3 Editorial

Events
4 XXIII Euromed Convention From Land to Sea
7 Grimaldi Excellence Awards 2019
8 Grimaldi Group christens new flagship for car transport

Intermodality
10 Sustainable transport at the heart of the 2019 ALIS General Assembly

Agreements
12 Atlantic Container Line signs 15-year agreement with Peel Ports Group

Awards
14 Grimaldi Group wins Lloyd’s List “Excellence in decarbonisation towards 2050” award
16 The Grimaldi Group awarded as “Ro-Ro Line of the Year”
17 The Grimaldi Group’s green commitment rewarded at the Heavy Lift Awards
18 ACL honoured as American Honda top supplier for 2019

Terminal
19 Scandinavian Auto Logistics celebrates 20 years in Denmark
20 Largest electric forklift presented at Antwerp Euroterminal
22 Automar Logistics: a green logistics champion
24 Sintermar and SDT improve cargo handling in Livorno

Special Cargo
25 Three helicopters cross the Atlantic on board Grimaldi vessels

Human Resources
26 The Group pursues excellence in maritime HR
27 Italian Coast Guard officer cadets get training on board Grimaldi vessels

Mediterranean Network
28

Finlines Network
29

Atlantic Network
30

Euromed Network
31

Owners’ Representatives and Agents
32

Cover: the Grande Torino during its christening ceremony in the Port of Civitavecchia
Our goal: to turn Grimaldi vessels into the "vacuum cleaners of the sea"

At the Grimaldi Group we like to consider that we are at the forefront of technology when it comes to ship design and marine equipment. Regular readers of G-News will have followed our development of huge battery packs allowing ro-pax ships to achieve zero emissions while in port, for example.

Fuel efficiency, and therefore CO₂ reduction, is one of our top priorities when placing newbuild orders. This has translated into hydrodynamic optimized propulsion and innovative air lubrication systems that will help us meet greenhouse gas reduction targets well ahead of international deadlines.

Exhaust gas cleaning systems, better known as scrubbers, are another tool for reducing harmful emissions. Ahead of the January 2020 low-sulphur fuel deadline, we have installed this abatement technology on more than 50 vessels - a significant investment - and another 50 ships of our fleet will be retrofitted, mainly in the next months. The remaining 30 ships in the fleet are already running on cleaner low-sulphur fuel.

Scrubbers allow vessels to not only meet the new 0.5% low-sulphur rule, but beat it by a factor of five: 0.1% emissions at all times. In many cases, vessels will reach 0.05% sulphur emissions: that's ten times better than global sulphur limitation. Scrubbers also filter out 70% of particulate matter and drastically reduce the black smoke that most people associate with ships in port. They are, in short, of tremendous environmental benefit.

There is at the same time concern about discharges from open-loop scrubbers. Some claim the equipment takes sulphur out of the air and discharges it into the sea. Let us address these claims.

Sulphur, when combined with the sea's natural alkalinity, forms sulphate (similar to chalk), a substance naturally occurring in the sea. The increase of sulphate in seawater that results from gas scrubbing is negligible when compared with the quantity already present in the oceans. If all the world's known oil reserves were turned into fuel and then scrubbed, the quantity of sulphate produced would be a million times smaller than the quantity already present.

Most coastal States have accepted the numerous studies that support these arguments, and have approved open-loop scrubber use in coastal waters. Holland-based Delft University of Technology has recently produced a study on the impact of scrubber discharges showing that, even with continuous use, concentrations of so-called "priority substances" in port areas are set to remain well below permitted levels (below 1% of the permitted level, in fact).

Our vision for this equipment goes further than simply removing sulphur and particulate matter. We have already been pioneering in additional WWF (wash water filtration) systems to clean the water during port manoeuvring, but now together with manufacturers, universities and laboratories, we are studying ways to turn scrubbers into the "vacuum cleaners of the sea". They're already powerful pumping machines capable of processing around 1,500 cubic meters of water per hour. With additional filtration systems, they could in theory be used to take micro plastics and heavy metals out of the sea, which would be collected on board and discharged ashore.

The maritime industries must go further than simply reducing their environmental impact. If we can push technology to the limit, to the point where ships could have a positive impact on the environment, that would be a dream come true. Elsewhere in this issue, you can read about the latest edition of our annual EuroMed Convention, which this time took place in Sicily. There is also a report on the christening ceremony of the PCTC Grande Torino, as well as an article on one of the world's biggest electric ferlifkts, deployed in Grimaldi's ro-ro terminal in Antwerp. Happy reading!
The XXIII Euromed Convention From Land to Sea — the international summit organized every year by the Grimaldi Group — started officially at the RG Naxos Hotel on 4 October in Giardini Naxos (Sicily). 700 top players from the transport, logistics, port, finance and communication sectors, from all over the world, participated in the 2019 edition, which discussed topics of global interest such as energy efficiency and environmental sustainability, as well as opportunities for further development of intermodality and short sea shipping in the Euro-Mediterranean area.

In his opening speech, Grimaldi’s Managing Director Emanuele Grimaldi confirmed that the Group’s present is green and its future will be even greener, with the long-term goal of transporting freight and passengers with zero emissions. To this end, during the last year the Group has planned massive investments in Research & Development, thus confirming its strong commitment to decarbonization for the protection of the planet.

Among the Group’s priorities, Emanuele Grimaldi also mentioned compliance with IMO 2020 fuel regulations, which have revolutionized global shipping and transport: in fact, as from 1 January 2020, the sulphur content of ship emissions cannot exceed 0.5%.

The entry into force of the new regulations has not caught the Grimaldi Group unprepared. Of the 130 ships in the Grimaldi fleet, more than 50 are already equipped with exhaust gas cleaning systems, around 50 more will have them installed onboard in the next months, while the other units are powered by clean fuel. The use of more efficient scrubbers able to filter microplastic particles and heavy metals at sea is also being studied.

The ultimate objective is the almost total abatement of sulphur and particulate emissions in the air, as also reflected by the Group’s adherence to the SAILS (Sustainable Actions for Innovative and Low-impact Shipping) Charter as the first Italian signatory.

The Grimaldi CEO also announced that the Group’s fleet will be expanding with the arrival of another 17 “green ships”. More specifically, in addition to 5 PCTCs (Pure Car & Truck Carriers), 12 GG5G (Grimaldi Green 5th Generation) class vessels for the transport of rolling cargo have already been ordered; these will be the most eco-friendly ro-ro vessels in the world.

Furthermore, the tender for the construction of two ro/pax Superstar ships for the Baltic Sea routes is currently underway; these vessels will boast the largest lithium mega-battery plant ever installed on a ship. In addition, the Group is designing a new class of Supercruise...
lo scorso 4 ottobre si è aperta ufficialmente la XXIII Euromed Convention From Land to Sea, il summit internazionale organizzato ogni anno dal Gruppo Grimaldi. A quest’ultima edizione, svoltasi a Giardini Naxos presso l’RGNAXOS Hotel, hanno preso parte 700 top player dei trasporti, della logistica, della portualità, della finanza e del mondo della comunicazione, provenienti da ogni parte del mondo, per confrontarsi su temi di interesse globale, quali l’efficienza energetica e la sostenibilità ambientale, le opportunità di sviluppo dell’intermodalità e del trasporto a corto raggio nell’area Euro-mediterranea.

Nel suo discorso di apertura, l’Amministratore Delegato Emanuele Grimaldi ha confermato che il presente del Gruppo Grimaldi è green e che il futuro lo sarà sempre più, con l’obiettivo prospettico di trasportare merci e passeggeri a zero emissioni. A tal scopo, nel corso dell’ultimo anno il Gruppo ha programmato ingenti investimenti in Ricerca & Sviluppo, confermando così il forte impegno nelle politiche di decarbonizzazione per la tutela del pianeta. Emanuele Grimaldi ha inoltre citato tra le priorità del Gruppo l’adeguamento alla nuova normativa IMO 2020 sulle emissioni, che ha recentemente rivoluzionato il mondo dello shipping e dei trasporti a livello globale: a partire dal 1º gennaio 2020, infatti, il contenuto di zolfo nelle emissioni delle navi non può superare lo 0,5%.

