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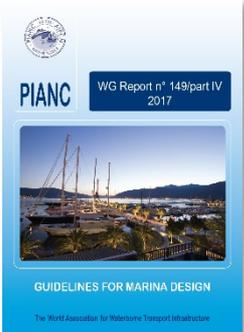


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NEW PIANC PUBLICATION AVAILABLE

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Transport Infrastructure



Title:	'Guidelines for Marina Design'
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Introduction:

This report hopes to become a reference for marina designers and other practitioners involved in marina development and operations. It summarises available technical literature, including the most recent advances in the field, as well as practical lessons learnt through experience of the contributors as professional practitioners in the fields of marina planning, design, engineering, environmental services, construction, and management activities.

Marinas provide infrastructure for recreational navigation, including also tourism and sports, also called pleasure navigation. They can be located in coastal areas as well as in estuaries, deltas, rivers and lakes. Marinas include facilities and services for vessels of all sizes, their owners, guests and crew, but they can also offer numerous opportunities for non-boaters. Marinas are increasingly being developed as part of comprehensive waterfront plans that offer opportunities for recreation, tourism, urban improvements and social improvements. Marinas include a wide range of facilities, from a simple mooring place for a few boats and limited services to large projects of waterfront development and rehabilitation. Marinas serve vessels, boaters and non-boaters alike. Marinas provide infrastructure and services for the recreational boats and ships. Some of the elements that a marina may include are: in-water mooring, in-slip utilities (water, power, communications, pump-out, fuelling), shared in-water utilities (pump-out stations, fuelling stations), dry storage (drystack, garages, boat trailer parking, surface storage), boat ramps, mooring fields, and/or boat services (maintenance area, service yards and workshops, ship yards), among others. Marinas also have to cater to boat owners, their guests, and crew. This can be achieved with marina supporting facilities (restrooms, showers, parking, and spaces for operations, safety, security, communications, transportation, and other marina operation functions), spaces for government agencies (customs, immigration, coast guard, etc.), commercial or office space for supporting services (chandlers, brokers, travel agencies, apartments, hostels, etc.), and/or with other amenities such as food & beverage and entertainment. Many marinas have successfully been designed and operated to serve the general public, visitors, tourists and local citizens alike. Some of the facilities in a marina that may serve boaters and non-boaters alike include restaurants, cafes, bars, shops, hotels, tourism offices, business offices, malls, residential real estate, etc. However, marinas also create opportunities for general urban development and public use improvements, such as transportation systems (parking, water taxi, ferries, etc.), waterfront open spaces (plazas, parks, boardwalks, etc.) and recreation. This brief introduction illustrates that marina projects can be very complex pieces of transport and urban infrastructure. This complexity sometimes requires the involvement of many different technical disciplines, such as planning (regional, urban, land, resort), engineering (coastal, hydraulic, structural, geotechnical, civil, environmental, mechanical, electrical, etc.), architecture (buildings, landscape, lighting, etc.), environmental and ecological sciences, business consulting (market, economic, financial), and management. The marina designer should be able to integrate the analysis of these disciplines. Sometimes the marina designer will put together and lead a team of specialised professionals to achieve the best marina design. In other cases, the marina designer is a key collaborator with a lead planner or designer of a project that involves many elements besides the marina. In every case, however, the proper marina design can only be reached by obtaining 'the right answers to the right questions' on the issues of relevance for the marina project, which typically requires the experience provided by a marina designer. PIANC has a very long tradition gathering experts to discuss a topic of interest to the navigation industry and generating a report. The specific quality of PIANC reports is their practical style. In fact, they are often written mainly by expert professionals who convey their personal competence and experience acquired after years of professional practice. This report, as well as most PIANC reports, is written by practicing professionals for the benefit of other practicing professionals. The work of international PIANC Working Groups does not include new research or new studies by academics and scientists. From a technical point of view, this report synthesises and summarises traditional as well as the most recent available published technical knowledge. From a practical point of view, it includes professional best practices that have evolved in the industry as described by authors that are willing to share their experience for the benefit of the community. For this reason, the hope of the authors is that it will be useful for a variety of individuals in marina and recreational navigation industry. In this report, engineers, architects and planners may find additional technical information and deeper explanations of content specific to marinas that they may be otherwise familiar with. They can also find technical content pertaining to other specialties, in order to best integrate a team of experts. In addition, to the goal of technical accuracy and completeness, the report refers to in-depth technical material for specialists. Real estate developers, project owners, and marina managers and operators will hopefully find material in some chapters to understand the requirements of those professionals working in their marina development or renovation projects. The expectation of the authors is that they will benefit from understanding in more detail the potential complexity of marina design issues, in order to seek professional advice or assemble the right team of professionals, when necessary for their objectives. This report is intended for an international audience. Every effort has been made to provide general design guidelines that are independent of national or regional regulations, which may vary widely in their rules and enforcement practices. The report also intends to generalise recommendations so that they can be applied to all climates, geographies and ecosystems.

NOTE: The objective of this report is to provide information and recommendations on good practice. Conformity is not obligatory and engineering judgement should be used in its application, especially in special circumstances. This report should be seen as an expert guidance and state of the art on this particular subject. PIANC disclaims all responsibility in case this report should be presented as an official standard.

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