrastructure (Senior Technician for the Supervision and Installation of Onboard Systems) – Shipbuilding
- ITS for Senior Technician in Order Management (Ship Manager)
- ITS for Senior Technician for Automation Management in Ports

In June 2025, 13 new ITS courses were announced, including the new ITS course dedicated to Hitachi Rail, "SENIOR TECHNICIAN FOR SUSTAINABLE MOBILITY AND ENERGY TRANSITION TECHNOLOGIES." In the 2024/2025 academic year, short courses funded by the Liguria Region's ALFAFSE agency also continued, aimed primarily at unemployed people who aspire to work on



cruise ships and ferries in the passenger support service sector as staff members.

During 2025, the ambitious project for the Academy's new headquarters (Palazzo Tabarca, Darsena del Porto di Genova) took shape, made available by the Municipality of Genoa. Thanks to PNRR funds allocated to ITS Academy Foundations, by the end of 2025 the Academy will have moved into these new premises and installed the new Italian Shipping Academy-Ente Radar simulation center, aimed at training Deck and Engine officers, as well as all Logistics and Sustainable Mobility Technicians who train at the Academy. The simulators allow for increasingly interactive and cutting-edge teaching in navigation, maneuvering, machinery, naval propulsion, logistics, and railway operation. Finally, during the 2024/2025 academic year, the Academy continued to internationalize its activities, actively participating in many international initiatives, thus bringing its training and simulation project to the attention of the global maritime cluster.

ITS ACADEMY GIOVANNI CABOTO FONDAZIONE- TECHNOLOGIES FOR THE SEA AND LOGISTICS

Starting in 2023 and throughout 2024/2025, the ITS System has been involved in a real "revolution" and innovation.

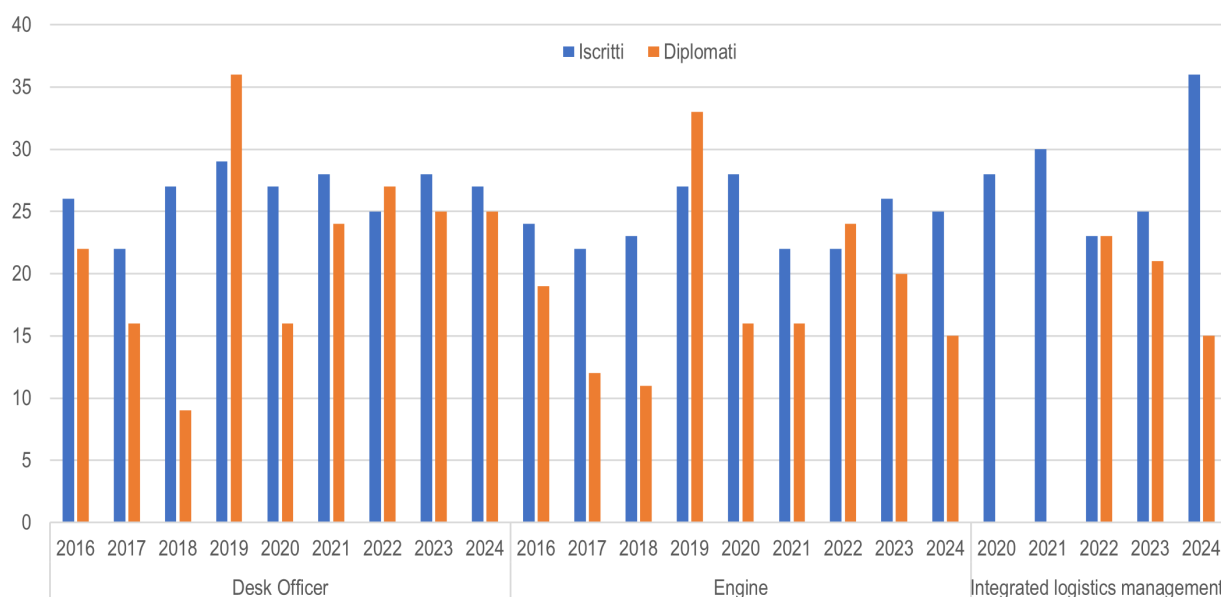
In 2024, additional courses were launched in the field of Recreational Boating, in particular those for the

training of future Pleasure Navigation Officers, Hostesses and Stewards (onboard services), and a new course for training Yacht Design Operators, a professional figure who, through specific expertise in the use of dedicated software, enables the designer's project to be realized using advanced technology machinery.