La recente entrata in vigore della nuova normativa non ha colto il Gruppo Grimaldi impreparato. Delle 130 navi della flotta Grimaldi, oltre 50 sono già dotate di sistemi di depurazione dei gas di scarico, che saranno installati anche su altre 50 unità nei prossimi mesi; le rimanenti navi, invece, sono alimentate con carburante pulito. E inoltre in fase di studio l’impiego di sistemi di depurazione dei gas di scarico più efficienti e in grado di filtrare particelle microplastiche e metalli pesanti nell’acqua marina. L’obiettivo è l’abbattimento pressoché totale delle emissioni di zolfo e polveri sottili nell’atmosfera, come testimonia anche l’adesione del Gruppo alla carta SAILS (Sustainable Actions for Innovative and Low-impact Shipping) in qualità di primo firmatario italiano.

L’AD del gruppo partenopeo ha inoltre annunziato che la flotta Grimaldi si amplierà con 17 ulteriori green ship. Di queste, 12 navi per il trasporto di merci rotabili, della classe GG5G, oltre a 5 PCTC (Pure Car & Truck Carrier), sono già state ordinate e saranno le navi ro/ro più eco-friendly a livello mondiale. Inoltre, è attualmente in corso la gara di assegnazione per la costruzione di due unità ro/pax Superstar, per le rotte del Mar Baltico, che vanteranno il più grande impianto di mega batterie al litio mai montato a bordo di una nave. In aggiunta il Gruppo sta progettando una nuova classe di nave Supercruise da impiegare nel Mediterraneo, che sarà dotata delle più avanzate tecnologie per il rispetto ambientale.

XXIII EUROMED CONVENTION FROM LAND TO SEA

Energy efficiency is not only a moral obligation in the face of the serious environmental emergency we’re experiencing”, said Emanuele Grimaldi. “It’s also the key to the development of the whole international community: intermodal transport is the cleanest and cheapest option and will promote the growth of the sector as a whole. Our companies will play a leading role in the transition to a green economy.”

Chief Executive Officer

Emanuele Grimaldi
mitment to decarbonization has allowed us to achieve important results: in the last two years, the volume of freight transported by the Grimaldi Group has grown by 17%. At the same time, we’ve substantially reduced fuel consumption as well as sulphur and particulate emissions per mile sailed”.

At the opening of the summit, ICS (International Chamber of Shipping) Chairman Esben Poulsson reiterated the role of his organization, which represents 80% of the shipowning companies worldwide and liaises with the most important international authorities such as the International Labour Organization, the G7, the United Nations and – above all – the International Maritime Organization (IMO). He added, “By 2050, GHG emissions from ships will have to be halved compared to 2008 levels, on the basis of the agreements signed by IMO. This will be a real revolution for the maritime sector to face. But it’ll also be a great opportunity for global economic growth, which I’m sure will be tackled with a pro-active attitude”.

The XXIII Euromed Convention continued with the first panel “European Short Sea Shipping: energy efficiency, the key to profitability and environmental sustainability”, moderated by former ECSA (European Community Shipowners’ Associations) Secretary General Alfons Guinier. Panelists were Hiroyuki Yamada (Director of the Marine Environment Division of IMO), Ville Haapasaari (CEO of the Port of Helsinki), Guy Platten (Secretary General of ICS), Ugo Salerno (President & CEO of RINA), Ian Adams (Executive Director of Clean Shipping Alliance 2020) and Emanuele Grimaldi.

The second panel debate, titled “The territorial continuity with Italy’s Major Islands: what solutions?” was moderated by Sergio Luciano, Editor of the magazine Economy. The panelists were Massimo Deiana (Sardinian Port Authority Chairman), Mauro Coletta (General Director of the Italian Ministry of Transport), Pietro Spirito (Central Tyrrhenian Port Authority Chairman) and Guido Grimaldi (President of ALIS).
Grimaldi Excellence Awards 2019

During the gala dinner of the XXIII Euromed Convention, held on 4 October at the RG Naxos Hotel, the Grimaldi Group rewarded members of its network for their excellence, as has been customary since 2017.

At this, the third edition of the Grimaldi Excellence Awards, Helsinki (Finland) and Wallhamn (Sweden) were the winners in the "Port" and "Port Terminal" categories, respectively. Allalouf Shipping and Grimaldi Sardegna won in the "Agent" category, while Ecospray was awarded the title of best supplier in 2019.

As for the "Customer" category, the winners were 10 road haulage companies that stood out on account of the significant increases in the volumes they have transported with the Grimaldi Group on short sea routes, namely: Gruppo Arcese, Dn Logistica, Intermodal Trasporti, Kortimed, LKW Walter, Luigi Cozza Trasporti, Nicolosi Trasporti, Smet, Transisole and Transitalia. The Neapolitan Group also acknowledged FCA, Ford and Gefco, its three most important customers in the automotive sector in terms of turnover, with which Grimaldi has lasting and increasingly solid partnerships.

Angelo di Martino, founder and Chairman of the Board of Directors of Fratelli Di Martino, received the "Career Award" for his success and achievements in positions not only within the eponymous family business, but also in important national and international associations, throughout his lengthy period of service in the industry.

Finally, an innovation in this third edition of the Grimaldi Excellence Awards was the introduction of the "Green Award", dedicated to eco-sustainability and presented to Automar Logistics.
The Grimaldi Group’s Pure Car & Truck Carrier Grande Torino was christened in the Port of Civitavecchia on 8 November. The ceremony was conducted by Italian anchorman Massimo Giletti with the participation of the local authorities, Fiat Chrysler Automobiles (FCA) Supply Chain executives and the Grimaldi Group top management as well as the port community of Civitavecchia. Speeches were given by the Northern Central Tyrrhenian Port Authority Chairman Francesco Maria di Majo, Civitavecchia Harbour Master Vincenzo Leone, General Director of the Italian Ministry of Infrastructure and Transport Mauro Coletta, Civitavecchia Mayor Ernesto Tedesco and Grimaldi Group Managing Director Emanuele Grimaldi.

After the introductions, Civitavecchia Cathedral parish priest Monsignor Cono Firringa proceeded to bless the ship. The ceremony ended with the cutting of the ribbon and the traditional breaking of the bottle by the godmother, Italian TV presenter Cristina Chiabotto.

The event took place on the occasion of the 50th anniversary of the start of commercial relations between the Neapolitan Group and FCA, when the first car carrier with the “Grimaldi Lines” livery was named Warrington as a tribute to Fiat UK, whose headquarters were located at that time in the Cheshire city. The Warrington was employed on the route between Italy and the United Kingdom, transporting Fiat vehicles for the British market.

“Today we welcome our Group’s new flagship for the transport of cars, which represents another major step forward in the direction of an increasingly eco-friendly fleet, guaranteeing truly sustainable maritime transport: the cutting-edge Grande Torino is fitted with an electronically-controlled main engine as well as state-of-the-art emission abatement systems”, said Emanuele Grimaldi. “She’s named after the city where Fiat Chrysler Automobiles has its headquarters, thus honouring our fruitful 50-year partnership with one of the most important car manufacturers in the world”.

The Grande Torino is the first of a series of seven sister ships ordered by the Neapolitan Group from the Yangfan shipyard in Zhoushan (China). She is 199.9 metres in length with a beam of 36.45 metres, gross tonnage of 65,255 tonnes and a service speed of 19 knots.
The ship, which flies the Italian flag, is one of the largest car carriers on the market: she can transport approximately 7,700 CEU (Car Equivalent Units) or, alternatively, 5,400 linear metres of rolling cargo and 2,737 CEU. With her four hoistable decks and two access ramps (one astern and the other to one side), the Grande Torino is an extremely versatile vessel, able to load not only cars but also any type of rolling freight such as trucks, tractors, buses, excavators, etc., up to 5.3 metres high.

