



AGREEMENT BETWEEN GENOVA INDUSTRIE NAVALI AND FINCANTIERI

Extension of the shareholding base. Minority stake to Fincantieri through capital increase aimed at providing financial support to the group

Genoa/Trieste, March 7, 2019 – **Genova Industrie Navali** (GIN) – holding founded in 2008 from the merger of two historical shipyards in Genoa, T. Mariotti and San Giorgio del Porto – and **Fincantieri have reached a cooperation agreement** covering different areas, from new buildings, to ship repair, conversions and outfitting.

Such agreement provides for the acquisition by Fincantieri of a minority stake in GIN Group's holding company and an option for a minority stake in T. Mariotti.

Fincantieri's stake will **allow GIN to achieve further financial strength**, an increasingly important asset to face complex projects and to overcome market challenges, especially in the field of small and medium-sized luxury cruise ships construction.

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Genova Industrie Navali (GIN), a holding company established in 2008 by two historic Genoese shipyards, T. Mariotti and San Giorgio del Porto, both founded in 1928, is today one of the most important players in the shipbuilding and ship repair sector in the Mediterranean and is among the main private shipbuilding players in Italy. Thanks to a network of consolidated subsidiaries and partners, it is able to operate in the ships and mega yachts segment - from construction, to repairs and refit, from transformation to ship recycling. Genova Industrie Navali has important 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), Marseille (3 dry docks including dock n. 10, the largest in the Mediterranean) and Piombino (about 80,000 square meters for the development of a site dedicated to ship recycling and shipbuilding).

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 8,600 employees in Italy 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. www.fincantieri.com

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