



SPAFID CONNECT

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Oggetto : FINCANTIERI Two new units for Oceania
Cruises

Testo del comunicato

Vedi allegato.

FINCANTIERI: 2 NEW UNITS FOR OCEANIA CRUISES

With 9 units in the order book, the relationship with the US ship owner is consolidated

Trieste, January 8, 2019 – Fincantieri and the US Group Norwegian Cruise Line Holdings Ltd. signed a contract for the construction of two new generation cruise ships for the Oceania Cruises brand, with delivery scheduled respectively in 2022 and 2025, which will start the “Allura-Class”. The agreement has an overall value exceeding 1 billion euros.

With about 67,000 tons and the capacity of accommodating approximately 1,200 passengers on board, these units will be the new flagships of Oceania Cruises future fleet, for which the Group has built in 2011 and 2012 respectively “Marina” and “Riviera” at the Sestri Ponente (Genoa) yard.

“We are excited to expand the Oceania Cruises fleet with our new Allura-Class ships to meet the strong demand for culinary- and destination-focused cruise vacations around the globe” said **Frank Del Rio, President and CEO of Norwegian Cruise Line Holdings Ltd.** *“This new class of ships will further elevate the already best-in-class guest experience at Oceania Cruises and meaningfully strengthen demand from both new and loyal returning guests, which will ultimately drive further returns for shareholders”.*

“This new successful project for Oceania Cruises is yet another demonstration of our ability to capitalize on product innovation and diversification to meet the needs of every type of customer, a capability that distinguishes us in the world” said **Giuseppe Bono, CEO of Fincantieri.** *“The order we are announcing today, indeed, reiterates not only our first place in the luxury sector, but at the same time it further strengthens an unprecedented leadership in the cruise sector, with a backlog of 55 vessels to be built for most of the brands operating on this market, and deliveries extending all the way to 2027”.*

Norwegian Cruise Line Holdings is one of the top cruise companies in the world. Besides Oceania Cruises, it operates the Norwegian Cruise Line brand, for which Fincantieri is developing the new “Leonardo” class, 6 units which will be delivered between 2022 and 2027, and the Regent Seven Seas Cruises brand, to which Fincantieri has delivered in 2016 the ultra-luxury ship “Seven Seas Explorer” in Sestri Ponente and is now building a sister ship with delivery expected in 2020 in Ancona.

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Fincantieri is one of the world's largest shipbuilding groups and number one for diversification and innovation. It is leader in cruise ship design and construction and a reference player in all high-tech shipbuilding industry sectors, from naval to offshore vessels, from high-complexity special vessels and ferries to mega yachts, as well as in ship repairs and conversions, production of systems and mechanical and electrical component equipment and after-sales services.

With over 230 years of history and more than 7,000 vessels built, Fincantieri has always kept its management offices, as well as all the engineering and production skills, in Italy. With over 8,400 employees and a supplier network that employs nearly 50,000 people, Fincantieri has enhanced a fragmented production capacity over several shipyards into a strength, acquiring the widest portfolio of clients and products in the cruise segment. To hold its own in relation to competition and assert itself at global level, Fincantieri has broadened its product portfolio becoming world leader in the sectors in which it operates.

With globalization, the Group has around 20 shipyards in 4 continents, over 19,000 employees and is the leading Western shipbuilder. It has among its clients the world's major cruise operators, the Italian and the US Navy, in addition to several foreign navies, and it is partner of some of the main European defense companies within supranational programs.

Fincantieri's business is widely diversified by end markets, geographical exposure and by client base, with revenue mainly generated from cruise ship, naval and offshore vessel construction. Compared with less diversified players, such diversification allows it to mitigate the effects of any fluctuations in demand on the end markets served.

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