

BLUE FLAG MARINA CRITERIA AND EXPLANATORY NOTES 2008-2009



INTRODUCTION

The Blue Flag Programme for marinas and beaches is run by the non-governmental, non-profit organisation "Foundation for Environmental Education" (FEE). The Blue Flag Programme was started in France in 1985. It has been operating in Europe since 1987 and in areas outside of Europe since 2001, when South Africa joined. Today, countries from around the globe are participants in the Blue Flag Programme. The Programme strives to promote sustainable development in the coastal areas through high water quality standards, safety standards, environmental management standards and environmental education. It works to bring together the tourism and environmental sectors at the local, regional and national levels. Over the years, the Blue Flag Programme has become a very well known and recognised eco-label for tourists and tour operators.

The explanatory notes given in this document are the interpretation of the Blue Flag marina criteria by FEE. In other words, the explanatory notes make up the common Blue Flag understanding of the Blue Flag marina criteria.

Some criteria are imperative (i) whereas others are guideline (g). All imperative requirements have to be fulfilled and it is preferable that the guideline criteria are fulfilled as well.

It must be emphasized that the Blue Flag marina criteria in this document are the minimum criteria. The national programmes can choose to have stricter demands or criteria than explained here.

The explanatory notes are to be used by all Blue Flag applicant marinas to understand the requirements that need to be met before they can receive the Blue Flag. It should also be used by marinas that have already received the Blue Flag, for guidance throughout the bathing season.

The explanatory notes serve not only as a guide for the marinas, but also as a guide for the National, Regional and International Blue Flag Juries when making decisions about a Blue Flag marina candidate.

In addition, the explanatory notes are a useful tool for communicating what it means to comply with the Blue Flag marina criteria in practice.

If a marina that has been awarded the Blue Flag does not, for some reason, comply with all of the Blue Flag criteria, the marina may not fly the Blue Flag. Furthermore, FEE reserves the right to refuse or withdraw the Blue Flag from any marina where the marina is responsible for current violations of national environmental regulations or otherwise act in discord with the objectives and spirit of the Blue Flag Programme.

DEFINITION OF A BLUE FLAG MARINA

A Blue Flag marina must be a marina with pontoons or piers for pleasure boats. It can be part of a larger harbour with other activities, if the Blue Flag marina is clearly separated from harbour activities. The marina can be located in marine or inland waters. The marina must have the necessary facilities to comply with the Blue Flag criteria. A responsible person in the marina must be appointed to deal with the relations to the Blue Flag Programme. The marina must be accessible for unannounced inspection by FEE.

ENVIRONMENTAL EDUCATION AND INFORMATION

1. Information relating to the coastal zone eco-system and nearby natural sensitive land and marine areas must be available to marina users (i)

The aim of this criterion is to ensure that the marina users and boaters are well informed and educated about the eco-systems and sensitivities of the surrounding environment, and that they are motivated to learn about and experience this environment in a responsible way.

The information about the coastal zone eco-system and nearby natural sensitive land and marine areas must be publicly displayed on the information board at the marina. The nearby natural sensitive land areas are defined as areas within walking distance from the marina (a few kilometres) and nearby natural sensitive marine areas are defined as coastal or inland areas easily reached by boat (within the distance frequently sailed by the users of the marina). The information should include both the information about the natural sensitive area and, in cases where it is possible to visit the natural sensitive area, a code of conduct on proper behaviour when visiting the area should be included. There must be details provided about sensitive marine areas to avoid when sailing or mooring.

It is particularly important for applicants with marinas located in natural settings to pay close attention to this criterion. If there are no particularly sensitive areas nearby, information about the general surrounding eco-systems should be posted.

Other general environmental information about the surrounding environment could also be appropriate and could demonstrate the environmental commitment of the marina.

Some sites at/near the Blue Flag marina may be very sensitive and require special management. In these cases, evidence must be provided that recognized local conservation organisations have been approached for advice on how to manage them and that the problem has been addressed accordingly.

In exceptional cases, it may be that the fragility of certain natural environments precludes them from being addressed in the information at the marina, due to the fact that such information would endanger wildlife or habitats because of a greater number of visitors.

2. Code of environmental conduct is displayed in the marina (i)

A code of environmental conduct should cover the following issues:

- Use of the reception facilities for hazardous waste / oil waste etc.
- Use of the garbage containers / litter bins / waste recycling reception facilities
- Respect for vulnerable protected natural areas and avoidance of sensitive protected areas where sailing is prohibited
- Use of the boat repairing and washing areas according to the prescriptions
- Prohibition of emptying litterbins, toilet tank waste, etc. into the marina, sea or along the coast

The code of conduct must be posted on the information board. The code of conduct can be distributed to boatowners (leaflet form) when possible, and could also be available on the marina website.

