



# **The Italian Coast Guard's contribution to the country's economy**

Annual Report **2024**





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## **The Coast Guard is a strategic asset for the economy and national growth**

**The year 2025 marks an important milestone for Italy:  
the 160th anniversary of the birth of its Maritime Authorities.  
It is an occasion to celebrate the Coast Guard's glorious history  
and remark on its central role in the country's system.  
After 160 years of tireless commitment to serving the community,  
it was time to measure the concrete value generated by the Coast Guard  
and go beyond the qualitative narrative of its activities.**

The pages of this report represent a momentous turning point. For the first time, a scientific study has quantified the economic impact of the multiple daily activities carried out by about 11,000 women and men of the Coast Guard. The result is clear: every euro invested in an excellence (like the Coast Guard) returns multiple economic value to the country. All this proves how rescue

activities, navigation safety, maritime traffic management, environmental protection and the garrisoning of port infrastructures are real value generators for Italy. The analysis conducted by a professional study centre, with the support of the Coast Guard, made it possible to measure the Maritime Authorities' concrete contribution to Italy's



growth and economic stability.

The resulting data show that the Coast Guard ensures the smooth operation of maritime transport, port logistics and sea-related economic activities and generates added economic value, multiplying the financial resources it receives from the government.

That means that every investment in the institution translates into tangible benefits for citizens, businesses and other institutions through social cost savings, accident prevention and protection of the marine environment.

The government's entrusting of the strategic infrastructure security to the maritime authorities continues to ensure the country's smooth operation of ports, terminals and maritime trade.

Constant monitoring of vessel traffic, control over port operations and inspection activities on ships in transit help maintain a high level of navigational safety, seamlessly ensuring that the maritime "value chain", including sectors crucial to national and international supply and trade, never breaks down.

Therefore, as the report certifies without any doubt, the Coast Guard can be

considered a strategic asset for the national economy and growth.

Suffice it to think of our country's production sites—from north to south—which find their natural outlet in all national ports and seaports, whose operations are supported by the Coast Guard 24 hours a day, ensuring the arrival of goods and resources necessary for a country devoted to exports like ours. Similarly, the strengthening of the Coast Guard's presence on the great national lakes—with the expansion of the organization activities on Lake Maggiore, Lake Garda and Lake Como—as well as with the establishment of the new Operational Department Lakes in Milan that will coordinate the activities in the three lakes, testifies the commitment of the Ministry and the Government in reinforcing the presence of the State on the territory.

It represents a decisive choice that responds to the needs of the lake communities and has been welcomed warmly by the citizens, who see the institution as an ever closer and

more concrete point of reference.

It is another added value of the Coast Guard that remains difficult to quantify economically, but which is immediately perceived by the territory as something they can no longer live without.

Coast Guard efficiency is not only a matter of day-to-day operations but also of innovation capabilities.

The IT systems that it has developed in recent years to monitor and control sea activities, with strong commitment and foresight, are a concrete example

of how digitisation can improve the effectiveness and timeliness of the activities. Through the adoption of advanced technologies, the Coast Guard can collect and analyse real-time data, improving prevention and response capabilities in the case of emergency events.

In addition, the constant investment in the professional training of 11,000 women and men, as well as in operational resources, has proven to be an essential objective in



fulfilling the Coast Guard's institutional mission with maximum efficiency. The training of human resources and the renewal of the air and naval fleet are priorities for the public administration, considering that a well-equipped Coast Guard contributes to a safer and more competitive country. What the Coast Guard does is not just a matter of numbers. It has a tangible impact on the lives of millions of Italians. From navigational safety to environmental protection, from combating illegal

activities to supporting the Blue Economy, the Coast Guard contributes every day to the stability and development of our country. This report is concrete evidence of the value this esteemed institution brings to our nation. We all owe it our sincere gratitude, not only for what it does, but for how it does it.

Enjoy your reading!

**The Vice President  
of the Council of Ministers  
and Minister of Infrastructures  
and Transports  
Sen. Matteo SALVINI**



## **The Coast Guard protects the quality of our seas and our economy**

**The Italian Coast Guard serves as a vital guardian of the nation's seafood heritage, marine biodiversity, and the integrity of the fisheries supply chain. Through its continuous and indispensable efforts, it contributes significantly to the national economy by protecting the authenticity of Italian maritime products. This study, undertaken to mark the 160th anniversary of the Coast Guard, recognises the crucial role played by the Corps—operating under the coordination of the Ministry of Agriculture, Food Sovereignty, and Forestry—in supporting and safeguarding the fishing sector.**

Through constant vigilance and enforcement in the fishing sector, the Coast Guard ensures compliance with both European and national regulations, the sustainable management of marine resources, and the quality of seafood products that reach consumers' tables. The results achieved, combined with the high level of

professionalism, specialization, and deep expertise in the maritime domain, affirm the Coast Guard's role as an indispensable safeguard of Italy's seas. The Coast Guard's contribution forms an integral part of the Steering Committee for agri-food controls, established at the Ministry of



Agriculture, Food Sovereignty, and Forestry (MASAF), with the involvement of the highest institutional authorities responsible for regulatory enforcement in this sector. Its commitment is particularly evident during inspections conducted in Italian ports, where it ensures rigorous oversight. Leveraging advanced technologies and working in close cooperation with European institutions, the Corps plays a critical role in upholding legality and quality throughout the entire supply chain. Its actions not only help prevent harm to the marine ecosystem and fishery resources but also generate direct economic value by avoiding fraud, EU penalties, and financial losses for the industry.

The data collected clearly highlight the widespread and unwavering commitment of the Coast Guard in combating illegal practices and protecting responsible enterprises, while safeguarding the marine environment, law-abiding fishermen, consumers, and the internationally recognized quality of Made in Italy products. For their daily dedication to defending the excellence of our seafood, the health of our seas, and the strength of our economy, I extend my heartfelt gratitude to all the women and men of the Coast Guard. Italy is proud of you.

**Minister of Agriculture,  
Food Sovereignty and Forestry  
Francesco LOLLOBRIGIDA**



## **The Coast Guard is a sustainable growth engine for the national economy**

**The Italian Coast Guard plays a central role in the implementation of national environmental policies and serves as a key guardian of the marine and coastal environment, operating under the functional authority of the Ministry of the Environment and Energy Security. On the occasion of the 160th anniversary of Italy's Maritime Authorities, this report offers a scientific assessment of the economic impact of the Coast Guard's activities, underscoring its essential contribution not only to environmental protection but also to the country's economic development and sustainable growth.**

Supervisory activities in marine protected areas, pollution prevention, oversight of proper shipping waste management, monitoring of climate-related emissions, and inspections both on land and at sea are just some of the critical services carried out by the Coast Guard.

As an irreplaceable force in the protection of the marine habitat, the Coast Guard generates significant benefits for both the biological ecosystem and the national economy. The Coast Guard's actions generate measurable economic benefits:

every euro invested yields multiplied returns for the country by preventing environmental damage, protecting biodiversity, and reducing social costs associated with environmental accidents and emergencies. This report confirms the Coast Guard's role as a strategic asset for Italy—an engine of sustainable

growth that, through expertise and professionalism, safeguards the marine environment daily while strengthening the national economy. We extend our heartfelt gratitude to this institution for the invaluable contribution it makes to the country every day.

**Minister of the Environment  
and Energy Security**  
**Gilberto PICHETTO FRATIN**



## **Our value for Italy's economy: the Coast Guard, an active part of a forward-looking strategic plan**

**The year 2025 marks the 160th anniversary of the founding of the Italian Coast Guard, an important milestone that invites us not only to celebrate its history but also to reflect on the contributions it makes to our country today. After 160 years of service, it was time to move beyond the traditional narrative of the Coast Guard's missions and provide an objective assessment of its economic impact.**

**The 2024 Annual Report addresses this need and, with a focus on economic analysis, represents a groundbreaking innovation compared to previous editions by quantifying the added value that the Coast Guard delivers daily to Italy's economic and social system.**

Although the Coast Guard is often perceived as an “intangible” organisation focused primarily on protecting human life at sea, ensuring navigational safety, and safeguarding the marine environment, the data tell a more comprehensive story. Thanks to this study, commissioned to

the SRM Research Centre, we have been able to assign a concrete economic value to the impact of its activities. The findings are striking: for every euro invested in the Coast Guard, an estimated €1.53 is returned to the national economy.

This clearly demonstrates that our work is, in fact, a significant generator of value for the country.

Examining the data emerging from the study, I wish to highlight a fundamental pillar of the Coast Guard's values—one that effectively bridges its historical legacy, forged over 160 years, with the new challenges facing Italy's maritime sector: technology, an indispensable tool for ensuring control, monitoring, and navigational safety.

In particular, I refer to **Pelagus**, a technological platform now updated to version 2.0, which in 2024 enabled the monitoring of over 624,000 vessels, significantly enhancing the command and communication capabilities of our operations centre and its territorial branches. Similarly, the **PMIS** system—the precursor to the **European Maritime Single Window Environment (EMSWe)**—continued to play a crucial role in managing ship departures and arrivals, processing over 132,000 digital files and there by ensuring smooth and safe maritime traffic.

