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

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ISO copyright office
CP 401 • Ch. de Blandonnet 8
CH-1214 Vernier, Geneva
Phone: +41 22 749 01 11
Email: copyright@iso.org
Website: www.iso.org

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Foreword

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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 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	The yacht harbour manager shall: — 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	If a clean zone is recommended (see 5.1) the yacht harbour manager shall ascertain: — that this area is suitable, monitored, enclosed and maintained; — that waste volumes/type and the actions associated with waste management are traceable. The provisions of ISO 13687-1:2017, 5.1 and ISO 13687-2:2017, 5.2 shall apply. Further information with regards to waste control is provided in the International Convention for the Prevention of Pollution from Ships (MARPOL).[5]
3) Wastewater and bilge water collection	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. The provisions of ISO 13687-2:2017, 5.3 shall apply.
4) Collection of water from the ship maintenance and repair area	The yacht harbour manager shall ascertain: — 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. 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.

Table 1 *(continued)*

Criteria	Criterion details
5) Collection and treatment of run-off water from yacht harbour areas	If the action plan arising from the diagnostic study so recommends, the yacht harbour manager should handle collection and treatment of run-off water from yacht harbour areas likely to be contaminated. The yacht harbour manager shall ascertain that the system implemented is suitable and maintained, and that the water resulting from this operation is treated in a manner coherent with the strategic approach underway.
6) Treatment of used edible oils and restaurant grease trap maintenance	The yacht harbour manager shall ensure that steps are being taken by on site restaurants, if any, to prevent edible oils pollution in the yacht harbour. If edible oils pollute the yacht harbour, the following points apply. 1) If the restaurant is under contract with the yacht harbour, the yacht harbour manager shall: — inform the restaurant of its regulatory obligation to be equipped with a collection system, or have the restaurant's collection network checked; — notify the restaurant responsible for the pollution that the problem needs to be corrected; — ascertain that the problem has been corrected; — request that the restaurant provide a maintenance contract for the system and monitoring of oil collection. 2) If the restaurant has no contract with the yacht harbour, the yacht harbour manager shall inform the restaurant of its obligations, as well as the authority competent to carry out facility inspections to prevent pollution.
7) Gas distribution station equipment	The yacht harbour manager shall ascertain that: — a system is in place to collect and/or absorb hydrocarbons spilled during fuelling and loading operations; — there are means in place to mitigate such aquatic pollution; — maintenance and cleaning of the system is carried out a minimum of once per year, and that the residues collected are disposed of in an adequate way.
8) Obsolete facilities/equipment	The yacht harbour manager shall ascertain that obsolete facilities/equipment are decommissioned or dismantled, and the disposal of the resulting waste can be traced.

5.2.3 Sanitary facilities (showers and toilets, sinks, unloading of chemical toilets)

Criteria and related details concerning sanitary facilities are listed in Table 2.

Table 2 — Criteria for sanitary facilities

Criteria	Criterion details
9) Sanitary facilities	The yacht harbour manager shall ascertain that: — sanitary facilities are made available in sufficient number (in accordance with the diagnostic study); — toilets are accessible to all; — toilets are connected to the sewer system; — toilets are maintained.

5.2.4 Accidental pollution

Criteria and related details concerning accidental pollution are listed in Table 3.

Table 3 — Criteria for accidental pollution

Criteria	Criterion details
10) Clean-up equipment	The yacht harbour manager shall: — establish an emergency pollution management procedure — ascertain that there is a stock of hydrocarbon absorbing materials on hand, as well as a floating or absorbent boom.[a] A list of the equipment available shall be established and easily accessible, making mention at the least of the equipment types, purchase and obsolescence dates. The provisions of ISO 13687-2:2017, 5.2 shall apply.
[a] Plan for a boom large enough to encircle the largest ship in the yacht harbour (if the ship is alongside the quay, plan for a minimum length of the long side +20 %) and to close the yacht harbour entrance (length necessary to close the yacht harbour mouth +20 %), as well as a length of absorbent suitable to the layout of the fuelling station.	

5.2.5 Water and energy resources

Criteria and related details concerning water and energy resources are listed in Table 4.

Table 4 — Criteria for water and energy resources

Criteria	Criterion details
11) Control of water consumption	The yacht harbour manager shall handle the monitoring of water consumption and the implementation of provisions enabling its control, such as installing sector meters or water-saving devices, or locating and repairing leaks. A list of recommended practices is given in Annex A.
12) Control of energy consumption	The yacht harbour manager shall handle the monitoring of energy consumption and, in so far as possible, implementation of provisions for its control, such as installing energy-efficient lighting or implementing a system to produce renewable energy. A list of recommended practices is given in Annex A.

