

Zwei neue Beiträge aus den USA

Wie sich die Krise international auswirkt

Wie andere Branchen ist auch die Wassersportbranche stark von den Auswirkungen der Corona Krise betroffen und zwar weltweit. Unser internationaler Verband ICOMIA (International Council of Marine Industry Associations) sammelt deshalb die Aussagen und Stellungnahmen aus den Mitgliedsorganisationen. Wie es in anderen Ländern aussieht, sehen Sie hier.

Neuseeland

By [Philip Wardale](#) on 2020-03-26

As New Zealand appears to be one of the first countries to ban boating, swimming or any other activity outside the home, I can tell you that the main reason for banning boating is that the activity can result in others needing to come out of isolation to either support the boating activity (fuel, storage, provisioning, security, servicing etc) or to provide rescue services if the boatie gets into trouble whilst out on the water. The least risk to the population is to secure the marinas, boatyards and to support the isolation of the population to allow authorities the greatest chance of stopping the virus in its tracks.

I hope this helps understand the general NZ view that one must isolate as much of the population as possible to limit the spread, so that the country, business and specifically marine businesses can get back up and running as soon as possible after the virus passes.

Kind regards,
Phil Wardale
Marina Operators Association of New Zealand

[Philip Wardale](#) on 2020-03-25

Hi Everyone

The situation is that New Zealand has this evening gone on mandatory lockdown. All residents are required to remain in their homes and stay in the same place for at least the next four weeks. Marinas and boatyard have closed, boat owners and the public are not allowed to travel other than to super markets or medical care facilities, so Marinas and Boat Yards are not to be visited. A small number of marinas have retained some live aboards who are under strict controls. People are permitted to exercise by walking around the immediate area around their home, but a visit to the beach for a swim is not permitted. Marinas are permitted to have a security guard but no other staff on site.

This link will take you to a Marina Operators Association advisory notice issued this afternoon to the wider membership: https://nzmarinas-my.sharepoint.com/:b:/g/personal/philip_wardale_co_nz/...

Kind regards

Phil Wardale
NZMOA Secretary.

Finnland

By [Jarkko Pajusalo](#) on 2020-03-26

1. Finland is moving now to a partial lockdown on Friday. Restaurants can offer only takeaway and no dine-in will be allowed. Government has made now the decision to close all traffic to and from Uusimaa region for three weeks as of 27.3. (Helsinki and around where most of corona cases have so far taken place) and the Parliament will decide probably today. This will mean that also the coast guard will monitor boating activity to make sure people don't leave the region. Luckily the season has not started yet. But, marinas should not be closed.

2. I agree that private boating with your closest ones is among the best things to do in order to avoid the crowds. And it would be fairly easy to arrange that people stay on their boats and don't go around spreading anything if marina facilities include only food and provisions for delivery instead of dine-in. This should be the global message from the boating industry. We can help people to keep distance and keep their sprits up at the same time, which is a unique opportunity! But the governments need to understand this instead of imposing total lockdowns on everything.

By [Jarkko Pajusalo](#) on 2020-03-24

Hello and greetings from Finland!

The Government, together with the President of the Republic, have declared a state of emergency in Finland due to the coronavirus situation. The measures include the closure of schools, educational institutions and universities, restrictions to public meetings and gatherings, mobility and visits to health care units, and increases to social welfare and health care capacity. In addition, border traffic will be restricted as of 19 March. These measures will remain in force until 13 April 2020. Further restrictions are currently under preparation and depending on how the situation evolves, they will be taken into effect (e.g. closure of restaurants, restrictions to mobility...).

Our main show (Helsinki International Boat Show) took place in February and was a huge success with 9% growth in attendance and with extremely positive remarks regarding the trade during the show. It took only few weeks to change the outlook of this season from optimism to worries.

