

**SPEZIA&CARRARA
CRUISE TERMINAL**

**20
23**

**SUSTAINABILITY
REPORT**



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Letter to stakeholders

Spezia & Carrara Cruise Terminal is a young company that, since 2019, has been the concessionaire for general interest services assisting passengers and cruise tourists in the ports of La Spezia and Marina di Carrara. Despite our shareholders being major global cruise companies, SCCT is still a small, growing company with ambitious goals and the determination to play a significant role in the maritime activities of the Eastern Ligurian Sea.



After the dark years of COVID, when the entire global fleet was moored and inoperative, the cruise industry showcased its remarkable resilience, rebounding to pre-pandemic traffic levels in 2022 and 2023. For SCCT, 2023 was a pivotal year, achieving the best results in its brief history, with 725,187 passengers across 211 ship calls in the two ports where we operate. These facts underscore the effectiveness of our infrastructure, particularly the Garibaldi Pier for ship docking and the Largo Fiorillo Cruise Terminal, which have enabled us to provide a seamless service highly valued by companies and passengers alike.

Currently, we are growing and plan to continue expanding in the future. In 2023, we added two new team members (bringing our total to 12) and strengthened our organization, achieving ISO 9001 and ISO 14001 certifications. We are increasingly attentive to the local community, striving to understand its needs and goals. The cruise industry, particularly SCCT, which operates closely with public opinion in the port cities where it operates, is fully aware that it must operate and invest to make its activities increasingly sustainable.

This means committing to making its processes ever more environmentally friendly, ethical, and respectful of local communities. SCCT is determined to do its part, in collaboration with shipping companies, the Port Authority System, institutions, and all stakeholders, to build more beautiful and sustainable cities. We aim to attract young people who can find cultural and professional growth opportunities in this corner of Italy, and to offer a peaceful place for the elderly to age gracefully.

The General Manager,
Daniele Ciulli

A handwritten signature in black ink, appearing to read 'Daniele Ciulli'. The signature is fluid and cursive, with a prominent 'D' and 'C'.

Methodological Note

This document constitutes the first edition of the Sustainability Report for the fiscal year 2023 and describes the sustainability performance and results achieved.

THIS DECISION STEMS FROM A VOLUNTARY CHOICE, NOT DRIVEN BY REGULATORY OBLIGATIONS, BUT GUIDED BY OUR COMMITMENT TO PROMOTING SUSTAINABILITY IN ALL ITS FORMS, THUS CONTRIBUTING TO A MORE BALANCED AND RESPONSIBLE FUTURE FOR COMING GENERATIONS.



This Sustainability Report refers exclusively to Spezia & Carrara Cruise Terminal srl, with no other entities included. The reporting scope of economic and financial data corresponds to the Financial Statements as of **December 31, 2023**. Data from the previous two years are provided for comparison over a three-year period. There have been no significant changes concerning the company's structure, ownership, or supply chain. No revisions to the information have been made. The document was prepared following the technical-methodological reference of the Global Reporting Initiative Sustainability Reporting Standards (**GRI Standards**), issued by the Global Reporting Initiative. These have been integrated with the Sustainable Development Goals (SDGs) outlined in the 2030 Agenda.

For this initial preparation year, SCCT has opted not to have the 2023 Sustainability Report verified by an external certifying body. SCCT is committed to updating its Sustainability Report **at least once every three years**.



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OUR
COMPANY



about us

Spezia & Carrara Cruise Terminal is a **limited liability company** holding concession no. 166/2019 issued on December 19, 2019, by the Port Authority System of the Eastern Ligurian Sea, effective from January 1, 2020, and expiring on December 31, 2056. This concession relates to the areas and services connected to cruise traffic in the port of La Spezia. The company is responsible for **passenger assistance and the Maritime Station service in the port of La Spezia**, including the areas and instrumental and/or accessory assets on Garibaldi Pier, as well as the **areas for the construction and management of the new Maritime Station**.

Locations

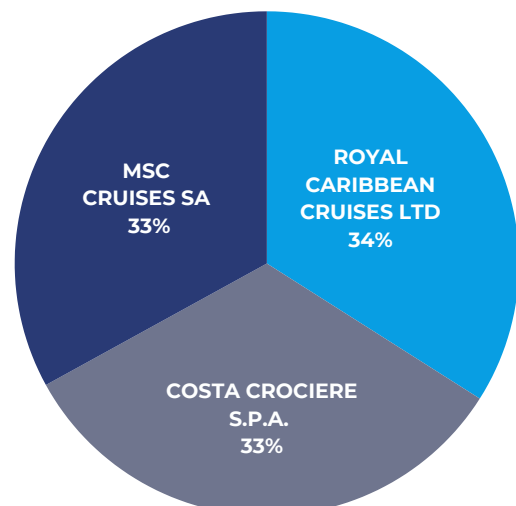
Registered office

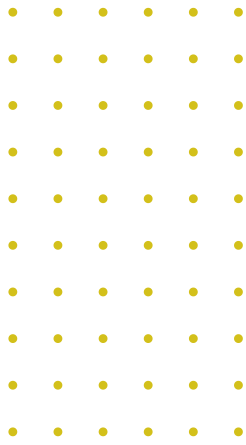
LARGO MICHELE FIORILLO S.N.C. CAP 19124
LA SPEZIA

Other Operational Sites:


- Administrative office, Piazza Verdi 23
- Port of La Spezia, Garibaldi Pier, west side dock
- Port of Marina di Carrara, MDC Terminal, Taliercio Pier and Fiorillo Pier
- Port of Lerici (SP), sea steps Piazza Garibaldi
- Controviale Parma parking area, La Spezia


Ownership





Activities and Services

 **What We Do?** We manage the passenger assistance service and Maritime Station in the port of La Spezia, including assets and operational areas on Garibaldi Pier. We are also responsible for constructing the new Maritime Station and managing the spaces on the Cruise Pier at the new Molo Paita, which is currently under construction.

-  **Facilities and Services:**
- **Garibaldi Pier:** Maritime state concession of the west side, a 627-meter-long quay with a draft of about 11 meters to accommodate the latest generation ships.
 - **Golfo dei Poeti – 5 Terre Cruise Terminal:** Operational since 2015, with an internal area of 1,400 square meters, designed to ensure high standards of functionality and hospitality, with a particular focus on energy control and low environmental impact. Special attention has been given to the design and construction of the systems, particularly regarding **control, efficiency, and energy consumption containment**, to ensure a low environmental impact both in terms of energy use and emissions.
 - **High Automation Parking:** Over 200 parking spaces near the Cruise Terminal

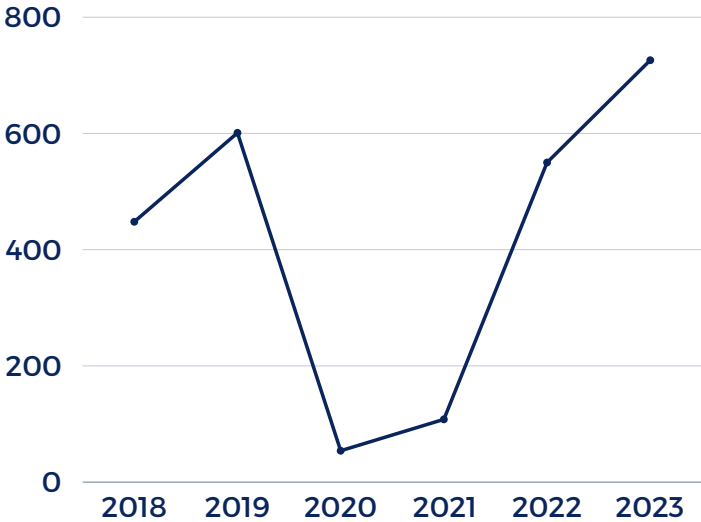
 We have a memorandum of understanding with AdSPMLO **for the port of Marina di Carrara, allowing up to 20 cruise ship dockings annually.**

Served Markets

In 2023 La Spezia has become a highly efficient and strategic cruise hub, ideal for reaching some of Italy's top destinations. After the decline in 2020 and 2021 due to the pandemic, 2022 saw a significant recovery in cruise traffic, returning to pre-COVID levels.

2023: A Record Year

These results underscore the **appeal and competitiveness** of the port of La Spezia in the cruise industry, a segment experiencing rapid growth, particularly in the Mediterranean. According to the 2024 Report by Risposte Turismo, La Spezia is now **the sixth busiest Italian port** for passenger movements.