5.3 Training, information, user awareness and responsiveness to users

5.3.1 Training and awareness of yacht harbour personnel

Environmental training is a fundamental criterion. It shall ascertain that yacht harbour personnel have the capacity to implement this strategic approach. Criteria and related details concerning training and awareness of yacht harbour personnel are listed in Table 5.

Table 5 — Criteria for training and awareness of yacht harbour personnel

Criteria	Criterion details
13) Training and awareness of yacht harbour personnel	The yacht harbour manager shall ensure that training in the harbour's environmental strategic approach, as well as on emergency pollution response procedures, is implemented. This training shall be provided to all personnel involved in the yacht harbour operation. The training in the yacht harbour's environmental strategic approach shall cover at least the following fields: — yacht harbour and environmental management (yacht harbour activities, marine environment, definition and steps in this document); — clean harbour policy: practical management and practical uses; — communication and awareness for boaters and all the yacht harbour's users or interested parties. The yacht harbour manager shall ensure that: — the training is carried out by a training organization or a recognized training consultant; — the trainer or training consultant or instructor has proven experience in training in the marine environment and yacht harbours; — the duration of the training courses is at least 21 h.
14) Awareness training for short-term and seasonal workers	The yacht harbour manager shall ensure that short-term or seasonal workers receive awareness training on the yacht harbour's environmental management approach during their induction phase.

5.3.2 User information/awareness and feedback handling

Criteria and related details concerning user information/awareness and feedback handling are listed in Table 6.

Table 6 — Criteria for user information/awareness and feedback handling

Criteria	Criterion details
15) User information/ awareness and feedback handling	The yacht harbour manager shall implement an information and/or awareness system regarding the strategic approach using all appropriate means, as well as a presentation of the signage and facilities made available. The yacht harbour manager shall establish a system for collecting user feedback and handling this feedback. The provisions of ISO 13687-1:2017, 5.4 shall apply.

6 Strategic approach management

Criteria and related details concerning strategic approach management are listed in Table 7.

Table 7 — Criteria for strategic approach management

Criteria	Criterion details
16) Yearly assessment	The yacht harbour manager shall carry out an assessment at least once a year. This assessment shall evaluate all the criteria of the strategic approach and upgrade an action plan. It shall be presented to the interested parties each year.
17) Action plan	The action plan shall be accompanied by a schedule. Responsibilities shall be defined and resources shall be allocated. The yacht harbour manager shall improve the results wherever room for improvement is possible.

7 Optional suite: active biodiversity harbours

7.1 Approach to biodiversity in the yacht harbour and its area of influence

The commitment of the yacht harbour to the preservation of biodiversity is optional. However, if the yacht harbour decides to adopt this approach, then criteria 18 to 24 (Tables 8 to 12) shall be met.

The proposed approach is a virtuous and voluntary one in favour of the preservation and development of indigenous marine (or aquatic for inland harbours) and/or terrestrial living species present in the area of influence of the yacht harbours. It also favours the variety (species) and variability (numbers) of such species within the established perimeter.

This approach is fully integrated into the clean harbours approach (see Clauses 4, 5 and 6) and is presented as further steps a yacht harbour operator or manager should take in order to further care for the environment. Due to the external pressures to which the yacht harbour and biodiversity can be subjected, only the value of the commitment of the yacht harbour operator or manager is targeted. As such, this clause specifies measures that should be implemented to promote biodiversity.

7.2 Knowing the yacht harbour's environment and its area of influence

7.2.1 Compilation and analysis of existing studies

In order to gain knowledge of the yacht harbour's environment and its area of influence, the yacht harbour manager shall compile and analyse existing studies. Criteria and related details concerning the compilation and analysis of existing studies are listed in Table 8.

Table 8 — Criteria for compilation and analysis of existing studies

Criteria	Criterion details
18) Taking into account the environment of the yacht harbour and its area of influence	The yacht harbour manager shall identify the nature and/or biodiversity part of the diagnostic study (5.1). To enhance knowledge of the yacht harbour's biodiversity parameters, the yacht harbour manager should conduct a literature search and compile environmental data, if available, using, for example, the following elements (non-exhaustive list): — the study(s) carried out by external service providers, for yacht harbours that have already implemented actions in favour of biodiversity; — any studies carried out by institutions and organizations in charge of the environment. During this stage, the yacht harbour manager can, on request, contact public authorities or its operators who have local data or data platforms accessible to all on the state/composition of the environment. The analysis of these elements should guide the yacht harbour manager in the choice of the biodiversity preservation action(s) to be implemented and in their prioritization.