Couple of local boat shows have now been cancelled (Kuopio in March and Naantali in May), our May test-a-boat event is a question mark and we monitor the situation every day. We proceed with the arrangements, but carefully in order to avoid sunken costs. There is a huge need for boating events once the situation gets better so we are counting on our August Helsinki Boat Afloat Show (UIVA FLYTANDE, August 13-16, 2020).

The dealers and boat makers are telling surprisingly positive message, but certainly the situation affects all consumer businesses one way or another now that the layoffs and temporary layoffs start taking their toll on consumer confidence. Our boat makers are located

mostly on countryside, where the virus is not (at least yet) spreading. This reduces the risk of production disturbances, but of course does not protect them from possible supply chain disturbances or changes in consumer purchasing power.

Personally I think it is a mixed blessing that this situation takes place during the high season of boating business. It is clear that some consumers simply will not have the means to buy their dream boat for a while. The boat owners on the other hand are looking at a gorgeous spring weather and anxiously preparing to get their boats on water as soon as possible, which creates demand for equipment and services. And for a while when travelling to far away crowded tourist resorts is considered a high risk activity and flights become more expensive, there will always be people who get back to boating on safe waters close to home and people who finally make up their mind to start boating. I believe this applies to all countries, so hopefully the domestic boating will eventually get a positive boost.

But yes I agree that the message from the global boating industry should be that **BOATING IS SAFE**. It is irrational to restrict boating by linking it to "unnecessary travel". Boating will be the mental and physical cure for people when they enjoy the time on water far away from crowds (and viruses) and enjoy it together with their loved ones.

Stay safe and keep a distance (just like the Finns always do...)!

Irland

[Paal Janson CMM](#) on 2020-03-25

Report from the Irish marine industry.

Very similar Government orders to other countries, all schools, non-essential shops etc. are shut. Anything to stop the spread of the virus is being considered or acted upon. We have 1,329 confirmed coronavirus cases in Ireland and seven deaths.

All sport has been cancelled also and this has had a big impact on the sport of sailing which is usually gearing up for a busy summer season at this time. YC's have closed catering, social and now changing facilities to members to stop cross contamination possibilities.

Our Marine Federation has written to the Government to request that marina and boatyard staff be considered 'essential workers' and allowed to continue to travel to work when the lockdown restrictions increase.

Marinas have not closed, but are steadily reducing services and facilities to customers. Most visiting boats from outside the immediate area are not being admitted to private marinas to limit exposure. Many marinas are closing bathroom facilities (except disabled access), laundries and even removing potwater hoses from the deck. Self-isolation aboard boats is also strictly forbidden. The overriding concern is the staff becoming sick or having to stay home which will have a serious knock-on effect on the ability to keep the marina open and operational. Closing to customers entirely may prove to be the sensible option in the short term. There may yet come political pressure to stop people going out on their boats while others are forbidden to access public parks, beaches, holiday homes etc.

We in Ireland are in the first quarter of this struggle, we are waiting for the tidal wave to hit and will likely see the unthinkable become reality. Our thoughts go out to our friends in Italy and Spain where the pandemic seems particularly difficult.

Italien

By [Roberto Perocchio](#) on 2020-03-25

My time was short so I was unable to explain that in Italy, when the government decided to declare the first lockdown of people to keep them at home, the law also announced that all enterprises affected by the economical damage caused by the virus, especially the touristic ones, like marinas, would receive some support:

- 1) All the financial loans and leasing contracts have been suspended for 3 months, in order to preserve the financial liquidity of the companies;
- 2) The payment of VAT to the state and other taxes, together with the high contributions on the wages of employees, have been suspended for 3 months;
- 3) a tax credit has been granted to shops, restaurants (even the ones operating inside marinas) that can prove they had losses caused by Covid-19 emergency, through a comparison with the income of the year before.

The industry associations are now working to improve the law and extend this grace period for two more months, considered the extension of the emergency.

[Andrea Razeto](#) on 2020-03-24

Dear all,

as a representative in ICOMIA of Confindustria Nautica, the Italian Marine Industry Association, I would like to give you an overview of the situation in Italy, which is developing daily both in terms of health conditions and governmental measures for the control of the contagion.

