

## **THE NATION'S CONCORDIA**

*by Giovanna Boursier*

### **GIOVANNA BOURSIER**

What merit do you have for having been assigned a ship with 4,000 people aboard?

### **FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

I am a captain who, at that time, had been appointed by a cruise company to do ... to perform my duties.

### **GIOVANNA BOURSIER**

But is that company which, as you said, appointed you, now saying that you got everything wrong?

### **FRANCESCO SCETTINO - FORMER CAPTAIN OF CONCORDIA**

At the present time, I can only answer to the law.

### **GREGORIO DE FALCO – ITALIAN COASTGUARD OF LIVORNO ON THE PHONE**

"Listen, This is De Falco, from Livorno. Am I speaking to the captain?"

### **FRANCESCO SCETTINO - FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

Yes. Good evening Captain De Falco, this is Schettino ...

### **GREGORIO DE FALCO – ITALIAN COASTGUARD OF LIVORNO ON THE PHONE**

Can you tell me your name please?

### **FRANCESCO SCETTINO - FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

This is Captain Schettino, Captain.

### **GREGORIO DE FALCO – ITALIAN COASTGUARD OF LIVORNO ON THE PHONE**

Schettino?

### **FRANCESCO SCETTINO - FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

Yes.

### **GREGORIO DE FALCO – ITALIAN COASTGUARD OF LIVORNO ON THE PHONE**

Listen Schettino, there are people trapped on board, go with your lifeboat ...

### **CREW**

Everything is under control, okay?

### **GREGORIO DE FALCO – ITALIAN COASTGUARD OF LIVORNO ON THE PHONE**

Look Schettino, you may have saved yourself from the sea but I'm going to see you get it, I'm going to make sure you're in real trouble. Get back on board for fuck's sake!

### **FRANCESCO SCETTINO - FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

Captain, please.

### **CREW**

We kindly ask you to return to your cabins.

### **GREGORIO DE FALCO – ITALIAN COASTGUARD OF LIVORNO ON THE PHONE**

There are already dead bodies Schettino, get a move on! Go back on board, that's an order.

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

How can a rescuer fail to understand? He doesn't understand what a damaged ship means and starts to make requests.

**GIOVANNA BOURSIER**

The whole of Italy is aware there was a bad captain on board who wasn't able to cope with the emergency and scarpere as soon as he could by jumping onto a lifeboat?

**FRANCESCO SCETTINO - FORMER CAPTAIN OF CONCORDIA**

The ship fell on top of me. I didn't have any other choice but to throw myself into the water or to jump onto a lifeboat.

**FRANCESCO SCETTINO - FORMER CAPTAIN OF CONCORDIA**

I want to stick to this short chat, to all the things that have already been said over and over, repeated again and again, on the TV, in the press, but never with the presumption of exonerating myself, but just to shed some light.

**GIOVANNA BOURSIER, OFF SCREEN**

Also shedding light on how these cruise liners are built. Two Costa Crociere employees on the phone.

**CRISTINA PORCELLI – COSTA CROCIERE ON THE PHONE**

Can they deliver the boat to us with a bush that overheats and doesn't work correctly?

**PAOLO PARODI – COSTA CROCIERE ON THE PHONE**

You can decide to perform less stringent sea trials.

**CRISTINA PORCELLI – COSTA CROCIERE ON THE PHONE**

Okay... but...

**PAOLO PARODI – COSTA CROCIERE ON THE PHONE**

No, no, as far as I'm concerned that's what will happen, that they'll perform false sea trials. In any case the ship cruises at a limited speed.

**CRISTINA PORCELLI – COSTA CROCIERE ON THE PHONE**

Obviously.

**PAOLO PARODI – COSTA CROCIERE ON THE PHONE**

Keep in mind that this has already happened with a ship, which we took with a class restriction, that it couldn't exceed, which was the Concordia if I'm not mistaken.

**MILENA GABANELLI IN THE TV STUDIO**

Good evening, so, a lawyer and an engineer employed by Costa Crociere are talking to each other on the phone with regard to the testing for a ship and make mention of false sea trials. That's a good start. So, the Concordia. We have spent the whole summer watching virtually live coverage of the resurrection of the wreck while the trial concerning one of the most significant ship disasters of this century is nearing an end. The accused is the roughish captain who deviated from the planned route and abandoned the ship. For the first time since the night of Friday 13 January 2012, Captain Schettino is telling us his version of events. But there are also telephone

recordings and lawyers' investigations of the victims and survivors, as well as the story of the helmsman who didn't understand his orders. Giovanna Boursier attempts to reconstruct what happened on that night.

#### **GIOVANNA BOURSIER OFF CAMERA**

They are photographing something that's no longer there. On July 23 it left Giglio Island for Genoa. They righted it, refloated it and gave it a blessing.

#### **WOMAN**

Right now we're a little bit upset because, in a certain way, we'd got used to seeing it after two and a half years there.

#### **GIOVANNA BOURSIER**

Has it become a part of Giglio's history?

#### **WOMAN**

Yes, absolutely, so much so that the inhabitants of Giglio have given it a nickname, the sleeping beauty.

#### **WOMAN**

I was also here when the tragedy occurred, I can't carry on speaking because it makes me want to cry.

#### **PABLO LAZARO – CONCORDIA SURVIVOR**

The ship has been righted but this film-like ending cannot erase the memories of a tragedy .... I could have ended up under water that night ... I can't manage to forget it..

#### **GIOVANNA BOURSIER OFF CAMERA**

The Concordia has made its return to Genoa where it was built by Fincantieri at its Sestri Ponente yard. It was given its name as a wish for continuing peace among European nations. Measuring 300 metres in length, it was a floating city, one of the largest of its time: 4,000 people on board, both crew and passengers, 1,500 cabins, 4 swimming pools, 1 spa, 5 restaurants, 13 bars, a theatre, a disco, games rooms and sports areas. It was launched in 2005 ... but the bottle failed to break...

It capsized on the evening of 13 January 2012. It had left from Civitavecchia in the direction of Marseille, Barcelona, Palma de Mallorca, Cagliari and Palermo. But it deviated from its route in order to perform a sail-by salute of Giglio island, getting as near as possible to the coast. Captain Schettino planned the route at a distance of half a mile, approximately 1 km. And Costa says it knows nothing about sail-by salutes!

#### **FRANCO PORCELLACCHIA –CONCORDIA TECHNICAL PROJECT MANAGER - COSTA CROCIERE**

As far as I'm concerned, sail-by salute ("inchino" in Italian) is a term I don't know and didn't know. I knew that the term "inchino" was used when speaking with captains of ships who told me they would do an "inchino" in the Gulf of Lion meaning they went a little closer to the shore when the sea was rough. And that's the only time I heard the term "inchino" being used in an appropriate manner. Then the second time I heard the term "inchino" was when mention was made of the sail-by salute of Giglio island. It's not even a term that's very much used in our environment.

#### **GIOVANNA BOURSIER**

It was a salute, wasn't it? It was a way of showing off, I mean it makes sense, doesn't it?

**FRANCO PORCELLACCHIA –CONCORDIA TECHNICAL PROJECT MANAGER - COSTA CROCIERE**

It absolutely makes no sense whatsoever to come so close to the coast at the speed that they did. So, this is foolishness, indeed I would say incompetence.

**FRANCESCO SCHETTINO - FORMER CAPTAIN OF CONCORDIA**

If the planned distance had been maintained, it was neither incompetence nor foolishness.

**GIOVANNA BOURSIER**

But in what way had it been planned?

**FRANCESCO SCHETTINO - FORMER CAPTAIN OF CONCORDIA**

Routes are planned prior to departure, and so the route had been marked on the map and shown to all the officers on duty, so they were all aware that the ship was passing by at half a mile from the coast. What was performed was a firmly-established practice.

**GIOVANNA BOURSIER**

But Costa told me that they did not even know that these sail-by salutes were performed?

**GIOVANNA BOURSIER OFF CAMERA**

6 months earlier, on 14 August 2011, the ship's schedule stated that the Concordia would perform a sail-by salute: *"At around 9:30 pm, we will salute the island with the mermaid's whistle"*. The ship's captain at that time was Garbarino, and the day after Giglio's mayor, Mr. Ortelli wrote to him saying: *"a truly unique event that has become a real must that I am very proud of". Please extend my thanks to Costa Crociere "that has rewarded the island in this way for many years now"*.