211 Ship Calls:
 La Spezia (182)
 Carrara (20)
 Lerici (9)

726.806
 Passengers movements

% SUMMER TRAFFIC

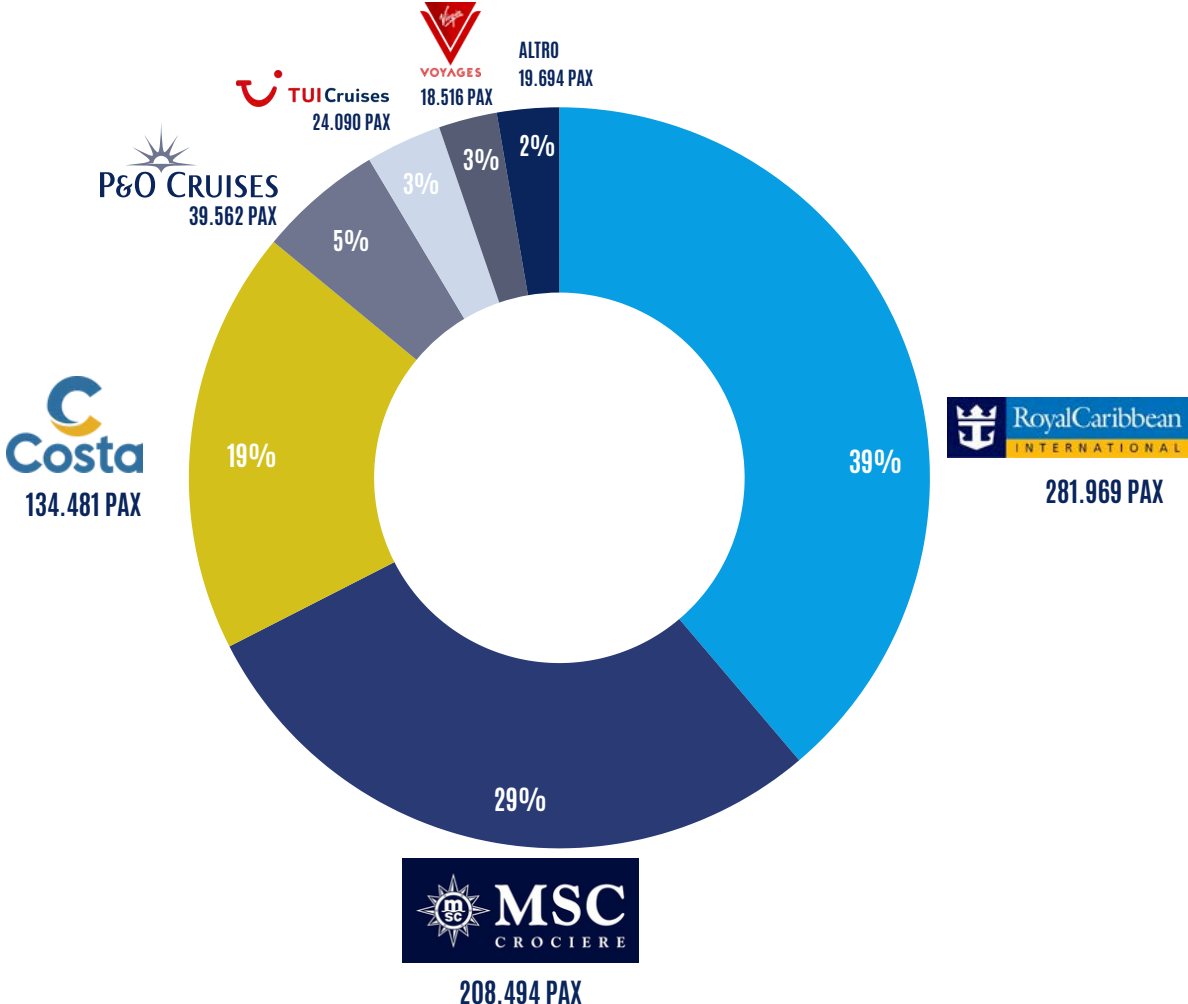
51%

In 2023, La Spezia achieved a balanced distribution of passengers across different seasons: summer (June to September), winter (November to February), and the "shoulder" season (the remaining months). Thanks to these seasonality policies, summer cruise traffic dropped from 62% in 2022 to 51% in 2023. To further encourage this balance in 2024, SCCT offered tariff discounts to cruise companies to promote traffic during winter months and on generally low-traffic days.

Our Main Clients

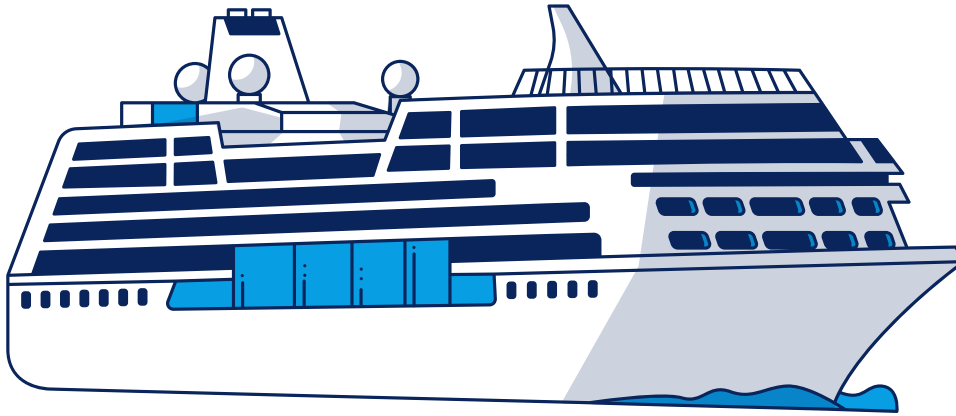


Top Cruise Companies for Passenger Movements in 2023:



Supply Chain

Within the variety of products and services that SCCT acquires from its suppliers, the following types can be highlighted:



SHUTTLE BUS



SECURITY



MAINTENANCE



CLEANING
WASTE DISPOSAL



FORKLIFT
SERVICE

All suppliers are integral to the supply chain, distinguished by the various characteristics and significance of their supplies.

Within the organization, suppliers are categorized into three main groups:

- **Non-Qualified Suppliers:** These suppliers do not require specific qualifications to be integrated into the system;
- **Non-Critical Suppliers:** These suppliers provide standard products or services that are not strategically important for the services delivered.
- **Critical Suppliers:** These suppliers provide products or services of significant importance for the services delivered.

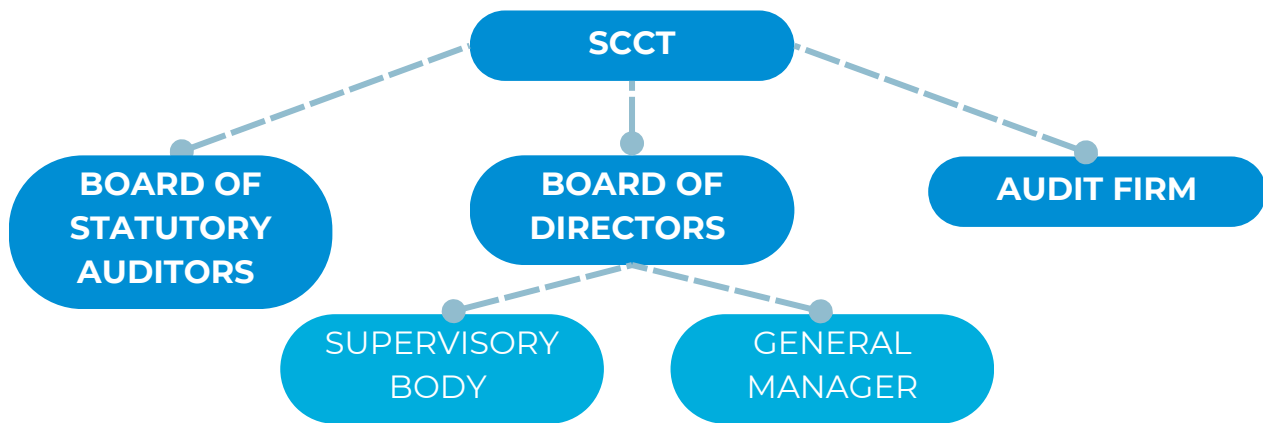
To ensure high standards of service delivery, suppliers are selected based on positive internal evaluations considering the following attributes:

- Professionalism and quality of products/services offered
- Safety aspects (for contractors)
- Environmental considerations
- Economic factors

Additionally, the company maintains continuous oversight of service execution, with a particular focus on the supplier's adherence to environmental standards, pollution prevention, and the safeguarding of worker health and safety. The company monitors any non-compliance or anomalies and takes corrective actions as necessary.

Governance Bodies

The **Shareholders' Meeting** appoints the **Board of Directors** and the **Board of Statutory Auditors**, approves the annual financial statements, and, if necessary, convenes in extraordinary session to make decisions within its jurisdiction according to law and the company bylaws



The Board of Directors



The company is governed by a Board of Directors consisting of **4 members**: one appointed by Royal Caribbean Cruises Ltd., one by MSC Cruises S.A., one by Costa Crociere S.p.A., and a **Chairman of the Board** selected by lot from a list of 3 candidates chosen by a top headhunting firm jointly commissioned by the shareholders and independent of them.

The Chairman of the Board must meet the **independence criteria** for independent directors of listed companies as detailed in Articles 147-ter and 148 of Legislative Decree no. 58 of February 24, 1998, and Article 3 of the Corporate Governance Code issued by Borsa Italiana S.p.A., in relation to the company, its shareholders, and their respective controlled, controlling, and affiliated companies.

The Board of Directors was appointed by a resolution dated April 28th, 2022, and will hold office until the approval of the 2025 financial statements at the General Assembly.

Below is the composition of the Board of Directors:

Year	18-30	31-50	>51	Total
2021			3	4
2022			3	4
2023		1	3	4

Oversight Bodies

Board of Statutory Auditors

Management oversight is entrusted to the **Board of Statutory Auditors**, with a three-year mandate coinciding with the Board of Directors. The board is composed of 3 statutory auditors (each appointed by one of the three shareholders) and two substitute auditors appointed by the Shareholders' Meeting.

Audit Firm

The **audit firm** was appointed by resolution of the Ordinary Shareholders' Meeting on April 27th, 2023, for three fiscal years and will therefore expire with the Shareholders' Meeting which will be held to approve the 2026 Financial Statements. The audit firm is **EY S.p.a.**



Supervisory body



To adhere to best practices in governance and, more importantly, to ensure greater protection of its interests, SCCT has adopted **specific organizational and management models** in accordance with Legislative Decree 231/2001. Additionally, SCCT **has appointed a single-member Supervisory Body (SB)**, established by the Board of Directors' resolution on May 26, 2023.



