

**RIVA TRIGOSO: WORKS START ON THE LOGISTIC SUPPORT UNIT*****The renewal program of the Italian Navy's fleet officially begins***

**Trieste, 9 February 2016** – The steel cutting ceremony of the **LSS** logistic support unit's stern section was held today at Fincantieri's shipyard in Riva Trigoso (Sestri Levante, Genoa). Construction works, therefore, officially started on the first unit, as provided in the renewal plan of the Italian Navy's fleet, which has been commissioned to Fincantieri.

The section is about 86 meters long, 24 meters wide, 16.3 meters high, weighing about 7,000 tons. In the coming months it will be launched and transported by sea to the shipyard in Muggiano (La Spezia), where it will be assembled to set up the entire unit with the bow section, whose steel cutting ceremony will take place on February 16 in the shipyard of Castellammare di Stabia. The delivery of the LSS is scheduled in 2019.

The beginning of the construction also involves RINA Services. The experience gained in a number of past projects and the close cooperation between RINA and the Italian Navy at international level for the development of the Naval Ship Code (a standard equivalent to the SOLAS - Safety of Life at Sea, but applicable to naval vessels, which has been developed by the International Naval Safety Association which includes also RINA, the Italian Navy and the main NATO's Navies) have allowed to refine the cooperation forms, overcoming the traditional concept of class and taking greater account of the specific technical and operational needs of the Navy.

The LSS will be classified by RINA pursuant international conventions about prevention of pollution regarding the more traditional aspects, like the ones of the MARPOL Convention, as well as those not yet mandatory, as the Hong Kong Convention about ship recycling.

**Vessel's characteristics - LSS – Logistic Support Ship**

The LSS is a vessel that provides logistics support to the fleet, endowed with hospital and healthcare capabilities thanks to the presence of a fully equipped hospital, complete with operating rooms, radiology and analysis rooms, a dentist's office and hospital rooms capable of hosting up to 12 seriously injured patients. The ship is capable of combining capacity to transport and transfer to

other transport vessels used for liquids (diesel fuel, jet fuel, fresh water) and solids (emergency spare parts, food and ammunitions) and to perform at sea repairs and maintenance work for other vessels. The defense systems are limited to the capacity of command and control in tactical scenarios, communications and dissuasive, non-lethal defense systems. The vessel is also capable of embarking more complex defence systems and becoming an intelligence and electronic war platform.

- 165 meters long
- speed of 20 knots
- 200 persons including crew and specialists
- 4 replenishment station abeam and 1 astern
- Capacity to supply drinking water to land
- Capacity to provide electricity to land with 2500 kw of power
- Possibility of embarking up to 8 residential and healthcare modules
- Capacity to perform rescues at sea, through recovery and seabed operations (the ship is equipped with an 30 tons offshore stabilized crane stabilized)
- base for rescue operations through helicopters and special vessels

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Headquartered in Trieste (Italy), the Group has built more than 7,000 vessels in over 230 years of maritime history. With almost 21,000 employees, of whom approximately 7,700 in Italy, 21 shipyards in 4 continents, today Fincantieri is the leading Western shipbuilder. It has among its clients the major cruise operators, the Italian and the U.S. Navy, in addition to several foreign navies, and it is partner of some of the main European defense companies within supranational programmes.

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