Garbarino promptly replied:

*"This is the second time that I have performed a sail-by of Giglio. It was a wonderful experience 3 years back, and it was just as marvellous this year, also thanks to your coverage of it on GiglioNews"*.

So, sail-by salutes had been performed at Giglio for many years, and everyone knew about them.

**ARMANDO SCHIAFFINO – FORMER MAYOR OF GIGLIO ISLAND**

When these cruise liners sailed by, it was fairly awesome to see them so close to the coast, so much so that I often said to my wife, jokingly, that we'd end up finding a liner in our kitchen.

**GIOVANNA BOURSIER**

But, I'm sorry, you saw them sail by for years, you were also the island's mayor, but no one ever told you to put a stop to this madness?

**ARMANDO SCHIAFFINO - FORMER MAYOR OF GIGLIO ISLAND**

No, on the contrary, generally speaking the population was quite, let's say, I wouldn't say happy about it, but definitely intrigued.

**GIOVANNA BOURSIER**

But what about the Coastguard?

**ARMANDO SCHIAFFINO – FORMER MAYOR OF GIGLIO ISLAND**

No, no, no, absolutely not.

**GIOVANNA BOURSIER OFF CAMERA**

That evening, the Concordia hit a rock, at 200 metres from the shore. It was 9:45 pm. There was a 70-metre gash in the hull.

**SAILOR IN BOAT**

They were coming from Civitavecchia. Most likely they saw that they were going to hit the rock, they ordered the helmsman hard-a-starboard to avoid it, but by going hard-a-starboard, the ship's tail, the ship's stern ended up hitting the rock.

**GIOVANNA BOURSIER**

So, he didn't know this rock was there?

**SAILOR IN BOAT**

What? He didn't know ... but it's marked on the maps, huh! It's always been there!

**GIOVANNA BOURSIER**

So, nobody was looking?

**SAILOR IN BOAT**

I don't know ... a moment's distraction, I don't know!

**GIOVANNA BOURSIER**

Where were you?

**FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

I had gone onto the bridge to salute the island.

**GIOVANNA BOURSIER**

So were you on the bridge?

**FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

I had gone on the bridge, just a short time earlier.

**GIOVANNA BOURSIER**

Were you supposed to be on the bridge while passing by Giglio?

**FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

I didn't have to be there because they all have the necessary certification for sailing at a distance of a half mile from the coast.

**GIOVANNA BOURSIER**

Didn't any notice the rocks?

**FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

No.

**GIOVANNA BOURSIER**

So, didn't you know there were rocks there?

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

Look, all these facts will be ascertained during the trial.

**GIOVANNA BOURSIER**

But why did you go so close? I mean, why wasn't the ship at a distance of 1 km?

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

Let me say once again, the truth will be known at the end of the trial.

**GIOVANNA BOURSIER**

What happened when you arrived on deck?

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

I saw waves breaking onto the rocks which told me there was a shallow seabed, and that's when I ordered the ship to turn to avoid crashing. What I still can't explain is, how's it possible, how's it imaginable... I mean I don't know the reason why .... the person in charge of the radar and so forth, didn't feel it was necessary to inform me that the ship was heading towards the rocks!

**GIOVANNA BOURSIER**

The fact remains that that ship shouldn't have been passing through there and you're the one who's responsible for that!

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

There are numerous international laws regulating the liability of officers on duty and captains, and so these liabilities will be further ascertained and will come to light during the trial.

**GIOVANNA BOURSIER OFF CAMERA**

The records show that Schettino was at dinner, he arrived on the bridge 10 minutes prior to the impact and took command 6 minutes prior to it, when the manoeuvre was already being carried out.

When he saw the waves breaking on the rocks, he tried to go around them. Firstly he ordered hard-a-starboard, before ordering hard-a-port to prevent the stern from hitting the rocks, but the helmsman did the opposite.

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

The helmsman started to carry out the order I gave, after which he hesitated and turned to the opposite side, in other words 20° to starboard. Logically, by turning to starboard once again, the ship failed to slow down and the stern impacted with the rocks.

**GIOVANNA BOURSIER**

So, you're saying that if my orders had been followed, there wouldn't have been a collision?

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

This is what the experts are looking into.

**GIOVANNA BOURSIER**

Didn't the helmsman understand your orders?

**FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

Despite the fact that he correctly repeated in English what... the order I gave, but then he did the opposite.

**GIOVANNA BOURSIER**

I wonder: a captain goes aboard his ship and possibly only realises that the helmsman doesn't speak his language when already offshore, is that how it was?

**FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

What do you want me to say?

**GIOVANNA BOURSIER**

So, do the rules allow for a captain of a ship with 4,000 people aboard to realise that his helmsman doesn't understand him when he's already offshore?

**MASSIMILIANO GABRIELLI – PLAINTIFF'S LAWYER**

The problem is that Schettino used what the company supplied as personnel, unqualified, underpaid personnel. It's fairly obvious that an expert helmsman from Meta di Sorrento will cost 3000-4000 Euro, while an Indonesian helmsman costs 1000 Euro.

**GIOVANNA BOURSIER OFF CAMERA**

The Indonesian helmsman Rusli Bin, who, 3 months after the accident stated he had only been at the helm for 20 days and that before that he had worked as a cleaner and painter, failed to turn up at the trial and negotiated a plea bargain. According to the newspapers he is a missing person ...

After the impact, there was a black-out aboard the ship which started to drift out to sea before grounding on another rock, Punta della Gabbianara.

**GIORGIO FANCIULLI**

I was walking along the port with two friends of mine when we looked up and saw this huge ship come into sight, silently, it was moving quickly in front of us, it was fairly close, very strange.

**GIOVANNA BOURSIER**

Do you mean you couldn't hear its engine?

**GIORGIO FANCIULLI**

You couldn't hear anything. And, at a certain point, everything cut out completely, and we didn't see anything out there in the dark for about 10 seconds. Then everything came back on and it continued to pass by in front of us. It had two lights lit on the main mast, two all-around red lights which in sailing jargon mean the vessel is not under command, and that the ship definitely has a problem.

**GIOVANNA BOURSIER OFF CAMERA**

Just a short time after, the Concordia turned around on itself with its stern towards the port and drifted leeward towards the shore.

**SAILOR IN BOAT**

Slowly it came to rest on the rocks. God, Our Father put it there.

**GIOVANNA BOURSIER**

Why do you say God, Our Father?

### **SAILOR IN BOAT**

Because if it had gone 100 metres further out instead of resting there, they all would have died. There's a depth of 100-150 metres.

### **FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

I saw that the ship was getting closer to the island because it was drifting in relation to the wind and current and so, I thought, we can drift as far as the shallow seabed, bring the ship to rest and after that we can start to abandon ship. Because, if I had given the order.

### **GIOVANNA BOURSIER**

Offshore?

### **FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

Having nowhere to rest offshore, the ship would have capsized and gone down sternwards.

### **GIOVANNA BOURSIER OFF CAMERA**

The passengers were told to wear their lifejackets, but that everything was under control.

### **CREW**

The situation is under control! Please go back to your cabins.

When we've finished sorting out a problem that we are having, an engine ... an electrical problem with the generator, everything will be okay. If you want to continue to wait here, it's not a problem, But I would kindly ask you to go back to your rooms, to stay calm and seated. Everything is under control! Okay?

### **PABLO LAZARO – SPANISH SURVIVOR**

I was sitting at the table and I heard a noise from below, trrr, and my feet started to shake. I'm a mechanic and I have a sailing licence and I felt the seabed. So I said to my wife and the others: do they think we're stupid, they're not telling us that we've hit a rock on the seabed. So, I said, let's go and put on our lifejackets, quickly, let's run up!

### **GIOVANNA BOURSIER OFF CAMERA**

The order to abandon ship was given at 10:54 pm, an hour after the collision, and the lifeboats started to be lowered. The passengers were in the throes of panic by this point. The ship was listing by about 20° on its right side, in the direction of the rocks.

