



**International
Standard**

ISO 18725

**Tourism and related services —
Yacht harbours and dry stacks —
Requirements for clean harbours
and active biodiversity harbours**

*Tourisme et services connexes — Ports de plaisance et ports à
sec — Exigences pour les ports propres et ports propres actifs en
biodiversité*

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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 document 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).

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

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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Introduction

Leisure boat and yachting activities, as well as the geographic implantation of yacht harbours, can have a significant influence on the quality of the water and sediments, among other elements, surrounding the yacht harbour. This, in turn, can have an impact on the local environment and its biodiversity within the yacht harbour's perimeter and its area of effect.

With an optimal technical and environmental approach, the yacht harbour can take on a major role in fighting pollution. The yacht harbour operator can contribute to the preservation and restoration of aquatic ecosystems, to the quality of sea water or soft water, to the maintenance of public health and public sanitation, and to the development of economic, social and environmental activities.

Taking the unique nature of each yacht harbour into consideration, this document proposes an adapted and proportioned approach to each yacht harbour operator for the implementation of a quality environmental policy. This policy is referred to as the "clean harbours policy", and is specified in [Clause 4](#), [Clause 5](#) and [Clause 6](#).

The yacht harbour operator may also commit to more demanding environmental protection standards than those specified in the clean harbours policy, by deploying means to protect and restore biodiversity. An optional and complementary continuation of the clean harbours policy is therefore proposed in [Clause 7](#), named "active biodiversity harbours".

The yacht harbour manager may choose to conform only to the clean harbours policy, or to both the clean harbours policy and the active biodiversity harbours provisions. Both approaches can be concurrent, or they can be developed one after the other, in a perspective of continuous progression. Conformance to the clean harbours policy is a prerequisite to conformance to active biodiversity harbours.

It is understood that yacht harbours are the passive receivers (or recipients) of external pollution for which the yacht harbour itself is not responsible, due to the catchment area and the high sea, for example. This document specifies requirements concerning measures for achieving the best results, not requirements regarding performance.

In order to help with the completion and the tracking of this environmental approach, the main section (clean harbours policy) and optional continuation (active biodiversity harbours) of this document include:

- an environmental diagnostic study;
- the implementation of an environmental policy;
- the installation of equipment to fight pollution and to restore the natural environment;
- personnel training;
- the education of yacht harbour users.

Tourism and related services — Yacht harbours and dry stacks — Requirements for clean harbours and active biodiversity harbours

1 Scope

This document specifies requirements for defining a strategic approach and means for improving harbour cleanliness and for the protection of the environment and biodiversity.

This document applies to:

- yacht harbours, maritime or inland (lake, river, canal, etc.);
- mixed purpose harbours (recreational and fishing/trade);
- dry stacks.

This document is applicable regardless of the public authorities and type of management in charge of the yacht harbour. The relevant coverage zone defined is the yacht harbour area.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 13687-1:2017, *Tourism and related services — Yacht harbours — Part 1: Minimum requirements for basic service level harbours*

ISO 13687-2:2017, *Tourism and related services — Yacht harbours — Part 2: Minimum requirements for intermediate service level harbours*

3 Terms and definitions

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

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

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <https://www.electropedia.org/>

3.1

area of influence

delimited territory where the *yacht harbour* (3.14) has an environmental impact

3.2

biodiversity

variability among living organisms on the earth, including the variability within and between species, and within and between ecosystems

Note 1 to entry: Further information on biodiversity is provided by the Convention on Biological Diversity.^[4]

[SOURCE: IWA 42:2022, 3.1.3, modified — Admitted term “biological diversity” has been removed.]

3.3

clean zone

location where *yacht harbour* (3.14) activity-related waste that can be hazardous to the *environment* (3.5) is securely collected

3.4

document

information and its supporting medium

Note 1 to entry: The medium can be paper, magnetic, electronic or optical computer disc, photograph or master sample, or a combination thereof.

3.5

environment

surroundings in which a global system operates, including air, water, land, natural resources, flora, fauna, humans and their interrelationships

Note 1 to entry: Surroundings in this context extend from within an *organization* (3.8) to the global system.

[SOURCE: ISO 14001:2015, 3.2.1, modified — “in which an organization” has been replaced by “in which a global system” in the definition; Notes 1 and 2 to entry have been removed and replaced with a new Note 1 to entry]

3.6

interested party

person or *organization* (3.8) that can affect, be affected by, or perceive itself to be affected by a decision or activity

3.7

objective

result to be achieved

Note 1 to entry: An *objective* (3.7) can be strategic, tactical or operational.