3. Information about the Blue Flag Marina Programme and/or the Blue Flag Marina criteria is displayed in the marina (i)

The essence of each of the four categories of Blue Flag criteria must be explained at the marina. It is however also strongly recommended that the entire list of criteria be displayed. Furthermore, the information should also include who runs the Blue Flag Programme (FEE), the length of the Blue Flag season and on what basis a beach/marina can get the Blue Flag.

The following information about the Blue Flag Programme could be considered for display and also included in other local publication too:

The Blue Flag Programme:

This marina has been awarded a Blue Flag. The Blue Flag is an environmental award, given to marinas making a special effort concerning good management with respect to the local environment and nature, and providing users with information on environmental issues. To attain the Blue Flag, the marina has to fulfil a number of criteria concerning environmental information and education, environmental management, safety and service facilities, and water quality.

The Blue Flag is awarded by the Foundation for Environmental Education (FEE), a non-governmental environmental organisation and is represented by national organisations in each of the participating 25 countries in Europe and South Africa.

- The Blue Flag is an environmental award for beaches and marinas
- The Blue Flag is concerned with four main areas:
 - 1) Environmental education and information
 - 2) Environmental management
 - 3) Safety and service facilities
 - 4) Water quality
- The Blue Flag is only awarded for one season at a time and the award is only valid as long as the criteria are fulfilled. When this is not the case, the persons responsible at local level must remove the Blue Flag
- The national FEE organisation checks the Blue Flag sites during the season.

You can help the Programme by also taking actions to protect the environment:

- Follow instructions of the code of environmental conduct at the marina
- Use the most environmentally friendly products for paints, detergents, etc.
- Report any pollution or other violation of environmental regulations to the authorities
- Save water, electricity and fuel
- Encourage other sailors to take care of the environment too

Local and national responsible for Blue Flag:

Name and address of the national Blue Flag operator and the local responsible person must be displayed.

Text to accompany the names and addresses could be the following: "These are the names and addresses of those responsible for Blue Flag locally and nationally. You can assist the Programme by telling either the local or national responsible body how well you think this place meets Blue Flag criteria. In this way you can help ensure that the Blue Flag standard continues to be maintained."

The address of the International Blue Flag Coordination must also be added.

The information about the Blue Flag Programme must be displayed on the information board.

4. The marina is responsible for at least three environmental education activities on offer to the users and staff of the marina (i)

Environmental education activities promote the aims of the Blue Flag Programme by:

- Increasing the awareness of and care for the aquatic environment by recreational users and inhabitants of the marina and coastal zones
- Training personnel and providers of the marina and other tourist services in environmental matters and best practice methods
- Encouraging the participation of local stakeholders in the coastal zone management
- Promoting sustainable recreation and tourism in the area

- Promoting sharing of ideas and efforts between the Blue Flag programme and other FEE programmes (YRE, LEAF, Eco-Schools and Green Key)

The planned activities for the coming season must be included in the application form, as well as information about the activities carried out during the previous Blue Flag season, if applicable.

There must be at least three distinct activities offered by the marina and carried out within the Blue Flag season. The activities should focus on the environment, environmental issues, Blue Flag issues or sustainability issues.

The education activities should be effective and relevant, and each year, the marina should re-evaluate the activities which were held and work towards constantly improving them.

If specific environmental areas exist near a Blue Flag marina (e.g. mangroves or sea grass beds), it is strongly recommended that that 1-2 environmental activities deal with these natural sensitive areas.

Types of Activities

There must be a mix of different types of educational activities carried out by the marina. The different types of activities can be divided into five categories:

Activities for Passive Participation: This could include exhibitions, demonstrations, films, presentations, slide shows, conferences, debates, presentation by international experts, etc.

Activities for Active Participation: This includes guided tours, educational games, theatre/plays, cleaning days, photography or drawing contests, nature reconstruction projects, recycling projects, green technology projects, community coastal monitoring programmes, etc.

Reproducible Activities: This could be training for boaters or marina staff, people in charge of children groups, contractors, specific national training programmes, etc.

Publishing and Media: The production of leaflets, stickers, timetables, interpretive signs, postcards, school and municipal newsletters, books, T-shirts, bags, posters, radio broadcasts, etc.

Blue Flag Environmental Information Centre: This is a place where specific information about Blue Flag and environmental education issues can be given. Such a centre or place must offer both activities and exhibitions and provide environmental and nature information in order to qualify as an environmental interpretation or education centre. Information about its location and activities is provided at the marina or in nearby tourist information offices.

Target groups

The activities should be addressed to a wide range of different target groups. These target groups could be visitors, boaters, workers, locals, other tourism employees, fishermen, local industries, etc.

