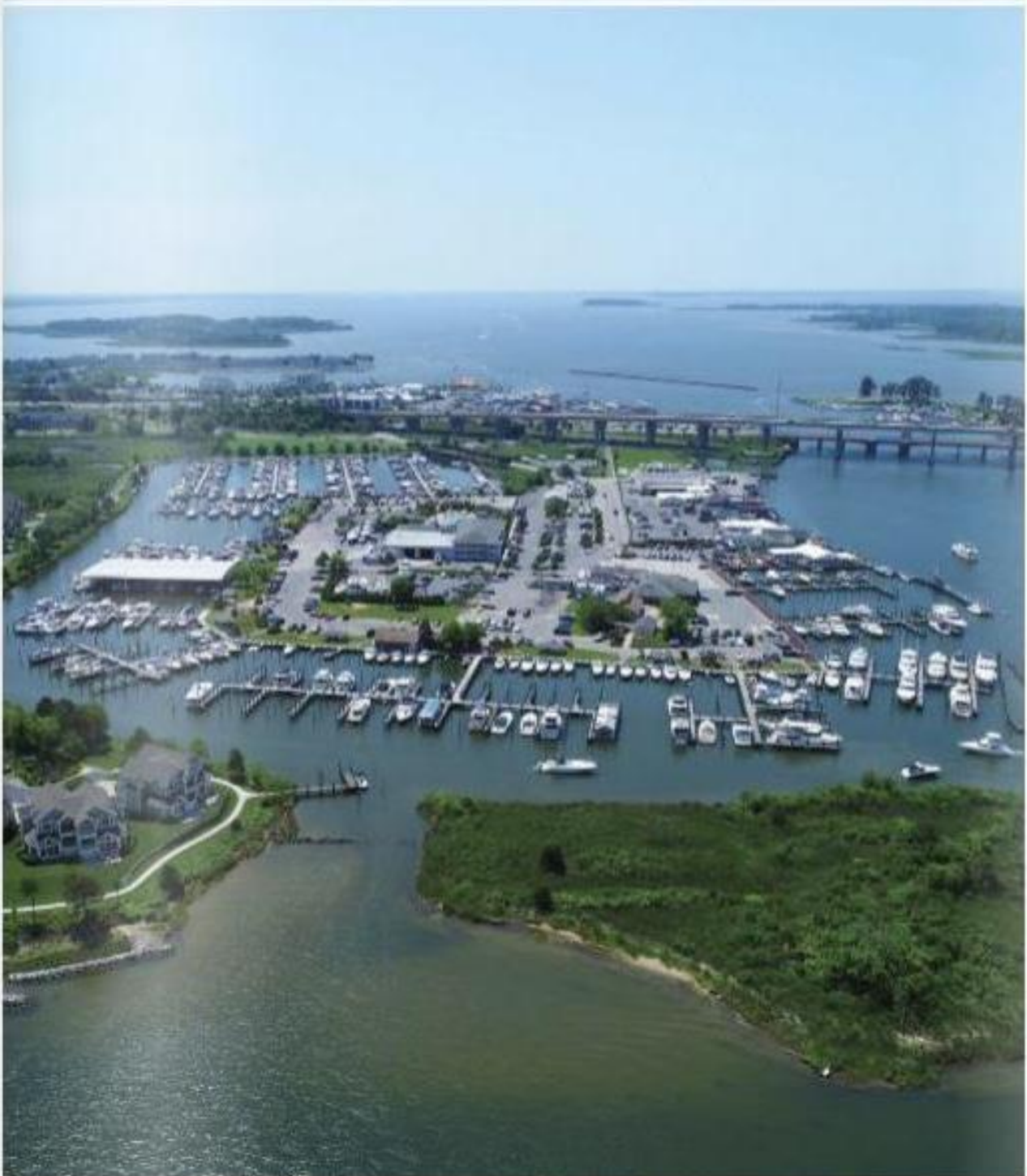


Marina

World www.marinaworld.com

May/June 2020

Issue 119



Essential reading for marina and waterfront developers, planners and operators



The year of 'If' in Italy

As Italians, our aim is to have a happy country, far from coronavirus and its stresses, that is open for boaters to explore 8,000km (5,000mi) of stunning coastline. Will our dreams come true? It's all about 'if'. Donatella Zucca reports

If the curve of the epidemic makes it possible; if no serious mistakes are made; if good luck prevails, Italy will continue to offer up its coastline, its marinas and moorings in the heart of the Mediterranean.