In the last few days the extensive limitation to mobility has been further strengthened, to the extent of a ban on moving away from one's own municipality and the proposal to increase fines and detain vehicles in case of travel not justified by proven job requirements, situations of need or health reasons.

With regard to non-essential productive activities (estimated at around 70% of the Italian industry workforce) tomorrow will be the last day of operation until at least April 3, the expiry date of current government measures.

Within the nautical industry only repair companies (boats, engines, etc.) and specific suppliers are included in the list of permitted activities.

Some marine equipment manufacturers (e.g. safety equipment, sailmakers, etc.) suddenly decided to temporarily convert their production to provide masks or other supplies necessary for the health emergency: a good example of proactivity within our sector at this moment.

On the nautical tourism side, boating and access to coastlines are banned by local ordinances, as well as by the prohibition to leave home for unjustified reasons. Although one of the institutional aims of Confindustria Nautica is to encourage the development of boating, in this particular moment of national and global emergency, we strongly believe that it is not at all appropriate - but rather harmful - ask governments to include boating among the essential activities to be allowed. The credibility and reputation that we have built up among institutions would be seriously damaged by actions and claims that are not in line with the critical situation that the national government, local institutions and civil society are facing at the moment. As soon as the emergency situation has ended, and once the lockdown is over, we will be the first to act in support of the boaters, but it will take a little more time.

In this phase of uncertainties the offices of Confindustria Nautica have been completely reorganized into smart working and a COVID-19 task force has been created to provide members 24/7 updates, information and interpretations on governmental measures, which are constantly changing.

By [Roberto Perocchio](#) on 2020-03-23

Hi from Italy.

Marinas are open, but the customers are not allowed to visit their boats, because the general rule is that people have to stay at home, with the exception of buying food, medicines or going to work (if your office or factory is still open).

Boating is considered a non-necessary activity, and therefore it's forbidden, in the same way as it now happens in France, Spain, Portugal, US, and now in Germany.

Is there a way to explain to governments that the use of the boat doesn't spread the virus, if made in a proper way?

Can we try to propose a regulation according to which people don't mix up when they go boating?

Boating is one of the few situations where people can find some relief from fighting the virus, staying in open air, without meeting people who don't belong to the own family circle, boats can be easily sanitized, boats can be reached in a marina without getting in touch with any employee, just telling the office you're arriving by phone or digital means; marinas, coast guard, authorities can be easily informed through a standard form that you have planned to make a short trip, or to go fishing, without causing any gathering!

If we don't act and this problem lasts too long, our industry will be disrupted.

Südafrika

By [Vanessa Davidson](#) on 2020-03-25

Today the government shut down all small boating activities in South Africa including self

propelled craft. We even have a ban on surfing. Live aboard yachties cannot leave their mooring.

Kind regards

Vanessa

By [Vanessa Davidson](#) on 2020-03-24

Last night the South African President Cyril Ramaphosa announced a nationwide lockdown from midnight on Thursday until the 16th of April. No-one is to leave home unless seeking medical care, buying food or medicine or collecting social grants. All shops and businesses will be closed with the exception of: pharmacies, laboratories, banks, essential financial services, supermarkets, petrol stations, healthcare providers, post offices and companies that produce or transport food, basic goods and medical supplies. The South African Defence Force will be deployed to support police in implementing the lockdown. Public health management programmes will increase and international travellers from high risk countries will not be admitted. In terms of business support, some funds and relief schemes have been announced but we do not have any details on how this will work other than the Unemployment Fund, which we expect will be inundated with applications.

Kind regards

Vanessa

Hongkong

[Lawrence Chow](#) on 2020-03-25

As of 25 March (5pm) – In HK, we have 410 number of confirmed cases. 4 deaths. Majority of cases are imported cases, and our Government has stepped up stronger measures (limiting alcohol licenses at bars & restaurants, and ordering the closure of sports clubs with private recreational leases.

