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**Summer school**

**SUSTAINABLE DEVELOPMENT OF YACHTING AND CRUISE INDUSTRY**

# **Standards and regulations**

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## International Maritime Organization

As a luxurious part of Maritime, Yachting industry must comply with international standards and regulations declared by the IMO. The aim of IMO is to ensure co-operation of maritime governments among the world. It uses a number of instruments to implement and maintain the highest standards in areas of maritime safety, prevention of marine pollution, and shipping navigation and trade.

- Conventions
- Protocols
- Amendments
- Recommendations, codes, and guidelines
- Resolutions





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## TYHA Code of practice - Environmental conditions

The key environmental issues for consideration are:

- Waves entering the harbor.
- Wind loads.
- The effect of currents.
- The quality of the water.
- The containment and disposal of gel coat peelings, blasting materials and contaminated water.

**The environmental conditions within a yacht harbor should meet the following criteria where possible:**

- Accommodate the needs of the customers and regulatory authority.
- All practical measures taken to minimize impact on the natural environment, particularly from oil and fuel spills, the discharge of black water and trade effluent from wash down activities. These may include:
  - Where practical, oil and fuel should be located more than 10 meters from the water
  - Oil and fuel should have a secondary containment either by a 110% bund or a second skin
  - There should be designated waste areas with appropriate facilities for berth holders to dispose and recycle waste associated with boat use
- No damage should be caused to berthed vessels due to wave action
- All structures, piles and mooring systems are secured at all times



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## Water quality

### Ideally marina operators should provide:

- An oil/fuel spill kit available capable of containing spills on the water.
- Pollution emergency plans.
- Drainage plan.
- Environmental policy.
- Sewage pump-out facilities.

Operators should aim to participate in the ICOMIA Clean Marina program to improve the quality of their yacht harbor. This can be achieved as part of the Gold Anchor Award Scheme, benefits will include:

- Raising the company image.
- Improving berth-holder relationship.
- Increased confidence by the local authorities.
- Minimize the possibility of environmental incidents.
- Compliance with relevant Health and Safety Regulations.
  - It is desirable that the water is free to circulate within the marina. Ideally there should be gaps between the floats so water can circulate within the basin and if practical locate pipes in the break water to create an exchange of water between the marina and the surrounding water courses.
- **Each yacht harbor or marina needs a site specific Environmental Management Plan with staff thoroughly trained in Environmental Management Practices**





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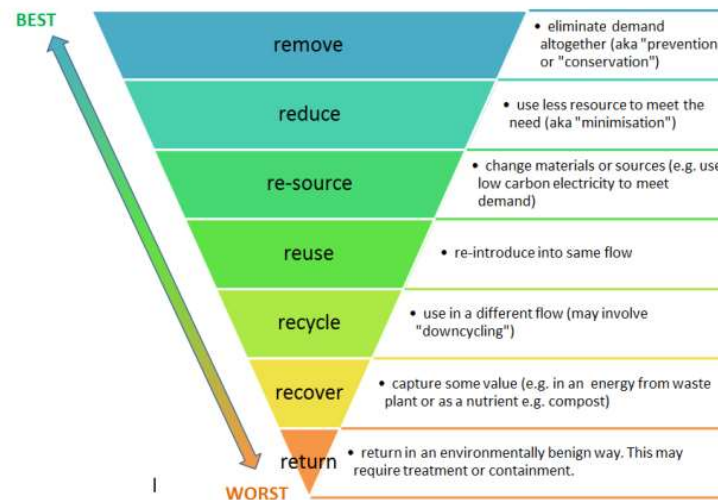
## The Clean Marina Program

The initial focus of the scheme is to help marinas in getting the basics right, encouraging best practice, compliance and facilities including blackwater capture and treatment, the appropriate segregation of hazardous waste, washdown capture and filtration and spill prevention, response and treatment,. Recognizing the importance of doing all they can in influencing sustainable behavior, the scheme includes a number of criteria targeting tenants, contractors and boaters also, from the use of sustainable cleaning products and pesticides, to incentivizing and encouraging environmental best practice. In addition to sharing best practice the scheme includes a Clean Marina Accreditation Standard.



## Port Waste Management Plan:

- Coastal marinas and yacht harbors must prepare a “Port Waste Management Plan” either individually or as part of a larger harbor directive. The Port Waste Management Plan should be submitted to the Maritime and Coastguard Agency for approval.
- In Montenegro the Port Waste Management Plan has a duration of three years, after which period it should be extended.



## Yachting Act

- Montenegro has declared the Yachting Act in 2005 with amendments in 2015. This regulation covers all law actions related the Yachting industry in Montenegro.
- Among other, this Act will deliver following statements:
  - The registry of yachts
  - Ways of importation
  - Stay and departure of yachts
  - Charter regulations
  - Ownership
  - Pilotage
  - Seamanship regulations
  - Certification
  - Penalties





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# Thank you for your attention!

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