Investing in technology has proven to be a strategic decision, allowing us to respond swiftly to the evolving challenges of the maritime sector—a vital component of the national economy, where rapid action is critical. Another major focus of this report is, undoubtedly, the environment. In 2024, the Coast Guard conducted over 143,000 inspections related to **Maritime Environmental Protection**, actively preventing and responding to maritime accidents, combating illegal discharges, and safeguarding biodiversity. Through more than 6,800 air and sea missions, we have intensified our commitment to protecting the **Pelagos** Marine Mammal Sanctuary and the newly designated **Particularly Sensitive Sea Area (PSSA)** in the northwestern Mediterranean, reaffirming our pivotal role in ensuring the sustainability and preservation of the marine ecosystem. These efforts represent a significant source of value for our country. With approximately 108,000



inspections conducted in 2024—both at sea and on land—the fishing sector stands out as another key area to which the Coast Guard contributes. This underscores our unwavering commitment to protecting the national fleet and the fishing industry, a priority among the many responsibilities entrusted to the Coast Guard. These achievements and goals would not have been possible without the most valuable resource at the disposal of the Coast Guard: human capital. Every day, over 10,000 men and women serve with expertise, dedication, and strategic vision, continuously enhancing their professional skills through ongoing training and development. I wish to conclude by expressing my

sincere gratitude to the Minister of Infrastructure and Transport, the Minister of Agriculture, Food Sovereignty and Forestry, and the Minister of the Environment and Energy Security for their steadfast support. I also thank the Government and Parliament, who can utilise this report as a valuable tool to guide public policy, with an increasing awareness—if needed—of the benefits derived from investing in the Coast Guard. Above all, I extend my heartfelt thanks to the women and men of our organisation: their dedication and commitment are the driving forces behind this extraordinary journey.

**The Commandant of  
the Italian Coast Guard  
Vice Admiral  
Nicola CARLONE**



# Introduction

When discussing the activities carried out by the Coast Guard, the focus often remains on fundamental tasks such as maritime surveillance and saving lives at sea. While these functions are undoubtedly invaluable and difficult to quantify economically, this common perception is fair but limited.

The scope of the Coast Guard extends far beyond these visible and publicised duties, with its highly skilled and trained personnel undertaking a broad range of responsibilities.

**The Coast Guard contributes to the nation's economic development in two principal ways: first, by directly generating value, and second, by helping society avoid substantial systemic costs.**

For instance, rescuing 100 individuals not only saves lives but also prevents significant expenses related to accidents, including healthcare costs, environmental damage, and vessel losses

Assigning an appropriate economic value to the Italian Coast Guard's activities has been a complex undertaking, particularly considering that its workforce consists of just over 10,000 men and women serving the country around the clock.

In this report, we have sought to determine the Italian Coast Guard's contribution to the country's development. The term "contribution to development" has been emphasised because the activities analysed are not merely listed for the sake of enumeration.

Each activity demonstrates the tangible value created for citizens and businesses operating within and for Italy.

The sea represents a vital economic asset, generating Gross Domestic Product and employment through tourism and industrial supply chains.

The Coast Guard plays an essential role in safeguarding these resources by ensuring that maritime activities are conducted lawfully and responsibly. It combats illegality and provides safety and security for all.

This analytical exercise, conducted by the SRM Research Centre in close collaboration with the Italian Coast Guard, has adopted a quantitative approach.

Nevertheless, the resulting figures should be interpreted with caution, taking into account the context and assumptions detailed throughout this report.

The Coast Guard contributes to the

economy by multiplying the resources it receives from the government, thereby enhancing their economic impact.

The productivity of an organisation is measured by its ability to generate services that offset the costs it incurs. These services are utilised by other market players and support the broader production system—including shipbuilding, maritime transport, fisheries, and port operations—along with their employment levels.

A particularly notable figure emerging from this analysis is the "multiplier" effect: the Coast Guard increases the resources it receives from the state by 53%. In other words, for every €100 allocated by the government to the Coast Guard, €153 is returned to the economy through direct activities alone.

When indirect activities are also considered, this figure is expected to double or even triple. This significant result, which is projected to grow over time, reflects the value generated by the organisation through prudent

management and the execution of essential and complex operations. When a ship is sinking, the Coast Guard's response must be immediate—delay or refusal is not an option. This fundamental principle must be widely recognised. Moreover, the institution must continue investing in digitalisation to keep pace with evolving demands. A primary example is Pelagus, a technological system enabling real-time monitoring of maritime activities. Another critical factor in the Coast Guard's success is its naval fleet, which requires ongoing substantial investment to maintain its status as one of the most efficient Coast Guard organisations globally. This publication, therefore, goes beyond presenting raw aggregate data. It offers an insightful analysis of the strategic value and impact of the Coast Guard's work. After estimating the individual components constituting the Coast Guard's added value, the report proceeds to a comprehensive analysis of its value chain. This framework comprises three foundational

pillars—human capital, technology, and material assets—and three primary sources of directly perceived value: rescue, monitoring and surveillance, and administrative services. Each element contributes substantially to the Coast Guard's annual economic impact on society. Therefore, the study examines the services delivered by the Coast Guard to the wider maritime sector, a strategic pillar of the Italian economy. It concludes with an evaluation of the organisation's alignment with the United Nations 2030 Agenda for Sustainable Development and its contributions to ESG (Environmental, Social, and Governance) factors, which are gaining prominence in the global economic and financial landscape. The report has employed a rigorous methodological and structural framework to quantify the value generated by the Italian Coast Guard and reaffirms the nation's profound appreciation for its continued service.



01



# Italy's Coast Guard value creation and its economic multiplier

The purpose of this analysis is to underscore the production value generated by Italy's Coast Guard in 2024 and to compare it with the public funding it has received from the government.

From this comparison, it has been possible to derive an economic multiplier—an indicator of how many euros the Coast Guard has returned to the national community for every euro received, thanks to the value generated through its services.

# The main results

In 2024, the Coast Guard's activities produced an estimated value exceeding €1.4 billion. Comparing it with the €931 received in public funding, the resulting multiplier is 1.53.

Each euro invested in the Coast Guard generates €1.53 for the community: a 53% increase.

The largest share of the added value is attributable to personnel costs, which account for 49.5% of the total. A significant portion also derives from services, representing 30.1% of the total value. Each of these components has been defined in detail in the methodology section and further analysed in the chapter dedicated to the value chain.