<https://chp-dashboard.geodata.gov.hk/covid-19/en.html>

Several yacht clubs have closed due to the new government policies on PRL but access to boats are still open

I would agree that we should plan for how we will adapt and rebuild after the crisis has passed.

We did survey 2 weeks ago, when the outbreak was still within Asia. I would imagine the situation now is much worse.

In general a total of 71% of employees will be affected if the downturn persists.

Cancellation of both international and local boating & sailing events has had a significant to moderate negative impact for three quarters of the companies in the industry.

A very high percentage of businesses reported that they have been moderately to severely affected by the impact of the Covid-19 pandemic and compared to this time last year, about two thirds of companies are experiencing a severe to moderate downturn in their business.

We will see if we will be able to use this info to seek for more support from our Government.

By [Lawrence Chow](#) on 2020-03-25

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By [Alan Reid](#) on 2020-03-25

Hi All,

There are three sailing clubs in Hong Kong and all have been asked (told in essence as they are our landlord) by the Government to close down all sporting activities including sail boat racing, dinght instruction, rowing and paddling events. Our bowling alley, gym, snooker room etc have been closed.

Our pontoons are also closed for members to take their boat alongside.

Seems like today the government will introduce a ban on alcohol being served in all licensed premises. Although our restaurants are still allowed to open for food only.

Stay safe

Alan

By [Alan Reid](#) on 2020-03-23

Hi All,

Regretfully one Marina here in Hong Kong has had no choice but to close its Club House. The Marina Club House is inside a housing development, and people in the development are allowed to use the Club House. A person with Covid 19 has been found living in the housing development. The person infected is a returnee from the USA. The vast majority of Covid 19 cases in HK in the last week are found in returnees. Unfortunately the returnees, mostly students, are in Home Quarantine and the parents of one returnee, living in the housing development, were found to be using the restaurant of the marina Club.

It is this type of irresponsibility that has caused a spike in cases here in HK with over thirty people breaking quarantine and being searched for by the police.

Hong Kong has just announced that only residents will be allowed to enter HK for the next 14 days.

Stay Safe.

Alan

Polen

By [Sebastian Nietupski](#) on 2020-03-25

Coronavirus in the Polish yacht industry

Yesterday, March 24 Polish Prime Minister Mateusz Morawiecki announced at the press conference further restrictions aimed at combating the coronavirus epidemic.

From now on, the new restrictions will apply to, among others, use of public transport. It is also recommended to leave the house only in necessary situations - to work, pharmacy or food store. Police can stop people on the street and check if their exit is really for an important reason. Restrictions will apply until Saturday, April 11

Earlier, in order to prevent the development of the Coronavirus in Poland, the Polish government introduced controls at the state borders. Poland has suspended international passenger air and rail connections, but freight transport works. Goods can enter and leave Poland without problems. Temporary ban on entry to Poland applies to foreigners. All Polish citizens who are now abroad - can return to Poland, but after entering they will have a mandatory 14-day home quarantine.

From March 11, all mass events were banned and kindergartens, schools and universities were closed. Also cultural facilities such as cinemas, museums, concert halls, theatres and galleries are closed until further notice, as well as gyms, swimming pools, dance clubs, fitness centres or libraries. The activity of shopping malls is limited. Only food shops, medical services and bank branches can be operated. Restaurants, cafes and bars can still sell food, but only for takeout or delivery. However, there is no clear decision to close churches and other places of prayer, initially a restriction was introduced that no more than 50 people can participate, since yesterday the number of participants at all religious ceremonies cannot be more than 5 people. In companies, all non-production employees went into work from home.

The Polish government has introduced a plan to support entrepreneurs, whose main points are postponement (but not total cancellation) of fees related to social insurance, coverage by the state of 40% of salaries for employees and loans to employers to help maintain cash flow of companies. In the general opinion of entrepreneurs, the proposed actions are insufficient and will not protect companies against serious financial problems and employees against dismissals.