The types, amounts and target groups of activities should match the situation. For example, in a major tourist destination, more than one activity per season should be available to the general public.

Connection with existing programmes

It is recommended that the marina work with other groups, NGO's, with the Blue Flag beaches or with participants of other FEE programmes, with experts and universities to help set up their activities.

Information about Activities

Information about the publicly accessible activities must be published at the marina information board and preferably also in tourism newspapers or magazines or posted in tourism offices.

The published information should include: what kind of activities, when and where are they going to take place, etc.

Not Acceptable

Activities that are not acceptable for meeting this criteria are:

- Activities that are done to meet other Blue Flag criteria such as the general cleaning of the marina, waste management, recycling, and environmental information otherwise required (i.e. information on surrounding sensitive environments), etc.
- Activities focusing only on tourism without a specific focus on sustainable tourism
- Activities otherwise done by the marina as part of the standard management of health, safety, or tourism

Examples

Examples of good educational activities can be found on and downloaded from the Blue Flag International website.

5. The individual Blue Flag for boat owners is offered through the marina (i)

The individual Blue Flag is a small Blue Flag offered (given or purchased) to boat owners who commit themselves to an environmental code of conduct while this Flag. Both national and foreign boat owners are eligible for the individual Blue Flag.

The exact content of the environmental code of conduct varies from country to country, but they all at least contain the following:

- I will not throw garbage into the sea or along the coast
- I will not release toilet water in the sea, in coastal waters and sensitive areas
- I will not release poisonous or toxic waste (oil, paint, used batteries, cleaning agents, etc.) into the sea. I will deliver these types of waste to the containers in the marina.
- I will promote and use recycling facilities (glass, paper, etc.)
- I will use the most environmentally friendly products among paints, anti-foulings, paint remover, detergents, etc.
- I will report pollution or other violation of environmental regulations to the authorities immediately
- I will not use forbidden fishing practice and I will respect periods when fishing is prohibited
- I will protect animals and plants in the sea, which includes not disturbing breeding birds
- I will respect vulnerable and nature protected areas
- I will avoid damage of the sea bottom, e.g. being careful when anchoring
- I will avoid disturbing fishery or fishery gear
- I will not buy or use objects made from protected species or from archaeological underwater findings
- I will encourage other sailors also to take care of the environment also

The code of conduct will ask for the name, signature and address of the boat owner. The code of conduct will state the name and address of the national office or the International Co-ordination.

All boat owners flying with the Blue Flag will have their name and addresses registered at the national office or the International Co-ordination, and will be kept informed about the Programme.

The marina should offer the national version of the environmental code of conduct at the marina office, clubhouse or shop. If there is no national version of the environmental code of conduct available, the international version should be presented. Information about the individual Blue Flag for boat owners must be displayed on the information board.

The marina can either offer the environmental code of conduct (to be signed) and the flag simultaneously to the boat owner, or the marina could provide the environmental code of

conduct for the boat owner to sign and send to the national operator / International Co-ordination who will then send the flag.

If it is impossible to offer the individual Blue Flag or environmental code of conduct through the marina, the National Jury can make an exception and exempt the marina from this requirement. However, the marina must provide information at the information board about how to obtain the code of conduct and the individual Blue Flag through the national operator / Blue Flag Co-ordination.

ENVIRONMENTAL MANAGEMENT

6. Production of an environmental policy and plan at the marina. The plan should include references to water, waste and energy consumption, health and safety issues, and the use of environmentally sound products when available (i)

This criterion encourages the marina to investigate the environmental loads entering the marina, to plan and perform the improvements of the environmental conditions at the marina, and finally to document these improvements. The criterion therefore not only aims to encourage marinas an overview to the environmental situation – but also to ensure focus on the action to be taken. Planning and improving the environmental conditions at the marina can be a very useful tool for the marina can both improve the environment, and may have a positive effect on the economy of the marina too.

The marinas participating in the Blue Flag Programme are very different in size and capacity. The compliance with this criterion can therefore take place in two ways: either a) through the planning and performing as requested in an “environmental logbook” system, or b) through performing a proper environmental management system.

a) “Environmental logbook” system

In the “environmental logbook” system, the environmental goals for a Blue Flag marina are listed. The marina can choose the most relevant and important goals for the marina, but does not need to restrict itself to these. It is recommended that these goals are discussed with the national operator. A marina cannot choose a goal that have already been chosen and/or that the marina already fulfills – unless it is possible to demonstrate that improvements can still be made. At least two goals have to be fulfilled every year. The marina can choose related goals and work with a particular theme such as water, energy, waste, etc.