The Grande Torino is also a high performance ship from the environmental point of view. She is fitted with an electronically-controlled (Man Energy Solutions) main engine, thus complying with the new regulations for the reduction of nitrogen oxide (NOx) emissions, and is also equipped with a ballast water treatment system meeting the most recent international regulations. The Grande Torino will be employed on the weekly ro-ro service operated by the Grimaldi Group between the Mediterranean Sea and North America, mainly carrying FCA vehicles. She will serve the following ports: Gioia Tauro, Civitavecchia, Livorno, Savona (Italy), Valencia (Spain), Antwerp (Belgium), Halifax (Canada), Davisville, New York, Baltimore, Jacksonville, Houston (USA), Tuxpan and Veracruz (Mexico).

proceduto a benedire la nave. La cerimonia si è conclusa con il taglio del nastro e la tradizionale rottura della bottiglia da parte della madrina della nave Cristina Chiabotto, showgirl e conduttrice televisiva.

L’evento ricade nel cinquantesimo anniversario dall’avvio delle relazioni tra il gruppo partenopeo e FCA, quando la prima nave car carrier con la livrea “Grimaldi Lines” fu battezzata Warrington in omaggio alla Fiat UK la cui sede era nell’omonima città inglese. La Warrington fu impiegata sul collegamento tra l’Italia ed il Regno Unito trasportando auto Fiat destinate al mercato britannico. “Diamo oggi il benvenuto alla nuova ammiraglia del nostro Gruppo per il trasporto di auto, che rappresenta un ulteriore e significativo passo in avanti nella direzione di una flotta sempre più ecofriendly, che garantisca un trasporto marittimo realmente sostenibile: la Grande Torino è infatti un’unità altamente tecnologica, dotata di motore a controllo elettronico e di sistemi all’avanguardia in grado di abbattere le emissioni inquinanti”, ha dichiarato Emanuele Grimaldi. “Il nome di questa unità richiama la città dove ha sede operativa Fiat Chrysler Automobiles, onorando così la lunga e fruttuosa partnership che ci lega da mezzo secolo a una delle più importanti case automobilistiche al mondo”, ha concluso l’AD del Gruppo. La Grande Torino è la prima di sette unità gemelle commissionate dal Gruppo Grimaldi al cantiere cinese Yangfan di Zhoushan. Lunga 199,90 metri e larga 36,45 metri, ha una stazza lorda di 65.255 tonnellate e una velocità di crociera di 19 nodi. Può trasportare circa 7.700 CEU (Car Equivalent Unit) o in alternativa 5.400 metri lineari di merci rotabile e 2.737 CEU.

Si tratta di una nave molto flessibile, grazie ai quattro ponti mobili e alle due rampe d’accesso, una laterale e una in poppa: può quindi trasportare e imbarcare non solo autovetture ma anche qualsiasi tipo di carico rotabile, come camion, trattori, autobus, scavatrici, fino a 5.3 metri di altezza.

Dal punto di vista ambientale, la Grande Torino è una nave altamente efficiente. È, infatti, dotata di un motore Man Energy Solutions a controllo elettronico, come richiesto dalle nuove normative per la riduzione delle emissioni di ossido di azoto (NOx). Rispetta, inoltre, le più recenti normative in termini di trattamento delle acque di zavorra.

La Grande Torino sarà impiegata sul collegamento ro-ro settimanale del Gruppo Grimaldi tra il Mediterraneo ed il Nord America, principalmente per trasportare veicoli FCA. Servirà i porti di Gioia Tauro, Civitavecchia, Livorno, Savona (Italia), Valencia (Spagna), Anversa (Belgio), Halifax (Canada), Davisville, New York, Baltimora, Jacksonville, Houston (USA), Tuxpan e Veracruz (Messico).
The third General Assembly of ALIS (Logistics Association of Sustainable Intermodality) took place on 12 November at the Auditorium Parco della Musica in Rome, bringing together the main operators in the transport sector for a discussion on the major issues of sustainability, development and internationalization. The event was attended by the Italian Minister of Infrastructure and Transport Paola De Micheli, who offered her authoritative political point of view on the current situation in the industry and in the nation’s economy generally. In addition, major technical reports were presented by the Director of the Observatory on Italian Public Accounts (CPI) and Università Cattolica del Sacro Cuore academic Carlo Cottarelli, SRM (Southern Italy Research Institute) Director Massimo Deandreis and Invitalia CEO Domenico Arcuri. These contributions were followed by an interesting round table moderated by Italian journalist Bruno Vespa with Rete Ferroviaria Italiana CEO & Director General Maurizio Gentile, Svimez President Adriano Giannola, Grimaldi Group Managing Director and Vice President of the International Chamber of Shipping (ICS) Emanuele Grimaldi, Director General of the Italian Ministry of the Environment and Protection of Land and Sea Renato Grimaldi, and Italian Minister for European Affairs Vincenzo Amendola. The presence of these leading politicians and technical experts was greatly appreciated by the President of ALIS Guido Grimaldi, who commented: “I’m proud of how much ALIS has achieved in three short years, and the fact we’re sharing our proposals and programs with such an authoritative audience here today is confirmation that, in what is a complex economic situation, the transport and logistics sector remains strategic for Italy. Over the last three years our members have invested 5 billion euros in sustainability, in the form of new vessels, new rolling stock, infrastructure and state-of-the-art land vehicles, and thanks to these investments we’ve created jobs for over 10,000 people. ALIS is now a leading player in the Italian and European economic landscape: we have 1,510 member companies with a total turnover of 23 billion euros, a 110,000-vehicle fleet, 125 Motorways of the Sea and island cabotage lines, 140,500 annual maritime links, over 120 railway lines and 60,500 annual rail connections. Our association comprises 7 interports and 36 ports as honorary members and, more especially, we represent over 165,000 men and women engaged in a strategic sector”.

President Grimaldi concluded as follows: “Thanks to the commitment of ALIS,
2,700,000 trucks per year have been taken off the roads, meaning 70 million tonnes less freight transported by lorries and a reduction in CO₂ emissions of over 2,200,000 tonnes. We will continue to promote concrete actions for sustainability.

The ALIS Assembly was the occasion for a debate that offered interesting insights into the Italian and European economic situation. The Italian Minister of Infrastructure and Transport Paola De Micheli confirmed her commitment to implementing measures "to catch up, especially in terms of investments in sustainability, which are essential for growth. Intermodality needs to be put centre stage again". For his part, the Italian Minister for European Affairs Vincenzo Amendola praised the commitment to sustainability and employment of ALIS companies, defining the association as "a champion of efficiency".

Finally, Emanuele Grimaldi focused on sustainability. "The problem here is that the approach to environmental issues is too slow. The time is ripe. While ALIS and our Grimaldi Group have seized the moment, Southern Italy and the country as a whole for that matter have not. We must invest in the environmental field immediately".

Paola De Micheli, Italian Minister of Infrastructure and Transport, and Guido Grimaldi, President of ALIS

per gli Affari Europei. Una presenza politica e tecnica fortemente apprezzata dal Presidente di ALIS Guido Grimaldi, che ha commentato: “Sono orgoglioso di quanto ALIS abbia fatto nel corso di questo triennio, e condividere le nostre proposte ed i nostri programmi davanti a questo partem accorevole ha significato mettere in evidenza che, in un momento economico complesso, il com-
Atlantic Container Line (ACL), a Grimaldi Group Company, has agreed a new 15-year contract extension for container and roll-on/roll-off operations at the Port of Liverpool until 2035. ACL is already the largest ocean carrier operating at Liverpool’s Royal Seaforth Container Terminal (RSCT) and the port’s longest serving container carrier. This new agreement demonstrates the company’s confidence in the growing volume of transatlantic trade between the UK and North America as well as its commitment to the Port of Liverpool and the strong relationship forged for more than fifty years.