As for the yacht industry, companies are still operating, although at a slower speed, but the situation is getting harder every day and the key point is how long the whole situation will take.

Producers of boats and yachts mainly complain about problems with employees who take sick leave and childcare. This also applies to those involved in transport, which is even more difficult because those drivers who travel with goods abroad must return after 14 days quarantine, which means that the company cannot send transports as often as it was a few weeks ago. In turn, people from sales, marketing and designers work remotely. Other people directly connected with the production work in compliance with all the rules of occupational health and safety (checking temperature, disinfection, keeping a safe distance from each other, a ban on visiting people outside the company in the yard).

For now, we have information about only two shipyards, which completely suspended production for a period of several weeks - Mirage Boats (Norwegian capital and management) and Viking (aluminum fishing boats mainly for the Scandinavian market). Others still operate, including Ostróda Yacht and Delphia Olecko belonging to the Beneteau group, TTS producing for Hanse Yacht, Slepsk - the main European boat manufacturer for the Brunswick group or Rega Yacht producing luxury mega yachts for Italian brands.

Shipyards see the main problems in the supply of various types of components and equipment, which is why some of them made stocks enabling them to work quietly and fulfil orders, regardless of suppliers' problems, for min. month. Some shipyards complain that there have been problems with the collection of boats by both individual customers and charter companies, but for now it is on a very small scale.

The situation is similar for various types of suppliers. As long as the shipyards operate, suppliers will supply them with materials and equipment necessary for production.

However, as far as charter companies are concerned, we have conflicting information. On the one hand, we have signals that people are canceling reservations for boat charters in high season. On the second hand, other companies indicate that this applies mainly to organised groups and not to individual clients. What's more, we have information that due to the nice weather, some customers, who prefer to spend their retreat on a boat instead of in an

apartment, are contacting the charter companies There is a platform on which most charter companies communicate with each other by exchanging information and advice, e.g. on disinfection of boats.

POLBOAT is in constant contact, not only with members but with the entire industry. It is important that companies feel at this time that they are not alone with problems, but are part of a group, and can count on support and assistance when needed.

Singapur

[YP Loke](#) on 2020-03-25

Further to my earlier post on 18-Mar Singapore govt is stepping up social distancing measures by closing bars and entertainment venues from 26-Mar to 30-Apr. Restaurants not affected. Schools remain open but enrichment programmes and tuition centres closed. All arrivals have to submit a health declaration form online prior to travel. Total cases in Sg number 558 as of 24-Mar. Of these, 401 are in hospital, 155 discharged. About 80% of the cases are from imports - meaning returning residents (citizens and work permit holders). Other short term visitors (including transiting passengers) are disallowed since 24-Mar. This is to stop infected visitors (mostly regional) deliberately coming to Sg to take advantage of its better healthcare system. The cruise centre is closed. Marinas are still opened for business. Cruising in local waters is possible, but foreign arrivals will be turned away (although given the lockdown in the neighbouring countries we would not expect any foreign boats to arrive anyway). Grand Banks, the only Singapore yacht builder with any significance (they are a Singapore listed company although the factory is in Malaysia) has had to shut down temporarily due to the no movement order in Malaysia (workers can't get to work). The Singapore Yacht Show which was to hv taken place earlier this month, has being moved to 22-25 Oct. SBIA is monitoring the situation and assisting with information sharing and contact with the public agencies where needed, as the situation is changing rapidly and the promulgation of new rules is not always clear, even to ground officers on the regulatory side. Additional info for businesses in this

link: http://goto.enterprisesg.gov.sg/u/gm.php?prm=T2EHyfA4oQ_785889061_1267885_31111

Japan

[Satora Honda](#) on 2020-03-25

Dear all,

Here is the current situation of Japan marine industry.

Our main event, the Japan International Boat Show 2020 in March was canceled.

Also the five local boat shows in April and May have been cancelled, two local boat shows are postponed to this autumn.