In the application form for the coming season the marina should provide information about the goals that the marina intends to fulfill. In the same application form, the marina should also report on goals achieved in the previous season (by sending a status copy of the environmental logbook). The marina can change a goal during the season, but there should be a good reason for this and it needs to be noted in the environmental logbook it. The marina should be advised to contact the national operator before changing a goal. In exceptional cases, if the marina has not fulfilled a goal and they can give a very good explanation of the reason for not having fulfilled the goal, the National Jury might choose to give a dispensation. There is no stipulation that the marina has to fulfill the goal during the Blue Flag season; often it is preferable to carry out improvements ahead of the season.

Here are some suggestions from FEE for relevant goals:

| GOAL | DESCRIPTION | FURTHER INFORMATION |
|-------------|--|--|
| 1 | Electricity | |
| 1a | Change bulbs | Energy-saving bulbs |
| 1b | Light controlling | Automatic light switch off |
| 1c | Change old equipment and installations | Refrigerator, freezer, washing machine, etc. |
| 1d | Sunlight collector | Heating the water |

| | | |
|----|--|-------------------------------------|
| 1e | Limit on electricity on the jetty to 4 ampere | Visitors cannot then use el-heaters |
| 1f | General investigation of the electric insulation at the marina | |

| | | |
|----------|--|---|
| 2 | Water | |
| 2a | Water saving showers | |
| 2b | Water saving taps | |
| 2c | Change toilets, shower, taps, etc | Toilets with less flush water and/or toilets with two types of flush (3 / 6 litres) |
| 2d | Inspection of the installation | Waste pipe, water pipe, etc. |
| 2e | Push buttons on taps and showers | |
| 2f | Information about water saving | |
| 2g | Install an environmental facility for receiving toilet waste | |

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|----------|---|--|
| 3 | Buy and use of environmentally sound products | |
| 3a | Buy environmentally sound paint | |
| 3b | Buy environmentally sound soap for cleaning and washing | |

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|----------|--|---|
| 4 | Waste | |
| 4a | Production of "recycling bags" for short trips | |
| 4b | Litter management and disposal | Separation of organic waste (for compost) and inorganic/toxic waste. Establish additional fractions for sorting household waste |
| 4c | Establish compost bins | |

The environmental logbook looks like this:

Environmental logbook of a Blue Flag Marina

| | |
|-----------------------------|-------------|
| Name of Marina: | Park Marina |
| Name of responsible person: | Brian Jones |
| Year: | 2004 |

| Activity | Date | Goal | Description | Persons involved | Documentation |
|----------|----------|------|--|----------------------------|---------------------------|
| Goal | 15-01-04 | 1a | Changing to energy saving bulbs everywhere in the marina. | Brian Jones Peter Smith | |
| Goal | 15-01-04 | 2a | Change to water saving showers. | Brian Jones Peter Smith | |
| Action | 15-05-04 | 1a | The bulbs in the office, toilet and in the club were changed. The bulbs outside will be changed during the season. | Brian Jones | Copy of bills and photos. |
| Action | 30-05-04 | 2a | The showers were changed and at the same time we changed to water saving taps (2b). | Brian Jones | Copy of bills and photos. |
| Action | 25-06-04 | 1a | The bulbs outside were changed. | Brian Jones | Copy of bills and photos. |

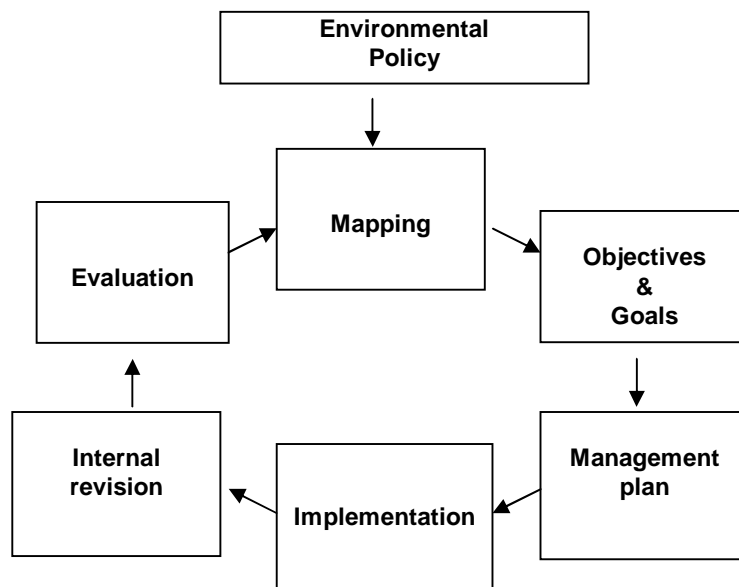
| | | | | | |
|----------------|----------|----------|----------------------|--|--|
| Goals obtained | 01-12-04 | 1a 2a | Obtained Obtained | | |
|----------------|----------|----------|----------------------|--|--|

| |
|--|
| Further remarks |
| We expect to see savings on the water consumption in 2004. |
| |
| |

b) Environmental management system

If a marina chooses to ensure the compliance through an environmental management system, it can either be certified through the official systems (ISO 14001 or EMAS certification system), or the marina can choose a parallel environmental management system as described here. It is always possible and advisable to contact the national operator for more information about environmental management systems.