Peel Ports Group is the UK’s second largest port group, owning and operating six of the country’s most important ports (Liverpool, Heysham, Manchester Ship Canal, Medway (Sheerness/Chatham), Clydeport and Great Yarmouth). The Group is making a significant investment at RSCT to accommodate ACL’s new fleet of five G4 vessels, which are registered in the UK and fly the Red Ensign. The passage entrance into the Seaforth Basin has been widened by 28 meters to allow safe access for the large G4 vessels into the terminal. In addition, Peel Ports is investing in two Ship-to-Shore (STS) cranes with increased height and reach, thus adding capacity to the dedicated vehicle storage area to handle ACL’s growing cargo requirements. The new STS cranes are scheduled to arrive in November 2020, with the overall project expected to be completed during 2021.

ACL ships over 125,000 units of containers, cars and ro-ro machinery per annum to and from the UK, and supports a substantial supply chain with a critical link between the country’s export and import trades. ACL vessels call Liverpool twice each week – the company’s fastest import and export transatlantic service. Liverpool connects ACL’s customers in the British industrial heartland, Scotland and Ireland, with North America.

Atlantic Container Line’s vessels have called at the Port of Liverpool since 1967. ACL holds a major place in British maritime history and was Europe’s first dedicated container line. The Liverpool shipping company Cunard Line was one of ACL’s original shareholders. In May 1982, ACL’s vessel Atlantic Conveyor, which operated with the Royal Navy during the Falklands War, sunk after being struck by two Argentine Exocet missiles. Twelve crewmen, including Captain Ian North, tragically lost their lives. A permanent memorial commemorates these men at Liverpool Parish Church.

More recently, in October 2016, ACL’s first new G4-class vessel, the Atlantic Sea, was christened by HRH The Princess Royal.
Only a few days later, ACL opened its new office on Duke Street, the first office built by a shipping company in Liverpool since 1924. Regarding the confirmed collaboration with Peel Ports Group, Gianluca Grimaldi, President of the Grimaldi Group, commented: “It gives me great pleasure to make this extended agreement, which signifies the long-standing partnership with our daughter company, ACL. The Grimaldi Group applauds the major improvements to Royal Seaforth Terminal and recognizes them as a renewed commitment of our strong relationship with the Port of Liverpool, and the customers and suppliers who have been supportive of ACL’s operation for so many years”.

In turn, Mark Whitworth, Chief Executive of Peel Ports, stated: “This is a huge vote of confidence in us as a port and a company, and we’re delighted to be continuing our commercial partnership with ACL into the longer term. Liverpool’s strategic position makes it a prime gateway for transatlantic trade and will continue to be instrumental as confidence in North American trade grows. The investment we’ll be making in the new STS cranes will help other customers as well as ACL”.

ACL trasporta ogni anno oltre 125.000 unità fra container, automobili e macchinari ro-ro da e verso il Regno Unito, e supporta un’importante catena logistica con collegamenti essenziali per le esportazioni e le importazioni del paese. Le navi di ACL fanno scalo a Liverpool due volte a settimana – il servizio transatlantico di importazione ed esportazione più veloce della compagnia. Liverpool collega i clienti di ACL nel cuore industriale britannico, la Scozia e l’Irlanda, con il Nord America. Le navi di Atlantic Container Line fanno scalo nel porto di Liverpool dal 1967. ACL occupa un posto importante nella storia marittima britannica ed è stata la prima linea dedicata ai container in Europa. La compagnia di navigazione Cunard Line di Liverpool è stata fra i primi azionisti di ACL. Nel maggio 1982, la nave Atlantic Conveyor di ACL, che durante la guerra delle Falkland operava con la Royal Navy, affondò dopo essere stata colpita da due missili Exocet argentini. Dodici membri dell’equipaggio, tra cui il Capitano Ian North, persero tragicamente la vita. Nella chiesa parrocchiale di Liverpool è stato posto un monumento commemorativo permanente in ricordo di questi uomini.

Più recentemente, nell’ottobre 2016, la prima nuova nave della classe G4 di ACL, la Atlantic Sea, è stata battezzata da Sua Altezza Reale la Principessa Anna. Solo pochi giorni dopo, ACL ha aperto il suo nuovo ufficio in Duke Street, il primo ufficio costruito a Liverpool da una compagnia di navigazione dal 1924. Riguardo alla confermata collaborazione con Peel Ports Group, Gianluca Grimaldi, Presidente del Gruppo Grimaldi, ha commentato: “Sono molto lieto di estendere questo accordo che rappresenta una partnership duratura con la nostra controllata ACL. Il Gruppo Grimaldi plauide ai grandi miglioramenti apportati al Royal Seaforth Terminal, riconoscendoli come un rinnovato impegno del nostro forte rapporto con il porto di Liverpool, e con i clienti e fornitori che supportano l’attività di ACL da così tanti anni”.

A sua volta, Mark Whitworth, Amministratore Delegato di Peel Ports, ha dichiarato: “Questo è un enorme voto di fiducia nei nostri confronti come porto e come società, e siamo lieti di continuare a lungo termine la nostra partnership commerciale con ACL. La posizione strategica di Liverpool la rende una delle porte principali per il commercio transatlantico, e continuerà ad essere determinante man mano che cresce la fiducia nel commercio col Nord America. L’investimento che effettueremo nelle nuove g4 STS aiuterà altri clienti così come ACL”. 
The Grimaldi Group won in the “Excel-
elence in Decarbonisation towards 2050” category at the Lloyd’s List Europe Awards presented on 10 December at the Hilton Hotel, Park Lane, London. The event, organized by the renowned international publication Lloyd’s List, was hosted by English actor Hugh Dennis. Among the 400 shipping professionals who attended the ceremony were representatives from the main international organizations in the sector, including the Secretary General of IMO (International Maritime Organization) Kitack Lim and the Secretary General of ICS (International Chamber of Shipping) Guy Platten.

In his opening speech, Richard Meade, managing editor of Lloyd’s List said: “Each year at these events I stand before you and explain that the Lloyd’s List Awards are more necessary than ever, precisely because they reward successful endeavour in the face of seemingly intractable problems. But I also think that this collective view of excellence and endeavour has a more practical purpose. Sharing ideas is not just a good idea - it’s a question of survival”.

“We’re extremely proud to receive such important recognition, in a historic moment in which environmental sustainability is no longer a choice but a duty” - the Group’s Managing Director Emanuele Grimaldi, commenting on the latest success of the Neapolitan company. “Awards like this rep-
IL GRUPPO GRIMALDI VINCE IL PREMIO LLOYD’S LIST “EXCELLENCE IN DECARBONISATION TOWARDS 2050”

Il Gruppo Grimaldi ha vinto il premio “Excellence in Decarbonisation towards 2050” ai Lloyd’s List Europe Awards, celebrati lo scorso 10 dicembre a Londra presso l’Hotel Hilton, Park Lane. L’evento, organizzato dalla prestigiosa pubblicazione internazionale Lloyd’s List, è stato condotto dall’attore inglese Hugh Dennis. Tra i 400 professionisti dello shipping che hanno partecipato alla cerimonia vi erano anche i rappresentanti delle principali organizzazioni internazionali del settore, quali il Segretario Generale dell’IMO (International Maritime Organization), Kitack Lim, ed il Segretario Generale dell’ICS (International Chamber of Shipping), Guy Platten.

Nel suo discorso di apertura, Richard Meade, caporedattore di Lloyd’s List, ha dichiarato: “Ogni anno durante questi eventi sono qui di fronte a voi a spiegarvi che i Lloyd’s List Awards sono più necessari che mai, proprio perché premiano sforzi che hanno portato al successo a fronte di problemi apparentemente inaffrontabili. Ma penso anche che questa visione collettiva di eccellenza e impegno abbia uno scopo più pratico. Condividere idee non è solo una buona idea, è una questione di sopravvivenza”.

“Siamo estremamente orgogliosi di ricevere un riconoscimento tanto importante, in un momento storico in cui la sostenibilità ambientale non è più una scelta ma un dovere”, ha affermato Emanuele Grimaldi, Amministratore Delegato dell’omonimo gruppo, commentando l’ultimo successo della compagnia partenopea. “Premi come questo non rappresentano solo un tragarde, ma anche e soprattutto un incentivo a fare sempre meglio. Continueremo ad impegnarci e ad investire in innovazione green, per contribuire in modo sempre più significativo alla decarbonizzazione delle nostre attività”.

