

Costa and MSC booked Western Sicily's 1.5 million cruise passengers

Deals with the Port Authorities of La Spezia and Palermo were signed almost simultaneously, with the Italian Anti-Corruption authority being a problem only for Genoa. In Genoa, the Italian company bets on Zena Terminal while the Swiss one slows down for Hennebique

Palermo – The [granting](#) of the 30-years concession related to cruise traffic management in Western Sicily Port Authority's ports – Palermo, Trapani, Porto Empedocle and Termini Imerese – to the joint partnership between Costa Crociere and MSC Crociere was recently formalized. This is not the only transaction of the two terminal operators concerning ter-

minals since, together with RCCL, they will soon sign the last document with the Port Authority of La Spezia to create and manage as concessionaires the new Marine Terminal of the Ligurian port. In La Spezia, MSC and Costa will make direct investments in the construction of the structure, while in Palermo – where they undertook to achieve 1.5 million pas-

sengers per year within 5 years – this task (30 million euro for restyling operations and works throughout 2020) is entrusted to the Port Authority. Moreover, in Sicily the procedures started recently, while in La Spezia they are almost completed.

"In Palermo the details are to be defined, while in La Spezia we got also the green light of the Competition and Market Authority (concerning concentration, *ed.*)", MSC Crociere Chairman Pierfrancesco Vago explained.

As concerns the investigation of the Anti-corruption Authority, being competent for the revolving doors case related to the hiring of former Genoa port president Luigi Merlo by MSC, Vago believes that we must "refer to the Port Authority".

In fact, its president Pasqualino Monti explained that the issue has "already been solved" in La Spezia: "Even if MSC is forbidden to 'negotiate with public administrations' for three years as provided for by law, said prohibition applies only to the Port Authority of Genoa".

Said construction was shared by La Spezia port secretary general Francesco Di Sarcina, who added that "the body did not ask for a specific legal opinion about this issue, but maybe MSC did. We believe we are not subject to any prohibition provided for by the regulation". On its part, the Italian Anti-Corruption Authority ANAC which, as decreed by the Council of State, must launch a sanctioning procedure for

the case, explained that it will do so "after the holidays", but it did not provide an answer about the possible interlocution with La Spezia and Palermo Port Authorities for their respective cases.

In fact, the two companies are (separately) credited with expansion projects in Genoa. MSC, being already Stazione Marittima's majority shareholder, was regarded as a possible interested party for the creation of a new area for cruises in Hennebique's former premises. However, Vago pointed out that "the company did not submit any expression of interest for the project

launched by the Port Authority".

As concerns Costa Crociere which – as anticipated by *Ship2Shore* – submitted an application to the local Port Authority for the creation of a special terminal in the area currently used [for naval repairs](#) through a joint venture (Zena Cruise Terminal) with San Giorgio del Porto and Costa Edutainment, deputy chairman Beniamino Maltese declared to be "confident. Genoa wants a terminal for Costa, and we believe it is not only in our interest to find a solution".

Andrea Moizo



Maltese (Costa), Monti (AdSP Palermo), Vago (MSC)

S.D.I.
Servizi Doganali Internazionali

Palazzo Andrea Pitto
Piazza Fossatello, 3
16124 Genova

S.D.I. SERVIZI DOGANALI INTERNAZIONALI

info@sdisped.com
+39 010 2717 1