The environmental management system is a process that can be repeated. The circle looks as follows:



The Environmental Policy deals with how the marina can reduce the environmental loads from its activities and should be a good example of how to inspire the users and other stakeholders to make an active effort in protecting the environment. The marina must itself prioritise the work and goals in correspondence with activities and wishes. There are however some recommended areas (water, waste and energy consumption, health and safety issues, and the use of environmentally sound products).

Mapping is an important starting point for the further planning and evaluation of the environmental work. The actual environmental load of the marina must be known. It can be an advantage to distinguish between the environmental loads from the marina and from the boats (including guest boats entering the marina).

In the evaluation of the environmental loads it is important to be systematic and transparent in order to be able to recognise the work from previous years easily. The number of environmental factors at the marina is limited and most users can point out the most important factors. The following steps can be used in the overview mapping process:

- Develop an overview of the marina and its immediate surroundings, and imagine an invisible border around the marina
- Try to determine the environmental loads entering the border in the form of energy, water, materials, waste, etc.
- Make a physical examination of the marina where all observed environmental conditions are noted (which environmental loads are present? where can the influences be observed? what is the reason for the influences?)

With a well-documented overview of the environmental conditions at the marina, it is now time to deal with individual conditions. It is important to identify the most important environmental loads of the marina and determine a reasonable level of detail. It can be a good idea to use pre-defined schemes in the evaluation of the marina to ensure that all relevant issues are included, to be systematic and to see the changes/improvements over the years. It can be useful to have two different schemes, one for the marina (basic running of the marina) and one for the users (sailors).

When the management plan is produced for the first time, the most important environmental improvements in the past couple of years should be included (energy saving or water saving arrangements, etc.). The information about these improvements can give an indication about where the possibilities for new areas of improvements can be found.

Objectives and goals: When information about the environmental loads has been ascertained, it is time to consider the handling of the loads and to determine objectives for each of the environmental conditions. In other words, decisions need to be taken about whether to change the observed conditions. This should be followed by decisions regarding the objective, goals for the acceptable discharge, waste handling, energy consumption, etc. When deciding on objectives and goals it is important to take into account the overall environmental policy of the marina.

The management plan: With the environmental policy and the objectives in place, it is time to decide on the areas with priorities for the coming year. Efforts must be prioritised, because it is often not possible to start on all areas at the same time. During this process, the importance as well as the level of danger involved and size of the environmental loads must be taken into consideration. In prioritising, the following issues must be considered:

- Effect (What is the effect to be expected from the effort?)
- Economy (What does it cost? Which savings can be expected? Are there external ways of financing the implementation?)
- Environmental awareness (What effects do the efforts have?)
- Occupational health (Are there advantages for the occupational health?)

It is important to consider expected effects and visibility, as it is important to ensure a visible effect within a short time frame.

Having decided what to do, it is now time to decide how to do it (specification) within a certain timeframe. It can be helpful to draw up a formal scheme of work.

The implementation of the management plan can necessitate a change in behaviour of the users of the marina, a change in the code of conduct and production of new instructions. It is important to inform everybody about the management plan and required changes in behaviour.

The revision/audit is a means of checking whether the management plans have been fulfilled. An internal revision/audit should therefore involve:

- Check that objectives are achieved
- Check whether the expected effects are obtained

- Investigate the reason and extent of any discrepancies
- Note unforeseen effects
- Write down observations in the internal revision/audit

The evaluation should be published once a year as a tool in the environmental management process, but also in order to promote the improvements externally. The evaluation could contain the following:

- Description of the main environmental loads?
- Prior environmental improvements (first year: previously taken initiatives, second year: follow-up to the management plan)
- Environmental policy and objectives
- Environmental management plan

Continuing the process: After having been through the process the first year, the effect can be evaluated and the process starts again (at a higher level than the previous year). The most important environmental loads are again determined. The management plan must be reviewed and the observed effects compared with the expected effects. The environmental policy should also be evaluated in order to consider if changes are needed. Then the objectives and the management plan for the next year is decided. The work can include issues remaining from the previous year.