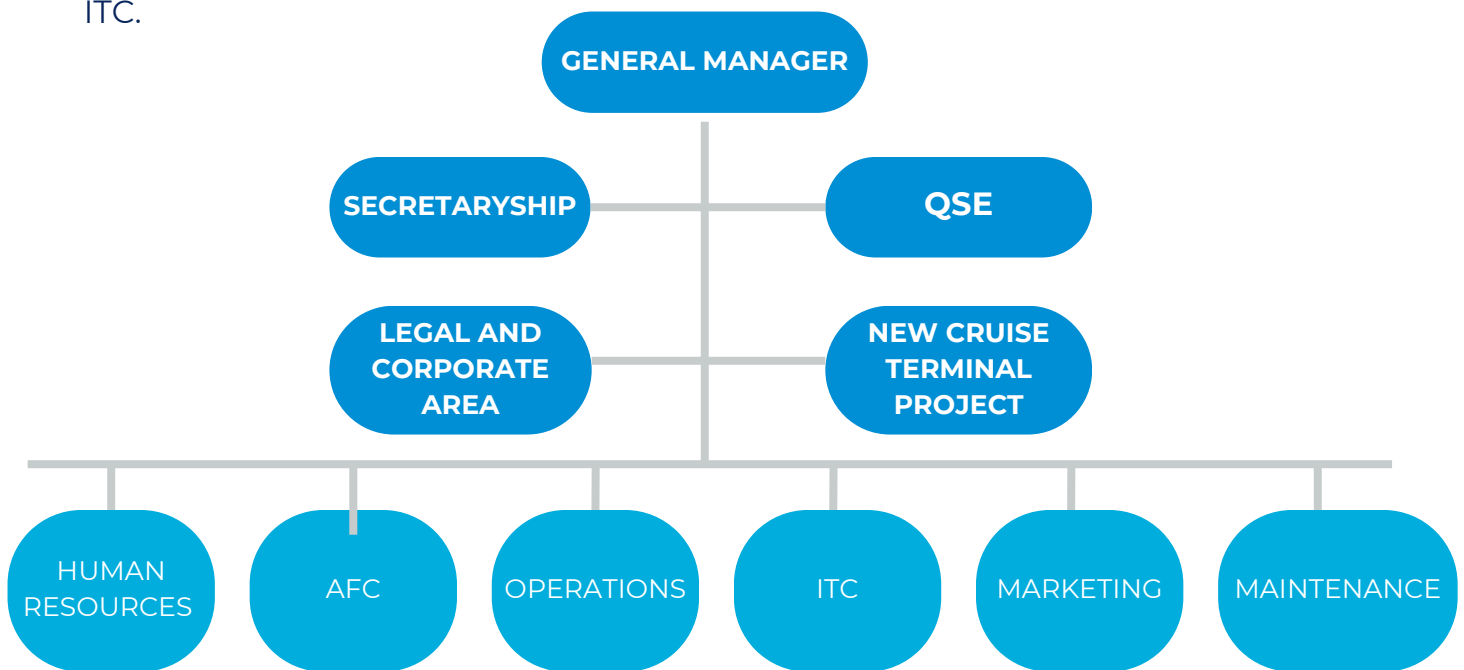
Organizational Structure

SCCT operates as a small company with a very lean organizational structure. Its main objective is to maximize efficiency and flexibility by minimizing hierarchical levels and promoting direct and swift communication.

The company's management team consists of:

- The **General Manager**, who supervises the company's operations, manages relationships with external stakeholders, and guides long-term strategic decisions.
- **The Operations Director**, who coordinates all operational activities at the Cruise Terminal, manages directly employed resources, optimizes business processes, and ensures a high level of customer satisfaction.
- **The Head of Administration and Finance**, who oversees the company's finances through financial planning and analysis, accounting management, budget control, and cash flow management.

The company also relies on highly qualified **external collaborators** for accounting activities, payroll management, legal and corporate matters, and ITC.



Alongside the various functions, a **Project Team** dedicated to the realization of the **New Cruise Terminal** has been established. Internal stakeholders are supported by an external consultant serving as Project Manager.



Organizational Model



In line with increasingly stringent principles of transparency and integrity, the company adopted an Organizational, Management, and Control Model (MOG) in accordance with Legislative Decree 231/2001 by a resolution of the Board of Directors on November 14th, 2022. This initiative, which began in 2022, aims to identify the main areas and business activities to be analysed for potential risks as outlined by the decree.

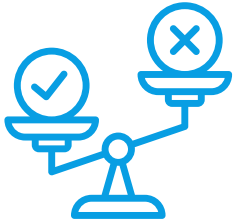
The mapping activity identified the main types of potential risks and crimes and how these could manifest in **sensitive business activities**. Among the potential crimes identified is corruption, governed by Articles 25 and 25-ter of Legislative Decree 231/2001.



Compliance with the Model is ensured by the Supervisory Body (SB), appointed by the Board of Directors. The SB monitors the **conduct of directors**, managers, employees, collaborators, and third parties operating on behalf of the company.

In 2022 a training plan was implemented for all personnel to ensure full awareness and adherence to the MOG (management and control model). During the reference year, no episodes of corruption were reported. This systematic and rigorous approach allows the company to maintain high standards of transparency and integrity, contributing to the prevention of illegal behaviour and promoting an ethical and responsible corporate culture.

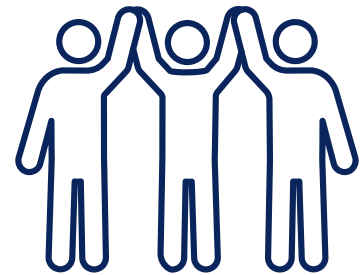
Ethics, Integrity and transparency in business



The Code of Ethics outlines a series of ethical principles and behavioural guidelines that direct business activities, fostering strong ethical integrity and a corporate culture that respects current laws.

This document has been formally adopted by Spezia & Carrara Cruise Terminal S.r.l. (SCCT) with the belief that adherence to it is vital for the proper operation of the company, the protection of its reliability and reputation, the prevention of offenses under Legislative Decree 231/01, and ultimately, to ensure greater customer satisfaction.

Additionally, SCCT conducts its business with a commitment to **protecting working conditions, safeguarding the physical and mental well-being** of workers, and respecting their moral integrity, thus preventing them from facing unlawful pressures or undue hardships.



In 2023, the company implemented the **Procedure for Managing Reports of Corruption or Other Irregularities/Illegality** and Protection Mechanisms for Whistle-blowers – PRD-231-000 IN REV. 00, dated December 17, 2023, as an enhancement of the Organizational, Management, and Control Model pursuant to Legislative Decree 231/01, within the Quality-Environmental Management System framework according to ISO 9001:2015 and 14001:2015 standards.

A link for submitting reports via a non-indexed platform has been published on the company's website.

The implementation of a whistleblowing system **fosters an ethical and transparent work environment.** SCCT ensures that employees can report misconduct confidentially and anonymously, without fear of retaliation. This mechanism promotes a corporate culture grounded in integrity, accountability, and fairness, enabling the company to swiftly identify and address any violations of its internal codes of conduct.

The ability to respond swiftly to reports and effectively resolve issues contributes to maintaining high ethical standards and reinforces trust in corporate management.



Certifications

- The Integrated Quality-Environment Management System, compliant with **ISO 9001:2015 and 14001:2015** standards, was developed, established, and implemented by Spezia & Carrara Cruise Terminal S.r.l.
- This system was **verified by the third-party entity Lloyd's Register Quality Assurance Italy S.r.l. (LRQA)**, which issued the certificate of conformity on **December 11th, 2023**, with certificate no. 10572543.
- The implementation plan for the integrated management model was developed to meet the requirements of the reference standards, with the objective of **enhancing process effectiveness**. This ensures not only customer satisfaction but also the fulfillment of stakeholders' expectations, while adhering to mandatory safety and security standards.
- The documentation system was meticulously designed to **establish a unified integrated management system**, primarily incorporating the procedures outlined by the management model in accordance with Legislative Decree 231/01. This facilitates consistent and coherent management of documented information, promoting business process efficiency and ensuring comprehensive compliance with all mandatory requirements related to SCCT's operations.



Industry Associations

To effectively manage its operations, SCCT is a member of:



Starting from 2024, it also decided to join FEDER LOGISTICA.