Imported boat dealers will hold the new boat sea trial for potential customers Individually from April.

Marinas are open now, no restriction. Some marinas have more participants than last year to enjoy cherry blossom viewing and fishing.

From manufacturers' point, some parts from China delayed and they are going to change suppliers. They are worried about the reduction of volume due to the global demand downturn.

Regarding the domestic sales, we have lost the sales opportunities at the boat shows. We can't make the sales plan due to this self-restraint mood.

Outside of Japan, sales activities and logistics of local distributors are restricted, some distributors have canceled their order. So we are concerned about the impact on future sales.

USA

By [Gary Groenewold](#) on 2020-03-26

Hello All

Marinas in the US are subjected to different regulations in all the 50 states. In Florida the Mayors of the different counties all had separate regulations. In South Florida where I am, the marinas remained open when almost every thing else was closed. The thought behind this was that boating was a way for families to be together in a safe environment. It didn't work for long. Boats would gather together on the sandbars and Islands. In some cases hundreds of boat together. Not doing the proper social distancing. So we were told to stop launches from dry storage. This AM we received a new notice from the county administrator that we could again launch boats from dry storage and sell fuel. The marine police will stay buy the areas where normally boats would anchor and keep things moving. We will see how long this last until we are told to stop again.

I will contact friends and associates in other states and ask for

By [Esteban Biondi](#) on 2020-03-26

I suggest that we could try to organize the discussion in terms of issues for:

- short term response (government advocacy, guest/user information, staff)
- future industry recommendations

even if both aspects are strongly related, it may be helpful to clarify if comments relate to short-term response or for analysis for future guidelines.

In my mind, there are 4 different levels of operational response: (a) preparation before the outbreak, (b) once signs of the outbreak "coming" show up, and (c) during the phase of exponential growth of cases... and (d) the rolling back to a new normal. What makes sense in (a) may be completely inappropriate in (b). My personal concern is that if the local health system does not have a robust testing program in place during (a), it may be required to go straight to Phase B. For example, social distancing and "recommendations" may not be

enough when there are no recorded cases because there is no testing. In this case, symptoms start showing up several days (if not a week or 2) after contagion is already taking place. This "blind spot effect" demands a conservative approach.

Regarding marina operations and "critical services", this is a very interesting discussion for the future. I have been thinking a lot about how to frame this discussion from the marina design point of view, after some recent experiences in the Caribbean during post-hurricane services and the reports from Australia regarding post fire events, and stories I heard last year in Kobe about their earthquake years ago. However, not all marinas are created equal and not all of the marina provides critical services. The "critical services" are typically only a small portion of the facility. In my mind, once this is analyzed and discussed, we may want to identify the core staff and core infrastructure within the marina that is "crit

By [Julie Balzano](#) on 2020-03-24

The situation here in the US changes daily. This article from our CURRENTS newsletter is a recent summary on recreation access across the United States.

<https://www.nmma.org/press/article/23158>

By [Daniel Natchez](#) on 2020-03-24

In response to your request we offer the following – in the US at the moment marinas are not high in the list of priorities to focus on during the pandemic. Not sure if the Federal government has focused on receiving foreign flag vessels. However it is, as are states, discouraging cruise ship operations – but most of the issues with marinas has been left to the states, regional and local governments. Each entity can focus and undertaking their individual approach separately which may lead to conflict (as it has with other industries). The common theme is stay home and social distancing.

As governments issue their restrictions – numerous groups seem to be asking for exceptions - surprising some states have deemed lawyers and accountants (except for payroll) as nonessential – so one can imagine where marinas are on the list of nonessential activities.

For those in the southern US states the move, such as what Esteban related, governments are basically moving to ban the use of beaches, launching ramps and marinas as such activities do not encourage social distancing.

