

Press Release

Forme 10 in Marseille: the biggest dry dock in the Mediterranean now fully operational

*The arrival of the first ships in Forme 10 planned starting from next week.
Chantier Naval de Marseille now ready to become the point of reference for ship repair,
maintenance and conversion of all types of naval vessels.
Special focus on energy efficiency and environmental performances of cruise ships.*

Marseille, October 20, 2017 – Dry dock no. 10 of Marseille Port, the biggest dock in the Mediterranean area and one of the biggest in the world, becomes fully operational and ready to welcome the first ships already from next week. Operated by Chantier Naval de Marseille (CNdM), dock no. 10 is ready to accommodate all types of naval vessels, including those exceeding 270 metres of length, thanks to its 465 metres in length and 85 metres in width. Operations in dock no. 10 will start next Monday with the maintenance schedule for an MSC cruise ship which will be followed by two Costa ships at the end of November, beginning of December.

With the new facility, the shipyard will be able to position itself and the port of Marseille as a state of the art location for all ship-owners and cruise ships, tankers, cargo ships, RO/RO, container ships and offshore platforms will all be able to benefit from the extensive expertise and state of the art technologies of the yard. About 10 million euro investments have been planned to increase the shipyard's efficiency.

Among CNdM activities, a special focus will be given to operations linked to the optimization of energy efficiency and environmental performances of cruise ships, in line with the new regulations and cruise lines investments strategies.

This important step follows another significant milestone in the consolidation of CNdM, represented by the entry of Costa Crociere with a 33.3% share back in August 2016. *“It is a great satisfaction for our Company to see Forme 10 finally fully operational as we have always believed in the great potential of this facility. The availability of Forme 10 marks a turning point in the operations of Chantier Naval de Marseille, which now has all it takes to become the point of reference in the Mediterranean area for ship repair, maintenance and conversion.”* said **Ferdinando Garrè, CEO of San Giorgio del Porto**, parent company of CNdM and headquartered in Genoa, Italy. *“This was made possible thanks to a series of investments that aimed at expanding our business to new market segments and, subsequently, at increasing the efficiency of the shipyard with the best available technologies. In this respect, the partnership with Costa Crociere played a crucial role. Moreover, the investment will benefit both direct employment and the entire supply chain.”*

“The new opening of Dry dock no. 10 and the arrival of the first vessel is a major event for Chantier Naval de Marseille and for all its staff. With this new facility, Chantier Naval de Marseille can provide his customers not only with a new dry dock for the busiest period (October to March), but also with a dock which, with its unique size, allows us to accommodate other type of vessels and to position ourselves in a high-potential business segment, such as LNG and offshore, to realise more complex projects” declared **Jacques Hardelay CEO of Chantier Navale de Marseille**. *“This outcome is the result of the work of CNdM's staff in close collaboration with the Grand Port Maritime de Marseille and a constant support of all the local stakeholders.”*

“The port of Marseille Fos is the first French cruise port and plays a major role in the Mediterranean Sea. The size of the new ships requires dry docks of adequate measures and in proximity of their area

of operation. Dry dock no. 10 responds to this need and opens new industrial perspectives to large scale ship repair, offering new opportunities for the offshore sector, gas tankers, bulk carriers or container ships” stated **Christine Cabau Woehrel, president of the Directory Port of Marseille Fos - Chief Executive Officer of Marseille Fos Port Authority.** “It is a new page for ship repair in Marseille. We can now offer our customers, on the same premises, a complete port service, from commercial operations to major repair and refit activities, in a unique industrial pole in the Western Mediterranean.”

Works to restore dock no. 10 started in mid-2013 and included the construction of a new floating concrete gate, the overhaul of the pumping system, the repair of the lifting facilities and the redesign of all networks.

The port of Marseille, the largest in France, is at the forefront of the shipbuilding industry thanks to its infrastructural features, which allow the handling of large vessels. Chantier Naval de Marseille operates three dry docks, dock n. 8, n. 9 and the new n.10, the biggest graving dock in the Mediterranean Sea and one of the biggest in the world.

Chantier Naval de Marseille was founded by San Giorgio del Porto in 2010 and employs about 120 people, including naval architects, mechanical engineers and specialized technicians. The shipyard is located in a strategic position, at the centre of a large traffic zone extending from Genoa to Barcelona.

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Chantier Naval de Marseille

Chantier Naval de Marseille is a specialized ship repair and conversion yard founded by San Giorgio del Porto (Genoese shipyard part of Genova Industrie Navali Holding) in April 2010. Chantier Naval de Marseille operates three dry docks in Marseille’s port, including dock no. 10, the biggest dock in the Mediterranean area and one of the biggest in the world. In 2016, Chantier Naval de Marseille was strengthened by the entry of Costa Crociere with 33,3% of shares.

Genova Industrie Navali is one of the most important players in the shipbuilding and ship repair industry in the Mediterranean and is the second player in the industry in Italy. The Group has major assets in the ports of Genoa (in the ship repairs area, which covers a total area of about 53,000 square meters with 5 dry docks) and Marseille (3 dry docks including basin n.10, the largest in the Mediterranean), and is completing the process for the concession of the port areas of Piombino (approximately 80,000 square meters).

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