Qualche tempo prima, proprio a Londra, lo stesso Emanuele Grimaldi aveva dichiarato: “C’è una marea di cambiamento in arrivo nel nostro settore e dobbiamo essere preparati”. Difatti, il Gruppo partenopeo ha lanciato ormai da anni un piano di investimenti volta all’efficientamento energetico e alla riduzione delle emissioni, attraverso il quale ha raggiunto obiettivi spesso migliori rispetto a quanto prescritto dalle più recenti normative internazionali in campo ambientale. Tali investimenti hanno riguardato, tra l’altro, l’utilizzo di fonti di energia alternative attraverso l’uso di megabatterie, pannelli solari e pale eoliche, nonché la consegna a partire da quest’anno, caratterizzate da emissioni di CO₂ tra le più basse mai raggiunte.

L’impegno in prima linea del Gruppo nel dare il buon esempio all’intero settore attraverso investimenti in innovazione ha colpito fortemente la giuria dei Lloyd’s List Europe Awards, che ha dichiarato all’unanimità la compagnia di navigazione partenopea vincitrice inaugurale di questo importante premio.
For the third year in a row, the Grimaldi Group was declared "Ro-Ro Line of the Year" at the 2019 Global Freight Awards, the industry’s flagship awards program that recognizes and rewards excellence across all sectors of freight. The ceremony, organized by the specialized publication Lloyd’s Loading List and hosted by English comedian and actor Tom Allen, took place on 14 November at the Royal Lancaster London Hotel.

The satisfaction and loyalty of the Group’s customers ensured once again that the Neapolitan shipping company won the prestigious title of "Ro-Ro Line of the Year". This is, in fact, one of the Readers’ Vote Awards: every year Lloyd’s Loading List asks its readership of freight forwarders and shippers to nominate and vote for the transport operators they feel have provided the best service over the previous 12 months. Winning a Readers’ Vote Award is therefore, as the Global Freight Awards organizers put it, “the highest accolade any transport operator can win - an independent validation of a company’s excellence”.

The award was collected by Managing Director of Grimaldi Agencies UK Ltd. Roy Postlethwaite.

Per il terzo anno consecutivo, il Gruppo Grimaldi ha ottenuto il premio "Ro-Ro Line of the Year" ai Global Freight Awards 2019, il principale programma di riconoscimenti del settore che premia l’eccellenza in tutti i diversi ambiti del trasporto merci. La cerimonia, organizzata dalla pubblicazione specializzata Lloyd’s Loading List e presentata dal comico e attore inglese Tom Allen, si è svolta lo scorso 14 novembre presso il Royal Lancaster Hotel di Londra.

La soddisfazione e la fedeltà dei clienti del Gruppo hanno assicurato ancora una volta alla compagnia armatoriale napoletana il prestigioso titolo di "Ro-Ro Line of the Year". Si tratta, infatti, di uno dei Readers’ Vote Awards assegnati durante la cerimonia: ogni anno Lloyd’s Loading List chiede al suo pubblico, composto principalmente da spedizionieri, di nominare e votare gli operatori di trasporto che ritengono abbiano fornito il miglior servizio negli ultimi 12 mesi. Vincere un Readers’ Vote Award è quindi, come sottolineato dagli stessi organizzatori dei Global Freight Awards, "il più alto riconoscimento che qualsiasi operatore di trasporto può vincere - una conferma indipendente dell’eccellenza di un’azienda".

Il premio è stato ritirato da Roy Postlethwaite, Amministratore Delegato di Grimaldi Agencies UK Ltd.
The Grimaldi Group's green commitment rewarded at the Heavy Lift Awards

The Grimaldi Group received the "Environment Award" at the inaugural Heavy Lift Awards ceremony, held on 15 October at the Hilton Old Town Hotel in Antwerp.

As the leading publication reporting on the heavy lift, break-bulk and project cargo sector, Heavy Lift and Project Forwarding International (HLPFI) has established the Heavy Lift Awards to recognise and reward excellence in complex logistics, transport and engineering projects around the world. The event is designed to celebrate individuals and companies whose vision, innovation and commitment help to shape this vibrant industry. Notably, the judging panel praised the number of initiatives that the Grimaldi Group has implemented, thereby demonstrating a considered approach both to environmental concerns in the day-to-day running of operations and to its long-term strategy. Managing Director of Grimaldi Belgium Nicola De Leva attended the ceremony and collected the award on behalf of the Group.

From left to right: Dan Nissen, Chief Operating Officer at Blue Water Shipping (sponsor of the Environment Award); Ruud Gullit, Dutch football icon and guest speaker at the event; Nicola de Leva, Managing Director of Grimaldi Belgium; Anne de Baetzelier, Belgian presenter and host of the Heavy Lift Awards.

L'IMPEGNO "GREEN" DEL GRUPPO GRIMALDI PREMIATO AGLI HEAVY LIFT AWARDS

Il Gruppo Grimaldi ha ricevuto l’"Environment Award" agli Heavy Lift Awards 2019, durante la cerimonia inaugurale dell’evento che si è tenuto lo scorso 15 ottobre presso l’Hotel Hilton Old Town di Anversa.

In qualità di pubblicazione di riferimento nel settore dei carichi pesanti, del breakbulk e del project cargo, Heavy Lift and Project Forwarding International (HLPFI) ha istituito gli Heavy Lift Awards per riconoscere e premiare l’eccellenza nei progetti di logistica complessa, di trasporto e di ingegneria in tutto il mondo.

L’evento è concepito per celebrare persone e aziende la cui visione, innovazione e impegno contribuiscono a plasmare questa vivace industria. In particolare, i giudici hanno elogiato le numerose iniziative che il Gruppo Grimaldi ha attuato, dimostrando un approccio ponderato alle problematiche ambientali nell’ambito della gestione quotidiana delle operazioni e della sua strategia di lungo termine. Nicola De Leva, Amministratore Delegato di Grimaldi Belgium, ha partecipato alla cerimonia e ha ritirato il premio per conto del Gruppo.
ACL honoured as American Honda top supplier for 2019

On 2 October, American Honda Administration Department Head and Senior Manager Charles Harmon presented the Grimaldi Group company Atlantic Container Line (ACL) with Honda’s annual “Premier Partner Award” at a special ceremony in Manhattan Beach, California. ACL was recognized for providing excellent quality, value and customer service in support of Honda businesses and operations.

Philip W. Byrne, Vice-President of Sales, North America for ACL commented: “We are honoured to earn the trust of American Honda as an eight time recipient of this prestigious award. Being recognized in the top 15 of over 1,400 vendors is a true honour. We are proud to have served American Honda as a transportation partner for over 25 years”.

“This year marks the 60th anniversary of American Honda Motor Co., Inc., a milestone that would not be possible without the strength and commitment of our supplier community”, said Harmon. “We hold our partners in high regard and we thank them for their unwavering dedication to our business”.

The “Premier Partner Award” program was established in 1998 to recognize suppliers who embrace American Honda’s philosophy of exceeding customer expectations. As Byrne proudly pointed out, ACL is an eight time winner of the award. In addition to ACL, last year 14 other American Honda suppliers were honoured as Premier Partners. The award recipients were selected from more than 1,000 eligible companies, as nominated by American Honda associates.
Scandinavian Auto Logistics AS (SAL), a leading provider of finished vehicle logistics services based in Esbjerg (Denmark), recently celebrated its 20th anniversary. The company was founded by the Grimaldi Group with other partners back in 1999, when the Neapolitan shipping company decided to offer a complete logistics package to its customers in Denmark.