During 2025 and with completion in the first quarter of 2026, the ITS Academy Caboto will have a new headquarters, which, thanks to the foresight of d'Amico Società di Navigazione, will offer young people the opportunity to benefit from a real campus in the city of Gaeta. New laboratories, full mission simulators, classrooms, and boats have been created thanks to funding from the PNRR. The partnership with RINA continues, with 25 students currently enrolled in the Marine Surveyor Course, in the internship phase, at numerous locations throughout Italy; a new edition is also planned for 2025.

Finally, since the second half of 2024 and for 2025, the Caboto Academy has carried out numerous interventions in schools, also collaborating in the organization of the so-called PCTO, with the aim of increasing awareness of maritime professions and the many opportunities offered by the blue economy. Numerous young students have been able to enjoy an experience on board our vessels, interacting with cadets and ITS trainers.

FIG. 53: CADETS FROM 2016 TO 2024





FOUNDATION FOR HIGHER TECHNICAL INSTITUTES FOR SUSTAINABLE MOBILITY AND LOGISTICS – ITS ACADEMY

Vocational tertiary education is provided by ITS — Higher Technical Institutes — now called Higher Technological Institutes (ITS Academy) by Law No. 99 of July 15, 2022. ITS Academies are structured as “participation foundations” as a national standard, with a public-private management model for non-profit activities.

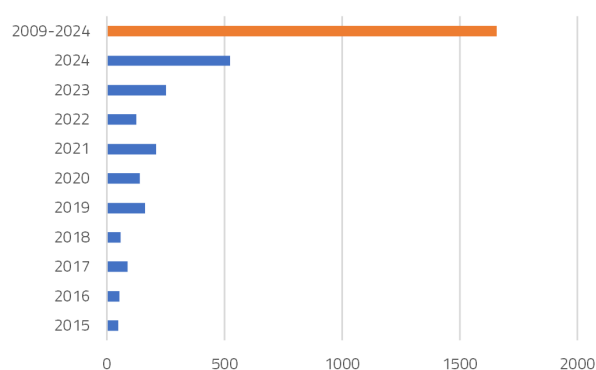
The ITS Foundation for Sustainable Mobility and Logistics — ITS Academy is a post-diploma training channel, parallel to academic courses, representing the expression of a strategy based on the connection of education, training, and labor policies with industrial policies. It operates in the technological areas of Energy Efficiency and Sustainable Mobility, offering two types of courses:

a) Two-year EQF level V courses (fifth level of the European Qualifications Framework for lifelong learning) last four semesters with at least 1,800 hours of training. At the end of the course and after passing the final exams and assessments, students are awarded a “Specialization Diploma in Applied Technologies”;

b) Three-year courses at EQF level VI (sixth level of the European Qualifications Framework for lifelong learning) last six semesters with at least 3,000 hours of training. At the end of the courses and after passing the final exams and assessments, students are awarded the “Higher Specialization Diploma In Applied Technologies.”

With its highly qualified training program, ITS is a center of excellence for training navigation officers and engine officers, based on a dual system that guarantees excellent employment opportunities at the end of the course. In the technological areas of logistics and energy training, the wide variety of courses guarantees cut-

FIG. 54: CADETS ENROLLED FROM 2015 TO 2024



Source: Fondazione Istituto Tecnico Superiore per il settore mobilità sostenibile Trasporti
- Accademia Mediterranea della Logistica e della Marina Mercantile



ting-edge and highly competitive technological specializations in the current job market (energy efficiency, smart mobility, etc.)

Every year, the National Institute for Documentation, Innovation and Educational Research (INDIRE), on behalf of the Ministry of Education and Merit, monitors the tertiary vocational training courses offered by the I.T.S. Academy, one year after graduation.

In particular, at the national level, the ITS MOBILITÀ SOSTENIBILE TRASPORTI Foundation ranks third in the Indire monitoring for the training of 'Senior Technicians for Infomobility and Logistics Infrastructure', with employment opportunities reaching peaks of around 90% in the region. The training courses have received various other awards, which have made it possible to finance the wide range of training on offer. Training activities will continue throughout the year, with 62 courses launched since October 2015 and at least 14 more courses relating to all relevant areas to be launched by October 2025.

