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Tourism and related services — Yacht harbours —

Part 1:
Minimum requirements for basic service level harbours

Tourisme et services connexes — Ports de plaisance —

Partie 1: Exigences minimales pour les ports de niveau de service basique

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 228, *Tourism and related services.*

This first edition of ISO 13687-1, together with ISO 13687-2 and ISO 13687-3, cancels and replaces ISO 13687:2014, which has been technically revised.

A list of all parts in the ISO 13687 series can be found on the ISO website.

Introduction

Yacht harbours have a measurable and increasing social, commercial, and environmental influence. All this has been taken into account of and motivates the development of this document due to the itinerant nature of craft and the boating and yachting tourism community.

Recognizing that every yacht harbour is unique, the purpose of the ISO 13687 series is to set out minimum requirements which are suitable for all yacht harbours. Special attention has been given to user's safety and environment protection.

ISO 13687 consists of the following three parts:

— ISO 13687-1 provides minimum requirements for basic service level harbours;

— ISO 13687-2 provides minimum requirements for intermediate service level harbours;

— ISO 13687-3 provides minimum requirements for high service level harbours.

The aim of the ISO 13687 series is to provide yacht harbour operators with a practical tool to:

— promote health, safety, and respect to the environment;

— help the development of yacht harbours, surrounding spaces, and communities by sharing global practices;

— provide nautical tourists with harmonized information and services across yacht harbours and to give them a broad choice of offers regardless of their location.

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Tourism and related services — Yacht harbours —

Part 1:
Minimum requirements for basic service level harbours

1 Scope

This document establishes minimum requirements for commercial and non-commercial harbours for leisure craft in order to define the basic level to deliver services to the boating community for all types of recreational boating activities, excluding the standardization of sports activities.

The scope does not cover specifics of boat yards, dry stacks, dry-docking areas, dry storages, fuel stations and nearby beaches.

This document does not cover risks in case of abnormal weather conditions above windforce 9 on the Beaufort scale and extreme sea conditions or rogue waves.

2 Normative references

There are no normative references in this document.

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at http://www.iso.org/obp

— IEC Electropedia: available at http://www.electropedia.org/

3.1
bilge water
water that collects and stagnates in the deepest point of a *craft* (3.3)

Note 1 to entry: Bilge water can contain oil, detergents, solvents, chemicals, and other contaminants.

3.2
black water
waste (3.13) water and excreta from water closets, excluding *grey water* (3.5)

3.3
craft
boat and yacht of any length used for leisure, sport, commercial, and all other purposes

3.4
fresh water
water with a low concentration of dissolved salts used typically for sanitation, showering, washing, bathing, boiling, and similar, but not for direct human consumption purposes

3.5
grey water
waste water from household, baths and *showers* (3.10), hand basins, and kitchen sinks but excluding *black water* (3.2)

3.6
information point
easily identifiable and *readily accessible* ([3.8](#)) place to display *yacht harbour* ([3.15](#)) related information

3.7
potable water
water which is intended for direct human consumption

Note 1 to entry: For further information on differentiation between *fresh water* ([3.4](#)) and potable water, see [Annex B](#).

3.8
readily accessible
capable of being reached without the use of tools

Note 1 to entry: Keys are considered to be tools.

3.9
safety ladder
device to climb out of the water without assistance

3.10
shower
cubicle in which a person can stand under a spray of water

3.11
toilet
cubicle in which a single water closet (WC) is installed

3.12
user
person who benefits from the facilities and services provided by the *yacht harbour* ([3.15](#))

3.13
waste
material or objects which the holder discards or intends to discard or is required to discard

3.14
waste collection system
system provided by the *yacht harbour* ([3.15](#)) to accept landed *waste* ([3.13](#)) for further handling

3.15
yacht harbour
mooring facility giving shelter against bad weather conditions and providing a landing stage and the appropriate land and water based facilities for *craft* ([3.3](#)) and their crew

Note 1 to entry: For the purposes of this document, this definition includes both commercial harbours (e.g. marinas) and non-commercial harbours (e.g. yachting and boating clubs).

3.16
yacht harbour operator
person or entity with the overall responsibility for the *yacht harbour* ([3.15](#))

4 General requirements

4.1 Legal and other requirements

The yacht harbour operator shall establish, implement and maintain a procedure:

— to identify the legal requirements applicable to the yacht harbour;

— to determine how these requirements apply to the yacht harbour.