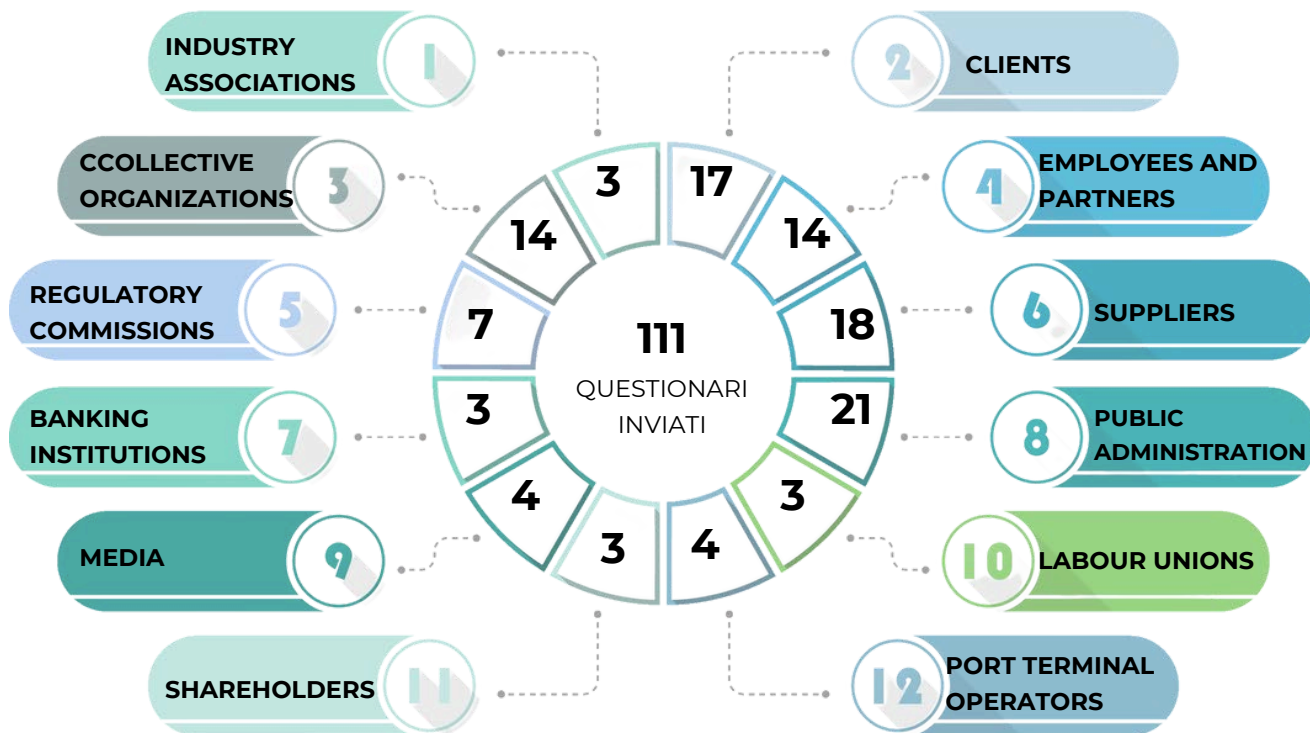




2

**OUR JOURNEY
TOWARD
SUSTAINABILITY**

Stakeholder e stakeholder engagement



SCCT engages with a diverse range of private and public entities, both Italian and international, including individuals, groups, companies, and institutions with vested interests in its activities. The company operates in compliance with Italian laws, market regulations, and principles of fair competition. SCCT is committed to maintaining **continuous dialogue** and active engagement with all stakeholders to understand and address their expectations and concerns, integrating these into corporate strategies through the use of Management Systems.

To prepare this Sustainability Report, meetings were conducted with management to identify key stakeholders who influence SCCT's decisions and those significantly impacted by the company's activities. **A questionnaire was administered to a significant number of stakeholders (111)** to integrate internal assessments and identify material issues, with initial feedback received. We aim to expand this effort in the near future, and interesting insights emerged from the open-ended questions.

Each company must base its reporting on aspects deemed material by itself and its stakeholders.

A **"material aspect"** refers to any issue of strategic importance to SCCT that can significantly impact the economy, the environment, and/or society, positively or negatively. Materiality also includes aspects that potentially influence stakeholders' decisions regarding business activities.

Materiality Analysis



The identification of material aspects was achieved through the construction of a so-called “**materiality matrix**” with the purpose of highlighting what is relevant, in the aforementioned sense, for the company and its stakeholders. Constructing the materiality matrix by bringing to light aspects of interest for corporate sustainability **stimulates the development of greater attention to issues sensitive to stakeholders.**

In the graph shown to the side, the y-axis represents the internal strategic relevance identified by the Board of Directors and top management, while the x-axis encompasses the relevance for other stakeholders.

As illustrated by the graph, all themes proved to be relevant, demonstrating **strong sensitivity towards sustainability issues**, both internally and externally. By delving deeper into the graph's analysis—with a “zoom in” on the top right area—it is possible to distinguish among the relevant themes those that have greater or lesser significance.



AREAS

- Governance
- Economy
- Environment
- Social

MORE RELEVANT THEMES

- A2 Energy and Greenhouse Gas Management
- A4 Waste Management
- A5 Compliance with Environmental Regulations
- E1 Economic and Financial Performance
- E3 Quality of Services
- E4 Economic Contribution to the Territory
- G1 Corporate Governance
- G2 Ethical Management and Legal Compliance
- G3 Supply Chain Management
- S1 Employment
- S2 Employee Rights and Diversity Equality
- S3 Employee Training
- S4 Health and Safety at Work
- S5 Community Investments and Participation
- S6 Social Sustainability of the Supply Chain

LESS RELEVANT THEMES

- A1 Responses to Climate Change
- A3 Water Management
- A6 Environmental Certifications of the Supply Chain
- E2 Innovation Management

Contribute to Sustainability

In total, there are 17 SDGs and 169 targets

SCCT recognizes that only through collective responsibility is it possible to generate **concrete and lasting changes**, promoting increasingly sustainable corporate development. The company has therefore identified, through the materiality analysis, the impacts of its activities and defined a sustainability plan directly inspired by the UN SDGs.

The objectives are divided into two macro categories: Achievable targets (i) with the existing structure of the Cruise Terminal, (ii) following the construction of the new Terminal.

Below is an extract from the company's current **Sustainability Plan**:



The Masterplan for the new Cruise Terminal

Under the concession contract established in 2019, SCCT obtained the concession for the general interest service of managing cruise passengers in the port of La Spezia, committing to the realization of a new Cruise Terminal project and accessory elements on Calata Paita, as tendered by the PSA.

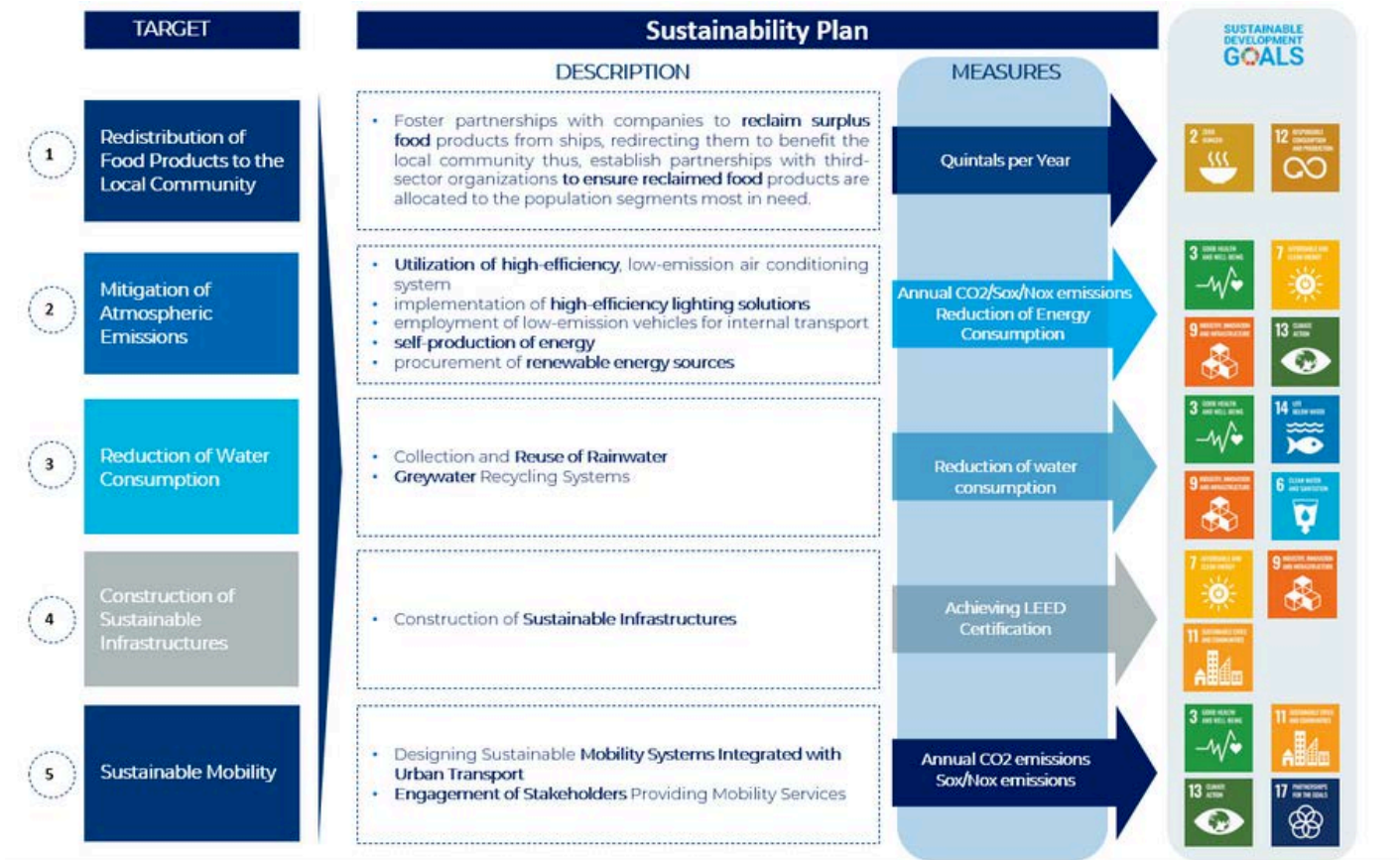


The original 2019 project was negatively impacted by the pandemic and the energy crisis, causing significant cost increases. SCCT, in agreement with PSA, **undertook a project review**, seizing the opportunity to align the project with current market needs and the growing collective sensitivity towards sustainability.

The project is part of the broader urban redevelopment of the areas related to Calata Paita and includes the construction of a Maritime Station of approximately 4,000 square meters spanning the new Paita Pier (whose construction began in spring 2024 by PSA) and Calata Paita, along with accessory works.

The new pier, with its 393-meter and 339-meter docks, will provide additional berthing opportunities for the latest generation of cruise ships and systems for reducing emissions from ships while docked (**electrification of docks**). A significant objective for the company is to obtain **LEED certification** for the new maritime station, ensuring energy efficiency, reduced environmental impact, sustainable use of resources, and improved occupant well-being.

Below is an initial Sustainability Plan related to the new Cruise Terminal.





3

ECONOMIC
SUSTAINABILITY

Economic Value Generated and Distributed

For SCCT, pursuing economic sustainability means committing to **consolidating its competitive position** in the Western Mediterranean cruise market over time, improving process efficiency, and creating value for shareholders, customers, employees, in collaboration with suppliers and institutions present in its operating territory.

revenues

Revenue is generated through **passenger tariffs** and the **provision of shuttle bus services, loading and unloading goods, baggage handling** to/from cruise ships moored at the Cruise Terminal on Garibaldi Pier, and managing the **parking area** located at Controviale Parma in La Spezia. Charges to shipping and private clients were made **based on the tariff schedule agreed with the Conceding Entity** and the result of the PPP tender.