### **MILENA GABANELLI IN THE TV STUDIO**

So, Schettino tried to lessen the impact and gave orders to the Indonesian helmsman who it seems didn't understand. The fact remains that when a ship experiences a failure, there's just one person who must make decisions, raise the alarm and coordinate the crew: that's the ship's captain who answers only to himself. While Schettino telephoned his boss, in other words Costa, and while the ship started to take in water and other things stopped working on board the ship, they stayed on the phone for more than half an hour. What they said to each other, after the break.

**BREAK**

### **MILENA GABANELLI IN THE TV STUDIO**

We are talking about the most significant ship disaster of our century, the Costa Concordia. So, Schettino took command of a ship with 4200 passengers on board. The official language on board the ship was Italian, but it would seem that only a few of the one thousand crew members could actually speak it. At 9:45 pm, the ship collided with a rock resulting in a gash in the hull and the engines stopped working. Instead of raising the alarm immediately, Schettino called his employer, Costa, which has a crisis unit because it has a large number of ships all over the world with thousands of passengers on board. The number one manager was on holiday in the Caribbean, the number two guy was on holiday in Val d'Aosta, and so the number three manager, Ferrarini was the one who answered his mobile. He seemed more concerned about the ship rather than the passengers. The fact remains that they wasted time trying to understand what they had to do. Maybe they thought that ship would never have capsized, but they should also have been the first to know that there were other "holes" on that ship too.

### **GIORGIO FANCIULLI**

Sounds could clearly be heard from on board depending on the direction of the wind. You could hear the people shouting. We realised that, shortly, all those people would most likely have started to come ashore.

The first survivors that came ashore were fairly calm. Then, gradually, the others started to become much more frightened because the situation had become dramatic on board. Some families had accidentally been split up, because when it was time to get on board the lifeboats, the children had been made to get in first and the parents may have had to stay behind.

### **GIOVANNA BOURSIER OFF CAMERA**

Schettino is accused of not having immediately informed the coastguard of the gash in the hull and of what was happening on board, while he continued to speak for more than half an hour to Roberto Ferrarini, in other words Costa's crisis unit, where the other two managers were on holiday.

### **GIOVANNA BOURSIER**

Why wasn't the coastguard informed immediately?

### **FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

Look, I know that I informed Ferrarini.

### **GIOVANNA BOURSIER**

Did Ferrarini tell you to wait?

### **FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

There's a phone call where I say, he asks me if I have only contacted him, and I confirm that this is correct.

### **GIOVANNA BOURSIER**

Were you waiting to give the news, shouldn't the coastguard have been informed immediately?

### **FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

Immediately after the accident, we were assessing the damage, and I informed Ferrarini.

**GIOVANNA BOURSIER**

And so, should he have informed the coastguard?

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

Probably.

**GIOVANNA BOURSIER OFF CAMERA**

Instead, it was the terrified passengers that were calling the coastguard, and when the Coastguard called the ship, the reply was: "*there's a black-out*", rather than "there's a leak". One hour after the accident, Ferrarini, on behalf of Costa, stated: "*we are still deciding whether to abandon ship*", with the order to abandon ship being given much too later, without having previously announced the leak, not even to the crew.

**GIOVANNA BOURSIER**

Why did it take an hour before declaring an emergency on board?

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

It was declared after the period of time needed to understand exactly what was happening. Because in the end, everyone reported flooding of 3 compartments.

**GIOVANNA BOURSIER**

And with 3 compartments?

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

The ship can float with 3 compartments.

**GIOVANNA BOURSIER**

In other words, was it written in the certification?

**FRANCESCO SCETTINO - FORMER CAPTAIN OF CONCORDIA**

Otherwise, it wouldn't have certification of floatability would it?

**GIOVANNA BOURSIER**

So you said, seeing as I have 3 compartments flooded, I'll try to get as close to the shore and after that?

**FRANCESCO SCETTINO - FORMER CAPTAIN OF CONCORDIA**

Let's try and understand what the real situation is, we'll come to rest on the shallow seabed, and we'll all disembark from there, that's all. That was the idea. Sadly it rolled over and, unfortunately, this was probably due to the fact that other areas were damaged in the impact.

**GIOVANNA BOURSIER**

But couldn't you see that?

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

No, given that the computer wasn't working, it didn't record the values of the water probes.

**GIOVANNA BOURSIER OFF CAMERA**

At around midnight, the ship started to list dramatically until it capsized after about half an hour, rolling over completely onto its right side.

**PABLO LAZARO –CONCORDIA SURVIVOR**

People, dishes, plates, were flying around, flying around, I fell over, everything was flying around!

**ANNE DECIÉ –CONCORDIA SURVIVOR**

If you look at the ship now, it's daytime, but having to jump off in the middle of the night, jump into the water in the dark, arrive onshore dripping wet wearing half nothing, it makes you feel in shreds, abandoned.

When I see Schettino's photo, with him saying he "slipped" into the lifeboat, I think hundreds of us could only dream of being where he was. When we got to the port, and saw Costa's crew, officers, already onshore, while there were still hundreds and hundreds of people on the ship, well that's just plain cowardly!

**GIOVANNA BOURSIER OFF CAMERA**

In the end there were 32 victims. An Indian cook is still missing. Schettino is accused of having abandoned his ship before his passengers were rescued. This is forbidden by the Code of Navigation ...

**GIOVANNA BOURSIER**

Did you abandon the ship before your passengers were rescued?

**FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

No.

**GIOVANNA BOURSIER**

The whole of Italy is aware there was a bad captain on board who wasn't able to cope with the emergency and scarpered as soon as he could by jumping onto a lifeboat?

**FRANCESCO SCHETTINO - FORMER CAPTAIN OF CONCORDIA**

The ship was falling on top of me and I could no longer find my footing.

**GIOVANNA BOURSIER**

Are you telling me you slipped?

**FRANCESCO SCHETTINO - FORMER CAPTAIN OF CONCORDIA**

You can say slipped, or you can say fell, the feeling is that of stumbling and finding yourself in the lifeboat. Immediately following the event, that is during custodial interrogation, I wanted to describe that moment by using a feeling, but I never ever thought that that term would have been so widely embroidered on. The fact is that, alongside me, just a few seconds later, my second in command also jumped into the sea, he didn't have any other choice.

**GIOVANNA BOURSIER**

And what if you had stayed there?

**FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

We wouldn't have stayed there because we'd have fallen into the water anyway!

**GIOVANNA BOURSIER OFF CAMERA**

Schettino's version is that being on the ship's right deck meant he "didn't have any other choice" because the ship capsized, rolling over on its right side and the right deck ended up under water. There was a lifeboat underneath which a sailor caught up

in the general panic had not managed to release. That's the reason why he jumped onto it, releasing it, and a few moments later they got to the rocks.

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

I did nothing more than bring the lifeboat away from the ship and call the rescue services ... and say "Sirs, I'm the captain, I'm not on board, I'm in difficulty, come and pick the people up if they're in the sea because I can't do anything more than this" So I was the one who said this. It's taken three years to be able to say more than three words in any one go.

**GIOVANNA BOURSIER OFF CAMERA**

Just a little later, Ferrarini called the Coastguard Command in Rome to ask for more helicopters to be sent aboard to rescue those left on the side not under water, the left side, and to inform Colonel Manna that Schettino was on the rocks.

**COLONEL LEOPOLDO MANNA – COASTGUARD COMMAND ON THE PHONE**

I imagine he is coordinating from there, what is he doing?

**ROBERTO FERRARINI ON THE PHONE**

But he's coordinating from there as far as is possible, the problem is that now he's not really able to see. I think we need someone highly specialised like yourselves to land on the hull and, let's say, start to realise what the real situation is.

**GIOVANNA BOURSIER OFF CAMERA**

A half an hour later, Colonel Manna called Schettino himself.

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

The ship is basically lying on its side.

**COLONEL LEOPOLDO MANNA – COASTGUARD COMMAND ON THE PHONE**

Good, yes sir, I'm with you.

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

The side, the starboard side is totally under water.

**COLONEL LEOPOLDO MANNA – COASTGUARD COMMAND ON THE PHONE**

Yes sir.