The yacht harbour operator shall ensure that these applicable legal requirements are taken into account when offering its services.

4.2 Office

The yacht harbour shall have an office. Regular service hours shall be clearly displayed.

4.3 Staff

Staff shall:

a) be able to provide information regarding local facilities and tourist information;

b) have knowledge of this document;

c) be competent to fulfil their day-to-day tasks;

d) be competent to execute the action plans defined in this document.

At least one member of the staff should be able to communicate in one foreign language being most relevant for users.

4.4 Administration

The yacht harbour shall have available:

a) local information concerning nautical rules and regulations, navigational restrictions, and environmental restricted areas and other zones;

b) a list of services provided and their description.

A list of recommended administrative best practices is given in Annex A.

4.5 Insurance

Every yacht harbour shall have third party liability insurance.

5 Environmental requirements

5.1 Waste control

There shall be an organized waste control system in place, including collection, storage, and disposal.

NOTE Further information with regards to waste control is provided in the International Convention for the Prevention of Pollution from Ships (MARPOL).

5.2 Oil and fuel spill

The yacht harbour shall have means to contain the spread of oil and fuel spill on land or water.

5.3 Black water, bilge water

Yacht harbours shall offer appropriate facilities to discharge black water and bilge water, or shall have facilities available within a radius of 3 000 m.

5.4 Environmental code of conduct

The yacht harbour shall have an environmental code of conduct addressed to user(s). It shall be posted on the information point. Additionally, the code of conduct should be made available to the user(s) by further means (i.e. leaflet, website, etc.).

The code shall give as a minimum the following advice:

a) respect for nature, wildlife, and especially sensitive protected natural areas;

b) use of the yacht harbour's collection system for waste;

c) use of the boat-repairing and washing areas, if any.

6 Safety requirements

6.1 First aid kit

There shall be a readily accessible first aid kit and its location shall be clearly displayed. The contents of a first aid equipment box shall meet the standards set by a national or international lifesaving organization. The location of first aid kit(s) shall be shown on a map displayed at the main information point.

NOTE   This could also be achieved by providing the first aid kit in a locked box. The key to open the box is stored in an emergency key box with breakable glass.

6.2 Fire fighting

There shall be readily accessible firefighting equipment and its location shall be clearly identified. All firefighting points shall be shown on a map displayed at the main information point. The firefighting equipment shall be approved by the domestic firefighting authorities.

6.3 Lifesaving equipment

Each jetty, pontoon, or pier shall be fitted with a safety ladder. Additionally, equipment to maintain buoyancy of people and to remove them from the water shall be available.

Such equipment can be, for example:

a) a lifesaving pole and hoop, or

b) a life buoy with floating line.

6.4 Illumination

The yacht harbour shall have illumination to ensure safe access to all hazard points and emergency facilities.

6.5 Emergency action plan

The yacht harbour shall have and maintain an emergency action plan. It shall have the following sections and identify responsible persons for each:

a) firefighting;

b) evacuation;

c) medical emergency;

d) disasters, as appropriate;

e) oil and fuel spillage;

f) training scheme for staff;

g) identification of an emergency assembly point.

7 Signage

7.1 General

It is recommended that ISO 7001 is followed with regard to signage symbols (i.e. pictograms). Location and size of the symbols shall be reasonable for their purpose.

7.2 Graphical symbols

The following shall repeatedly be displayed with graphical symbols (i.e. pictograms) to indicate, if applicable, the direction to the next available:

a) firefighting equipment;

b) toilets;

c) showers;

d) emergency ladders (from water);

e) waste disposal points;

f) information points;

g) exit(s) from buildings;

h) exit(s) from piers and pontoons;

i) exit(s) from facility;

j) vehicle parking;

k) risk of falling into the water (i.e. pier heads, quayside);

l) lifesaving elements point (next to water);

m) risk of electrical shock;

n) first aid kit;

o) potable water and/or fresh water;

p) sewage pump out station;

q) facilities for disabled people;

r) emergency assembly point.

7.3 Information point

There shall be a main information point which may be at the yacht harbour office or nearby. The displayed information shall be visible at any time, even when the harbour office is closed.