Economic value  
generated by  
the Coast Guard's  
activities

**€1,429 m**

Funds allocated  
by the Italian  
government

**€931 m**

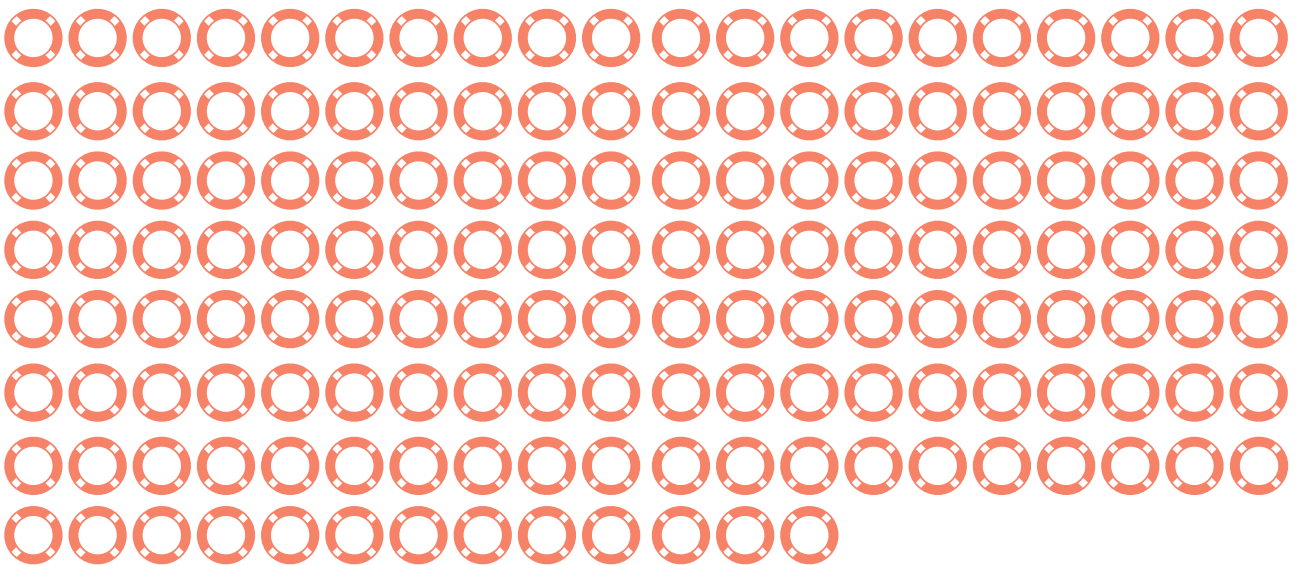
The economic  
multiplier

**€1.53**

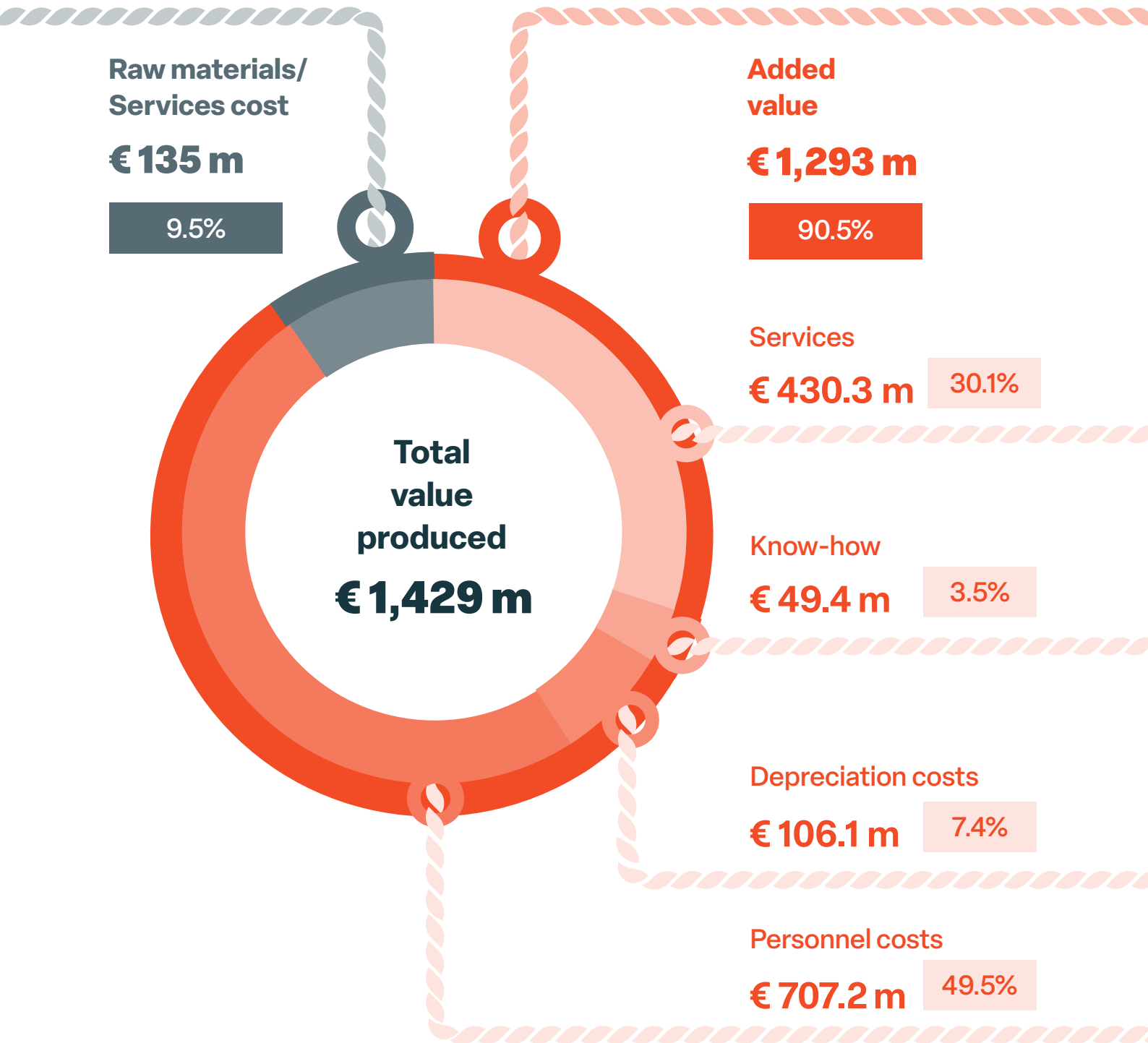


Each 100 euro  
allocated to Italy's  
Coast Guard  
generates

**153 euros  
for the  
community**



# The value generated by Italy's Coast Guard





Breakdown of the Value added generated by main services

	€ million	% share
Rescue	140.7	32.7%
Control and monitoring activities	248.6	57.7%
Pelagus monitoring	58.6	13.6%
Fishery inspection and control	52.0	12.1%
Environmental control	46.9	10.9%
Control over recreational and seaside activities	43.5	10.1%
Maritime inspections and security	27.2	6.3%
PMIS activities	20.3	4.7%
Administrative services	41.0	9.6%
Services for maritime personnel	20.9	4.9%
Nautical licences release	20.1	4.7%

# Methodology

In order to assess the value generated by Italy's Coast Guard, a comprehensive inventory of all services rendered to the national community should be conducted, assigning an economic valuation to each service. Due to the complexity of this task, an indirect

methodological approach has been employed, as detailed below. The value of production can be defined as the sum of Added Value and the cost of raw materials. For the Coast Guard, raw material costs are negligible, with the relevant expenditure items outlined below.

**Search and  
rescue  
activities**

**€ 58.4 m**

**Control and monitoring  
activities for preserving  
the marine and coastal  
environment**

**€ 57.4 m**

**Navigation  
safety and  
control**

**€ 19.7 m**

**Total costs  
for purchasing  
Raw materials/services**

**€ 135.5 m**

The Added value captures the remuneration of production factors not classified as raw materials or services. These factors include **human capital** (personnel costs), **tangible capital** (investment depreciation), **intangible capital** (organisational

know-how), and contributions to **key stakeholders**, namely the maritime sector and the broader Italian society. The production value is thus derived using the following procedure or formula:

$$\text{Production value} = \text{Added value} + \text{Raw materials/services cost}$$

The Added value, in conjunction with raw material costs, makes up the total production value. The following pages outline the methodology adopted for the estimation of each of its components. The analysis begins with a focus on the procedures used to calculate the annual value associated with Know-how and Search and rescue operations.

For all other services, a standardised estimation procedure has been adopted, grounded in the widely accepted assumption that personnel expenses in service-based organisations typically range from 30% to 50% of total revenue.

In line with a conservative analytical stance, it has been assumed that personnel costs represent either 40% or 50% of the gross value generated by each individual service (hereinafter referred to as the “ratio”).<sup>1</sup>

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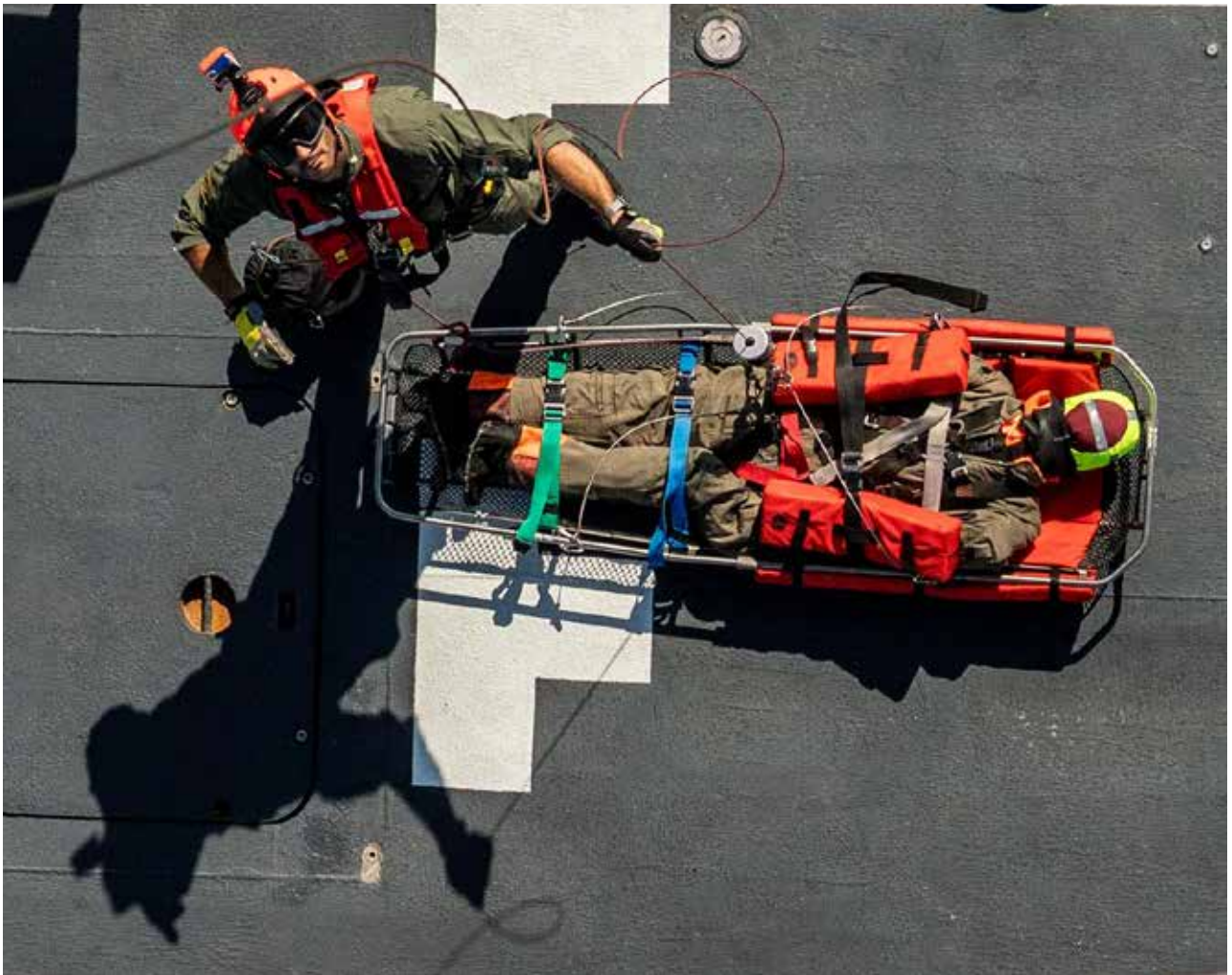
<sup>1</sup> According to PwC's Saratoga Workforce Index, the national average ratio of labor costs to revenue in 2022 was 22%. Various research studies and industry practices suggest an optimal ratio ranging from 20% to 30% in general, and from 30% to 50% for service-based companies, depending on the significance of labor costs within their business processes.