In the more seasonal states the issues are fast approaching and more and more entities are delaying or banning the opening of beaches, launching ramps and marinas and waterfront activities other than passive uses. Marinas are being faced with return deposits for seasonal rentals or prorating them (for a delayed season) or waiting to see what happens. In states (such as ny, CT, NJ, Washginton and CA) that have closed down all non essential business - marinas are closed.

What the industry needs to do is be proactive such as what Colin suggested and present the meaningful contributions of the marine industry and how they can be helpful. Seeking to be called essential most likely will backfire on the governmental and public perceptions. Such

activities require employees to work at the facilities and people wanting to use their boats in reality cannot be encouraging social distancing unless going out solo.

Bestowing the industry's attributes is a positive approach and gets necessary information to those making decisions.

Australien

By [Neil Patchett](#) on 2020-03-23

Australia: Our Federal government, with the support of the States, has a process underway to deliver rolling countermeasures. Curently, this includes various stimulus packages, health advice and restrictions. The latter includes heavy restrictions on gathering in public space. The latest is the restriction on the following facilities from opening from midday local time 23 March 2020:

- Pubs, registered and licenced clubs (excluding bottle shops attached to these venues), hotels (excluding accommodation)
- Gyms and indoor sporting venues
- Cinemas, entertainment venues, casinos, and night clubs
- Restaurants and cafes will be restricted to takeaway and/or home delivery
- Religious gatherings, places of worship or funerals (in enclosed spaces and other than very small groups and where the 1 person per 4 square metre rule applies).

Isolated remote community hubs are not included in these restrictions.

Other facilities are not impacted, but will be considered under stage 2 restrictions, if necessary.

These measures also apply to outdoor spaces associated with the above venues.

These enhanced measures build on existing measures to slow the virus and save lives which include:

- No non-essential gatherings of more than 500 people outside or more than 100 people inside.
- All non-essential indoor gatherings of less than 100 people must have no more than one person per 4sqm. All Australians should expect their local businesses to be following this rule.
- Where possible, keep 1.5 metres between yourself and others
- Avoid non essential travel
- Restrictions on entering aged care homes to protect older Australians.

BIA has lobbied Federal and State governments and departments with the following advice re., marinas and service facilities: <https://www.bia.org.au/news/keeping-essential-maritime-infrastructure-operational>

BIA has cancelled one boat show, postponed another and is currently holding a watching brief on the Sydney and Brisbane shows in July and August. We are however preparing a contingency.

BIA is preparing a communications strategy for managing the evolving situation whilst also preparing for the recovery phase; and lobbying government on the health and well being benefits of boating which are especially important now and in the recovery stages.

We are also working with Wallace J Nichols regarding #BlueMind ... an event some weeks ago to support our firefighters included this message from

J: <https://www.youtube.com/watch?v=-zexgKw5arA>

Spanien

By [Martinho Fortunato](#) on 2020-03-20

Dear roberto and Oscar,

I have to agree with Oscar. The situation is extremely sensitive. I have the example of golf courses in the Algarve (number one destination in the world) where they were all delaying the close using the same reasons of sailing, most of the population was starting to get furious and not understanding how leisure activity was still operating. it is not good for the image of the industry

Obviously we all want to save our businesses and the industry but we need to prioritise things and try to bring normality from the bottom. We need to get rid of the virus to open schools, bring people back to their jobs, restart traveling

By [Oscar Siches](#) on 2020-03-20

Roberto,

The energy to check the possible cases in which people could use the boat can be used in more needed ways until the conagious spread recedes. I believe we must start working to see how to activate the boat use once is dictated by the authorities. Not everybody has good judgement and the possibility of creating more problems just to go for a day spin in high, in every country. Many people will be scared and then we must send out the message of yachting being a very clean hobby/sport in many senses, practiced in open air and easy to keep the following profilaxis measurements for months to come until the virus is declared beaten (a couple of years more likely). I do not think we should encourage to break the isolation measures, as people is now mentalized and scared and ready to obbey. What we do not need now is yachting to be seen as a source of wild characters willing to have fun disregarding th