The main expense items are related to: **salaries and wages, concession fees and charges, passenger transport with shuttle buses, security and surveillance** at Garibaldi Pier area, cleaning of buildings and concession areas including waste collection and disposal, insurance policies and sureties, leasing fees, compensation and reimbursements for corporate bodies and audit firms, administrative, labour, and legal consultations.

costs

Economics indicators (€/000)	2021 *	2022 *	2023
Directly Generated Economic Value (Revenue)	1.113	3.710	4.915
Distributed Economic Value	1.186	3.055	4.052
Retained Economic Value	(73)	659	884
EBITDA	(101)	709	1.140
EBIT	(101)	714	1.161
<i>EBIDTA on revenue</i>	<i>(9%)</i>	<i>19%</i>	<i>23%</i>

* N.B: The values for 2021 and 2022 do not include the government contribution related to the pandemic emergency.

Economic Contributions to the Territory (1/4)

Where Do Cruise Passengers Go and Spend Their Money?

In this section, **we aim to demonstrate the economic impact of the cruise industry in the ports of the Eastern Ligurian Sea.** For more details, we refer to the **study presented in September 2023**, conducted by pts (profit to share), a leading consultancy firm, which can be accessed here: ptsclas.com. The study was based on a **sample of 1,601 passengers** interviewed between May and July 2023, disembarking from ships of the world's major cruise lines, with a confidence level of 95%.

The research recorded an **average expenditure per passenger of €100.4, resulting in a total economic impact of €71 million in 2023.**

Spesa totale per categoria

	Impatto totale(€)	Media pax (€)	Avg
Tour organizzati	33.391.658	47,1	68,3%
Shopping	15.456.614	21,8	31,6%
Food&Beverage	12.439.942	17,5	25,4%
Trasporti - non organizzati	9.609.829	13,6	19,7%
Musei/Intrattenimento	292.109	0,4	0,6%
	71.190.151	100,4	



As observed, **about 31% of passengers reported staying in La Spezia** during their time ashore, amounting to approximately 231,000 visits dedicated to exploring the provincial capital. Adjusting for repeated visits, it's possible to state that **25% of all disembarking passengers will only stay in La Spezia.** In total, the recorded expenditure for this group is €12.5 million, with an average per passenger of €54.4, mainly spent on shopping and dining.

Those who choose to visit the Cinque Terre, where tour expenses represent 57% of the total, spend an average of €73.8 overall. These destinations account for 91% of the overall impact, with smaller shares for other offered destinations.

Spesa per destinazione

	La Spezia		Pisa o Firenze		Cinque Terre	
	Impatto totale(€)	Media pax (€)	Impatto totale(€)	Media pax (€)	Impatto totale(€)	Media pax (€)
Tour organizzati	330.865	1,4	20.636.309	85,2	10.252.823	42,3
Shopping	6.629.078	28,7	4.377.204	18,1	2.717.344	11,2
Food&Beverage	2.992.046	12,9	5.232.581	21,6	2.779.796	11,5
Trasporti - non organizzati	2.513.155	10,9	4.120.219	17,0	2.111.865	8,7
Musei/Intrattenimento	108.295	0,5	155.467	0,6	28.347	0,1
	12.573.439	54,4	34.521.780	142,5	17.890.175	73,8

Cruise tourism stimulates broader economic growth by acting as a **driving force for traditional tourism.** The cruise product is intrinsically linked to territorial development, serving as both a promoter and a beneficiary. It is now evident that a **portion of cruise passengers eventually become long-stay tourists, opting to stay in accommodation facilities at locations they previously visited by ship.** Additionally, cruise companies indirectly promote tourist destinations during the marketing process (e.g., catalogues, advertisements) and through the traditional "word of mouth" from cruise passengers, which, in the age of social media, has become a significant channel for enhancing regional attractiveness.

Economic Contributions to the Territory (2/4)

A) Estimate of Activated Production



The economic impacts attributable to the presence of a port or a specific industrial sector, such as the cruise industry, can be effectively represented as a **series of concentric circles** radiating from the point of impact. Generally, distinctions are made between **direct, indirect, and induced impacts**.

Production: This represents the sum of market-recognized prices for products and services required to meet the demand expressed by the cruise sector, its suppliers, and the consumption of those deriving income from it. Production is expressed at base prices, net of taxes, and gross of production contributions.

Cruise tourism at the port of La Spezia generates **direct production worth €78.3 million**. Services related to travel agencies and tour operators account for 42.65% of the direct impact, driven by tourists' direct spending on tourism services in the area. **The total production (direct, indirect, and induced) amounts to approximately €240.7 million**, with a slight prevalence of the induced component. Overall, the most activated sectors are industry, followed by commerce. The value of production can be compared to the turnover activated in individual sectors, but it should not be confused with the gross domestic product.

Principali settori produttivi attivati (Produzione)

	Diretto	Indiretto	Indotto	Totale	%
Agricoltura	-	1.589	2.283	3.871	1,6%
Industria	345	21.427	19.071	40.843	17,0%
Costruzioni	-	1.593	1.534	3.127	1,3%
Commercio	15.457	8.357	13.259	37.073	15,4%
Trasporti-logistica	16.307	10.508	5.876	32.691	13,6%
Turismo-ristoraz.	12.440	3.652	6.190	22.282	9,3%
Tour operator	33.392	2.000	535	35.927	14,9%
Serv. imprese	57	20.247	13.605	33.909	14,1%
Serv. per l'abitare	-	3.807	13.381	17.188	7,1%
Serv. persone	292	5.458	8.028	13.778	5,7%
Totale	78.289	78.637	83.762	240.689	100,0%
	32,5%	32,7%	34,8%	100,0%	



Economic Contributions to the Territory (3/4)

B) Contribution to Added Value



Added Value: This represents the production value net of the intermediate consumption of goods and services. At each stage of the production chain, only the value added by that specific stage is considered. It is the principal component of gross domestic product (GDP), obtained by adding taxes net of granted contributions to the added value.

The contribution of cruise tourism in La Spezia to the national economy can be measured in terms of added value, which forms the main component of GDP.

In total, an amount of €109.7 million is activated:

- **Directly**, resulting in an added value of **€29.3 million**, in companies directly supplying cruise passengers and shipping companies;
- **Indirectly**, leading to an added value of **€36.4 million**, in supply chains activated by directly involved companies;
- **Induced**, through increased consumer spending, generating an added value of **€44 million**.

Overall, **commerce** is the **most stimulated sector**, generating 19% of the total added value.

Principali settori produttivi attivati (Valore Aggiunto)

	Diretto	Indiretto	Indotto	Totale	%
Agricoltura	-	885	1.269	2.154	2,0%
Industria	133	6.242	4.994	11.370	10,4%
Costruzioni	-	569	548	1.116	1,0%
Commercio	9.513	4.103	7.130	20.747	18,9%
Trasporti-logistica	7.511	4.680	2.591	14.782	13,5%
Turismo-ristoraz.	6.532	1.917	3.251	11.701	10,7%
Tour operator	5.476	328	88	5.892	5,4%
Serv. imprese	27	11.179	7.172	18.377	16,7%
Serv. per l'abitare	-	3.340	11.740	15.080	13,7%
Serv. persone	113	3.147	5.267	8.527	7,8%
Totale	29.306	36.391	44.050	109.746	100,0%
	26,7%	33,2%	40,1%	100,0%	

UdM: migliaia di euro

The total added value generated by cruise tourism in the port of La Spezia is unevenly distributed across Italian regions. **37% of the total impact remains in Liguria**, 11% affects Tuscany, and significant portions are attracted by more industrially robust regions: 14% by Lombardy, 6% by Veneto, and 5.9% by Emilia-Romagna. La Spezia is the Italian province that benefits the most in terms of **added value, with €38 million** predominantly generated in the commerce, transport, and catering sectors. Other regions benefit due to the presence of companies involved in supply chains.

Economic Contributions to the Territory (4/4)

C) Employment Activated



Employment: This represents the number of people whose labor is essential to produce the goods and services demanded by the cruise sector. Since direct surveys are not feasible, this value is estimated by applying the productivity rate of labor estimated by ISTAT for each production branch to the production value.

The contribution of the La Spezia cruise sector to national employment is significant. In total, approximately **1,782 jobs** are estimated, composed as follows:

- **33.7% of the employment** is directly activated by companies involved in **transportation and passenger services;**
- The supply chain stimulates the activation of 530 jobs, mainly concentrated in the high-added value business services sector;
- A significant contribution comes from the activation of domestic demand, generating 652 jobs.

When analyzing the total employment contribution at the provincial level, it is observed that **La Spezia** concentrates the greatest impact with **914 jobs**. The employment contribution is also notable for the provinces of Florence and Pisa, with 111 and 82 jobs respectively, almost entirely in the commerce and transportation sectors.

Principali settori produttivi attivati (Occupazione)

Occupazione FTE	Diretto	Indiretto	Indotto	Totale	%
Agricoltura	-	33	48	81	4,5%
Industria	2	81	57	139	7,8%
Costruzioni		13	12	25	1,4%
Commercio	214	63	133	410	23,0%
Trasporti-logistica	104	63	36	203	11,4%
Turismo-ristoraz.	157	46	78	281	15,8%
Tour operator	121	7	2	130	7,3%
Serv. Imprese	1	157	89	246	13,8%
Serv. per l'abitare	-	3	11	14	0,8%
Serv. Persone	2	65	186	253	14,2%
Totale	600	530	652	1.782	100,0%
	33,7%	29,8%	36,6%	100,0%	

The cruise market **involves multiple productive sectors**, consequently activating a wide range of professional roles.