# Know-how annual value

Estimating the value of Italy's Coast Guard Know-how presented significant challenges. Our methodology is based on the assumption that the value of know-how corresponds to the cost of training **10,488 new employees** who should replace the existing human capital. The average training

cost per new-hire employee has been estimated to be three times the average unit training cost.

This amount has then been multiplied by the total number of employees, resulting in an estimated annual Know-how value of **€ 49,436,002**.



# The value of search and rescue

The value generated by the Coast Guard through this service is calculated based on the potential economic contribution of the individuals rescued. Given that the effort involved in rescuing a vessel is independent of the number of individuals saved, each rescue operation has been assigned the economic value

of a single person. Consequently, the gross value of this service has been estimated to be **€153,520,009**. After deducting operating expenses, personnel costs, and associated depreciation, the net value stands at **€140,704,208**.





# Pelagus monitoring service

In 2024, a total of **624,760 checks** were performed using the Pelagus system. Personnel costs linked to this service have been estimated at **€54,990,843**. Given the advanced technological nature of the service, a value ratio of 40%—as opposed to the standard 50%—has been applied.

Consequently, the gross service value has been calculated to be **€123,729,396**. After deducting for personnel costs, depreciation, and other related expenses, the net value is **€58,575,034**.



# PMIS activities

In 2024, the PMIS (Port Management Information System) facilitated **132,368 port activities**, including arrivals and departures. Personnel expenses associated with this activity amounted to **€17,168,043**. Applying a value ratio of 40%, the gross value

of the service has been estimated at **€42,920,108**. After deducting personnel costs, depreciation, and other attributable expenses, the net value of the service is **€ 20,318,913**.





# Environmental control

In 2024, the Italian Coast Guard carried out **143,054 environmental checks**, with personnel costs for this service estimated at **€55,183,695**. Given the significant role of human capital, a 50% value ratio has been applied, resulting in

an estimated gross service value of **€110,367,390**. After deducting personnel expenses, depreciation, and other related costs, the net value of the service is **€ 46,903,301**.



# Control over recreational and seaside activities

In 2024, the Coast Guard carried out **154,855 inspections**, incurring personnel costs estimated at **€51,181,312**. Utilizing a 50% value ratio, the gross service value has been calculated at

**€102,362,624**. After deducting personnel costs, depreciation, and other related expenses, the net value of the service amounted to **€43,501,481**.





# Fishery inspection and control

In 2024, the corps conducted **108,607 checks**, with personnel costs estimated at **€76,145,897**. Applying a 50% value ratio, the gross service value has been calculated at

**€152,291,793**. After deducting personnel expenses, depreciation, and other attributable costs, the net value of this service amounts to **€52,048,086**.



# Maritime inspections and security

Among the primary control activities of the Coast Guard are inspections of merchant vessels. In 2024, **1,501 ships** were inspected under Port State Control, along with **421 flag inspections of onboard services**.

The personnel costs specifically associated with this activity have been estimated at **€22,988,548**, resulting in a net service value of **€27,207,661**, based on a 40% ratio.





# Support for maritime personnel

The Coast Guard provides a range of services related to the management of maritime personnel. In 2024, the personnel costs associated with this activity were estimated at **€17,678,124**, with a gross service value

of **€44,195,309**, based on a 40% ratio. After accounting for personnel expenses, depreciation, and other attributable costs, the net value of the service amounts to **€ 20,922,608**.



# Nautical licence issuances

Additionally, the Coast Guard performs administrative services related to the issuance of nautical licenses. In 2024, **15,460 licenses** were issued out of a total of **34,948 applications**.

The personnel costs specifically associated with this service have been estimated at **€16,979,383**, resulting in a net service value of **€ 20,095,628**.



## FOCUS

# Does avoiding EU sanctions generate value?

## The contribution of the Coast Guard to environmental and safety issues

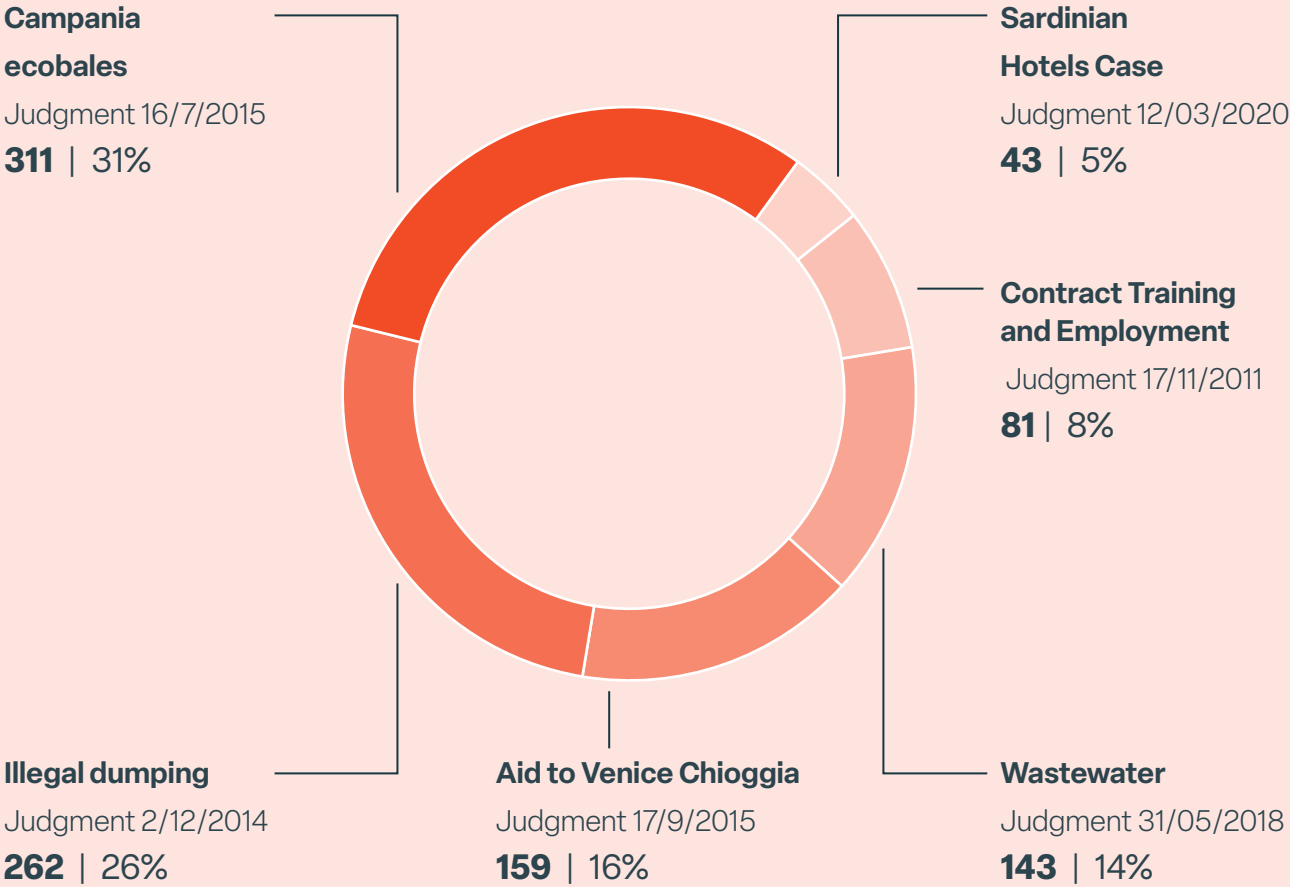
As a member of the European Union, Italy is required to comply with EU law, which includes the adoption of relevant legislation and adherence to procedural obligations. Failure to fulfil these duties may result in substantial penalties, as stipulated in Articles 258 and 260 of the Treaty on the Functioning of the European Union (TFEU). Therefore, when a public entity ensures compliance with EU legislation, it contributes positively to the country by preventing the imposition of potential sanctions.

At present, the most common infringement proceedings pending across the 27 Member States concern the protection

of the internal market, the safeguarding of individual rights, and environmental preservation. Between 1987 and 2023, the European Commission launched approximately 24,000 infringement proceedings, of which more than 1,700 remain unresolved.

As of January 10, 2025, Italy was subject to 64 ongoing infringement proceedings: 47 related to violations of EU law, while 17 concerned the failure to transpose directives within the established deadlines. Approximately one-third of these cases involved environmental issues.

**Payments charged to Italy for second convictions for infringements of European rules** (million euros)



Source: Court of Auditors (Annual Report 2023)

According to data from the Italian Court of Auditors, Italy paid approximately €1 billion in penalties for EU infringements between 2012 and 2022, averaging around €100 million per year. Notably, 70% of these penalties were related to environmental matters. In this context, the Italian Coast Guard

plays a pivotal role in ensuring compliance with European maritime regulations, thereby helping to prevent infringement proceedings against Italy, particularly in environmental matters, but also in other sectors. Through ongoing inspection and surveillance activities in areas such as fisheries,

ship waste management, environmental monitoring, navigational safety, and maritime and port security, the Coast Guard contributes to the effective implementation of European directives and regulations. The General Command oversees a structured monitoring system that includes scheduled inspections and targeted interventions across the aforementioned sectors. This coordinated approach enables Italy to successfully undergo periodic EU inspections, demonstrating the effectiveness of the national compliance system within its area of responsibility. As for the environmental matters, inspection and monitoring activities encompass, for instance: verifying the sulphur content of marine fuels (Directive 2016/802/EU); reporting greenhouse gas emissions (Directive 2023/959/EU); ensuring the proper management and delivery of ship-generated waste (Directive 2019/883/EU); and inspecting cross-border waste shipments to prevent illegal trafficking (Regulation No. 1013/2006/EC). These activities are conducted in close cooperation with the competent Italian

ministries and the relevant institutions of the European Union. Regarding maritime security, the Italian Coast Guard operates a monitoring system for ports and port facilities in accordance with Regulation (EC) No. 725/2004 and Directive 2005/65/EC. This system ensures consistent and effective oversight of port security plans and their implementation. Such efforts are essential in preventing potential instances of non-compliance that could lead to infringement proceedings initiated by the European Commission, as provided for in Article 13 of Regulation (EC) No. 324/2008. Italy has recently passed inspections concerning the proper application of maritime security regulations and the effectiveness of the associated measures, procedures, and structures. These inspections involved the entire national administrative framework, demonstrating the country's reliability and full compliance with European legislation. This positive outcome is

largely attributable to the effectiveness of the Coast Guard's monitoring and enforcement activities.