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

On the left side, the first officer and second in command at the stern told me, captain there are about ten people, another told me 100, and another 150.

**COLONEL LEOPOLDO MANNA – COASTGUARD COMMAND ON THE PHONE**

Ok, I understand.

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

Once we moved away, some people that were still on deck slipped into the water. Some lifeboats that were ferrying people from the ship to the shore turned back to pick up the people in the sea.

**COLONEL LEOPOLDO MANNA – COASTGUARD COMMAND ON THE PHONE**

Ok, fine, so you're not certain of the number of people aboard?

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

No, I'm not certain.

**COLONEL LEOPOLDO MANNA – COASTGUARD COMMAND ON THE PHONE**

Clearly not.

**FRANCESCO SCETTINO - CAPTAIN OF CONCORDIA**

He ended the call by saying to me to keep note, you are our point of reference. Then another coastguard officer called, but clearly with a different perception of events. And so, if I had known that call would have been used subsequently, because it's not clear why one was transmitted and the other wasn't. Was a choice made at the top, I wonder?

**GIOVANNA BOURSIER OFF CAMERA**

The phone call is the one known the world over, made by Captain De Falco who called at 1:46 am from Livorno.

**CAPTAIN GREGORIO DE FALCO ON THE PHONE**

Listen Schettino, there are people trapped on board. Now you go with your boat under the prow on the starboard side. There is a rope ladder. Climb up the ladder and go on board.

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

Captain, at the moment the boat is listing.

**CAPTAIN GREGORIO DE FALCO ON THE PHONE**

I understand that. There are people, listen, there are people that are coming down the rope ladder at the prow. You go up that rope ladder, get on the ship and tell me how many people are still on board. And what they have with them. Is that clear? Listen Schettino, you may have saved yourself from the sea but I'm going to see you get it, I'm going to make sure you're in real trouble. Get back on board for fuck's sake!

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

Captain, please.

**CAPTAIN GREGORIO DE FALCO ON THE PHONE**

No please, now get up and go back on board. Can you assure me you're going back on board?

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

I'm going here with the rescue boats, I'm under here, I haven't gone anywhere, I'm here.

**CAPTAIN GREGORIO DE FALCO ON THE PHONE**

Go back on board! That's an order! Don't make any more observations. You gave the order to abandon ship, now I'm in charge. Get back on board! Did you understand?

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA ON THE PHONE**

But do you realise that its dark here and we can't see anything?

**CAPTAIN GREGORIO DE FALCO ON THE PHONE**

And so, do you want to go home Schettino? It's dark and you want to go home?

**FRANCESCO SCETTINO – FORMER CAPTAIN OF CONCORDIA**

In order to provide a rescue service, you need to know what's happening don't you? If I say to you to "listen to me please" during the call, then listen to me please!. When I said "It's dark here", I couldn't see where the rope ladder was. I couldn't see the helicopter but he said "listen to me please", in other words, let's try and understand each other. That's the main aim. Then if we go and see, what happened we were trying to pick up people from the water, this means that I was there, trying to do what I could.

**GIOVANNA BOURSIER OFF CAMERA**

With the ship lying on its right side, it was difficult for Schettino to get back on board because the ladder was under water while the ladder at the prow was being used by those trying to get off. At that time, De Falco should have been aware of this since Coastguard Command in Rome should have informed him of the situation since it was in touch with Ferrarini who had just asked for more helicopters to be sent on board.

**GIOVANNA BOURSIER**

So, why did you tell Schettino to "get back on board" when the ship had rolled over and he couldn't get back on board. Seeing as you say the problem is at 0046 [GMT].

**GREGORIO DE FALCO – COASTGUARD OF LIVORNO**

You are asking me questions that are not fitting for this moment, but for other circumstances.

**GIOVANNA BOURSIER**

Was the Command in Rome in touch with you?

**GREGORIO DE FALCO – COASTGUARD OF LIVORNO**

The Command in Rome was not in touch with me at that moment, but this concerns ... let me repeat, Ms. Boursier. This concerns an inquiry that you will ...

**GIOVANNA BOURSIER**

No, I mean if the Command in Rome was not in touch with you, this is important.

**GREGORIO DE FALCO – COASTGUARD OF LIVORNO**

I cannot say right now, I'm here for another reason.

**GIOVANNA BOURSIER**

Maybe you weren't in charge? Who was supposed to be in charge of operations on that night? Rome or Livorno?

**GREGORIO DE FALCO – COASTGUARD OF LIVORNO**

You can ask this question to the General Command.

**GIOVANNA BOURSIER**

Why don't you want to answer?

**GREGORIO DE FALCO – COASTGUARD OF LIVORNO**

Because I did what I was supposed to do at that moment, we had asked, we had taken action as needed, and then we were given authorisation.

### **MILENA GABANELLI IN THE TV STUDIO**

In short, it's difficult to unravel the mystery. The fact remains that a month ago Captain De Falco was transferred to an office where he's now twiddling his thumbs. Appeals for a national hero, indeed last Wednesday he was called to a meeting in Parliament in order to understand the reason for his demotion, and he shed light on this: "because I said for fuck's sake"! In other words, the Coastguard Command, that didn't want to talk to us about this or anything other matter, took two and a half years to rule that swearing brings dishonour to the uniform. After all, it's a well-known fact that they speak a more refined language in the Navy. As far as we're concerned, it's a more plausible idea that the whole chain of command failed to function on that night, inside coastguard offices as well and not just aboard the ship where, as we'll see, there were other worries.

### **GIOVANNA BOURSIER OFF CAMERA**

The trial in progress in Grosseto brought to light the fact that the Concordia started its trip with a faulty black box and radar. After the impact, some watertight doors were not watertight and failed to isolate the water coming in from the gash. Is this the reason why the ship listed?

### **MASSIMILIANO GABRIELLI – PLAINTIFF'S LAWYER**

This most definitely affected the time the ship employed to flood and capsize.

### **ALESSANDRA GUARINI – PLAINTIFF'S LAWYER**

The emergency generator which should kicked into action to ensure a supply to all systems, including the safety and rescue systems, failed to work.

### **GIOVANNA BOURSIER OFF CAMERA**

According to expert witnesses, the generator, some lifeboats and the lifts failed to work due to a design error: at the moment of impact they should have stopped at the emergency deck, but they continued to go up and down for 17 minutes, until in the end they came to a stop with the doors open but with no cabin.

### **GIOVANNA BOURSIER**

Indeed, when the ship rolled over, some people ended up inside, in other words inside the lift shaft ...

### **ALESSANDRA GUARINI – PLAINTIFF'S LAWYER**

Unfortunately bodies were found inside the lift shaft, that is correct.

### **GIOVANNA BOURSIER**

Did the lifeboats have problems too?

### **ALESSANDRA GUARINI – PLAINTIFF'S LAWYER**

Yes, absolutely, the generator's failure to work also affected releasing and lowering of the lifeboats. Specifically, the records show that Lifeboat No. 16 was not lowered because of this problem, and so the people aboard that lifeboat were obliged to get out of the boat and cross over the ship, at the reckless suggestion of some officers present, and many people lost their lives.

### **GIOVANNA BOURSIER**

And the crew's incompetence would also seem to be another factor...?

### **ALESSANDRA GUARINI –PLAINTIFF'S LAWYER**

That has been proven and ascertained. Costa's personnel was in no way prepared or trained to deal with an emergency.

**MASSIMILIANO GABRIELLI – PLAINTIFF'S LAWYER**

Let's put a waiter in the anti-leak team, why not.

**GIOVANNA BOURSIER**

Who is supposed to check, is it you when you go on board or do you have paperwork, I mean who is supposed to check that everything is working prior to departure?

**FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

There is planned maintenance which must be performed, which must be kept, and then there are the tasks that I give to the various officers, chief engineer, doctors, nurses, so everyone has a task to perform. Should this fail to be done, the responsibility lies with the person who failed to perform maintenance activities.

**GIOVANNA BOURSIER OFF CAMERA**

The inquiry launched by the Coastguard of Livorno immediately following the accident showed that despite the official language being Italian, most of the crew was foreign and did not speak Italian, and some of them didn't even speak English.