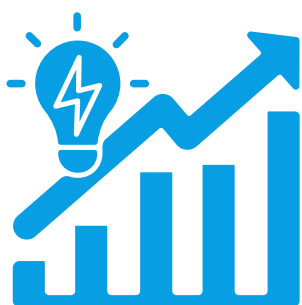
When referring to "jobs," it is appropriate to use job positions as the unit of measurement in this context.

44% of the jobs created are medium-skilled, mainly in the tourism and catering sectors. 40.13% of the positions require low skills, mostly plant operators and laborers, while 15.8% require high-level training, primarily for technical roles. Translating the estimated labor units (1,782) into job positions results **in about 2,228 individuals working each year, a mix of full-time and part-time positions.**

4

THE ATTENTION
TO OUR SURROUNDING
ENVIRONMENT

Energy Consumption



The energy supply for sites managed by SCCT (Terminals, offices) is sourced from the **national grid**.

Achieving **energy efficiency** is a fundamental goal for SCCT, pursued through **managerial and organizational improvements**, aligning with its broader sustainability journey.

This journey began with the **initiation of monitoring** energy consumption relative to different usage **methods and setting short-term improvement goals**, as outlined below:

TYPE OF CONSUMPTION



Concerning the **consumption of petroleum products** directly attributable to SCCT, the company owns **two vehicles**, with recorded consumption data since 2023.



Electricity is used for heating and cooling the Cruise Terminal



Gas consumption is **limited** to winter heating of the head office in Piazza Verdi.

IMPROVEMENT ACTION

As part of the improvement measures, one of the diesel vehicles has been **replaced with a hybrid vehicle**. Additionally, the replacement of the second vehicle with another hybrid model is planned for 2024. **NEXT >>**

For 2024, the company plans to **secure a contract** for electricity supply **exclusively from renewable sources**. **NEXT >>**

Given its limited significance, ongoing monitoring of consumption and the adoption of sustainable office practices, in line with company protocols, are considered sufficient.

The table below shows the total energy and fuel consumption for the past three years:

Energy Consumed	u.m.	2021	2022	2023
Total Energy Consumed (non-renewable)	MJ	204.689	422.108	428.363
Energy Intensity (MJ/Turnover)		7,31%	10,01%	8,71%
<i>% of Supply from Renewable Sources According to the National Average (not related to SCCT's specific contract)</i>	%	42,8%	36,84%	46,31%

Note: **The data for 2021** is not comparable as the sector was heavily affected by the Covid-19 emergency.

Waste Management

SCCT primarily deals with the following types of waste:

- Urban waste
- Spent printer toner cartridges

Management



Waste Type	2022	2023
Non-differentiated Waste CER 20 03 01	5.840 KG	9.680 KG
<i>Of which sent for recovery (R13)</i>	49%	91%
Spent Toner Cartridges CER 08 03 18		2kg
<i>Of which sent for recovery (R13)</i>		100%

Urban waste is collected in **designated containers** following SGA company procedures by a qualified supplier. Toner cartridges are gathered in eco-boxes at the company premises and sent for disposal/recycling as per a defined schedule. Compliance is ensured through the **unique assignment of CER codes** to the normally produced waste.

SCCT systematically verifies the **validity of authorizations** for its waste managers, transporters, and civil sewage disposers from chemical toilets, as confirmed by a third-party during the ISO 14001 certification/surveillance audit.

Awareness



Personnel and suppliers have been **sensitized** to proper waste management through familiarization sessions with the SGA, contractual clauses, and handling of non-conformities as stipulated by the company's management system.

Hazardous Waste



SCCT does not produce hazardous waste; hence, there is no current need for further investigation into the nature of the waste produced.

Improvement Plan 2024/1H 2025

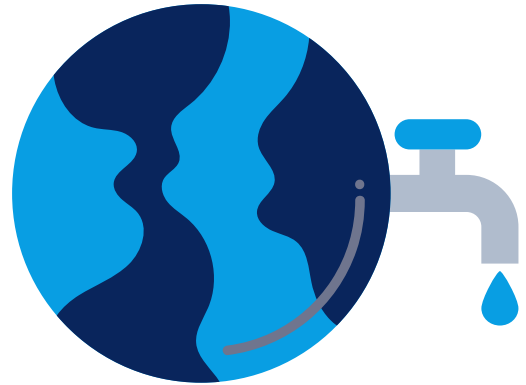
NEXT >>



Water Resource

Water Sources and Usage

SCCT generates **water discharges exclusively of a civil nature** for both offices and the terminal, connected to the sewage system. Water is primarily used for **hygienic and sanitary purposes**, including toilets, sanitation, and as a medium for heating systems. Consequently, the water consumption volumes are directly proportional to the number of passengers managed.



Monitoring and Analysis of Consumption



Continuous monitoring systems have been activated to detect any hidden leaks. Periodic analyses of consumption variations are conducted, and further investigations are initiated based on the findings.

Water Consumption and Stress

In absolute terms, water consumption is relatively modest, averaging around **0.45 m³ per day**. The areas where the company sites are located are not subject to water stress, as confirmed by the Aqueduct Water Risk Atlas tool from the World Resources Institute.



Water Withdrawals

The water withdrawals for the last three years are as follows:

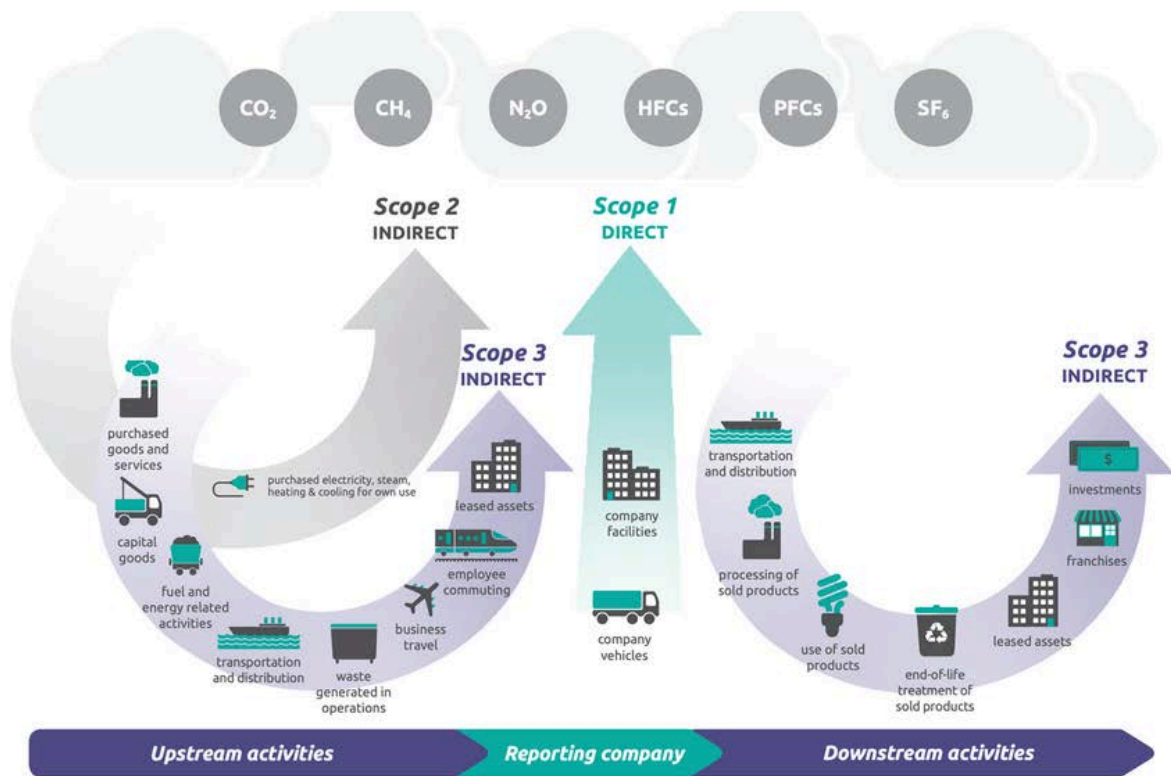
Water Withdrawals	2021	2022	2023
Water withdrawals from aqueducts	154 m ³	167 m ³	220 m ³
Water withdrawals from groundwater	0	0	0
Total water withdrawals	154 m³	167 m³	220 m³

Note: **The data for 2021** is not comparable due to the significant impact of the COVID-19 emergency on the sector.

Atmospheric Emissions (1/5)

The GHG Protocol classifies gases contributing to the greenhouse effect by absorbing infrared radiation into distinct scopes:

- **Scope 1: Direct Emissions.** Emissions directly generated by SCCT through its activities and from sources owned or controlled by the company, ensuring high control and direct management;
- **Scope 2: Indirect Emissions from Purchased Energy.** Emissions resulting from the production of energy (electricity, heat, steam, or cooling) purchased by SCCT, where the company maintains significant influence and indirect control;
- **Scope 3: Other Indirect Emissions.** The broadest category, encompassing all other indirect emissions from SCCT's value chain, both upstream and downstream of business operations, with very limited influence and control.



The table below classifies emissions based on their source, considering SCCT's specific activities as a Cruise Terminal:

Direct Emissions SCOPE 1	Indirect Emissions from Energy Consumption SCOPE 2	Indirect Emissions Along the Value Chain SCOPE 3
<ul style="list-style-type: none"> • Boiler heating • Fuel for company vehicles • Potential refrigerant gas leaks from air conditioners 	<ul style="list-style-type: none"> • Electricity 	<ul style="list-style-type: none"> • Docked ships • Shuttle buses for passenger transport • Forklifts for supplies/luggage • Purchased goods and services • Business travel • Employee commuting

Atmospheric Emissions (2/5)

1 SCOPE 1: Direct Emissions

- The atmospheric emissions from services directly provided by SCCT **do not significantly impact** the city's air quality, being limited to emissions from heating/cooling systems and company vehicles.
- No emissions require specific authorizations from the relevant authorities.
- For the 2021-2023 period, considering the limited number of company vehicles (one in 2021 and two in 2022-2023) and their reduced mileage, emissions from these vehicles' fuel consumption are negligible.