Thanks to its employees specialised in navigation safety, the Italian Coast Guard carries out inspection activities (Port State Control) on foreign ships that dock at Italian ports and anchorages. These inspections are conducted under the 1982 Paris Memorandum of Understanding and in compliance with Directive 2009/16/EC, which, among other provisions, assigns each State a minimum annual quota of ships to inspect, ensuring a fair distribution of the workload among the Member States. The Coast Guard inspects an average of 1,600 foreign ships per year, thereby fulfilling its obligations to the European Union and other Member States. Particular attention is given to the maritime fishing sector. In this area, inspections aim at promoting sustainable and safe fishing practices that comply with European and international standards, in line with the EU's Common Fisheries Policy (CFP) and projects financed through Community funds such as the European Maritime and Fisheries

Fund (EMFF), which contribute to the sustainable use and management of aquatic and marine resources.

The Italian Coast Guard also acts as the national point of contact for the European Commission and actively cooperates with other Member States and EU agencies in activities related to auditing, training, and information exchange within the maritime sector. These collaborative efforts help ensure Italy's compliance with European and international standards while also promoting safety, sustainability, and competitiveness in the maritime domain.

The effectiveness of the Coast Guard's work was reaffirmed in 2024, when it successfully passed several EU inspections. These assessments recognised Italy's reliability and its full adherence to EU obligations—an achievement made possible by the professionalism and steadfast commitment of Coast Guard personnel, who perform their duties with competence and dedication.



# 02



# The value chain

The value generated by the Coast Guard is derived from the embedded resources developed over time and the activities it carries out each year in service of the national community. This value is supported by a high level of expertise, aimed at providing increasingly effective, professional, and high-quality services.

The Coast Guard value chain may be likened to a large vessel. The submerged portion symbolises the foundational elements that sustain the entire structure:

- **Human capital** (know-how)
- **Technology**
- **Material assets**

The visible, above-water section represents the organisation's operations that produce tangible benefits for the national community:

- **Search and rescue services**
- **Maritime monitoring and surveillance**
- **Administrative services**

Collectively, these six components constitute the value chain of the Italian Coast Guard.

# Value for the country and citizens



**Rescue services**

**Maritime monitoring and surveillance**

**Administrative services**



**Human Capital**

**Technology**

**Material assets**

# Human capital

## know-how

Training (whether basic, advanced, or specialised) represents a fundamental pillar of the Coast Guard's human capital development strategy.

In 2024, the organisation allocated **€4.8 million** to the training of approximately **3,300 personnel**, delivered through three dedicated training centres:

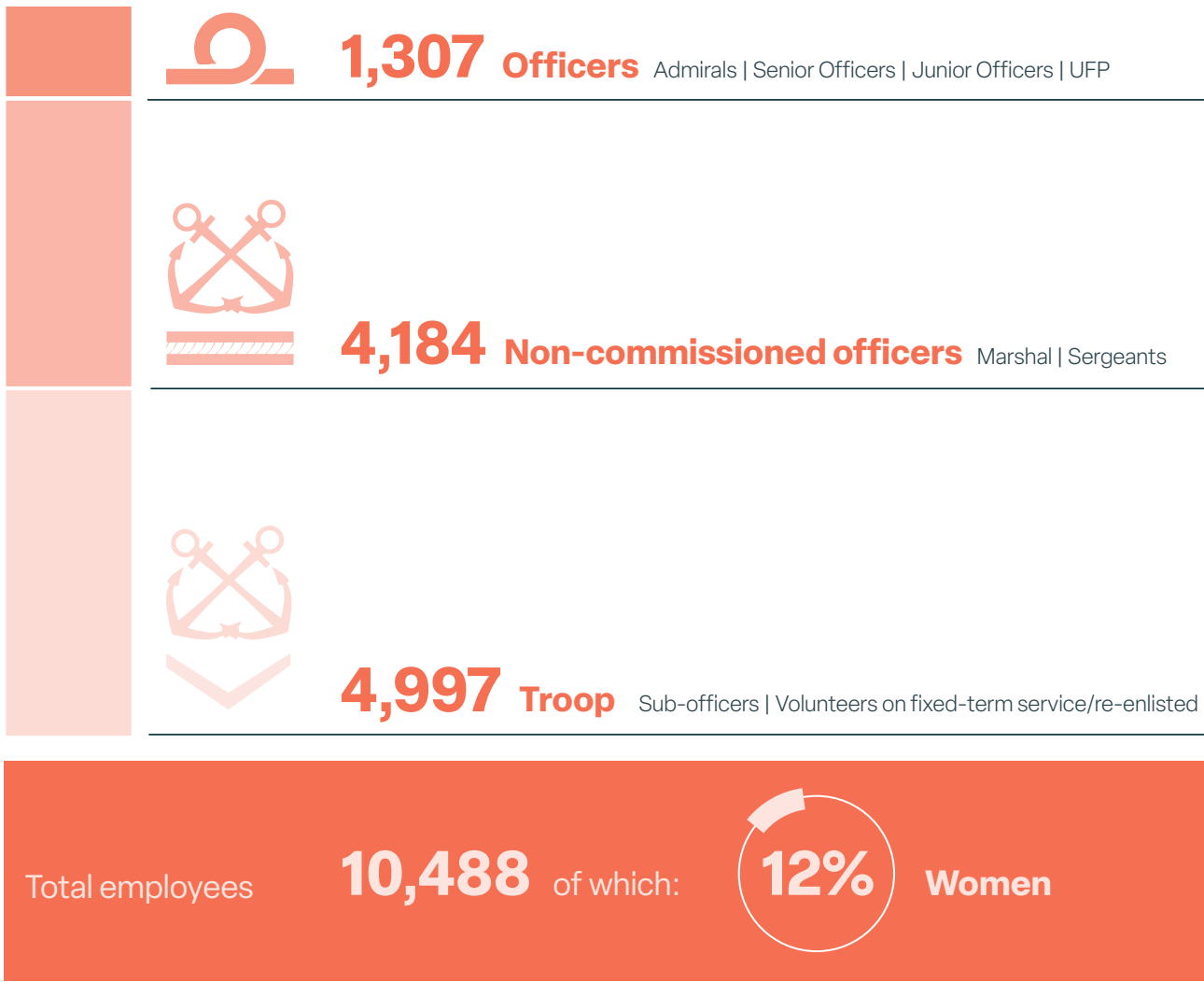
- **VTMIS** – specialist training centre for operational activities (Messina).
- **Bruno Gregoretti** – specialist training centre for environmental Protection and Fisheries (Livorno).
- **Rear Admiral Antonio De Rubertis** – specialist training centre for navigation safety and maritime transport (Genoa).

In addition to professional development programs for general personnel, targeted training is also provided for flight crews, including both the fixed-wing training unit and the rotary-wing training unit.

**What is the annual value generated by the Know-how of human resources?**

**49.4**  
million  
euros

Italy's Coast Guard military personnel in 2024



Personnel training

	2022	2023	2024
Number of employees trained	3,455	2,929	3,333
Teaching hours provided	92,413	83,040	98,606
Annual cost (€)	4,768,898	4,768,898	4,768,898



# Technology

Technology represents another key factor in the generation of value, significantly enhancing both the efficiency and quality of the services provided by the Coast Guard.

For several years, the Corps has employed an advanced information system, **Pelagus**, which facilitated the monitoring of approximately **625,000 vessels** in 2024.

In 2023, both the hardware and software components of the system were upgraded, resulting in the launch of **Pelagus 2.0**. This new version introduced enhanced operational

functionalities that have improved the command, control, monitoring, and communication capabilities of the Italian Maritime Rescue Coordination Centre (IMRCC) and the regional operations centres. The Coast Guard also utilises the Port Management Information System (**PMIS**), whose data is integrated into the **SafeSeaNet** (SSN) community system, as part of the broader European Maritime Single Window Environment (EMsWe) framework.





# Material assets

Intangible assets (human capital, know-how, and technology) are undoubtedly among the most critical pillars in generating value for the Italian Coast Guard. Nevertheless, **tangible assets, including naval, aerial, and land fleets**, as well as operational headquarters, also play a fundamental role.

In recent years, the Corps has undertaken significant efforts to renew, modernise, and expand its fleets, with the following key objectives:

- Enhance overall operational efficiency.
- Optimise management and maintenance costs.
- Centralise maintenance activities (through a “Temporary Support” model) to reduce fleet downtime.

## Naval fleet

As of 2024, the Coast Guard’s naval fleet comprised 584 units, with an estimated total economic value of approximately €107 million. During the same year, 19 new vessels were acquired, representing an investment of €5 million. Additionally, around €4 million was allocated for the refitting of five existing units.