To drive the reopening, we need to breathe extra life into the nautical economy to supplement the helping hand it's already received from ordinary people, entrepreneurs, and big names in luxury goods and in the megayacht sector where Italy is a world leader and where there are strong links with tourist ports. These harbours never completely closed, even during time of total lockdown, as the government recognised the need to protect the port heritage, ensure continuity of fishing as part of the food supply chain and support the role of the maritime police in the pandemic emergency.

Irrespective of this, the country has moved with great caution in gradually reopening tourist ports – to prevent the dream from becoming a nightmare.

Local customers have returned to Marina di Punta Ala in Tuscany and a good summer season is expected.

Imposing rules

The RINA Naval Register stepped up to the task by devising the Biosafety Trust Certification; the first management system certification aimed at the prevention and mitigation of spread of infections in public places. On 21st May RINA hosted a webinar "The



Marina di Genova in Liguria is starting to open services to customers.

new normal after COVID-19: how the yachting sector can get ready?" to discuss the future impact on the industry and the challenges facing professionals.

Stakeholders included regional authorities, associations, port networks and marinas but the playing field was far from level. Regions are subject to limits set out by Prime Ministerial Decree, which allow for businesses to diversify from the rules in order to specifically balance economics and health. For example, there is virtually no coronavirus impact in Umbria, Sardinia, Basilicata and Calabria. In Sicily, Abruzzo and Molise fewer than ten cases have been reported. Softer rules are thus being applied although governors of Sicily and, in particular, Sardinia are thinking about asking for a document that confirms negative virus symptoms for people coming from Lombardy and other areas in the north where there is/has been a higher infection rate. The government doesn't, however, favour the request.

"Contagion differs from region to region," confirms Alfredo Malcarne, president of Assonautica Italiana. As of 3rd June, there have been different rules for different territories. "The problem only affects some areas of Italy [and restrictions would have different results]. Here in Puglia, for example, lockdown would mean dying of hunger more than of COVID."

Since March, Assonautica Italiana's free of charge legal department has responded to thousands of emails and provided useful help and suggestions. Furthermore, as Antonio Butalari, member of Assonautica Italiana Technical Scientific Committee and Legal Counsel of the Marinedi Group, explains: "With the standards of the prime minister as a baseline, trade associations have acted on their own initiative to tailor appropriate action to port activities." Matteo Italo Ratti, president of the Marine Consortium of Tuscany and CEO and director of Marina de Medici, adds: "The risk is to fall into areas of contradiction, as happened in Campania. The problem of opening and closing is linked to the overlapping of multiple activities."

CRISIS MANAGEMENT



The impact of coronavirus in Sicily has been minimal but facilities such as Base Nautica Flavia Gioia has followed cautious practices.

Roberto Perocchio, president of Assomarinas, clarifies the protocol: "A tourist port is an interface between the land and the boat. A boat is an island and contact opportunities are minimal especially if used by one single family." But boats are closely watched. "There are many patrols at sea by the Capitanerie di Porto, Carabinieri, Guardia di Finanze especially in Naples where the regional rules have been very severe out of fear that the population density in the Gulf could act as a detonator. All marinas report maximum attention from the maritime authorities and highly aware customers."

In Campania, city mayors, the regional Task Force, ASL and health companies are preparing a safety plan for the Amalfi coast, which has been barely touched by the virus. Over 2,100 swabs had been taken as this article was prepared (end of May).

On 19th May Confindustria Nautica confirmed that the Italian Government intended to reopen all borders between Italy and other European countries on 3rd June. All movements are to be limited by state regulations or relate to specific territories provided they adequately meet the level of epidemiological risk and are in line with the restrictions of EU legislation and international obligations. There will be no mandatory 14 day quarantine period.