**GIOVANNA BOURSIER**

So, is it true that the helmsman did not understand the language?

**MASSIMILIANO GABRIELLI – PLAINTIFF'S LAWYER**

He made a terrifying series of errors ...

**GIOVANNA BOURSIER OFF CAMERA**

In an internal audit performed 10 days prior to departure, Schettino reported to Costa: "I have serious doubts about the crew's real level of competence", and back in 2009, when asked to give an opinion on the Costa Magica case where the ship ended up too close to the shore, he wrote that the training of officers needed to be reviewed.

**GIOVANNA BOURSIER**

What did Costa reply?

**FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

They told me to be more tolerant with the officers because they were selected, chosen and so they had to be used for the ranks they had. Clearly, I'm not the one responsible for putting together the crew of a ship, so ...

**GIOVANNA BOURSIER**

But did you go on board with a crew that, in your opinion, were not competent?

**FRANCESCO SCHETTINO - FORMER CAPTAIN OF CONCORDIA**

What can I say?

**CESARE BULGHERONI – PLAINTIFF'S LAWYER**

But the company failed to react in any way to this extremely serious observation.

**GIOVANNA BOURSIER**

But the Captain could have said: I'm not going on board a ship where there is a waiter instead of a qualified person able to assess a leak?

**CESARE BULGHERONI – PLAINTIFF’S LAWYER**

But then, after that, he would have had to go sail on a lake ...

**GIOVANNA BOURSIER OFF CAMERA**

Now Costa’s sacked him. And he is the only party in the trial accused of manslaughter, with incompetence and negligence, multiple injuries, failure to notify authorities and abandoning ship. And an environmental disaster. The other accused parties – the helmsman, the 3 commanding officers and Ferrarini- struck a plea bargain. Ferrarini got the longest sentence: 2 years and 10 months. Legal expenses and lawyers paid by Costa.

**MASSIMILIANO GABRIELLI – PLAINTIFF’S LAWYER**

And now, they are still all Costa employees, they have almost all received promotions. The legal expenses were paid by Costa. That’s not the case for Schettino. The Public Prosecutor scaled down the crimes these people were charged with.

**GIOVANNA BOURSIER**

But the question of a plea ...

**MASSIMILIANO GABRIELLI – PLAINTIFF’S LAWYER**

And it allowed sentences of 2 years and 10 months for the murder of 32 people. These are sentences suitable for infringement of building regulations.

**GIOVANNA BOURSIER**

Couldn’t you negotiate a plea bargain too?

**FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

The others were allowed to do so, I wasn’t. The charges are the same.

**GIOVANNA BOURSIER**

But you’re the captain!

**FRANCESCO SCHETTINO – FORMER CAPTAIN OF CONCORDIA**

The captain is responsible, take note, I never said that the captain is not responsible, the captain has his responsibilities: it was an accident, and right from the start, way back, I have been saying that it was an accident that involved an organisation. That was a class test performed by a team, by an organisation of people which I was at the top of. It’s like when a person dies and they go to the head physician, yes we agree, there are objective and subjective responsibilities. But this ship seems as if it was a ghost ship, I’m the only one left on board, in other words it’s as if I embarked alone. I mean, we need to clarify matters a little bit, I mean, here, we need to extend the concept to the organisation.

**GIOVANNA BOURSIER OFF CAMERA**

During the trial, Costa negotiates a plea bargain of 1 million Euro, for not having supervised the actions of Schettino and Ferrarini, who, as per the sentence, acted to reduce the damages and costs for the company regarding towage, repair and any possible compensation.

**GIOVANNA BOURSIER**

So he tried to save money straight away, right from the very first minutes?

**MASSIMILIANO GABRIELLI – PLAINTIFF’S LAWYER**

At the very first, aware however that there was a gash that was 70 metres long and as tall as a bus. What failed to work was management of the emergency, it was management of the emergency that created victims, the ship’s malfunctioning.

**GIOVANNA BOURSIER OFF CAMERA**

Built by Fincantieri for Carnival/Costa.

**MASSIMILIANO GABRIELLI – PLAINTIFF’S LAWYER**

If a series of malfunctions were to be found on this series of ships, because they were all built in series, this would mean that the cruise ship company, Costa and Carnival, would be obliged to replace the emergency generators, watertight door systems, crew training. So this trial could result in enormous costs for the company.

**GIOVANNA BOURSIER**

At this point, it’s like saying that as regards the Concordia, others could be involved in the trial, like, for example, Fincantieri, the company responsible for building those ships?

**MASSIMILIANO GABRIELLI – PLAINTIFF’S LAWYER**

It built those ships, and those ships continue to travel, they are ships built in series. So what happened to the control system for Concordia’s lifts could also happen in the exact same way on another Costa or Carnival ship of the same series.

**GIOVANNA BOURSIER**

That are sailing at the very moment?

**MASSIMILIANO GABRIELLI – PLAINTIFF’S LAWYER**

At the very moment...

**GIOVANNA BOURSIER OFF CAMERA**

It’s not very reassuring. In the United States, 150 survivors have brought a lawsuit against Carnival, the owner of Costa Crociere. In their opinion, the error is at the start, in the ships’ design.

**GIOVANNA BOURSIER**

What is it that could be considered an error in the design of a ship like that?

**MICHAEL VERHOVEN –JOHN EAVES LAW FIRM**

Firstly, the imbalance of these ships, because they are always larger above the water line, where you can put bars, restaurants, gyms, all those things that make money, while they are increasingly barge-like below the water line so that the ships can dock at the smaller ports of the Mediterranean, so that they can enter into the Giudecca canal. This means that Carnival’s ships are becoming unbalanced, they can roll over in just a few minutes like at Giglio, and you need to evacuate all the passengers, including the crew, in a very short space of time.

**GIOVANNA BOURSIER OFF CAMERA**

The Concordia had an 8-metre draft, and was 50 metres tall. Now Carnival is planning ships that are double in size, 8400 passengers, and international regulations still provide for just 30 minutes to evacuate the ship. The positioning of equipment on board is also said to be wrong.

**MICHAEL VERHOVEN – JOHN EAVES LAW FIRM**

For example, generators....

**GIOVANNA BOURSIER**

Why are you saying this?

**MICHAEL VERHOVEN – JOHN EAVES LAW FIRM**

that must not, that should not be installed in easily floodable areas. But they always are, as was the case with the Costa Concordia, the main control panel was flooded immediately.

**GIOVANNA BOURSIER**

And the generator broke.

**MICHAEL VERHOVEN – JOHN EAVES LAW FIRM**

Exactly, it went haywire.

**GIOVANNA BOURSIER**

There are supposed to organisations that certify ships, aren't there?

**MICHAEL VERHOVEN – JOHN EAVES LAW FIRM**

Yes there are, there's Rina in Italy which certifies the ship's seaworthiness.

**GIOVANNA BOURSIER OFF CAMERA**

On 15 September, the US judge ruled: there's a problem with jurisdiction and the trial must be held in Italy seeing as the accident occurred there. There's Rina, the Italian Naval Register, a private-law state body controlled by the Ministry of Transport, which is responsible for certifying the ship's class and checking its construction. 3 months after the accident, Costa's lawyer, Cristina Porcelli, telephoned Paolo Parodi, an engineer employed by Costa, because the ship Fascinosa ready for delivery by Fincantieri, had a faulty bush, in other words the cylinder where the axes turn around.