In the Danish company’s own words, SAL acts as a “Logistics Architect”, offering fully integrated, multimodal logistics solutions, individually tailored to maximize customer value. From the Port of Esbjerg to dealerships in Scandinavia, Central Europe and the UK, the company provides fast, safe and cost-effective delivery of finished vehicles. It also offers a wide range of value-added services, such as vehicle transportation, storage, PDI (Pre-Delivery Inspection) and PPO (Post Production Option), integrated IT-solutions, tracking, quality and claims management.

Over the last 20 years SAL has continued to grow: most recently, in 2019, the company responded to customers’ increasing service demands by opening two new car terminals in the Port of Esbjerg, thereby extending its capacity by 100,000 square metres. Consequently, SAL now offers the largest car storage facility in Denmark, handling some 25% of incoming new vehicles headed for the domestic market. In addition, automobiles bound for other Nordic countries also transit in and out of the Esbjerg terminal.

SAL’s continuous focus on growth proceeds parallel to its strong, long-term commitment to accelerating the development of eco-friendly solutions and supporting the green transition in port operations. Indeed, sustainability is a key priority for both SAL and the Port of Esbjerg. The two Danish players have therefore joined forces in order to speed up innovation, reduce the environmental impact of operations, develop and enhance the use of sustainable energy, and protect maritime biodiversity, in line with some of the main Sustainable Development Goals (SDGs) established by the UN.
With the aim of continuously pursuing the implementation of greener solutions in its activities, Antwerp Euroterminal nv (AET) has recently added to its fleet of handling machinery the biggest electric forklift ever to operate in a port terminal in Belgium.

Part of a contract for six forklifts signed with Kalmar Belgium, the electric heavy duty forklift (ECG120-6) is 4.62 metres long, 2.38 metres wide and 2.90 metres high. It weighs 17.1 tonnes and will be used to handle conventional cargo, particularly wood, in Grimaldi’s ro-ro terminal in Antwerp.

In terms of performance, the new forklift has a lifting capacity of 12 tonnes and a lifting height of 5 metres. Its battery operating time can cover a full 8-hour shift while its noise level and maintenance costs are only half those of a diesel forklift.

With no exhaust fumes being generated, the new forklift will help reduce the carbon footprint of Antwerp Euroterminal, whose activities have always been characterised by strong environmental awareness. Located at the Verrebroek Dock on the Left Bank of the Port of Antwerp, AET is a joint venture between Grimaldi and stevedoring company Mexiconatie nv, operating the largest multipurpose terminal in Europe and accommodating the Neapolitan group vessels. The facility specializes in different types of cargo including any type of vehicle, break-bulk, containers and project cargo. The terminal is already home to a fleet of 20 Kalmar forklifts with lifting capacities ranging from 12 to 42 tonnes.

On 14 November, the Chair of the Antwerp Port Authority and Deputy Mayor of the city Annick De Ridder paid a visit to Antwerp Euroterminal, where she witnessed the first operational tests of the latest machinery and was briefed about the terminal’s current and future investments.

“Working towards a more sustainable future is one of the main goals of the Port of Antwerp. This is only possible if
the port companies are leading examples in the search for modern, environmentally friendly technologies. I would therefore like to congratulate Antwerp Euroterminal on this investment”, said Annick De Ridder.

“We chose this fully electric forklift as it is perfectly equipped to handle our tropical hardwood trade while improving the eco-efficiency of our operations”, declared Antwerp Euroterminal Managing Director Yves De Larivière.

Yves De Larivière. “We have been extremely satisfied with the quality and reliability of Kalmar equipment over the years and have always received excellent support from the local service team to keep our machines running smoothly and safely”. Through the use of this type of machinery, the Grimaldi Group companies continue to pursue and implement more eco-friendly solutions for port operations, thus contributing to the decarbonization of transport-related activities.

In fact, within the framework of a similar project, a hydrogen-operated ro-ro terminal tractor is being successfully used at Valencia Terminal Europa (VTE) in Spain. Owned by the Grimaldi Group, VTE is the first European port facility of its kind to use hydrogen-powered machinery, thus reducing its environmental footprint without adversely affecting the performance or safety of port operations.

IL PIÙ GRANDE CARRELLO ELEVATORE ELETTRICO PRESENTATO AD ANTWERP EUROTERMINAL

C on l’obiettivo di perseguire l’implementazione di soluzioni sempre più green nelle sue attività, Antwerp Euroterminal nv (AET) ha recentemente aggiunto alla sua flotta di macchinari per la movimentazione il più grande carrello elevatore elettrico mai operante in un terminal portuale del Belgio. Parte di un contratto per sei unità firmato con Kalmar Belgium, il carrello elevatore elettrico (ECG120-6) è lungo 4,62 metri, largo 2,38 metri, alto 2,90 metri, pesa 17,1 tonnellate.

Lo scorso 14 novembre, la Presidente del consiglio di amministrazione dell’Autorità Portuale di Anversa e vice sindaco della città belga Annick De Ridder ha fatto visita ad Antwerp Euroterminal, dove ha assistito al primo test operativo dei macchinari recentemente acquistati ed è stata aggiornata sugli investimenti attuali e futuri del terminal.

“Lavorare per un futuro più sostenibile è uno degli obiettivi principali del Porto di Anversa. Sotto questo aspetto dipendiamo anche dalle compagnie portuali come esempio principale nella ricerca di tecnologie moderne rispettose dell’ambiente. Pertanto, desidero congratularmi con Antwerp Euroterminal per questo investimento”, ha dichiarato Annick De Ridder.

“Abbiamo scelto questo carrello elevatore completamente elettrico poiché è perfettamente equipaggiato per il nostro commercio di legno duro tropicale e migliora al contempo l’efficienza ambientale delle nostre operazioni”, ha dichiarato l’amministratore delegato di Antwerp Euroterminal Yves De Larivière.

Attraverso l’utilizzo di questo tipo di macchinari, le società del Gruppo Grimaldi continuano la ricerca di soluzioni meno inquinanti per le operazioni portuali, contribuendo così alla decarbonizzazione delle attività legate ai trasporti.

Di fatto, nell’ambito di un progetto simile, un trattore per la movimentazione di merci rotabili alimentato da celle a idrogeno è attualmente impiegato con esito positivo in Spagna, presso Valencia Terminal Europa (VTE). Il terminal ro-ro di proprietà del Gruppo Grimaldi è il primo impianto portuale europeo nel suo genere a utilizzare macchinari alimentati a idrogeno, riducendo così il suo impatto ambientale, senza compromettere le prestazioni e la sicurezza delle operazioni portuali.
Automar Logistics, a Grimaldi Group subsidiary and a member of ALIS, is a leader in integrated logistics services operating in Italy since 1974. Thanks to long-established collaboration with the world’s leading manufacturers, Automar boasts unique experience and unsurpassed know-how in logistics and vehicle transport management.

Automar manages storage facilities in Italy in Pontecagnano (where its head office is), Salerno, Civitavecchia, Termini Imerese and Gioia Tauro, with a total area of over one million square metres and an estimated stock capacity of 55,000 vehicles. In 2018, more than one million cars were handled with a damage rate close to 0%.

In recent years, Automar has invested heavily in the future, focusing on digitalization and the environment. In 2017 it started to work on the development of two digital platforms designed to increase the efficiency of its business processes, while in 2018 it launched the Green Program with the aim of drastically reducing the environmental impact of its activities. As part of this latest program, Automar has already invested more than one million euros in eco-sustainability: the company has in fact made its offices more energy efficient, installed over 1,000 photovoltaic modules for the production of clean electricity, mounted four wallboxes for the charging of electric vehicles and promoted the use of FSC-certified recycled paper.

Automar is also involved in the Plastic Free project, for the abolition of the use of plastic in its offices, and its replacement by ceramics and glass. Last summer, after signing a protocol with the environmental association Morevivo, the company was awarded the “Delfini Gold” plaque for its commitment to reducing emissions and, in particular, for its Plastic Free campaign as part of the Green Program.

