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**Tourism and related services — Yacht harbours and ~~dry~~
~~stacks~~drystacks — 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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Contents

Foreword	v
Introduction.....	vi
1 Scope	1
2 Normative references.....	1
3 Terms and definitions	1
4 Clean harbour policy statement.....	3
5 Implementation of a clean harbour strategic approach	4
5.1 Diagnostic study.....	4
5.2 Implementation of operational criteria.....	4
5.2.1 General.....	4
5.2.2 Pollution and waste treatment.....	4
5.2.3 Sanitary facilities (showers and toilets, sinks, unloading of chemical toilets).....	6
5.2.4 Accidental pollution.....	7
5.2.5 Water and energy resources	7
5.3 Training, information, user awareness and responsiveness to users.....	8
5.3.1 Training and awareness of yacht harbour personnel.....	8
5.3.2 User information/awareness and feedback handling.....	9
6 Strategic approach management.....	9
7 Optional suite: active biodiversity harbours.....	9
7.1 Approach to biodiversity in the yacht harbour and its area of influence.....	9
7.2 Knowing the yacht harbour's environment and its area of influence.....	10
7.2.1 Compilation and analysis of existing studies.....	10
7.2.2 Choice of solution to be implemented.....	10
7.2.3 Project management.....	11
7.2.4 Communication.....	12
Annex A (informative) Examples of actions for promoting alternative sources for water and energy in yacht harbours.....	14
A.1 Water.....	14
A.2 Energy.....	14
Annex B (informative) Examples of communication actions for active biodiversity yacht harbours.....	15
B.1 Communication campaign.....	15
B.2 Organization of events.....	15
Annex C (informative) Examples of actions to preserve biodiversity in yacht harbours	16
Bibliography.....	18

Introduction	v	
1	Scope	1
2	Normative references	1
3	Terms and definitions	1
4	Clean harbour policy statement	3
5	Implementation of a clean harbour strategic approach	3
5.1	Diagnostic study	3
5.2	Implementation of operational criteria	4
5.2.1	General	4
5.2.2	Pollution and waste treatment	4
5.2.3	Sanitary facilities (showers and toilets, sinks, unloading of chemical toilets)	6
5.2.4	Accidental pollution	6
5.2.5	Water and energy resources	7
5.3	Training, information, user awareness and responsiveness to users	7
5.3.1	Training and awareness of yacht harbour personnel	7
5.3.2	User information / awareness and feedback handling	8
6	Strategic approach management	8
7	Optional suite: active biodiversity harbours	8
7.1	Approach to biodiversity in the yacht harbour and its area of influence	8
7.2	Knowing the yacht harbour's environment and its area of influence	9
7.2.1	Compilation and analysis of existing studies	9
7.2.2	Choice of solution to be implemented	9
7.2.3	Project management	10
7.2.3.1	General	10
7.2.3.2	The yacht harbour manager	10
7.2.3.3	The training	10
7.2.4	Communication	11
Annex A (informative)	Examples of actions to promote water and energy alternative sources in yacht harbours	12
Annex B (informative)	Examples of communication actions for active biodiversity yacht harbours	13
Annex C (informative)	Examples of actions to preserve biodiversity in yacht harbours	14
Bibliography		16

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.

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 ~~and/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~~ Clause 4, Clause 5 and ~~Clause 6~~ 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~~ 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 ~~recipient~~ recipients) of external pollution for which the yacht harbour itself is not responsible, ~~such as~~ 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 ~~document offers a main part~~ policy) and an optional continuation (active biodiversity harbour with harbours) of this document include:

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

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

1 Scope

This document specifies requirements for defining a strategic approach and means ~~to improve the~~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>~~https://www.iso.org/obp~~
- ~~IEC Electropedia~~: available at <https://www.electropedia.org/>~~https://www.electropedia.org/~~

3.1

area of influence

delimited territory where the *yacht harbour* (3.14)(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 ~~[2]~~. ^[2]

[SOURCE: IWA 42:2022, 3.1.3] ~~[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)~~ ^(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 ~~interrelation~~ interrelationships

Note ~~1~~ to entry: — Surroundings in this context extend from within an *organization* ~~(3.8)~~ ^(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 Note 2 to entry have been removed] ~~[1]~~ and replaced with a new Note 1 to entry]

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3.6

interested party

person or *organization* ~~(3.8)~~ ^(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)~~ ^(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)~~ ^(3.7)

3.9**public authority**

state, national ~~and~~/or local government representatives and institutions that can police *yacht harbour* (3.14) operations, conservation of the *yacht harbour area* (3.15),(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),(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~~ (3.10) washing operations

3.12**traceable**

~~in~~ ~~the~~ waste management, procedures ~~that, allow to know~~ allowing knowledge of the origin, location, storage and history (i.e. ~~all the~~ entire trajectory) ~~that of~~ the waste ~~has had~~ 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)

3.14**yacht harbour**

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

3.15**yacht harbour area**

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

Note-1-to-entry: ~~It~~ This may include, inter alia, anchorage and light equipment areas where the *yacht harbour* (3.14) is the operator.

3.16**yacht harbour manager**

person reporting to the *yacht harbour operator* (3.17)(3.17) who is responsible for directing and coordinating the activities at the *yacht harbour* (3.14)(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)(3.14)

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 ~~achieve~~ 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 ~~shall~~ 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) ~~1)~~ the yacht harbour and its environment;
- 2) ~~2)~~ the origin, type and impact of pollution on the environment;
- 3) ~~3)~~ an exhaustive description of measures, processes and equipment already in place;
- 4) ~~4)~~ a definition of desired quality objectives;
- 5) ~~5)~~ the initial action programme ~~to reach~~ 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~~ 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 ~~criteria~~ subclauses (see ~~tables 4~~ Tables 1 to 7). When the origin of the pollution identified in the diagnostic is outside the yacht harbour area ~~(3.6)~~, the yacht harbour manager ~~(3.11)~~ shall inform the public authority ~~(3.7)~~.

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
<u>1) Monitoring the ship-generated waste reception and handling plan</u>	<u>The yacht harbour manager shall:</u>