**TAPPED CALL: CRISTINA PORCELLI ON THE PHONE**

*Can I ask you something technical: Can they deliver the boat to us with a bush that overheats and doesn't work correctly?*

**TAPPED CALL: PAOLO PARODI ON THE PHONE**

*Um, it's never exactly red and white for these things*

**TAPPED CALL: CRISTINA PORCELLI ON THE PHONE**

*Obviously.*

**TAPPED CALL: PAOLO PARODI ON THE PHONE**

*I mean if a bush starts to burn, absolutely not, the ship works with a single axis! But it all depends on how you conduct the sea trials.*

**TAPPED CALL: CRISTINA PORCELLI ON THE PHONE**

*No, but what I'm interested in understanding, let me tell you, what I mean is whether I can accept a ship with a bush that has a problem or if, what I means is, will Rina issue me with certification? Yes, let's put it that way.*

**TAPPED CALL: PAOLO PARODI ON THE PHONE**

*No, but Rina... Rina does everything Fincantieri wants! So you can decide to conduct more stringent sea trials, so if it's okay, it's okay, end of discussion, if it starts burning, the ship has to go back to the yard.*

**TAPPED CALL: CRISTINA PORCELLI ON THE PHONE**

*Ok, I've understood, all clear.*

**TAPPED CALL: PAOLO PARODI ON THE PHONE**

*But, you can decide to perform less stringent sea trials. If you submit...*

**TAPPED CALL: CRISTINA PORCELLI ON THE PHONE**

*Okay, that's one aspect.*

**TAPPED CALL: PAOLO PARODI ON THE PHONE**

*No, no, as far as I'm concerned that's what will happen, that they'll perform false sea trials.*

**TAPPED CALL: CRISTINA PORCELLI ON THE PHONE**

*Okay, okay, that's not a problem.*

**TAPPED CALL: PAOLO PARODI ON THE PHONE**

*Because it's in everyone's interest to conduct false sea trials.*

**TAPPED CALL: CRISTINA PORCELLI ON THE PHONE**

*Okay, but that's not a ... perfect.*

**TAPPED CALL: PAOLO PARODI ON THE PHONE**

*But I can see, almost 90% sure, I can see that that's what will happen.*

**TAPPED CALL: CRISTINA PORCELLI ON THE PHONE**

*I think so, yes, yes, all clear.*

**TAPPED CALL: PAOLO PARODI ON THE PHONE**

*Maybe Costa's not even interested, actually in my opinion Costa's is totally not interested in conducting strict sea trials, and we'll also lose two weeks of cruising.*

**TAPPED CALL: CRISTINA PORCELLI ON THE PHONE**

*Okay, obviously.*

**TAPPED CALL: PAOLO PARODI ON THE PHONE**

*So maybe, someone will say, okay, let's do some trials so that the ship can operate for the coming 6 months.*

**TAPPED CALL: CRISTINA PORCELLI ON THE PHONE**

*Certainly.*

**TAPPED CALL: PAOLO PARODI ON THE PHONE**

*In any case, the ship cruises at a limited speed.*

**TAPPED CALL: CRISTINA PORCELLI ON THE PHONE**

*Okay.*

**TAPPED CALL: PAOLO PARODI ON THE PHONE**

*Keep in mind that this has already happened with a ship, that we took with a class restriction, that it couldn't exceed, which was the Concordia if I'm not mistaken.*

**GIOVANNA BOURSIER OFF CAMERA**

We tried for two months to interview the CEO of Costa, we spent 15 days on Giglio island but he didn't even want us to film him.

**MICHAEL THAMM – CEO, COSTA CROCIERE**

What are you doing?

**GIOVANNA BOURSIER OFF CAMERA**

Finally, he granted us a couple of minutes after a press conference.

**GIOVANNA BOURSIER**

Two Costa employees whose calls were tapped spoke about false sea trials?

**MICHAEL THAMM – CEO, COSTA CROCIERE**

I am not aware of this phone call, nor do I know what they were talking about.

**GIOVANNA BOURSIER**

And they also said that Rina does everything that Fincantieri wants.

**MICHAEL THAMM – CEO, COSTA CROCIERE**

I don't know, as you well know, the accident resulted in an investigation which concluded that, at the time of the accident, the ship was in excellent conditions, both from a construction and maintenance viewpoint.

**GIOVANNA BOURSIER OFF CAMERA**

Exactly two years ago, we paid a visit to Rina, which is now refusing to grant an interview, and we found Fincantieri's press office at Rina's offices.

**FROM "FUORIBORDO" - 1 APRIL 2012**

**GIOVANNA BOURSIER**

*So how come Fincantieri's press office is here when I am interviewing Rina?*

**FINCANTIERI PRESS OFFICE**

*No, because we also assist with Rina's communications and marketing activities, but if you don't want us here, we'll leave.*

**GIOVANNA BOURSIER**

*No, no it's not a question of whether I want you here or not!. I mean, don't you perform checks on their boats, on their constructions?*

**FINCANTIERI PRESS OFFICE**

*If it's a problem for you...*

**FINCANTIERI PRESS OFFICE**

*Hey, look, we'll leave*

**GIOVANNA BOURSIER OFF CAMERA**

Rina provides consulting services to Fincantieri, as well as checks for which approximately 2 million was paid in 2012, by Fincantieri.

## **GIUSEPPE BONO – CEO, FINCANTIERI**

But it's not that we give them money so as they can turn a blind eye, we pay them so as they can certify that what we do is done well.

## **MILENA GABANELLI IN THE TV STUDIO**

So, as far as we are concerned, the public prosecutor's office in Genoa is still looking into the tapped phone call where mention is made of false sea trials. While Fincantieri did not agree to meet with us this time, but they told us to avoid "a media circus aimed at exploiting a tragic event by casting doubt on the high quality of their products" and they cautioned us about making any libellous statements. If the truth be known, we weren't the ones who mentioned false sea trials and the fact that Rina does everything Fincantieri wants, it was two Costa employees that said so. That doesn't mean that it's true but they were the ones who said so. While the fact that there's a close working relationship between Fincantieri and Rina can be seen from the fact that when Giovanna Boursier went to interview Rina's executives, she found Fincantieri's press office as well. Then, it's written that: "The facts show that Costa Concordia resisted the accident without capsizing, significantly limiting the number of victims". So, can't a ship in that position, be referred to as a ship that has capsized? The fact remains that, at the present time, the only person under accusation as regards the 32 victims is Schettino, and the public prosecutor has made known that he will request a 20-year term of imprisonment because he caused the accident and failed to raise the alarm immediately. And this is a fact. Then if the crew did not have enough training, then he shouldn't have hired them and he shouldn't have taken command! But this isn't what the trial is focused on, just as it isn't focused on the emergency generator that failed to work, the watertight doors that weren't watertight. But these facts don't just disappear once Schettino has been sentenced. The facts remain and pose the problem of the governability and safety of these cruise ships. And they need to be dealt with because there are a great number of these ships that embark thousands of passengers all over the world, in short, right now at the very moment there are all these here. And we'll look at this after the break.

## **BREAK**

## **MILENA GABANELLI IN THE TV STUDIO**

So, before taking a look at the huge operation to right the wreck of the Concordia, let's see where her sister ships are at the moment. So, the Costa Serena is in Marseille, the Costa Pacifica is docked in Istanbul, while the Costa Favolosa is in Palermo and the Costa Fascinosa is sailing along the coast of the former Yugoslavia, heading for Dubrovnik. So they are called sister ships because they were all built in series, with the same features and comforts, they could also have the same problems. There may not even be one, but it's Carnival itself, the group that owns Costa, that wrote in its financial statements presented in 2013 that "Costa aims to improve the safety and training procedures and intends to rebuild its reputation by embarking on an impressive advertising campaign at an international level. And indeed: it's suffice to say that "we're increasing the Italian GDP" and the tragedy suddenly becomes a resource.

## **MICHAEL THAMM – CEO, COSTA CROCIERE**

At this point, we have already contributed to the Italian GDP for 1 billion dollars given that this is our contribution to the Italian state and Italian economy. And this is staying in Italy.

**GIOVANNA BOURSIER**

To who?

**MICHAEL THAMM – CEO, COSTA CROCIERE**

In the end it will probably be hundreds of businesses.

**GIOVANNA BOURSIER OFF CAMERA**

The billion and a half, which was not paid by Costa, but by the insurance company was the sum needed to right the ship, move it from where it was and dismantle it. The operation started on 17 September 2013. They had to pull the ship up from the rocks and rest it on six underwater platforms. The sponsons, fixed to the sides of the ship, were built by Fincantieri. They were filled with water so they acted as a counterweight to right the ship. After 19 hours, the mission was accomplished. The operation was coordinated by the South African engineer Nick Sloane. Whenever he moved around Giglio island, all of the press moved with him.