In 2019, the company also established “Automar Green Day”, an annual event held to promote best practices within the company. Automar’s commitment to the
environment is not confined to its offices: it was in fact the first company in Southern Italy to join Mosaico Verde (Green Mosaic), a national reforestation campaign under the patronage of the Italian Ministries of Environment and Agriculture, Food & Forestry, together with other important bodies and universities as well as national and international associations. By adhering to this initiative, Automar has undertaken to plant 1,500 trees in three years, with the aim of reducing the environmental costs of the company, enhancing its ties with the territory and involving employees and stakeholders, who are increasingly sensitive to environmental issues.

In an age when eco-sustainability is no longer a choice but rather an economic and moral imperative, the Grimaldi Group decided to honour Automar at the 2019 Grimaldi Excellence Awards, held during the XXIII Euromed Convention. Automar was in fact the first company to receive the prestigious new “Green Award”, introduced by the Neapolitan Group to highlight and acknowledge the important eco-sustainability efforts being made by its affiliates. The prize was presented to Automar CEO Giuliana Brucato by Grimaldi Group Commercial, Logistics & Operations Director Costantino Baldissara during the awards ceremony on 4 October in Giardini Naxos (Sicily).

and ambiente: nel 2017 ha avviato i lavori per lo sviluppo di due piattaforme digitali per l’efficienzamento dei processi aziendali, mentre nel 2018 ha lanciato il Green Program con l’obiettivo di ridurre drasticamente l’impatto ambientale delle proprie attività. Nell’ambito di quest’ultimo programma, Automar ha già investito oltre un milione di euro per incrementare la propria ecosostenibilità: l’azienda ha infatti reso i propri uffici più efficienti dal punto di vista energetico, ha installato oltre 1.000 moduli fotovoltaici per la produzione di energia elettrica pulita, ha predisposto quattro wall box per la ricarica delle auto elettriche, e ha promosso l’utilizzo di carta ricicliata certificata FSC.

Automar è inoltre coinvolta nel progetto Plastic Free, il cui obiettivo è abolire l’utilizzo della plastica nei propri uffici, favorendo quello di oggetti in ceramica e vetro. La scorsa estate, dopo aver sottoscritto un protocollo con l’associazione ambientalista Marevivo, l’azienda ha ottenuto la targa “Delfini Gold” per l’impegno nella riduzione delle emissioni e, in particolare, proprio per la campagna Plastic Free nell’ambito del Green Program.

Nel 2019, l’azienda ha anche istituito l’Automar Green Day, una giornata annuale per promuovere abitudini e comportamenti virtuosi all’interno della realtà aziendale. Ma l’impegno di Automar per l’ambiente non si esaurisce all’interno delle sue sedi: la società è stata infatti la prima realtà del meridione ad aver aderito a Mosaico Verde, una campagna nazionale di rimboschimento patrocinata dal Ministero dell’Ambiente e dal Ministero delle Politiche Agricole, Alimentari e Forestali, insieme ad altri importanti enti, università ed associazioni nazionali ed internazionali. Aderendo a questa iniziativa, Automar si è impegnata a piantare 1.500 alberi in tre anni, con l’obiettivo di ridurre i costi ambientali dell’azienda, valorizzare i rapporti con il territorio e coinvolgere dipendenti e stakeholder sempre più sensibili alle tematiche ambientali.

In un’era in cui l’ecosostenibilità non è più una scelta ma un imperativo al tempo stesso economico e morale, il Gruppo Grimaldi ha voluto premiare Automar durante i Grimaldi Excellence Awards 2019, svoltisi nell’ambito della XXIII Euromed Convention. Automar è stata infatti la prima azienda ad aver ricevuto il prestigioso “Green Award”, nuovo riconoscimento introdotto dal gruppo partenopeo per evidenziare l’importanza dell’ecosostenibilità all’interno del proprio network. Il premio è stato consegnato a Giuliana Brucato, Amministratore Delegato di Automar, da Costantino Baldissara, Commercial, Logistics & Operations Director del Gruppo Grimaldi, durante la cerimonia tenutasi lo scorso 4 ottobre a Giardini Naxos (Sicilia).
The purchase of state-of-the-art Kalmar terminal tractors in 2019 has made the handling of rolling stock even more efficient in the Sintermar and Sintermar Darsena Toscana (SDT) terminals in Livorno (Italy). The first six of these vehicles were ordered from the Cargotec group company in February 2019 and delivered in October to Sintermar, a Grimaldi Group subsidiary and a key terminal in the port of Livorno since 1972.

In October, Sintermar ordered two more vehicles from the same supplier, with delivery scheduled in February 2020. In addition, the terminal operator SDT, a joint venture between Sintermar and Terminal Darsena Toscana (TDT), also ordered ten Kalmar tractors, which were delivered in the second half of 2019.

Altogether, in less than a year the two terminal operators serving Grimaldi’s traffic in the port of Livorno have ordered some 18 of these high-tech vehicles – namely Kalmar’s pioneering heavy-duty TR618i terminal tractors, designed specifically to meet the tough demands of ro-ro operations, where fast and efficient ship turnarounds are critical to maintaining profitability. The new vehicles boast outstanding durability, visibility and operator comfort to ensure excellent performance when moving heavy loads in demanding port conditions. Furthermore, they are equipped with state-of-the-art engines that minimize atmospheric emissions, plus a number of safety-related features developed in close collaboration.
Three helicopters cross the Atlantic on board Grimaldi vessels

In the last few months of 2019, the Grimaldi Group successfully carried out the shipment of three helicopters between Europe and North America. In October, a major US aviation and defence contractor requested a high-value, time-sensitive transportation service for a Black Hawk helicopter. The aircraft was 18 metres long, 3 metres wide and 5 metres high, and weighed 4,500 kg. On 8 October, after being loaded using a “tug master”, it left the port of Jacksonville (Florida) on board the Grande Torino. On 21 October, after thirteen days at sea, the helicopter arrived in Antwerp (Belgium), in order to be deployed for civilian training in Europe. Two more Leonardo AW109 civilian helicopters were shipped from Savona (Italy) to North America in the last quarter of 2019. With a weight of 2,100 kg, a length of 11.65 metres, a width of 2.25 metres and a height of 3.4 metres, both were handled using cranes and loaded on mafis (mobile loading platforms) for greater safety during navigation. The first aircraft was shipped on 24 October on board the Grande New York, bound for the Big Apple. On 1 December, the second chopper left the port of Savona on the Grande Halifax with destination Baltimore (Maryland).
As a shipowning company, one of the Grimaldi Group’s priorities is to work towards a sustainable future by constantly looking for ways to reduce its environmental footprint. It is time for change, and the Group recognizes not only the importance of “green innovation” across the shipping industry, but also its impact on human capital. Key trends are emerging, and it is vital to ensure that personnel have adequate technical knowledge, in line with the biggest challenges facing HR in the next 5 to 10 years.

On the strength of its experience and know-how, the Group has devised a strategy to build a global cross-functional talent pipeline. Details will be announced in due course regarding the methods of recruitment and growth of a pool of increasingly expert seafarers, who will – in turn – be the Group’s main ambassadors when it comes to attracting additional new talent.

In 2019 alone, the Group carried out a number of initiatives in response to a gap analysis of its maritime personnel needs, identified areas for intervention and implemented the corporate structural training system (+40,000 hours of tuition delivered in one year), which includes highly innovative and original training modules on ETO Hybrid Scrubber Technology, High Risk Firefighting @USCG Standards, COLREG etc. Moreover, in July 2019 a welfare survey was conducted for on-board personnel, with an overall response rate of 82%; the answers to a total of 275,000 questions were processed and used to form the fundamentals of Grimaldi’s 2020 Welfare Plan, which includes an information campaign focused on the MLC (Maritime Labour Convention).

The Group’s crewing agenda for 2020 is already very busy, partly because from 1 January all the collective bargaining agreements will be renewed together with all the associated arrangements. This will give the Group the opportunity to review and enhance many aspects of life on board, including a series of crew welfare measures, such as free fleetwide Internet access.

