Review of: "Cruises Italian Tourism: Scenarios and Trends After Global Pandemic — The MSC Case"

Soumyajit Koley[1]

1 Indian Institute of Technology, Kanpur

Potential competing interests: No potential competing interests to declare.

Truly, the COVID-19 pandemic has had a significant impact on the tourism industry, and the cruise industry is no exception. This article explores the role of cruise tourism and its economic effects on the Italian tourism economy. Overall, the paper is well-explained. I nonetheless have a few suggestions that might help fit the paper within the aims and scope of a sustainability-themed journal:

(1) As the paper describes, Italy is the most popular European destination for foreign tour operators and accounts for 50% of sales in France, 47.4% in Spain, 46.9% in the UK, and 47.7% in the Netherlands. The luxury market will grow from 400 million people in 2022 to 500 million people by 2030 and will be worth between €540 billion and €580 billion by the end of the current decade. Sustainable tourism is a new way of traveling for those who pay close attention to respect for the environment, natural elements, and local communities. Italian consumers are increasingly conscious of their environmental impact, even to the point of spending more on stays with less environmental impact. In the Introduction section, please elaborate on the significance of these data in current research fields related to statistical modeling objectives (with a mention of certain attributable studies, for instance, https://doi.org/10.1177/1467358415619672, etc.).

(2) Indeed, the cruise industry contributes to the global economy with positive direct, indirect, and induced effects, and in 2019 alone, it had an estimated 29.7 million passengers embarking and 95.8 million passengers transiting. Cruise tourism is fueling and stimulating demand through the constant increase in its accommodation supply, and the European shipbuilding industry can count on a leading position globally because of the many shipyards specializing in both construction and repair and maintenance. Italy is a popular cruise tourism destination, and ships' arrival and departure times are established with ports of destination cities up to three years in advance, and the younger generation is a strong potential for travellers who decide to undertake trips to their countries of origin. A few corroborative studies (e.g., https://doi.org/10.1080/02508281.2018.1470148, etc.) should also be discussed in Section 2 so as to affirm the reliability of the principles behind considering these key observations.

(3) As the paper points out, by the end of 2021, 14 of the cruise ships will be equipped with hybrid exhaust gas cleaning systems that will reduce SOx emissions by 98%. Seven of the 19 ships will be equipped with shore power, which will reduce emissions even further. MSC has managed to reduce CO2 emission intensity by 28% compared to 2008 and is currently estimated to achieve a 40% reduction by 2027 (i.e., three years earlier than the 2030 date set by IMO and adopted as a target by CLIA). Also, the operational performance of MSC Seashore and MSC Virtuosa is expected to be 15-25% less than the targets set by IMO. From a sustainability perspective, how effective or useful such aspects can be in

fostering novel sampling methodologies (e.g., https://doi.org/10.1016/j.heliyon.2019.e01280, etc.) should also be substantially elaborated in Section 6 towards highlighting the scope and field-scale applicability of the paper's key highlights across geographic spectra.