**What is the annual value generated by the material assets?**

**106.1**  
million  
euros

**Naval Fleet in 2024****584** units**€ 107,040,405**

inventory value

**Investments in new vessels****19** new units**€ 4,983,980**

inventory value

**Investments in refitting the existing fleet****5** units**€ 4,192,865**

inventory value

**Air fleet**

The residual economic value of the rotary-wing aircraft fleet in 2024 was approximately €71 million, with new investments totalling €242 million. Regarding fixed-wing aircraft, the residual value stood at approximately €580,000, complemented by additional investments amounting to €58 million.

**Land Fleet and Infrastructure**

The land fleet had an inventory value of €5.4 million in 2024, with new investments totalling €660,000. The Italian Coast Guard operates across numerous locations throughout the country, many of which have been upgraded or renovated in recent years. In 2024 alone, infrastructure investments amounted to €21.7 million.

**Air fleet in 2024 | ROTARY WING****16** units**€ 70,796,771**

residual value

**Investments in new aircrafts | ROTARY WING****14** new units**€ 241,990,000**

inventory value

**Air fleet in 2024 | FIXED WING****4** units**€ 579,512**

residual value

**Investments in new aircrafts | FIXED WING****1** new unit**€ 58,523,840**

inventory value

**Land fleet in 2024****1,234** units**€ 5,434,552**

inventory value

**Investments in new land vehicles****63** new units**€ 657,000**

inventory value

## Investment in existing and new locations

	New locations	Upgrading/ redevelopment	2021	2022	2023	2024
Maratea		●				500,000
Porto S.Giorgio	●					880,000
Carloforte		●				500,000
Ischia   renovation Procida   seismic vulnerability assessment		●	108,000	272,000		
Coast Guard General Headquarter   redevelopment		●	4,340,000	2,020,000	1,319,753	680,036
Sarzana   helicopter landing pad		●				1,360,888
Sanremo/Imperia/Genova   safety of residential units		●			207,626	815,614
Bari   naval headquarter	●		8,100,000	10,330,000	7,280,000	9,280,000
Civitavecchia   expansion		●			822,035	832,264
Taranto   redevelopment	●		100,000	200,000	1,000,000	1,100,000
Lampedusa   seismic vulnerability assessment		●			1,316,878	2,116,238
Catania   renovation		●			822,035	832,264
Santa Maria di Leuca   renovation		●	100,000	745,000		
Ponza   expansion		●	600,000		778,771	33,435
Decimomannu   helicopter landing pad	●					636,875
La Maddalena   property maintenance		●			248,700	711,300
Gioia Tauro   seismic retrofitting		●				477,000
Messina   shipyard		●	288,500	145,250	232,250	182,250
Messina   renovation		●				300,000
Monserato street   renovation		●				198,000
Roma   renovation of 14 units		●				220,765
Veneto		●	2,100,000			
	4	18	15,736,500	13,712,250	14,028,048	21,656,928

# Rescue services

In 2024, the Italian Coast Guard reaffirmed its strong commitment to maritime rescue operations, **coordinating 735 incidents and rescuing over 2,200 individuals**, including boaters, fishermen, swimmers, and divers.

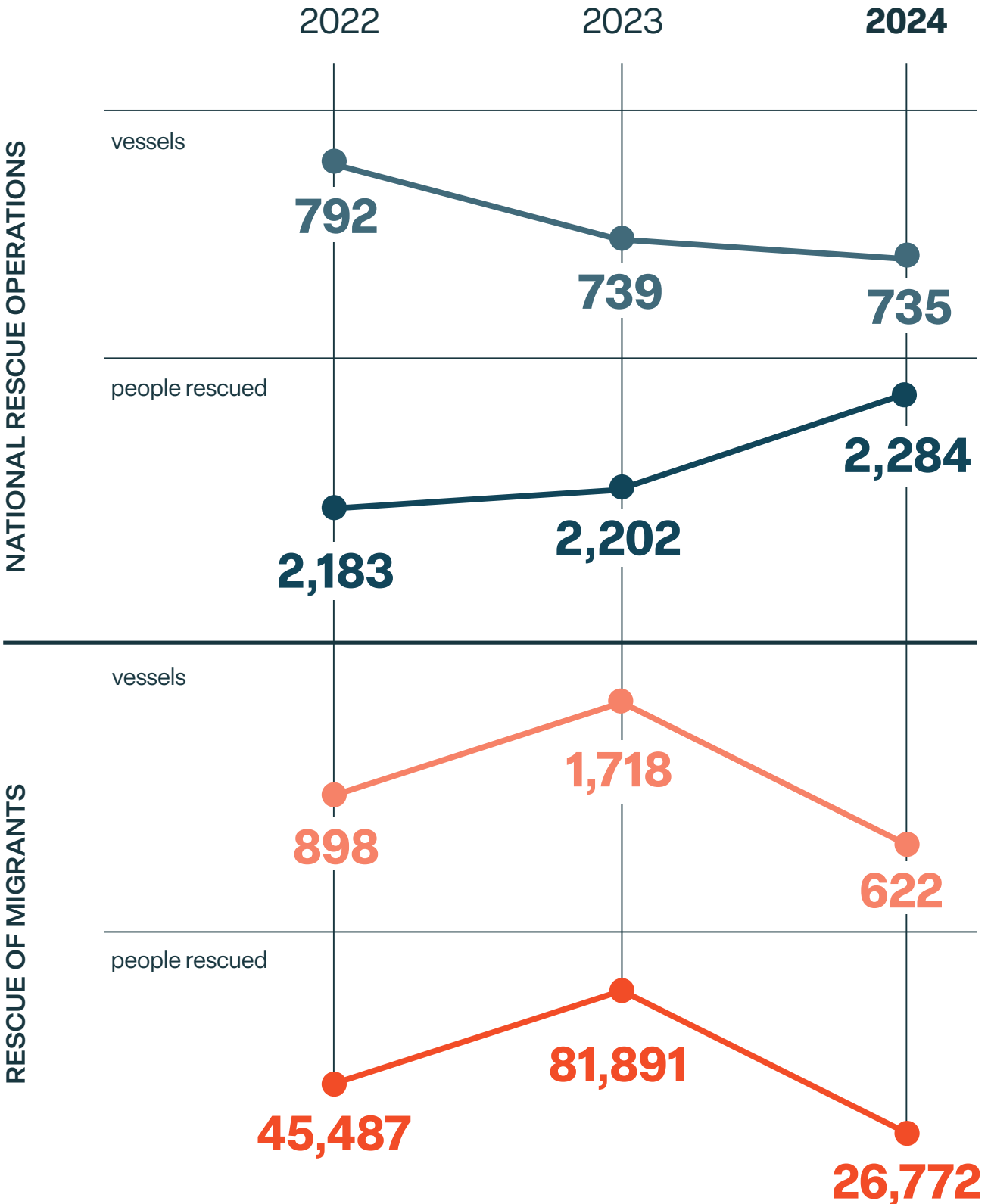
Simultaneously, it continued its vital efforts in migrant rescue operations, coordinating **more than 600 events and saving nearly 27,000 people**.

**What is the annual value generated by rescue services?**

**140.7**  
million  
euros



Rescue operations (national operations and migrants)





# Maritime monitoring and surveillance



**What is the annual value generated by monitoring and surveillance services?**

**248.6**  
million  
euros

## PELAGUS AND PMIS

As previously highlighted in the section on technology, the monitoring activities carried out through the Pelagus platform are particularly significant, with approximately **625,000** vessels tracked.

**PELAGUS** estimated annual value

**58.6** million euros

In 2024, around **66,000** ship arrival and departure procedures were processed through the PMIS portal, while the Vessel Traffic Service (VTS) delivered approximately **31,500** services.

**PMIS** estimated annual value

**20.3** million euros

### Monitoring, procedures and authorisations via IT systems

	2022	2023	2024
Naval units monitored via the maritime traffic monitoring system Pelagus	207,178	582,439	624,760
Customs clearance procedures at sea (pre-clearing)	486	409	357
Ship departure procedures carried out via PMIS	65,147	66,349	66,084
Ship arrival procedures carried out via PMIS	65,306	66,519	66,284
Exemption authorisations for the delivery of waste in port (garbage) issued through PMIS	45,086	43,527	42,427
Vessel Traffic Service (VTS)	32,378	32,509	31,560

## ENVIRONMENTAL CONTROL

**The Coast Guard's commitment to environmental protection is equally substantial.** Its responsibilities include planning and preparing for responses to marine pollution, as well as investigating, managing, and mitigating the risks, frequency, and consequences of hydrocarbon spills and the release of hazardous substances into waters of national interest.

Acting as the operational arm of the Ministry of the Environment and Energy Security, the Coast Guard reports directly to the Ministry. Legislative provisions have assigned the Corps specific duties related to environmental monitoring and surveillance.

These responsibilities are further strengthened by its judicial police powers for preventing water pollution and conducting investigations related to waste management.

In 2024, the Coast Guard carried out approximately **150,000 inspections**, encompassing controls on illegal discharges and activities aimed at safeguarding biodiversity and the underwater archaeological heritage.

**46.9 million euros**  
estimated annual value



## CONTROL OVER RECREATIONAL AND SEASIDE ACTIVITIES

The Coast Guard guarantees beach safety and compliance with pleasure boating regulations, to protect swimmers and boaters. In 2024: **154,855 checks**.