In 2023, SCCT **monitored gas consumption** at the offices in Piazza Verdi, recording a total of 186 cubic meters. This data refers exclusively to 2023, as the company did not have this type of heating in previous years, nor were administrative offices established (which began in 2022 at a different address).

Additionally, **there were no F-GAS leaks** from air conditioning systems, which are systematically maintained by a qualified supplier.

Gas Consumption	u.m.	2021	2022	2023
Annual Gas Consumption	smc	0	0	187

Fuel Consumption 2022-2023:



Fuel Consumption	2022	2023
Gasoline	0 L	547 L
Diesel	1.722 L	1.094 L

SCCT uses consumables exclusively for office activities, such as stationery.

2 SCOPE 2: Indirect Emissions from Energy Consumption

Electricity is primarily used by SCCT for the following activities:

Heating/cooling, digitale signage, Lighting, Office activities, Security services, Parking management.

Energy Consumption Within the Organization	u.m.	Emission Factors (Co2EQ): KG Co2/kWh	2021	2022	2023
Energy Consumed	KW/H		56.858	99.518	105.721



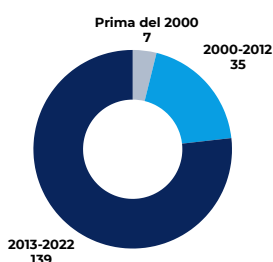
Improvement Goal: By 31/12/2024, SCCT aims to sign contracts for the supply of electricity exclusively from **renewable sources**. [NEXT >>](#)

Atmospheric Emissions (3/5)

3 SCOPE 3: Indirect Emissions Along the Value Chain

SCCT acknowledges the significance of emissions from docked ships, **despite not having direct control over them**. Cruise ships must **adhere to stringent emission standards** set by international, regional, and local regulations to mitigate atmospheric and environmental pollution.

International Regulations: The main regulation is Annex VI of the **MARPOL Convention** (Marine Pollution) by the IMO (International Maritime Organization), which limits emissions of sulfur oxides (SOx), nitrogen oxides (NOx), particulate matter, and other pollutants. The Coast Guard ensures compliance through Port State Control activities, while ARPAL monitors air quality and the impact of cruise ship emissions.



2023 Emissions Analysis:

- Total Ships: 181
- Built Post-2013: 77%
- Technological Advances: Introduction of exhaust gas purification systems (scrubbers) and cleaner fuel standards (e.g., LNG)

These advancements have significantly reduced SOx and particulate (PM10 – PM2.5) emissions. NOx emissions have remained stable despite increased ship calls.

In 2023, **ARPAL's measurements** at the San Cipriano station showed that hourly average limits of 200 µg/m³ and annual average of 40 µg/m³ were never exceeded, with the annual average at 29 µg/m³.

SCCT and its clients aim to achieve zero emissions during dock stays by adopting the shore power system (SPS). **SCCT actively facilitates initiatives to reduce pollution**, fostering collaboration among companies, institutions, regulatory bodies, and the local community to promote sustainable solutions.

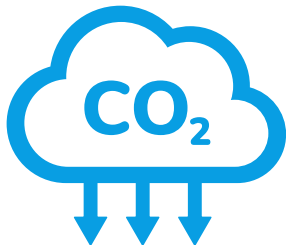
Accordo volontario Blue Flag 2023



In 2023, the **BLUE FLAG** agreement was signed. Although not a direct signatory, SCCT actively participated in drafting this voluntary agreement aimed at reducing the environmental impact of cruise ships arriving and docking in La Spezia. The agreement was reached on July 25, 2023, at the La Spezia Cruise Terminal, with the joint signatures of the Mayor, the Harbor Master's Office, PSA, and member companies. The agreement includes the use of fuels with a sulphur content not exceeding 0.10% by mass, strengthened controls on NOx emissions, the publication of control results on fuels used by ships by the Harbour Master's Office, and a technical committee among institutions, entities, and the Terminal to monitor the phenomenon. Additionally, PSA committed to the docks electrification by 2025 for Garibaldi West.

Atmospheric Emissions (4/5)

Cold Ironing



Cold Ironing is **the process of supplying electrical power from shore to a docked ship while its main and auxiliary engines are turned off**. This process enables emergency, cooling, heating, lighting, and other equipment to receive continuous electrical power while the ship is docked, **significantly reducing pollutant emissions**. The Istituto Superiore per la Protezione e la Ricerca Ambientale (ISPRA) estimates that adopting the Cold Ironing system will lead to a 100% reduction in sulfur emissions, at least a 50% reduction in CO2 emissions, a 99% reduction in CO emissions, and over a 50% reduction in N2O emissions.

The Port System Authority of the Eastern Ligurian Sea has embarked on constructing transformation cabins, marking a pivotal phase in the electrification project of the Garibaldi West Pier. The project is advancing on schedule, adhering to contractual timelines, with an expected completion by **June 2025**. [NEXT >>](#)

The final power output is anticipated to be 16MW. SCCT plays an active role, collaborating as an **interface with the shipping companies**.



Contracted Services

Regarding certain contracted services, particularly shuttle bus activities, there are non-negligible impacts related to the emissions from vehicles transferring passengers from the quay to the Cruise Terminal.

In March 2023, an agreement was signed between SCCT and the supplier to guarantee the shuttle bus service for seven years with provisions for:

- Immediate deployment of eight **dedicated Euro 6** buses with a maximum capacity of 80 passengers, equipped with a wheelchair ramp and air conditioning;
- A plan for the **progressive transition from diesel buses to electric buses**.

The introduction of the eight dedicated Euro 6 buses has immediately led to annual environmental savings of: 10% CO2, 85% NOx, 80% PM10, and 85% PM2.5.

The estimated annual use of shuttle buses per ship day is as follows:



2022	2023
5	8

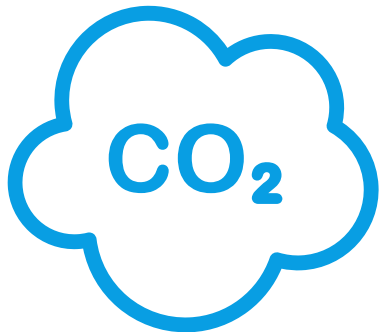
Regarding the use of lifting equipment for handling onboard supplies and/or waste produced by the ship, the following table shows the average number of forklifts per ship day:



2022	2023
1,2	1,35

Atmospheric Emissions (5/5)

CALCULATION OF TOTAL GHG EMISSIONS



- For calculating GHG emissions, we followed the **"operational control" approach** and used emission factors from official sources such as ISPRA, AIB, IEA, and DEFRA, updated to 2023/2024.
- For indirect emissions calculations, we utilized the Ecoinvent 3.8 **database via the OPEN LCA software**. The GHG gases considered include CO₂ (Carbon dioxide), CH₄ (Methane), N₂O (Nitrous oxide), HFCs (Hydrofluorocarbons), PFCs (Perfluorocarbons), SF₆ (Sulfur hexafluoride), and NF₃ (Nitrogen trifluoride).

Within the **Scope 3 categories**, emissions were estimated for:

- Purchased goods and services;
- Fuel- and energy-related activities: upstream emissions from purchased fuels and electricity, and T&D losses (transmission and distribution of energy);
- Upstream transportation and distribution;
- Business travel;
- Employee commuting

The company **currently cannot estimate emissions from cruise ships while docked**.

The impacts produced by SCCT in terms of atmospheric emissions can be summarized as follows:

GHG inventory - CO ₂ emissions	u.m.	2021	2022	2023
Scope 1	CO ₂ eq ton	14,4	25,2	26,7
Scope 2 - Location Based	CO ₂ eq ton	0	4,6	4,6
Total Scope 1 + Scope 2	CO₂eq ton	14,4	29,7	31,3
Scope 2 - Market Based	CO ₂ eq ton	28,5	49,8	52,9
Scope 3	CO ₂ eq ton	10,3	16,3	16,9
CO ₂ Intensity (Scope 1+Scope 2)	CO ₂ eq/turnover	0,5%	0,7%	0,6%

*Note: **The data for 2021** is not comparable due to the Covid-19 pandemic's impact on the sector.*

During the reporting period, there were no recorded non-compliances with laws and regulations, nor any financial or non-financial penalties.

Corporate Policy

OUR OFFICES: NO PLASTIC, LESS PAPER, AND OPTIMIZED CONSUMPTION

SCCT considers environmental sustainability a **primary objective of its policy**, aiming to instil environmental respect at all levels. The company **promotes responsible behaviour** and seeks to prevent any form of inappropriate conduct.

SCCT CORPORATE POLICY

Management aims **to define and pursue** the following objectives and commitments to managerial excellence in the service of the cruise industry and, more generally, its stakeholders, by:

- **Preventing and minimizing pollution** and environmental impacts through **the adoption of specific corporate practices and procedures**, supplier selection policies, client **awareness**, and **promoting environmental improvement actions with authorities**.
- **Promoting adequate training and information programs** within the company to enhance the culture of quality and environmental protection.
- **Ensuring clear, timely, and transparent communication** with all stakeholders.

SCCT has drafted a document on **best practices** for maintaining a sustainable office, which includes:



5

CARING

FOR OUR PEOPLE



About Us

People are the cornerstone of success at Spezia & Carrara Cruise Terminal. Thanks to an established corporate culture, employees actively participate in a continuous growth and improvement process.