3.8

organization

person or group of people that has its own functions with responsibilities, authorities and relationships to achieve its *objective* (3.7)

3.9

public authority

state, national or local government representatives and institutions that can police *yacht harbour* (3.14) operations, conservation of the *yacht harbour area* (3.15), and the water plan

3.10

ship

vessel of any type, size or construction

3.11

ship maintenance and repair area

area that includes *ship* (3.10) cleaning, maintenance and repair activity, which also accommodates sand blasting operations if needed, work on hulls (polyester or other materials), mechanical work (propulsion engines and other equipment), as well as ship washing operations

3.12

traceable

<waste management procedures> allowing knowledge of the origin, location, storage and history (i.e. entire trajectory) of the waste throughout its production chain and subsequent management

3.13

user

person who benefits from the facilities and services provided by the *yacht harbour* (3.14)

3.14

yacht harbour

mooring facility giving shelter against bad weather conditions and providing a landing stage and the appropriate land and water base for the boat and yacht and their crew

[SOURCE: ISO 13687-1:2017, 3.15, modified — "water based facilities" has been changed to "water base" and "craft" has been changed to "boat and yacht" in the definition; Note 1 to entry has been removed.]

3.15

yacht harbour area

delimited territory falling under the authority of the *yacht harbour operator* (3.17) or its franchise in which the *yacht harbour* (3.14) can act

Note 1 to entry: This may include, inter alia, anchorage and light equipment areas where the yacht harbour is the operator.

3.16

yacht harbour manager

person reporting to the *yacht harbour operator* (3.17) who is responsible for directing and coordinating the activities at the *yacht harbour* (3.14) and related facilities and for the management of all personnel

3.17

yacht harbour operator

person or entity with the overall responsibility for the *yacht harbour* (3.14)

[SOURCE: ISO 13687-1:2017, 3.16]

4 Clean harbour policy statement

The yacht harbour shall commit to a strategic approach to improve harbour cleanliness, specifying that it wishes to dedicate the financial, human and material resources necessary to achieving this goal.

This statement shall be approved by the yacht harbour operator and communicated to interested parties.

5 Implementation of a clean harbour strategic approach

5.1 Diagnostic study

The yacht harbour operator shall implement a clean harbour strategic approach and shall carry out a preliminary diagnostic on the cleanliness of the harbour and its environment. This study shall establish a baseline and shall give an objective view of the yacht harbour at the time of initiating its strategic approach.

The study is intended to be useful for adjusting the strategic approach in relation to the specific characteristics of the yacht harbour (size, etc.). This study shall be carried out by an engineering and design office recognized by public authorities.

The diagnostic study shall cover at least the following five aspects:

- 1) the yacht harbour and its environment;
- 2) the origin, type and impact of pollution on the environment;
- 3) an exhaustive description of measures, processes and equipment already in place;
- 4) a definition of desired quality objectives;
- 5) the initial action programme for reaching these objectives.

The preliminary diagnostic study shall establish an initial action plan. The actions identified shall be prioritized and scheduled over time. The necessary resources shall be allocated. Based on the diagnostic and the pre-established baseline, the action plan shall be specific to each yacht harbour.

5.2 Implementation of operational criteria

5.2.1 General

The yacht harbour shall be responsible for meeting the criteria listed in the following subclauses (see [Tables 1 to 7](#)). When the origin of the pollution identified in the diagnostic is outside the yacht harbour area, the yacht harbour manager shall inform the public authority.

5.2.2 Pollution and waste treatment

This global strategic approach to waste treatment shall take into account the ship-generated waste reception and handling plan and the waste produced and received by harbour activities. Criteria and related details concerning pollution and waste treatment are listed in [Table 1](#).

Table 1 — Criteria for pollution and waste treatment

Criteria	Criterion details
1) Monitoring the ship-generated waste reception and handling plan	<p>The yacht harbour manager shall:</p> <ul style="list-style-type: none"> — be responsible for monitoring the reception of waste from ships by the yacht harbour and the disposal of that waste; — make sure that waste volumes and types, as well as the actions associated with its management, are traceable; — establish a ship-generated waste reception and handling plan that describes waste channels from their collection to their elimination; — conduct, at least once a year, the assessment which defines the type and quantities of ship-generated waste, and pass on this document to the public authority.
2) Set-up and management of a clean zone	<p>If a clean zone is recommended (see 5.1) the yacht harbour manager shall ascertain:</p> <ul style="list-style-type: none"> — that this area is suitable, monitored, enclosed and maintained; — that waste volumes/type and the actions associated with waste management are traceable. <p>The provisions of ISO 13687-1:2017, 5.1 and ISO 13687-2:2017, 5.2 shall apply.</p> <p>Further information with regards to waste control is provided in the International Convention for the Prevention of Pollution from Ships (MARPOL).^[5]</p>
3) Wastewater and bilge water collection	<p>The yacht harbour manager shall make available to users a mobile or stationary collection system for wastewater and bilge water. The yacht harbour manager shall ascertain that this system is suitable, accessible and in working order.</p> <p>The provisions of ISO 13687-2:2017, 5.3 shall apply.</p>
4) Collection of water from the ship maintenance and repair area	<p>The yacht harbour manager shall ascertain:</p> <ul style="list-style-type: none"> — that a collection network and treatment system for water from the ship maintenance and repair area is present; — that this system is adapted to the use level of the ship maintenance and repair areas and to the strategic approach underway; — that this system is maintained and available, and that the sludge collected is treated; — that maintenance and cleaning of the system is carried out a minimum of once per year. <p>NOTE If ship maintenance and repair take place outside the harbour area or if a shipyard is located outside the harbour area, the yacht harbour manager can inform the relevant parties of their obligations in terms of environmental management.</p>