**43.5 million euros**  
estimated annual value

## FISHERY INSPECTION AND CONTROL

The objective of the European Union's fisheries control system is to ensure the effective enforcement of the Common Fisheries Policy (CFP), thereby promoting fishing and aquaculture activities that are environmentally sustainable, economically viable, and socially responsible, while also ensuring a safe and healthy food supply for EU citizens. The control measures include verifying fishing licences, vessel tonnage, engine power, and compliance

with technical regulations such as specifications for fishing gear. They also encompass the monitoring and documentation of catches by the EU fishing fleet. In 2024, the Italian Coast Guard conducted **108,607 inspections** across entire fisheries supply chain.

**52 million euros**  
estimated annual value



## Controls over the environment, the fishing industry, beach and recreational activities in 2024

Sea and coast environmental controls, prevention of illegal spills to protect the marine environment

**143,054**



Air and sea missions to safeguard biodiversity and protect underwater archaeological heritage

**6,582**



Safety checks at beaches and enforcement of recreational boating regulations to protect swimmers and boaters

**154,855**



Controls on the fishing industry to protect fish stocks

**108,607**





## MARITIME SAFETY

Another key service provided by the Coast Guard concerns control activities aimed at ensuring the safety of navigation for both national and foreign vessels. The concept of flag State control ensures that safety standards are upheld also after the issuance of the relevant certifications, serving as an essential mechanism for the ongoing oversight of the national fleet.

In 2024, the Corps issued **7,348** safety certificates, conducted **421** flag State inspections of onboard services, and carried out inspections on **1,501** foreign vessels. As a result of these activities, **182** ships were placed under administrative detention, and **7** vessels were banned from accessing ports within the European Union.

### Flag State Control Activities

#### Safety certificates issued

7,348



#### Flag inspections of ‘onboard services’

421



## Port State Control Activities

Ships inspected

1,501



Ships subject to administrative detention

182



Ships banned from EU ports

7



## Summary of control activities

**1,186,447** number of controls

**36,117**

administrative  
offences

**€ 13,587,518**

administrative  
penalties (amount)

**2,370**

reports  
of crimes

**541**

environmental  
crimes

**752**

administrative  
seizures

**6,406**

criminal  
seizures

# Administrative services

The Coast Guard provides a broad range of administrative services, including the management of maritime personnel (seafarers) and nautical licensing.

The organisation is responsible for overseeing all activities related to the registration and professional development of maritime personnel, with over **5,000** new registrations recorded annually. In 2024, the Corps conducted **5,160** nautical license sessions, involving approximately **35,000** candidates and resulting in the issuance of **15,460** licenses. The estimated economic value of these two service categories amounts to **€20.9 million** for maritime personnel management and **€20.1 million** for nautical licensing.

**What is the annual value generated by administrative services?**

**41**  
**million**  
**euros**

## Nautical licenses

	2022	2023	2024
Exam sessions	3,577	4,042	5,160
Candidates	33,661	29,327	34,948
Nautical licenses issued	13,714	15,472	15,460

03



# Contribution to the maritime economy

Through its wide range of services, the Italian Coast Guard makes a substantial contribution to the value generated by the maritime economy, which in 2024 amounted to €64.6 billion (that is 3.7% of Italy's total added value). If the indirect value generated by the maritime sector is included, this figure increases to €113.7 billion (6.5% of national added value).

It is a complex maritime supply chain which spans a diverse range of sectors, including fishing, extractive industries, manufacturing (particularly shipbuilding), and, most significantly, maritime services.

The Coast Guard functions as a 'single window', playing a pivotal role in supporting the maritime economy and ensuring safety across all maritime and port-related activities.

Their responsibilities encompass: the safeguarding of human life at sea (rescue operations), the safety of navigation and maritime transport, environmental protection, fishery inspection and control, support to maritime personnel, and the oversight of merchant vessels, shipbuilding, recreational boating, and port operations.

The Coast Guard gives critical support to several strategic sectors of the maritime economy, most notably the transport of goods and passengers, which accounts for over 20% of total value. It is followed by the fishing industry, which contributes 8%, and support for research and innovation in the green economy, which represents 25% of the maritime economy total value.



# €64.6 bn

Estimated value generated by the  
Maritime Economy in Italy in 2024

**€ 18.4 bn**

Catering and  
accommodation

**€ 15.9 bn**

Research for the  
green economy

**€ 12.7 bn**

Maritime transport  
of goods and  
passengers

**€ 8.7 bn**

Shipbuilding

**€ 5.5 bn**

Fishing industry

**€ 3 bn**

Sports and  
recreational  
activities

**€ 0.4 bn**

Mining

Source: Unioncamere-Tagliacarne

What kind of support does the Coast Guard provide to the maritime economy?

**Maritime monitoring and surveillance**

**Rescue services**

**Administrative services**



## Research for the green economy

The Coast Guard continuously monitors and supports the protection and preservation of the environment.



## Maritime transport of goods and passengers

Safety is one of the Italian Coast Guard's 'musts' to ensure that the transport of goods and people (and the related business) continues to grow.



## Fishing industry

The legality and sustainability of the fishing industry are among the objectives of the Coast Guard, aimed at supporting and enhancing the sector's growth.

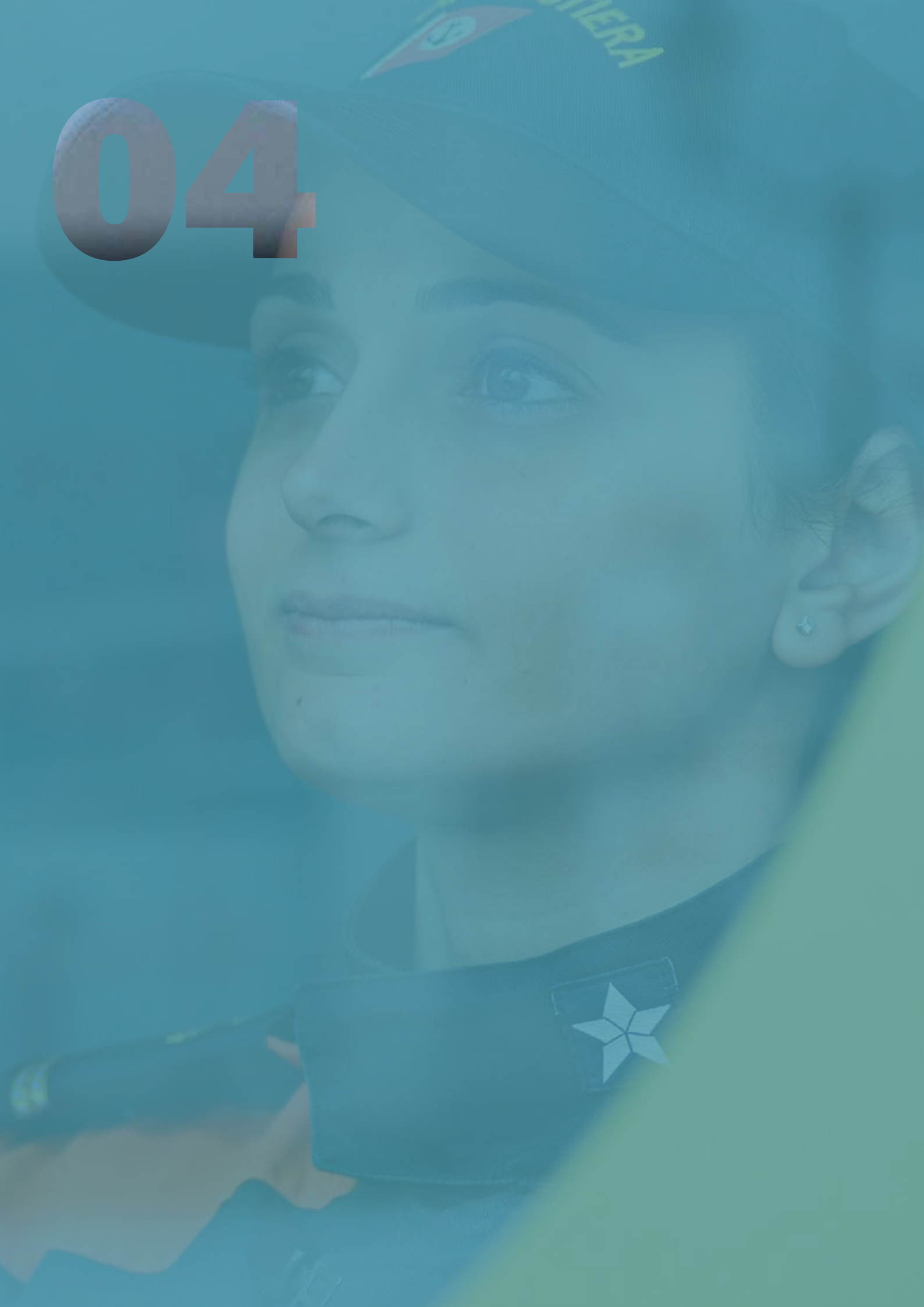


## Sports and recreational activities

Recreational boating is an economically important sector that also contributes to tourism. The Coast Guard ensures safety conditions that facilitate the development of the sector.



04





# The sustainability approach: SDGs and ESG <sup>2</sup>

All activities undertaken by the Italian Coast Guard contribute to several of the 17 **Sustainable Development Goals (SDGs)** outlined in the United Nations 2030 Agenda. This section provides an analysis of these contributions and quantifies their overall impact.

It also presents an assessment of the value generated by the Coast Guard in terms of its **Environmental, Social, and Governance (ESG)** performance.