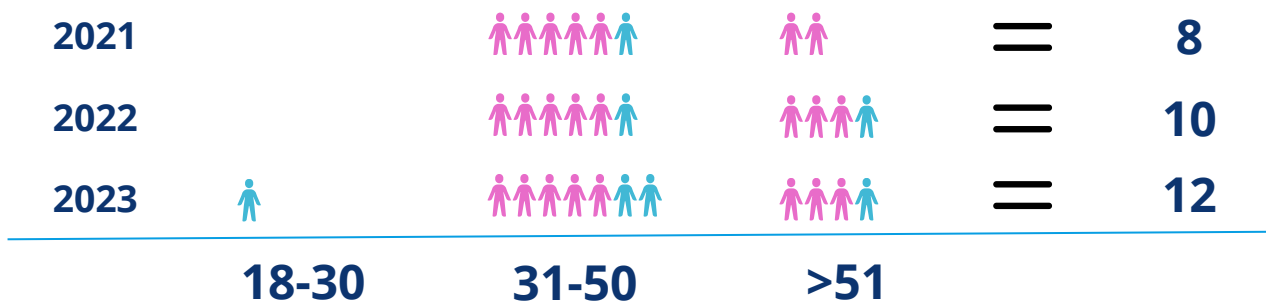
SCCT ensures working conditions and development opportunities that comply with the strictest environmental and safety regulations, aligning with the principles of sustainable development (Sustainable Development Goals, SDG). **The company values each worker**, carefully fostering interpersonal relationships, and promoting collaboration among various company functions.

The company is strongly committed to promoting **stable and long-term employment**. Currently, **100% of employees are on permanent contracts**. Even during the Covid-19 pandemic, the company maintained its employment levels and increased its workforce by over 50% in the past three years.

This people-centered approach ensures employee well-being and contributes to the **company's long-term success**, creating a stable and stimulating work environment that fosters professional and personal growth.

Our People in Numbers

Employees by age



Employees covered by collective bargaining agreements

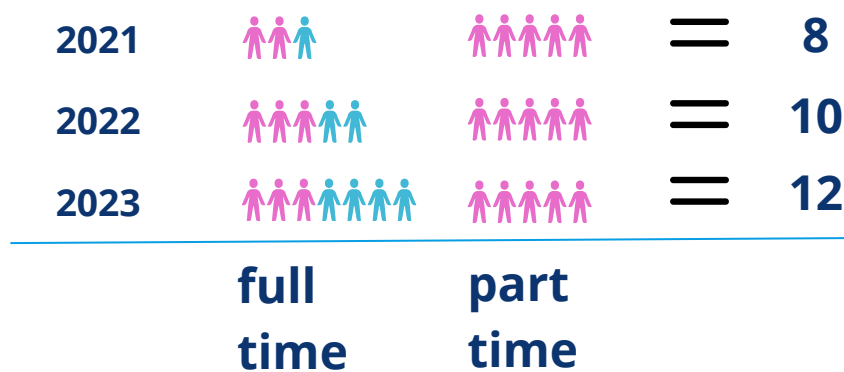


employees hired on permanent contracts



* The employee hired on a fixed-term contract in 2023 was confirmed for a permanent position starting January 1, 2024.

Employees by employment type



Of which manager:





Welfare and Attention to People

Throughout its relatively short history, the company has significantly **improved the contractual conditions** of its employees. Specifically, second-level agreements have been signed, including:



The inclusion of **company meal vouchers**



The introduction of a **performance bonus**, with the option for employees to receive it either as a cash payment on the payslip or as a voucher



The introduction of the hour **bank system**, which compensates overtime hours with underworked hours on an annual basis, **optimizing operational methods and work schedules.**



Since 2022, the company has offered **Smart Working** to every office employee, providing support to **manage work-life balance better.** Employees can work remotely for an agreed number of days. Particular attention is given to **parenthood** and **complex situations.** Another significant aspect is the **right to disconnect**, always ensured outside working hours.

The company also guarantees supplementary **health insurance**, as provided by the national collective labour agreement for the sector. Additionally, in 2024, the company has taken steps to evaluate supplementary plans and insurance for disability and/or death.



During the three-year reporting period, there were no recorded instances of discrimination against the indigenous population, even among suppliers and clients.

Health and Safety



As a concessionaire of the general interest service for passenger assistance on cruise ships, SCCT adheres to binding safety regulations aimed at **preventing and protecting** against accidental events. Additionally, SCCT complies with international, community, and national regulations regarding maritime security, focusing on preventing intentional unlawful acts.

Strict adherence to laws and regulations essential for service provision, including those related to **Security/Safety and Environmental Protection**, forms a fundamental part of the Integrated Quality Environment Policy. This policy represents the pinnacle of a management system dedicated to **ensuring the safety of operators**, passengers, and all individuals within the concession port areas, as well as safeguarding assets and port infrastructure.

The policy emphasizes preventing both accidental and **intentional harmful events**. A key objective is to continually promote a safety culture through training and information programs, fostering a sense of responsibility integral to every operator's mindset. This approach is crucial not only for encouraging responsible behavior but also for preventing actions that could pose unacceptable risks. Besides training, vigilant monitoring and the use of management tools, such as near-miss reporting, are considered invaluable resources for ensuring safety.

Regarding security, the auxiliary security service is performed by certified **private security guards** under DM 154/09, provided by a security institution holding the required prefectural license.

In 2023, the following documents were updated in the spirit of continuous performance improvement: the Risk Assessment Document, the Single Interference Risk Assessment Document, the Security Planning, and the Emergency Plan with particular reference to environmental aspects.

In addition to the commitment to procedural elements, 2023 saw the execution of the planned security and safety/environmental **emergency drills**: specifically, 22 drills were conducted according to the scenario program defined by QSA.

The table below shows the number of recorded injuries:

	2021	2022	2023
Serious Injuries	0	0	0
Deaths	0	0	0
Reportable Injuries	0	0	0
Occupational Illnesses	0	0	0



Training



SCCT believes that training should be an **ongoing learning process** both as a tool to effectively respect all legal obligations in this area and as a means of enhancing human capital.



The implementation of the integrated quality-environment management system has proven to be an effective tool for controlling training processes, utilizing the Deming PDCA cycle (Plan - Do - Check - Act), based on: Training Needs Analysis, Design, Delivery, and Evaluation of Training.

In 2023, a **training needs analysis process** was initiated with a broad approach aimed not only at health and safety but also at developing transversal skills. In this regard, a training session focused on problem solving was organized in December.

Specifically, in 2023, **the following training activities** were provided:

- Course on Legislative Decree 231/01;
- Level 2 fire prevention course;
- 32-hour course for Safety Representatives (RLS);
- Training and familiarization with Quality and Environmental Management Systems;
- Maritime security familiarization under the National Maritime Security Program;
- Familiarization/updates on safety-environmental risks in the workplace for internal and external personnel;
- Training on Problem Solving

Here below are the training hours provided by SCCT in the three-year period 2021-2023:

training hours		2021	2022	2023
Total training hours by level	Manager	32h	24h	28h
	Employees	56h	265h	180h
	Total hours provided	88h	289h	208h
	Avg hours per employee	11h	29h	17h
Average training hours by gender	men	32h	12h	17h
	Women	8h	18h	17h
Average training hours by level	Manager	32h	8h	9h
	employees	8h	38h	15h

6

ATTENTION
TO SOCIETY

Promotion of the Territory



Through strategic allocation of its commercial spaces, the Terminal plays a fundamental role in promoting and enhancing regional development

Its structure allows cruise passengers to access a **wide array of experiences** and excursions, enabling them to explore and appreciate **the area's beauty**. These include guided tours to destinations such as the Cinque Terre, Portovenere, and the nearby Tuscan art cities. Additionally, the Terminal facilitates access to personalized services, such as renting inflatable boats and scooters, as well as selling artisanal products and souvenirs.



A key feature is the **Info Point** inside the Terminal, offering assistance and information in five languages. This service not only enhances the cruise passenger experience but also acts as a catalyst for the cultural and touristic promotion of the region, contributing to responsible tourism that values the area's natural and cultural resources.

When disembarking in La Spezia, cruise passengers have the opportunity to **immerse themselves in a rich array of experiences**. Nearby destinations include the Cinque Terre with their characteristic villages, Portovenere, a UNESCO World Heritage Site known for its scenic beauty, and Lerici with its beach and castle. **La Spezia** itself offers a **vibrant setting** for welcoming cruise passengers with its waterfront and museums. Additionally, within less than an hour and a half, it is possible to reach Tuscan art cities such as Pisa, Lucca, and Florence, as well as Carrara, renowned for its marble quarries, showcasing the local artisanal tradition.



Engagement with the Local Community

Management aims to make the Cruise Terminal **an integral part of the city**, bridging the gap between the site and the citizens. It is not merely a structure dedicated to tourist reception but also **a place for meeting and exchange for both residents and visitors**, thanks to the careful organization of operational activities.

Through constant interaction characterized by dialogue and cooperation, **SCCT has become a meeting point and reference for the city's institutional, associative, artistic, and entrepreneurial community**. In 2023, the Terminal **hosted** the LIONS Club and the Red Cross for charity fashion shows, the Municipality of La Spezia for the Elderly Festival, and the International Propeller Club for the Christmas dinner, all free of charge. With significantly reduced fees, it also hosted Confcommercio for the Talent Day and the Giuseppe Cozzani Association for an international conference on orthodontic issues.



There is a clear sensitivity towards **young people**, with special attention given to school students, for whom guided tours aboard ships are organized. In 2023 management dedicated part of their time to teaching hours at local institutes, such as the National School of Transport.

Additionally, SCCT has been contributing for two years to the initiative of the local newspaper La Nazione, participating in the journalism championship aimed at middle school students. Finally, SCCT provides an **exhibition area**, periodically hosting photographic and pictorial exhibitions of the region.



SCCT also contributes, through charitable donations, to sporting events such as the "**Palio del Golfo**," a rowing race involving 13 boats that is deeply rooted in the maritime culture of the Gulf community. This event takes place every year on the first Sunday of August in the waters off the city's seafront promenade in La Spezia, in front of the Cruise Terminal. SCCT has also supported the Golfo dei Poeti Cup and the Giro della Lunigiana, the most important stage cycling race in the world for the Junior category.



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