ADRIATIC NAUTICAL ACADEMY FOUNDATION

Established in September 2015, the Adriatic Nautical Academy Foundation in Trieste continues its activities by updating its training offer, which for 2024 is as follows. The course for Engine and Deck Cadets is confirmed, as is the Logistics Technician course at the Trieste campus; the Cybersecurity in the Maritime Port Sector course (Trieste campus) is now in its third edition; the course for Train Drivers/Multifunctional Agents and the course for Naval Designers are also confirmed. New opportunities are represented by the course for Master Sail Makers (in collaboration with FIV) and the dual course in collaboration with LIDL Italia on the role of Store Manager.

Finally, thanks to the PNRR contribution, the Academy has equipped itself with technological equipment (simulators) to adapt the laboratories as required by the PNRR guidelines.

FIG. 55: CADETS FROM 2015 TO 2024

Accademia Nautica dell'Adriatico

Allievi dal 2015 al 2023/ Cadets 2015-2023

Anno:	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Allievi Ufficiali di Coperta e Macchina/Deck and Engine Cadets	20	20	20	20	20	20	20	24	26	21
		20	20	20	20	20	20	20	24	26
			20	20	20	20	20	20	20	24
T.S. per l'infomobilità e infrastrutture Logistiche (Trieste)		24	24	24	24	24	24	25	25	24
			24	24	24	24	24	24	25	25
T.S. per l'infomobilità e infrastrutture Logistiche B (Trieste)								25		24
									25	
T.S. per l'infomobilità e infrastrutture Logistiche (Pordenone)					25	25				
						25	25			
T.S. per la produzione e manutenzione del mezzo navale (Progettazione)				24	24	24	24		24	16
					24	20	24	24		24
T.S. per la Conduzione del mezzo ferroviario (Gorizia)						22	22			
							22	22		
T.S. per la Conduzione del mezzo ferroviario (Trieste)									20	18
										20
T.S. per la Cybersecurity in ambito Marittimo Portuale (Trieste)								25	24	
									25	24
Total	20	64	108	132	181	224	225	209	238	271

Source: Accademia Nautica dell'Adriatico



07.

NATIONAL PORTS



HANDLING OF GOODS AND PASSENGERS IN THE MAIN ITALIAN PORTS

Italy boasts a competitive port system with two Italian ports (Gioia Tauro and Genoa) ranking among the top 15 European ports in terms of containers handled. According to Assoporti data, in 2024 Italian ports handled 480.7 million tons of goods, 35.3% of which were liquid bulk, 25.47% Ro-Ro, and 25.33% containers. In the overall increase in goods handled by Italian ports (1.3% of the total), the only negative sign was recorded in the solid bulk category (-6.2%). In 2024, compared to 2023, there was a general increase in passenger traffic, from just under 71 million passengers to over 73 million. Overall, between

2023 and 2024, the number of passengers increased by 3.5%, thanks to the increase in local transport activity — from around 38 million passengers to over 40 million (+3.5%), ferries — from 18.5 to 19.3 million passengers (+4.3), and cruises — from 13.3 to 13.8 million passengers (+3.7%).

PORT GOVERNANCE REFORM PROJECT

The Italian Government is working on Port Governance Reform, which should result in an amendment to Law No. 84/1994. The central theme of the reform should be the creation of an effective central “Control Room” to strengthen the organic vision of the national port system, coordinating port investments within a country-wide system. Confitarma

FIG. 58: GOODS HANDLED IN ITALIAN PORTS IN 2024

Goods 000 tons	Liquid Bulk	Dry bulk	Containers	Ro-Ro	Other goods	Totale
2018	184.007	65.411	111.071	108.952	21.628	491.069
2019	182.809	59.661	111.298	113.213	23.371	490.352
2020	156.869	49.288	114.311	107.140	16.392	444.019
2021	163.797	56.937	117.013	122.694	20.360	480.801
2022	168.911	61.041	119.568	120.960	19.639	490.119
2023	167.179	54.104	115.357	122.250	18.582	477.473
2024	169.794	48.857	121.780	122.440	17.842	480.711
% sul totale	35%	10%	25%	25%	4%	100%
Var. % 2024/2023	1,6	-9,7	5,6	0,2	-4,0	0,7
I TRIM 2025	37.882	14.014	19.060	28.890	4.192	104.037
Var. % I trim 2025/I trim 2024	-9,1%	26,7%	11,9%	19,8%	14,1%	6,7%