7. Adequate and properly identified and segregated containers for the storage of hazardous wastes (paints, solvents, boat scrapings, antifouling agents, batteries, waste oil, flares). The wastes should be handled by a licensed contractor and disposed of at a licensed facility for hazardous wastes (i)

The reception facilities for hazardous waste must contain possibilities for receiving all relevant hazardous waste in segregated containers that are properly identified. It is obligatory to have segregated facilities for at least three (3) different types of hazardous waste.

The reception facilities must be of a suitably functional and attractive. Consideration should be given to aesthetics as well.

The capacity of the containers, the number of users of the marina and how frequently the containers are emptied determine numbers of containers placed in the marina.

The reception facilities for hazardous waste must be clean and environmentally safe. The hazardous waste reception facilities should be separated from other facilities and should not pose a danger to children. It must be ensured that the ground under the facility is not polluted. The waste must be protected from leaking, ignition, exploding, etc. The oil reception facilities should preferably include mobile oil reception facilities.

Licensed disposal facilities means facilities approved by authorities on the basis of environmental requirements. The duty of the marina receiving the Blue Flag is to make sure that its waste is properly disposed. Licensed carriers must transport the hazardous waste to the licensed facility.

To ensure the correct collection, sorting, storage and disposal of the waste, the marina must comply with national/international waste management plans/standards (in Europe according to the EU Directive 2000/59/EC of 27 November 2000).

8. Adequate and well managed litterbins and/or garbage containers. The wastes should be handled by a licensed contractor and disposed of at a licensed facility (i)

Litterbins and/or garbage containers should be of suitably functional and attractive. Consideration should be given to aesthetics as well as functionality. If possible, it is also recommended that litterbins are made of environmentally sound products.

The capacity of the litterbins/garbage containers, the number of users of the marina and how frequently the litterbins/garbage containers are emptied determine numbers of litterbins/garbage containers placed in the marina.

Licensed disposal facilities means facilities approved by authorities on the basis of environmental requirements. The duty of the marina receiving the Blue Flag is to make sure that its waste is properly disposed. Licensed carriers must transport the waste to the licensed facility.

To ensure the correct collection, sorting, storage and disposal of the hazardous waste, the marina must comply with national/international waste management plans/standards (in Europe according to the EU Directive 2000/59/EC of 27 November 2000).

9. The marina has facilities for receiving recyclable waste materials, such as bottles, cans, paper, plastic, organic material, etc. (i)

In the marina, emphasis should be placed on waste minimisation. Waste should be separated to the largest possible degree into different categories and recycled.

Separation could include bottles, cans, paper, plastic, organic material, etc. The marina must have facilities for receiving at least three different kinds of recyclable waste materials.

Information about how to separate the recyclable waste should be given at the location of the facility or at the information board.

The marina receiving the Blue Flag has a duty to ensure that its recyclable waste is properly recycled. Licensed carriers must transport the waste to the recycling facility.

10. Bilge water pumping facilities are present in the marina (g)

The bilge water pumping facilities should be able to separate the oily bilge water or water extraction from oily residues.

The bilge water pumping facilities can be present within the marina or in the very close vicinity of the marina. The facilities must be easily accessible for all potential users.

11. Toilet pumping facilities are present in the marina (g)

The toilet pumping facilities can consist of a permanent toilet pumping station, a mobile toilet pumping facility or a sludge pumping van. The toilet pumping facilities can be present within the marina or in the very close vicinity of the marina. The facilities must be easily accessible for boat owners.

The permanent toilet pumping facilities must be located in a central place of the marina, easily accessible for all boats (including those boats requiring more space and depth).

The toilet pumping facilities must be in accordance with the national legislation. If the presence of these facilities in marinas is a demand in the national legislation, this criterion is imperative.

In the next revision of the marina criteria (taking effect not later than 2009) the presence of toilet pumping facilities at Blue Flag marinas will be under technical consideration with the aim of making this an imperative criterion.

12. All buildings and equipment must be properly maintained and in compliance with national legislation. The marina must be well integrated into the surrounding natural and built environment (i)

The marina (including all the buildings and equipment) must be well maintained and in general compliance with national and international legislation. The marina must have all the necessary permissions to act as a marina.

If a marina with more than 500 berths is constructed in 2000 or later, or an existing marina is extended with more than 250 berths, there must be an Environmental Impact Assessment.

Other buildings/facilities at the marina area (including shops, restaurants, cranes, playgrounds etc.) must be clean, safe, properly maintained and in compliance with the legislation. No unauthorised pollution from buildings/facilities must enter the marina land, water or surroundings.

It is strongly recommended that the marina uses environmentally friendly equipment and products in the buildings whenever possible. Green areas at the marina should also be properly maintained in an environmentally friendly way (without the use of pesticides, etc.).