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<sup>2</sup> For the methodology and the resources used to calculate the value of SDG and ESG factors, see the table on page 78.

# The contribution to SDGs

The Coast Guard contributes directly to two goals related to the world of work:

Goal 5 – Gender equality and

Goal 8 – Decent work and economic growth. As of 2024, the Coast Guard employees included **more than**

**10,000 people** (1,307 officers, 4,184 non-commissioned officers, 3,176 graduates and 1,821 enlisted personnel), with a personnel cost of approximately **€707 million**.

These are well-trained workers with competitive salaries compared to other public and private sectors.

Every year, the Coast Guard invests almost **€5 million** in staff training.

In addition, in 2024, 12% (1% more than in 2023) of its personnel were women.

In addition to social and economic aspects, the Coast Guard is also very committed to the environmental issue and contributes to three goals:

Goal 11 – Sustainable cities and communities; Goal 13 – Climate

Action; Goal 14 – Life below water.

In particular, it carries out control activities for illegal spills to protect the marine environment, air and sea missions to safeguard biodiversity and protect underwater archaeological heritage, and controls on the fishing industry to protect fish stocks.

Finally, thanks to its active collaborations, the Coast Guard contributes to Goal 17 – Partnerships for the Goals.

**246**  
million euros



**Annual value of  
resources and services  
invested by the  
Coast Guard to  
achieve the SDGs**

## GOAL 5



**85**  
million  
euros

Goal 5 – Gender equality: **12% of human resources are women.**

The Coast Guard is investing increasing

resources to ensure women have equal access to work and career development opportunities.

## GOAL 8



**70**  
million  
euros

Goal 8 – Decent work and economic growth: the Coast Guard has **over 10,000 employees**, spends

**€707 million** on personnel costs and invests almost **€5 million** annually in training.

## GOALS 11 | 13 | 14



The Coast Guard carried out **over 140,000 checks** to protect the marine environment in 2024, **over 6,000 air and sea missions** to safeguard biodiversity and protect

underwater archaeological heritage, and **over 100,000 checks** on the fishing industry to protect fish stocks.

## GOAL 17



Goal 17 – Partnerships for the Goals:  
The Coast Guard is strongly committed to **international cooperation**, both within the UN – IMO, International Maritime Organisation, and within the EU, with the three reference agencies EMSA, EFCA, and FRONTEX. Moreover, it is to chair the three main

meetings with counterpart Coast Guard organisations: **MCGFF** (Mediterranean Coast Guard Functions Forum), **ECGFF** (European Coast Guard Functions Forum) and **CGGS** (Coast Guard Global Summit), scheduled in Rome in September 2025.



# The contribution to ESG factors

Thanks to its structure and commitment, the Coast Guard is also well-positioned in the ESG (Environmental, Social and Governance) field.

**452**  
million euros



**Annual value of resources and services invested by the Coast Guard in ESG factors**

## E-FACTOR

Starting with Factor E (Environmental), as mentioned several times throughout the Report, the Coast Guard is strongly committed to environmental controls and the protection of biodiversity and archaeological heritage.

- **Environmental controls and the protection of biodiversity**
- **Fishery industry controls**

**99** million euros

## S-FACTOR

The S-factor (Social) is the most important one in terms of value generated by the Coast Guard for the national and international community. It includes various services aimed at saving lives and ensuring safe navigation of vessels. In addition, there are services to support maritime personnel and oversee beach and recreational activities.

- **Rescue services**
- **Maritime monitoring (Pelagus)**
- **PMIS**
- **Control over recreational and seaside activities**
- **Support for maritime personnel**
- **Boat licences issuance**

**304** million euros

## G-FACTOR

As for the G-factor (Governance), the Coast Guard has well-defined, structured and flexible procedures that are adapting to the evolving needs of society and technological factors, with a strong

inclination towards digitalisation. It is not possible to estimate its value precisely. However, the value of know-how can be a good proxy for it.

**49** million euros

## Methodology for SDG and ESG values estimates

Goal / Factor	Value estimation methodology
SDG 5	12% of personnel costs
SDG 8	Value of know-how + Value of services which support the maritime personnel
SDG 11; SDG 13; SDG 14	Value of environmental controls + value of fish industry controls
E-Factor	Value of environmental controls + value of fish industry controls
S-Factor	Value of rescue services + value of Pelagus monitoring + value of PMIS activities + value of control over recreational and sea-side activities + value of services which support the maritime personnel + Nautical licence issuances
G-Factor	Value of know-how

# Other Coast Guard facts and figures

2024



# Maritime, Ship and Port Security

## **Inspection of port facilities by the Maritime Authorities – Coast Guard** (designated authorities)

Number of ports subject to security measures

**93**

Number of port facilities

**367**

Local inspections carried out to verify the implementation and test the effectiveness of Port Facility Security Plans (PFSPs), thanks to the work of qualified Coast Guard inspectors

**364**

## **Certification and inspection activities**

Occasional security inspections on domestic ships

**165**

Occasional inspections of foreign ships to verify compliance with maritime security regulations

**189**



# Maritime personnel

Quarterly checks carried out at maritime training centres

156

Number of final equipment lists issued

159

# Report on overall maritime accidents

Accidents involving commercial vessels

48

Accidents involving fishing vessels

62

Accidents involving recreational craft

161

# Supervision of the fish industry

## Seized fish products

**824,785** kg

## Seized equipment

**13,092**

## Administrative offenses

**6,079**

## Criminal offenses

**163**

## Type of offense

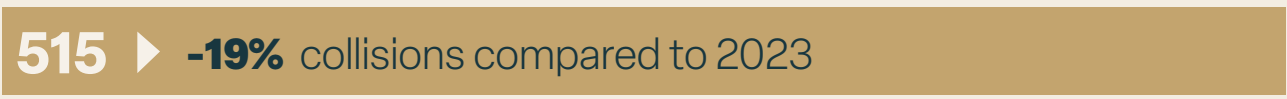
<b>2,092</b>	Supply chain   Traceability	<b>285</b>	Fishing vessels   Maritime work / crew / qualifications
<b>558</b>	Supply chain   Information for end consumers / labelling	<b>192</b>	Fishing vessels   Onboard documents
<b>535</b>	Recreational fishing   With professional equipment	<b>133</b>	Landing   Logbook / catch records
<b>431</b>	Supply chain   HACCP	<b>119</b>	VMS   Transit art. 7d.m. 20.07.2017 119
<b>322</b>	Fishing in prohibited areas	<b>100</b>	Supply chain   Trade in undersized fish

# 2024 Coast Guard’s “Safe Sea and Lakes” operation

People rescued



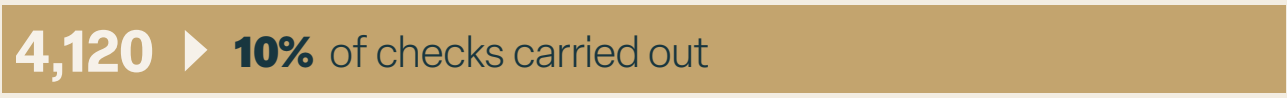
Recreational craft rescued



Inspections carried out in the recreational boating sector



Offences detected



State-owned areas illegally occupied and returned to free use



Operational activities on the major lakes  
(Lake Garda, Lake Maggiore, and Lake Como)

5,711	Checks	569	People rescued
305	Coordinated rescue operations	429	Offenses detected

# Recreational boating figures

Seal of approval released

4,696
-------

Procedures processed via the online boating service

17,209
--------

# Coast Guard's environmental activities

Waste cycle checks



Sampling of discharges



Violations committed within marine protected areas



Amount of fines imposed





# Activities in agreement with the Ministry of the Environment and Energy Security

## Naval surveillance and marine pollution detection activities

Number of missions

392

Engine hours

1,066

## Surveillance activities in marine protected areas and ecological protection zones

Naval components

Number of missions

1,450

coastal and offshore naval component

15

major vessels

Hours of operations

4,165

coastal and offshore naval component

14

days of navigation of major vessels

Air component

Number of missions	208
Hours of operations	530

**Air surveillance of marine areas where hydrocarbon extraction platforms are located**

Number of missions

131
-----

Hours of operations

232
-----

**Activities carried out by the underwater component for the surveillance of the marine-coastal environment, with particular regard to the waters and seabeds of marine protected areas**

Number of missions

46
----

Hours of diving

145
-----

**Chemical and microbiological analyses carried out by the environmental analysis laboratory of the Coast Guard, also with the use of the Mobile Environmental Laboratory (LAM)**

Number of analyses

over **870**

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# Ships arriving in national ports

Number of ships arriving in national ports

**391,464**

---

Total passenger traffic

**64,137,342**

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# The Coast Guard's commitment in training

## Specialized training

Employees trained in inspection relating to navigation safety

97

Employees trained in fisheries control

98

Employees trained in SAR

670

Number of pilots for fixed-wing and rotary-wing aircraft

8

Number of personnel trained in environmental matters

143

Number of trained rescue swimmers

8



The Report has been produced by the Coast Guard in collaboration with SRM Services.

**Data and information available in March 2025.**

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The year 2025 marks the 160th anniversary of the establishment of the Maritime Authorities, an important milestone that not only calls for celebration but also invites reflection on the role we play in the country today.



After 160 years of service, we felt it was time to move beyond the traditional narrative of the missions assigned to the Coast Guard and offer an objective assessment of our impact. This Annual Report responds to that intent: with a focus on economic analysis, it represents a clear break from previous editions, aiming to estimate, through the appropriate use of data, the added value the Coast Guard contributes to Italy's economic and social system every year.



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