Source: SRM processing on Assoporti data

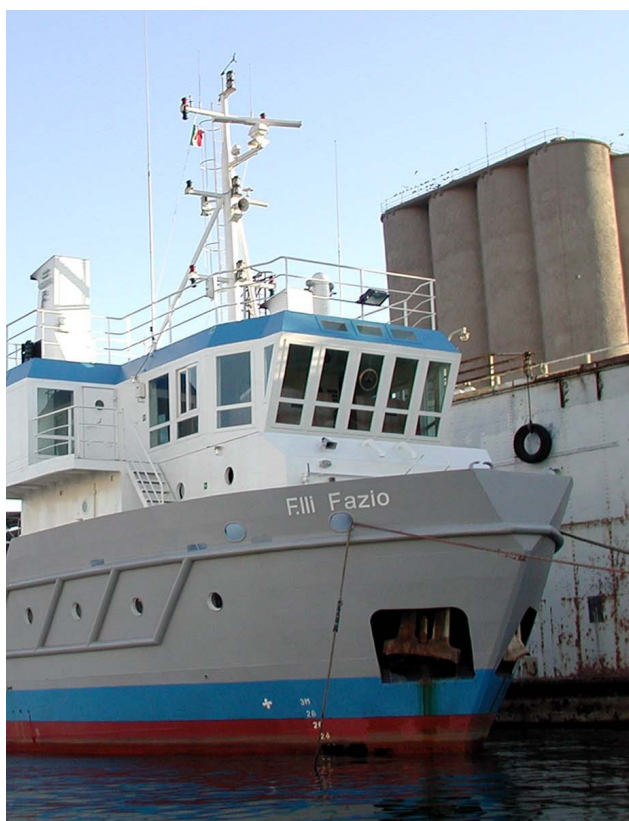
FIG. 59: PASSENGERS IN ITALIAN PORTS IN 2024

<i>Passengers (N.)</i>	Ferries	Cruises	Local	Total
2018	17.425.404	10.775.028	24.956.882	53.157.314
2019	17.976.530	11.872.711	37.604.888	67.454.129
2020	9.643.156	640.936	22.167.565	32.451.657
2021	13.446.171	2.480.055	27.428.618	43.354.844
2022	17.000.899	9.004.831	35.018.278	61.024.008
2023	19.094.087	13.326.682	38.822.296	71.243.065
2024	19.309.458	13.850.345	40.187.381	73.347.184
% of Total	26%	19%	55%	100%
Var. % 2024/2023	1,1	3,9	3,5	3,0
I TRIM 2025	1.400.278	825.808	5.447.626	7.673.712
Var. % I trim 2025/I trim 2024	-4,4%	-8,5%	0,9%	0,0%

Source: SRM processing on Assoporti data

hopes that this reform will provide an opportunity to create a competitive integrated system of national ports, attract new traffic, improve passenger reception, and ultimately contribute to the country's logistical growth. In particular, this reform should finally make it possible to optimize investments in port infrastructure within a country-wide system with the aim of having efficient ports for the competitiveness of the sector, simplification, debureaucratization,

digitization, and certainty of timelines, clarity in the division of responsibilities within the Public Administration, and the effective involvement of industrial, shipping, and commercial representatives. CONFITARMA is closely monitoring the approval process for the reform project, providing its own contribution aimed at promoting the development of the national maritime-port cluster.





TECHNICAL-NAUTICAL SERVICES AND PORT SERVICES

PORT TOWING

With regard to port towage services, the process of renewing concessions through European tenders in accordance with ministerial guidelines (circular 11/2019) is continuing. The last tender is expected to be launched by 2027, which would complete the tariff renewals based on circular DEM3/1589 of 2003. Over the last year, the Ravenna tender has been awarded and procedures are underway for the ports of Barletta-Manfredonia-Molfetta, Naples, Messina-Milazzo-Strait Area, and the ports of southern Sardinia. Finally, it should be noted that the current concession for the tugboat service in Taranto has been extended until October 31, 2027, given the particular situation of unpredictability and criticality of traffic in this port.