Consideration should be given to the general appearance of the marina. It must be well integrated with the surrounding natural and built environment, respect design standards and meeting environmental and aesthetic requirements. It is not the intention that all Blue Flag marina become identical; marinas should be encouraged to maintain their individual characteristics.

The Blue Flag must not fly during large extensions and/or rebuilding at the marina.

13. Adequate, clean and well sign-posted sanitary facilities, including washing facilities and drinking water. Controlled sewage disposal to a licensed sewage treatment (i)

The sanitary facilities must be in good shape, clean and well kept. The sanitary facility buildings must also be well maintained and in general accordance with the national building legislation (see also criterion no. 12).

The sanitary facilities should include toilets, washbasins and showers. There should also be drinking water available. Other facilities could include washing machines.

The number of sanitary facilities available in the marina must be adequate for the number of marina visitors in the peak season – and should discourage boat owners from using the boat toilet facilities during their stay in the marina.

The sanitary facilities must be easy accessible and located not too far away from any point in the marina (in general less than 200 metres from any boat at any berth). The location of the sanitary facilities must be easy to locate (signs, on a map of the marina).

The sanitary facilities must be linked to a licensed sewage treatment system, and the system must be in compliance with the EU Urban Waste Water Directive. If the marina is very small and/or very remote, the National Jury can in special cases approve another safe way of removing the generated wastewater from the marina.

14. If the marina has boat repairing and washing areas, no pollution must enter the sewage system, marina land and water or the natural surroundings (i)

A marina with boat repairing and washing areas must in general comply with all standards and regulations in national and international legislation.

The boat repairing and washing must take place in a specific designated area at the marina.

There must in collection filters or equivalent systems from boat repairing and washing areas to prevent hazardous substances from entering the sewage system and the marina land/water. The collection filters must be regularly emptied and treated as hazardous waste.

Larger repairing activities (e.g. grinding, polishing or sandblasting giving dust pollution) should take place under cover or indoors. Collected waste must be handled as hazardous waste.

Serious noise pollution from boat repairing and washing must be avoided.

15. Promotion of sustainable transportation (g)

The marina should encourage the use of sustainable transportation to and from the marina.

If there are more than two kilometres to the nearest urban settlement, there should preferably be public transportation between the marina and urban settlement.

Sustainable transportation can also be promoted with the availability of bicycles for rent and the presence of pedestrian pathways.

Since the criterion is in line with Local Agenda 21 activities, the marina is encouraged to initiate a co-operation with the local authorities and/or local Agenda 21 groups regarding compliance with this criterion.

16. No parking/driving in the marina, unless in specific designated areas (i)

The parking and driving with cars inside the marina should in general be avoided. The use of cars should to the largest degree possible be replaced by the use of sustainable transportation (public transportation, bicycles, etc.) – see criterion no. 15.

If the parking and driving within the marina cannot be avoided, the driving and parking must only take place in specific areas designated for this purpose. It is very important in the planning of these areas to consider the safety and free passage of people walking in the marina.

SAFETY AND SERVICES

17. Adequate and well signposted lifesaving, first-aid equipment and fire-fighting equipment must be present. Equipment must be approved by national authorities (i)

When addressing good safety practices in marinas, it is valuable to distinguish between the different actors and the different types of action to be taken:

- The Users versus the Marina Management and Staff
- Prevention versus Rescue/Emergency measures

This criterion addresses safety issues from the side of the marina and the management of the marina.

Accident prevention is paramount for safety. To help prevent accidents from happening the marina management and staff should assure that the marina facilities are properly maintained, national legislation is followed, and that staff and users are well informed and/or trained about safety issues. It is also recommended that a systematic control of the marina be made to study safety issues, such as the placement of boats in relation to how fires can spread, etc.

If an accident does occur, the marina should have the necessary technical means or equipment to deal with it.

Lifesaving equipment

The following general guidelines should be followed when considering water safety in a marina:

- A person who falls in the water should be able to get up and out of the water
- A person must be able to help or rescue a distressed person in the water without risking his or her own life

The required lifesaving equipment in the marina must at least include the presence of lifebuoys and ladders. Other types of lifesaving equipment could include boathooks, rescue boats, rescue stations, etc. at/near the marina. The lifesaving equipment must be approved by the national lifesaving body or comply with national or international standards. The equipment must be available in adequate numbers, easy to identify (well signposted) and easily accessible from all over the marina (not more than 200 meters from any point). The placement of equipment must be in compliance with national legislation. It must be available 24 hours a day throughout the Blue Flag season and the location of lifesaving equipment must be indicated on the marina map.

A guideline recommendation is to have a ladder and public lifesaving equipment placed at least every 25-50 meters from any water-front point in the marina. The equipment should furthermore be painted for visibility (red, orange and with reflectors).