Guidelines for marinas

The Ministry of Infrastructure and Transport (MIT) has decreed that all

Marina di Rimini, open to berth holders, is located in Emilia Romagna, the third highest region in Italy to be challenged by COVID-19 (after Lombardy and Piedmont respectively).

tourist ports must display information signs in Italian and English outlining the precautions that must be taken on site, e.g. use of personal protective equipment when in common areas and complying with a 1m (3ft) social spacing rule.

Marinas must install sanitiser dispensers on every pier, limit boat movements and ban gatherings on the quays. The ability for any boat to move between different regions or countries is conditioned by national, regional and union regulations of the movement of people. As the marina is seen as an 'economic activity', in the event of a serious lack of respect for standards, activity can be suspended if the rules are violated.

Boat owners must follow the same rules on a boat as they do at home. Any symptoms of fever, respiratory infection etc. must be reported to the regional health authorities. The same rules apply for rental boats, which must be sanitised internally and externally

(living spaces) after every use, even if only for a few hours. The boat must have supplies of sanitising products and have information signs in multiple languages outlining hygiene measures.

If a boat is chartered with a crew, the skipper must provide everyone with appropriate protective provisions and ensure crew quarters are periodically sanitised. The crew must always wear protective gear when mooring up, leaving a berth, bunkering and during towing phases with marine vehicles. Everyone must have regular tests for COVID-19 and temperatures must be taken daily. Guests must respect social distancing.

Where we are now

Italy has over 740 marinas and mooring areas, which are generally of good quality. All have basic anti-COVID rules, often improved by their own initiatives.

With the exception of Piedmont and Lombardy, where the majority of Italian megayacht owners live, maxi yachts are scattered around the Italian coast – especially in the south and on the islands where there is little or no sign of the virus.

Liguria was among the first to impose restrictive measures and is now reopening in a regulated manner. It also has a very special goodwill initiative called "And it will be a good wind!" This was developed at Marina degli Aregai to give intensive care and therapy personnel working in the COVID-19 emergency a time-off experience on board a boat.

Marina di Loano (Savona) is, meanwhile, following a rigorous safety protocol and Giorgio Casareto, director of Marina di Varazze speaks of attention to detail while also looking forward to a summer season of



unprecedented length. "We've activated every measure to guarantee safety and assistance to boat owners, visitors and workers," he says. "We have access protocols to the marina – a regulation aimed at limiting gatherings in common areas – and a daily sanitisation plan. We are working with our franchisees to evaluate the best way for bars and restaurants to give good service despite the restrictions. As the picture becomes clearer, we will look at the feasibility of our entertainment initiatives."

In Tuscany, Marina Cala de Medici made a unique stand. "We were the first to produce the 'Banchina Sicura' (safe dock)," explains CEO and director Matteo Italo Ratti. The dock area is around 5% of the mooring space, is secured by a gate and is used as a transit holding area. "When boats arrive it's a problem as when mooring up those on board have contact with the marina staff," he says. "At the quay we have trained, fully equipped and protected personnel and nurses for health procedures for those coming from other regions or from overseas. Once all is checked, the boat can progress to its berth." The Tuscan



Operators at Marina di Varazze in Liguria have implemented a full range of sanitising measures and social distancing initiatives and are thinking through potential longer term ways to open more social spaces.

Marine Consortium has extended the Banchina Sicura for charter at its ports (2,500 berths of 5 – 100m/16 – 330ft).

The aim to keep Tuscany safe throughout is to be admired especially as its safe location is a lure to boaters, and marinas - such as Marina di Punta Ala - are surrounded by valuable

natural assets. "Reservations exceed expectations and suggest a greater summer turn-out than in previous years," says Marco Corti, director of Marina di Punta Ala. "In the first partial restart weekends, our Tuscan customers arrived, and now we are ready to receive boaters from other regions," he adds.

Automated Storage and Retrieval or Traditional Forklift?

We are a design-build firm providing a full line of service for marina development and re-development.

- Free Conceptual Estimate
- Engineering and Design Services
- Design-Build General Contracting Services
- Comprehensive Planning Services, From Start to Finish for Your Project.

asar-marine.com
[@asarmarine](https://www.instagram.com/asarmarine)
ASAR - A Smart Storage Solution
[facebook.com/asarmarine](https://www.facebook.com/asarmarine)