PILOTAGE

With regard to pilotage services, during the first half of 2025, the procedural process leading to the updating of pilotage service tariffs in national ports was

completed. The new tariffs came into force on July 1, 2025, and will be valid until June 30, 2027. The update resulted in a weighted national average change of approximately 7%. Taking into account the reduction applied to the Motorways of the Sea, this figure is reduced to an average increase of 6.30%. Despite the adoption of specific corrective measures, the tariff increase is affected by substantial increases resulting from developments in the formula in certain ports affected by particularly critical situations.

In view of this, it has been decided, on an exceptional basis, that the operational and economic performance of these ports will be continuously monitored in order to adopt, where necessary, further corrective measures to try to limit the impact on tariffs.

MOORING

With regard to mooring services, it should be noted that an investigation is currently underway to adjust mooring service tariffs for the period January 2026 - December 2028. In addition, MIT Circular No. 5716 of March 18, 2025, defined criteria for the application of tariff benefits to ships that significantly reduce pollutant emissions.



ELECTRIFICATION OF DOCKS (*COLD IRONING*)

Work continues on the construction of cold ironing facilities provided for in the PNRR Complementary Fund. In addition to the €700 million initially allocated for 47 projects to be completed by 2026, the Port System Authorities have an additional €400 million at their disposal, following a positive assessment by the European Commission on the restructuring of the PNRR under the REPowerEU program.

On July 23, 2025, Decree 13 December 2024 "Allocation of resources in implementation of the annex to the ECOFIN Council's implementing decision of May 14, 2024, relating to PNRR Investment M3C2-I" was published in the Italian Official Gazette. 2.3 Cold ironing consisting of the creation of a network for the supply of electricity in the port area and the related infrastructure for connection to the national transmission grid, as well as for the supply of shore-side electricity and the recharging of electric ships."

This decree provides that, in implementation of the provisions of the National Recovery and Resilience Plan, the resources allocated to *cold ironing* are divided among the various interventions and assigned to the implementing entities for a total amount of €306

million, of which €186.5 million is from new PNRR resources and €119 million is from existing projects.

Implementation is proceeding at different rates between the various ports, but most projects should be in line with the PNRR deadlines. Despite the progress made, some challenges remain, including the high energy requirements of *cold ironing* and the need to ensure the economic sustainability of the operation. In particular, it is essential to reduce the costs of energy supply for the end user. The management of energy suppliers in Italy is still being defined, but there are some key points that are emerging:

1. Role of Port System Authorities. They will play a central role in the construction of infrastructure, but it is not yet clear whether they will be directly responsible for managing the service or whether they will entrust it to external operators.
2. Business model. It will be necessary to assess as soon as possible whether the best model is centralized management (with a single supplier per port) or a more open system, with multiple operators offering energy at different conditions.
3. Definition of tariffs. One of the main issues concerns the cost of energy for shipowners.



Connessioni Cold Ironing

Overview

» 24 Richieste di connessione¹ finora pervenute per una potenza in prelievo totale richieste per 988 MW, di cui:

- » 8 porti per un totale di 206 MW si conatteranno su Cabine Primarie dei distributori
- » 11 porti per un totale di 571 MW si conatteranno su Stazione Elettriche della Rete di Trasmissione Nazionale
- » sulle restanti 5 pratiche sono in corso le opportune attività per prevedere la connessione su RTN o su rete del DSO

Autorità di Sistema Portuale che hanno presentato richiesta di connessione sul portale MyTerna²:

- » Sicilia Occidentale
- » Sicilia Orientale
- » Stretto
- » Sardegna
- » Tirreno Settentrionale
- » Tirreno Centro Settentrionale Civitavecchia
- » Tirreno Centrale
- » Adriatico Settentrionale
- » Adriatico Centro Settentrionale
- » Adriatico Orientale
- » Mar Ionio
- » Mar Ligure Orientale



¹ Dati aggiornati a dicembre 2023 ² 1 pratica da avviare: Trieste (Servola) - 75 MW

1

The Italian Government, with the support of EU funds, is working to reduce system charges in order to make cold ironing economically advantageous compared to the use of on-board generators.

4. Standardization and interoperability. To facilitate large-scale adoption, it will be essential to establish common technical standards to ensure compatibility between shore infrastructure and different types of ships.

Details regarding management should be defined by 2025. The main challenge will be to balance the interests of port operators, shipowners, and energy suppliers to ensure an efficient and economically sustainable system.





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