**NICK SLOANE – SENIOR SALVAGE MASTER FOR CONCORDIA PROJECT**

Well, normally we don't do such high-profile operations. We've worked in Pakistan, Yemen, New Zealand, but without all of this media focus. But this was a really tragic accident, involving an enormous ship.

**GIOVANNA BOURSIER**

What did you think the first time you saw Concordia after the accident?

**NICK SLOANE – SENIOR SALVAGE MASTER FOR CONCORDIA PROJECT**

In pictures it's a big ship, but when you go on board, you realise that it is truly enormous, and so I thought it was a bigger challenge than I imagined.

**GIOVANNA BOURSIER OFF CAMERA**

The whole team that had to refloat the ship, bring it to a port, dismantle it and clean up the seabed was the Titan-Micoperi consortium comprising an American firm and one from Ravenna, chosen by Costa following an invitation to tender. The Chairman of Micoperi is the former state accountant, Andrea Monorchio.

**GIOVANNA BOURSIER**

So before you used to do the state accounts, and now you look after those of a private company?

**ANDREA MONORCHIO – CHAIRMAN, MICOPERI**

Excuse me, but just the same as Marchionne.

**GIOVANNA BOURSIER**

But Marchionne was not responsible for managing state money ...

**ANDREA MONORCHIO – CHAIRMAN, MICOPERI**

But he did not build motor cars either.

**GIOVANNA BOURSIER**

How much is this contract worth?

**ANDREA MONORCHIO – CHAIRMAN, MICOPERI**

Oh, I don't know ...

**GIOVANNA BOURSIER**

What do you mean you don't know? You're the chairman... Monorchio!

**ANDREA MONORCHIO – CHAIRMAN, MICOPERI**

You're trying to provoke me, so let's forget it.

**GIOVANNA BOURSIER**

But why do you never want to answer questions about money?

**ANDREA MONORCHIO – CHAIRMAN, MICOPERI**

Because you want to provoke me, and I'm trying to avoid you.

**GIOVANNA BOURSIER**

I want to provoke you? But, I beg your pardon, you are the Chairman of Micoperi, I'm asking you how much the contract is worth ...

**GIOVANNA BOURSIER OFF CAMERA**

He doesn't mind mentioning the figures regarding one of the many subcontractors.

**GIOVANNA BOURSIER**

What is the value of the contract?

**MAURO EVANGELISTI – CHAIRMAN, GAS & HEAT**

In the end we've calculated it as approximately 2 years work for about 10 million.

**GIOVANNA BOURSIER OFF CAMERA**

Gas & Heat is located near Livorno and was responsible for building the smaller platforms, the larger ones were built by the firm, Cimolai based in Pordenone.

**GIOVANNA BOURSIER**

How did you get the contract?

**MAURO EVANGELISTI – CHAIRMAN, GAS & HEAT**

We were offered the contract to build the platforms by the firm, Cimolai.

**GIOVANNA BOURSIER**

So in this case you were a subcontractor?

**MAURO EVANGELISTI – CHAIRMAN, GAS & HEAT**

It was a subcontract.

**GIOVANNA BOURSIER OFF CAMERA**

Cimolai is a partner in Mariotti which is a partner in Fincantieri, and which will dismantle the ship in Genoa ... Gas & Heat transported the platforms to Livorno along this canal that is suitable for navigation.

**MAURO EVANGELISTI – CHAIRMAN, GAS & HEAT**

And then they were moved from Livorno as far as Giglio using other craft.

**GIOVANNA BOURSIER**

The question that springs to mind is how were they transported from Cimolai which is located in the North-East?

**MAURO EVANGELISTI – CHAIRMAN, GAS & HEAT**

They sailed around the whole of Italy, going right down along all the Adriatic, and back up the Tyrrhenian coast as far as Giglio.

**GIOVANNA BOURSIER OFF CAMERA**

The company responsible for building the strand jacks used to right the ship was Trevi based in Cesena, an international-level engineering firm. They rebuilt the foundations of Ground Zero, and straightened up the leaning tower of Pisa by 5 cm in 2001.

**ANTONIO ARIENTI – TREVI SPA**

We built the strand jacks weighing 30/35 tons each which were attached to all the cables used to right the ship.

**GIOVANNA BOURSIER OFF CAMERA**

After the accident, the focus was not placed on safety aboard the floating cities, but on what the Concordia might spill into the sea. Monti's cabinet declared an emergency and appointed the head of the Civil Protection Service as Commissioner. Following this, a public agencies conference was also set up with the Ministers of the Environment, Transport, Health and Interior, the regional authorities of Tuscany and Liguria and the provincial authorities of Grosseto and Genoa. And if that wasn't sufficient, they also set up a monitoring unit.

**GIOVANNA BOURSIER**

What do you have to do?

**MARIA SARGENTINI – CHAIRMAN, COSTA CONCORDIA MONITORING UNIT**

We have to act as an interface for the cruise company and also with regard to all the institutions in relation above all to any requirements, and then to all environmental authorities.

**GIOVANNA BOURSIER OFF CAMERA**

So, practically, Ispra, Arpat, La Sapienza University of Rome and the Coastguard checked the water every day for two and a half years, to tell us that there was no pollution.

**MARCELLO MOSSAVERRE - ARPAT**

From a chemical viewpoint, we did not note anything apart from the odd sporadic alteration.

**GIOVANNA BOURSIER**

Would you go for a swim here?

**MARCELLO MOSSAVERRE - ARPAT**

Definitely!

**GIOVANNA BOURSIER OFF CAMERA**

The state performed checks, Costa paid and Costa also decided who was allowed to speak and who wasn't allowed, even a professor from La Sapienza University.

**GIANDOMENICO ARDIZZONE – MARINE BIOLOGIST, LA SAPIENZA UNIVERSITY**

I was informed of your request, but I was waiting for news.

**GIOVANNA BOURSIER**

But can I agree with you when to do it?

**GIANDOMENICO ARDIZZONE – MARINE BIOLOGIST, LA SAPIENZA UNIVERSITY**

Yes, provided that they give the all-clear.

**GIOVANNA BOURSIER OFF CAMERA**

The all-clear arrived, to say that the most serious damage was 500 square metres of Mediterranean tapeweed that was destroyed under the ship, and the mussels, measuring up to 1 metre and 20 in height, that had to be brought to safety.

**GIOVANNA BOURSIER**

So, what about the famous giant mussels that are the talk of the whole island?

**GIANDOMENICO ARDIZZONE – MARINE BIOLOGIST, LA SAPIENZA UNIVERSITY**

They have been moved to another protected area, still here in the same place, and so far from the site activities.

**GIOVANNA BOURSIER**

So have they survived?

**GIANDOMENICO ARDIZZONE - MARINE BIOLOGIST, LA SAPIENZA UNIVERSITY**

They've survived in part, but not all of them.

**GIOVANNA BOURSIER OFF CAMERA**

The two-year contract with La Sapienza university is said to be worth 1 and an half million, and the when the Minister of the Environment came to Giglio in July, he thanked Costa for their helpfulness, as if they weren't at all responsible for the disaster.

**PRESS CONFERENCE OF 13 July 2014**

**GIANLUCA GALLETTI – ENVIRONMENTAL MINISTER**

I believe that here we have all the elements Italy can be proud of, and also let me thank Mr. Thamm and Carnival for the great helpfulness they have shown.

**GIOVANNA BOURSIER**

You thanked Costa, now I wonder: so who was supposed to pay?

**GIANLUCA GALLETTI – ENVIRONMENTAL MINISTER**

No, I don't know if I thanked Costa, right now I can't remember my exact words, in my head.

**GIOVANNA BOURSIER**

You thanked Costa.

**GIANLUCA GALLETTI – ENVIRONMENTAL MINISTER**

To my mind I can remember saying something different, but it may be that I said something else. But let me tell you what I think: as far as I'm concerned Costa caused

the disaster, because, absolutely, we'll see who's really responsible at the end of the trial. The action it took afterwards was performed in a serious manner, that's all.

**GIOVANNA BOURSIER**

But it didn't really have much choice did it, if it wanted the people to go back on board those ships? Or in some way...