7.2.2 Choice of solution to be implemented

Table 9 specifies the criteria for the choice of solutions to be implemented.

Table 9 — Criteria for choice of solutions to be implemented

Criteria	Criterion details
19) Choice of solutions	The yacht harbour manager shall ensure that each solution chosen (an action, a device or a practice)[a] is part of a sustainable approach. Each solution should take into account the following criteria: — the solution is adapted to the context of the yacht harbour and the biodiversity issues at stake; — the solution does not conflict with or adversely affect other indigenous living species; — the solution encourages "bio-compatible" materials and methods; — the solution is based on a technical and/or scientific foundation (pilot projects, publications) that provides scientific and technical validation of the process.
[a] A list of example actions is given in Annex C.	

7.2.3 Project management

7.2.3.1 General

The implementation of the approach is under the yacht harbour manager's authority. However, the success of the approach depends on having:

— management that is the driving force behind the approach;

— a yacht harbour team that is mobilized around the project;

— a "biodiversity culture" shared by the personnel; and

— training actions to support the implementation.

7.2.3.2 The yacht harbour manager responsibilities

Table 10 specifies the criteria concerning responsibilities of the yacht harbour manager in terms of project management.

Table 10 — Criteria for the management of actions in biodiversity

Criteria	Criterion details
20) Management	The yacht harbour manager shall: — initiate the biodiversity implementation and monitoring process; — commit the necessary means to the process; — determine the responsibilities internally; — set the deadlines for the process; — update its clean harbour policy statement with a biodiversity component; — actively promote the approach both internally and externally.
21) Action plan and yearly assessment	The yacht harbour manager shall record: — the actions carried out in favour of biodiversity in a yearly assessment (clean harbour/ criteria 16); — a description of the actions to be carried out in favour of biodiversity for the coming years, in its clean harbour action plan (clean harbour/ criteria 17).

7.2.3.3 The training

Table 11 specifies the criteria concerning training actions to be taken within the context of project management and strategy implementation.

Table 11 — Criteria for training actions in biodiversity of yacht harbour personnel

Criteria	Criterion details
22) Personnel training	In addition to the clean harbours training provided previously, the yacht harbour manager shall ensure that training in biodiversity in yacht harbours is provided to all personnel involved in the approach and that it covers at least the following fields: — the definition and key concepts of biodiversity in yacht harbours (including the management of invasive species); — the regulatory context and the challenges of preserving biodiversity on the territory (including ecosystem services); — devices and practices to support biodiversity; — products used in preserving biodiversity and the concepts of toxic products. The yacht harbour manager shall ensure that: — the training is carried out by a training organization or a recognized training consultant; — the trainer or training consultant has experience of training in the clean harbours process and in biodiversity; — the duration of the training is at least 7 h.

7.2.4 Communication

Communication is essential because it allows the public to be aware of the issues related to biodiversity and the quality of the approach undertaken, and to optimize cooperation with public and private interested parties. Communication actions enable the dissemination of information and the sharing of experience in biodiversity.

Communication actions also incite a change in behaviour by offering to the boaters and all users the possibility of becoming the yacht harbour's partner in the preservation of biodiversity. The yacht harbour's influence is extended beyond the yacht harbour area.

Communication enables the commitment of the yacht harbour manager, public authorities, harbour interested parties and the public to develop and enhance biodiversity.

Communication actions complement the communication already carried out in the clean harbours policy (Table 6, criteria 15). Table 12 provides details of criteria concerning communications from the yacht harbour manager.

Table 12 — Criteria concerning communications from the yacht harbour manager

Criteria	Criterion details
23) External communication	The yacht harbour manager shall communicate to all partners, interested parties and the general public, the approach it is taking, its objectives and the systems and practices implemented (see Annex B).
24) Internal communication	The yacht harbour manager shall share the action plan with the personnel in order to encourage their cooperation in implementing it, for example by: — communicating on the actions carried out; — encouraging individual and collective contributions to the process.

Annex A
(informative)

Examples of actions for promoting alternative sources for water and energy in yacht harbours

A.1 Water

The yacht harbour manager should act to:

— save and to recycle water (e.g. re-use water from the boatyard and/or from the shower);

— use water from other sources (e.g. renewable energy desalinated water or raw water);

— promote innovation by no longer using water for services and uses (e.g. favouring boat dry cleaning solutions).

A.2 Energy

The yacht harbour manager should act to:

— promote energy saving innovations;

— use renewable energy;

— offer alternative fuels (e.g. hydrogen, ethanol);

— offer renewably generated electricity;

— offer charging points for electric boats and electric vehicles.