Increasing attention is paid to prevention, in respect of both the biological risks and the psychophysical demands of seafaring. An improved nutrition scheme will be set up with regard to food supplies, and the in-house shipboard rules will be reviewed, with the definition of a charter of rights...
Once again in 2019, the Grimaldi Group’s ships were chosen to host the internship for Italian Coast Guard officers, at the end of their studies at the Naval Academy of Livorno. In September and October, three groups of young officers departed from Salerno on board the multi-purpose vessels Grande Mediterraneo, Gran Bretagna and Grande Ellade, for a training cruise in the Mediterranean and Northern Europe lasting about 35 days. Under the supervision of the accompanying Coast Guard Masters, and together with the Grimaldi crews, the 25 trainees actively participated in routine shipboard operations in both the Engine and Deck Departments, as well as in meetings, exercises, inspections and institutional visits organized in some of the ports served by the Euromed line. In addition to the considerable importance of the activities carried out, the expertise and consolidated know-how that the crews shared with the cadets gave great added value to their training experience.
MEDITERRANEAN NETWORK

**SPAIN LINES**
from | departures x week | to VALENCIA
-----|-------------------|-----------
SALERNO | 3 | VALENCIA
LIVORNO | 5 | BARCELONA
SALERNO | 3 | CIVITAVECCHIA
SALERNO* | 3 | ANCONA
CRISTALAB | 3 | VENICE

**TUNISIA LINES**
from | departures x week | to TUNIS
-----|-------------------|-----------
GENOA | 2 | TUNIS
LIVORNO | 2 | TUNIS
CIVITAVECCHIA | 1 | TUNIS
SALERNO | 2 | TUNIS
PALERMO | 2 | TUNIS

**SICILY LINES**
from | departures x week | to CATANIA
-----|-------------------|-----------
GENOA | 5 | LIVORNO
LIVORNO | 4 | LIVORNO
MALTA | 4 | LIVORNO
SALERNO | 6 | LIVORNO
BRINDISI | 3 | LIVORNO
PATRAS | 1 | LIVORNO

**SARDINIA LINES**
from | departures x week | to OLbia
-----|-------------------|-----------
OLBIA | 3 | OLBIA
CIVITAVECCHIA | 2 | CIVITAVECCHIA
PALERMO | 1 | PALERMO

**MALTA LINES**
from | departures x week | to MALTA
-----|-------------------|-----------
GENOA | 3 | MALTA
LIVORNO | 3 | MALTA
SALERNO* | 1/2 | MALTA
CATANIA | 4 | MALTA
BRINDISI* | 3 | MALTA
RAVENNA* | 3 | MALTA

**GREECE AND MONTENEGRO LINES**
from | departures x week | to PATRAS
-----|-------------------|-----------
ANCONA | 7 | RAVENNA
BRINDISI | 3 | RAVENNA
RAVENNA | 3 | RAVENNA
VENICE | 5 | RAVENNA
BARI | 3 | RAVENNA

**MOROCCO LINES**
from | departures x week | to TANGIER
-----|-------------------|-----------
SALERNO | 1 | TANGIER
LIVORNO | 1 | TANGIER
CIVITAVECCHIA | 1 | TANGIER
BARCELONA | 1 | TANGIER

* Via Salerno

Find all timetable on [http://cargo.grimaldi-lines.com](http://cargo.grimaldi-lines.com)
Find all timetable on http://cargo.grimaldi-lines.com
MEDITERRANEAN EXPRESS SERVICE: Frequency: 9 days
PORTS: Valencia / Sete / Marseille / Genoa / Livorno / Salerno -> Casablanca / Dakar / Abidjan / Lome / Cotonou / Lagos / Douala / Dakar / Valencia.
T / Shipment at Dakar to: Nouakchott / Banjul / Conakry / Monrovia / Douala / Pointe Noire / Luanda / Libreville

NORTH AMERICA – WEST AFRICA SERVICE: Frequency: 12 days
PORTS: Galveston / Jacksonville / Savannah / Baltimore / Wilmington / New York / Providence -> Dakar / Cotonou / Lagos / Lome / Tema
T / Shipment at Dakar to: Nouakchott / Banjul / Conakry / Monrovia / Douala / Pointe Noire / Luanda / Bata / Malabo / Libreville

ATLANTIC CONTAINER LINE: Frequency: weekly
PORTS: Hamburg / Antwerp / Liverpool / Halifax / New York City / Baltimore / Norfolk / Halifax / Liverpool / Hamburg / Antwerp
T / Shipment at Antwerp to: Gothenburg

MEDITERRANEAN-NORTH AMERICA SERVICE: Frequency: 3 departures per month / 50 days rotation

NORTH EUROPE-WEST AFRICA SERVICES
With a departure every two days from Europe, the Group offers an unrivalled set of four different services – Central Express, Southern Express and Mediterranean Express Service – which directly serve a total of over 20 ports in the region.

CENTRAL EXPRESS: Frequency: Weekly
PORTS: Amsterdam / Hamburg / Tilbury / Antwerp -> Casablanca / Freetown / Cotonou / Lagos / Tema / Abidjan / San Pedro / Amsterdam

SOUTHERN EXPRESS: Frequency: 1st Loop sailing every 14 days - 2nd Loop sailing every 18 days
PORTS: Antwerp / Hamburg / Le Havre / Leixoes / Lisbon -> Dakar / Nouakchott / Conakry / Monrovia / Pointe-Noire / Luanda / Bata / Malabo / Lome / Douala / Libreville / Takoradi / Banjul / Antwerp
T / Shipment at Dakar to: Abidjan / Cotonou / Lagos / Tema

NORTH EUROPE- WEST AFRICA / SOUTH AMERICA: Frequency: 14 days
PORTS: Antwerp / Hamburg / Dakar -> Vitoria / Rio de Janeiro / Santos / Paranagua / Zarate / Montevideo / Santos / Rio de Janeiro / Vitoria / Santa Cruz de Tenerife / Antwerp
T / Shipment at Montevideo to: Asuncion
T / Shipment options via Antwerp as Grimaldi North Europe hub port connecting all Grimaldi Deepsea services as well as Grimaldi Euromed/Euroaegean, ACL and Finnlines services

Updated schedules are available at the following link: [www.grimaldi.co.uk/agencyuk/schedules.aspx](http://www.grimaldi.co.uk/agencyuk/schedules.aspx)  [www.aclcargo.com](http://www.aclcargo.com)
THE EURO-MED NETWORK

consists of various maritime services for the transport of rolling freight and containers in Europe, the Near East, North Africa, North America and Mexico.

EUROMED SERVICE: Frequency: Weekly
PORTS: Southampton / Esbjerg / Wallhamn / Antwerp / Valencia / Salerno / Piraeus / Izmir / Yenikoy / Ashdod / Limassol / Alexandria / Gemlik / Yenikoy / Salerno / Valencia

EURO-SHUTTLE SERVICE: Frequency: Weekly
PORTS: Salerno / Valencia / Le Havre / Antwerp / Portbury / Setubal / Valencia / Livorno / Civitavecchia

EURO-EASTMED: Frequency: Weekly
PORTS: Hamburg / Antwerp / Southampton / Sagunto / Tunis / Al-Khoms / Bengazi / Piraeus / Alexandria / Limassol / Beirut / Tripoli / Mersin / Lattakia / Gemlik / Autoport / Salerno / Valencia

EURO-AEGEAN SERVICE: Frequency: Weekly
PORTS: Emden / Antwerp / Valencia / Efesan / Yenikoy / Autoport / Salerno / Livorno / Barcelona / Portbury / Cork

WEST-EAST MED SERVICE: Frequency: Weekly
PORTS: Gemlik / Bar / Gioia Tauro / Salerno / Civitavecchia / Savona / Fos / Autoport

ADRIATIC SERVICE: Frequency: Weekly
PORTS: Ravenna / Venice / Monfalcone / Koper / Piraeus / Limassol / Haifa / Ashdod / Alexandria / Derince / Autoport / Gemlik / Bar / Ortona

Updated schedules are available at the following link: https://www.grimaldi.co.uk/agencyuk/schedules.aspx
# Owners' Representatives and Agents

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www.finnlines.com

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