**GIANLUCA GALLETTI – ENVIRONMENTAL MINISTER**

It didn't have much choice, but in my everyday life, not just in politics, I meet a great many people who, even if they don't have much choice, still manage to make the wrong decision.

**GIOVANNA BOURSIER OFF CAMERA**

The wreck became a great tourist attraction on Giglio island. And what with 500 site workers, the bars, restaurants and hotels have been full for the past two and a half years.

**BARMAN**

I had their bacon delivered, the sauces they were used to eating.

**GIOVANNA BOURSIER OFF CAMERA**

This hotel is the HQ of Titan Micoperi. It's been completely full, for more than two years.

**GIOVANNA BOURSIER**

You're onto a winner with what's happened aren't you? How much are they paying?

**VINCENT**

Well I can't tell you how much they're paying.

**GIOVANNA BOURSIER OFF CAMERA**

While the tourists were busy taking photographs and the engineers were working to refloat the ship, Piombino and Genoa battled it out to decide who would be responsible for the dismantling operation. Monti's government took its decision in March 2013: the Concordia would go to Piombino.

**ENRICO ROSSI – PRESIDENT, REGION OF TUSCANY**

If there's a port nearby, the first thing to do with that ship is to bring it to the nearest port.

**GIOVANNA BOURSIER OFF CAMERA**

Tuscany's regional authorities allocated 40 million Euro to upgrade Piombino port, it was a real opportunity for the long-established steel works that have been in trouble for years, with 1500 jobs at risk, and Piombino is only one day's journey away. But a different decision was taken, and in July the wreck was towed for 5 days to reach Genoa port.

**GIOVANNA BOURSIER**

So why this change of mind?

**ENRICO ROSSI – PRESIDENT, REGION OF TUSCANY**

Because it was said that it shouldn't be the government that decided, but that it had to be Costa Crociere since they were paying.

**GIOVANNA BOURSIER OFF CAMERA**

The ship arrived in Genoa, in this basin where it was emptied and computers, beds, sofas were transported to the other side where the ship can't dock at the moment because it's not deep enough. Then it was moved to another basin. They started to dismantle it, and then it was moved again in order to finish the job. While works are being completed at Piombino and all the activities could have been performed in this basin.

**MARIA SARGENTINI – CHAIRMAN, COSTA CONCORDIA MONITORING UNIT**

Costa was asked to explain why they had ruled out Piombino, they sent a report but, as far as we're concerned, and we also put it in writing, they didn't take into account all the factors that would have had to come into play, because it wasn't a normal ship that made the journey.

**GIOVANNA BOURSIER**

Is it the same ship that is waster?

**MARIA SARGENTINI – CHAIRMAN, COSTA CONCORDIA MONITORING UNIT**

It's the same ship that is waste.

**GIOVANNA BOURSIER OFF CAMERA**

In the end the government took the decision.

**PRESS CONFERENCE OF 30/06/2014**

**MATTEO RENZI – PRIME MINISTER**

The Cabinet has approved the project to dismantle the ship in Genoa.

**GIOVANNA BOURSIER OFF CAMERA**

On the morning of 23 July, it departed...

**GIOVANNA BOURSIER**

Are you ready?

**NICK SLOANE – SENIOR SALVAGE MASTER FOR CONCORDIA PROJECT**

Yeah, we're ready.

**GIOVANNA BOURSIER OFF CAMERA**

Nick Sloane had to steer the convoy as far as Genoa. There were 4 tug boats, 10 support ships and a military aircraft around the boat... And the ship moved...

It got to Genoa in 4 days without causing any pollution... And then it was time for work too. The consortium chosen by Costa to dismantle the wreck in Genoa was Saipem/San Giorgio. And San Giorgio has long been one of Fincantieri and Costa's suppliers. San Giorgio is also a partner of Mariotti, which is a partner of Fincantieri, and Mariotti is one of the 50 companies which San Giorgio will award part of the works to. Here's the list ...

**GIOVANNA BOURSIER**

Are there other partners of yours among the list?

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

I don't know.

**GIOVANNA BOURSIER**

Well, I think you do! I mean it's impossible that you don't know...

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

I don't know. But, it's not like I ...

**GIOVANNA BOURSIER**

Oh, I'm sorry, I'll give you the list of companies.

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

Oh, okay.

**GIOVANNA BOURSIER**

You made the list but I'll give it to you so we can look at it together ...

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

There may be other partners of ours, it's possible.

**GIOVANNA BOURSIER**

In other words ...

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

Mariotti, Scorza, Ortec, Ivaldi Generali yes, and I can't see any more.

**GIOVANNA BOURSIER**

Ah, there are 4 or 5 of them.

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

Yes.

**GIOVANNA BOURSIER**

So, Costa is based in Genoa, you and all the others are based in Genoa .... companies that already supply Costa.

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

Yes.

**GIOVANNA BOURSIER**

You're all partners, one of the other, partners of Fincantieri, in short, the reason why the ship ended up in Genoa is because here, there are...

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

The skills needed.

**GIOVANNA BOURSIER**

The skills. But maybe we should also say... the personal relations?

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

Costa has always been one of San Giorgio's clients so undoubtedly there are also personal relations.

**GIOVANNA BOURSIER OFF CAMERA**

Renzi decided on Genoa on 30 June while San Giorgio applied for authorisation for the 50 companies back in February!

**GIOVANNA BOURSIER**

I mean, it kind of seems that you already knew, that Costa had already told you about the dismantling operation, ... hadn't it?

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

No, that's not the case.

**GIOVANNA BOURSIER**

Well, you managed to speed up things quite a lot?

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

Yes, quite a lot, we did try to be ready, that's true.

**GIOVANNA BOURSIER OFF CAMERA**

The total contract is worth about 78 million, and now the consortium has bought the wreck for 1 Euro.

**GIOVANNA BOURSIER**

So, if we are to say how things really are, you haven't paid for it, it's Costa that has paid you to take it, isn't it?

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

To buy it, yes, it is a little bit unusual, but that's how it is ...

**GIOVANNA BOURSIER**

Costa gave you 78 million, go on and take the Concordia and...

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

Exactly.

**GIOVANNA BOURSIER**

Take it to pieces.

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

Demolish it, yes, that's basically what the contract says.

**GIOVANNA BOURSIER OFF CAMERA**

There must also be the income from recycling: approximately 50,000 tons of steel. How much is that worth?

**FERDINANDO GARRÈ – CHAIRMAN, SAN GIORGIO DEL PORTO**

The current market value, if I'm not mistaken, is about 250 dollars, sorry Euro, per ton, more or less.

**GIOVANNA BOURSIER OFF CAMERA**

That means about 12 million. The Prime Minister, Mr. Renzi also arrived in Genoa to celebrate the Concordia, with tricolour shoes, together with the Ministers of the Environment and Defence. All in grand style, with the Civil Protection Service and all of Costa's representatives.

## **GENOA - 30 JULY 2014**

### **MATTEO RENZI**

We have to say thanks to all those who've worked for two years to do something which seemed impossible. So the merit goes to Costa that I would like to acknowledge and thank. If someone's error generates enormous damage, it's also true to say that a community of intelligent men and women, skilled, boasting great qualities, is able, at least, to re-set hope in motion.

### **GIOVANNA BOURSIER OFF CAMERA**

A large-scale national operation thanks to leading Italian engineering firms. But, to date, no one in the government has even considered the idea of banning sail-by salutes. The enormous cruise ships sail by St. Marks in Venice every day and they must only be about 100 metres from the shore.

### **MILENA GABANELLI IN THE TV STUDIO**

In short: they make laws to ban these floating cities from passing through Venice, but then they also make exceptions; so much so that we can see them there, on a daily basis. In the meanwhile, sooner or later they'll start to demolish the wreck of the Concordia in Genoa. It has returned home, since it was built by Fincantieri in Genoa and it will be put to rest by Fincantieri's suppliers, that know how to crush any problems, if there happen to be some. What's certain is that the question of ship safety has been completely obscured by this great media operation, and everyone is quite happy about that. The government are happy because the refloating, transportation and dismantling operations have all created jobs, and the need for justice has been satisfied because there's a guilty party. And he's so indefensible, even as regards the media, that maybe he can even be found guilty for a few things he's not guilty of.