Fire-fighting equipment

The fire-fighting equipment in the marina must at least include the presence of fire extinguishers, but could also include water hoses, fire carpets, etc. The fire-fighting equipment must be approved by the national fire fighting brigade or comply with national or international standards.

The equipment must be available in adequate numbers, easy to identify (well signposted) and easily accessible from all over the marina (not more than 200 meters from any point). The placement of equipment must also be in compliance with national legislation. It must be available 24 hours a day throughout the Blue Flag season. The location of fire-fighting equipment must be indicated on the marina map.

Fire extinguishers must also be present at fuelling stations, near hazardous waste storage facilities and at locations where high temperature work is going on.

A guideline recommendation is to have handheld fire extinguishers placed every 25-50 meters. On piers longer than 100 meters, there should be a fixed water supply (fire hydrant) at the beginning of the pier. When deciding the size and type of extinguishers and their placement, consideration should be given to the size of the boats and the distance of the marina from an emergency fire department or fire brigade.

First Aid

First-aid equipment must be present at the marina and can be located in the marina office or at other facilities (shops, restaurants, etc.) at the marina. The first-aid equipment does not necessarily need to be available 24 hours a day, but must be available at reasonable times (e.g. the opening hours of the marina office). The content of a first-aid equipment box must be intact and must comply with national legislation or meet the standards set by a national or international lifesaving association. In exceptional cases, the first-aid equipment can be located in a place very near to the marina (less than 200 metres away). The availability and location of the first-aid equipment must be very clearly signposted on the information board and on the marina map.

Telephones

Public or emergency telephones at or very near to the marina must be available 24 hours a day. These should be signposted and clearly indicated on the marina map.

Other

It is recommended that the entrance/exit of the marina is marked with extra clear signs for sailors.

It is recommended that the marina be well lit at night.

For dry docks and storage areas, it is recommended that the boats be placed so that emergency vehicles can get between the rows, and fire fighting equipment should be placed throughout the area. Local fire experts should be contacted for advice.

18. Emergency plans in case of pollution, fire or other accidents must be produced (i)

If an accident or emergency does occur, the marina should have the necessary organisational means or emergency plans in place to deal with it.

The marina must have an emergency plan available dealing with what to do in case of pollution, fire or other possible accidents affecting the safety of the marina (like safety at fuelling stations, near cranes, etc.). The staff at the marina must be informed about the emergency plan.

The emergency plan for the marina can be specific for the marina, but can also be part of a larger harbour, municipal or regional emergency plan. Relevant authorities (local authorities, fire-fighting brigade, Red Cross, etc) must approve the emergency plan.

The emergency plan should at least include the following:

- Identification of the people to contact in case of an accident
- Involvement of administration services and people necessary to intervene
- Procedures for the protection or evacuation of people at or near the marina
- Procedure of public warning and information

19. Safety precautions and information must be posted at the marina (i)

Accident prevention is paramount for safety. Most accidents that occur could have been prevented by the people involved. Thus, safety information and education for the users is very important.

General information about safety precautions must be posted at an easily accessible site at the marina, and on the information board. The safety precautions should include at least the following:

- Information about the correct storage of hazardous and flammable waste
- Directions for filling gasoline/petrol tanks at the fuelling station
- Signs for safety hazards (e.g. unprotected piers)
- Prohibition of open fire or fireworks at the marina (unless there is a designated area or permission from the marina)
- Directions for the safe use of electrical outlets at the marina
- No swimming in the marina
- Information about the location of telephone, lifesaving, fire-fighting and first-aid equipment
- Information about how to use the above-mentioned equipment
- Details on how to warn other people about an unsafe situation
- Information about who to contact for further information about safety at the marina
- Information about relevant emergency telephone numbers (police, fire department, ambulance, marina manager)

Other information could include:

- Guidance that children should wear lifejackets in the marina
- Information about first-aid and lifesaving courses
- Guidance about the consumption of alcohol at the marina
- Information about how to prevent fire on individual boats

20. Electricity and water is available at the berths, installations must be approved according to national legislation (i)

Electricity and water must be available for the boats. The facilities must be available not further than 25 metres away from the berths (except for boats not using electricity). There must be

clear information about the conditions for using the electricity and water and preferably accompanied with information about energy and water saving.

All installations must be safe and approved by national and/or international legislation.

Public light must be available at marinas especially needing it for safety reasons.

21. Facilities for disabled people (g)

The facilities for disabled people in a marina should at least include:

- Access for disabled people to and around in the marina (including the piers)
- Special car parking facilities for disabled people
- Access to sanitary facilities for disabled people

Other facilities for disabled people in a marina could be:

- Boating facilities for disabled people
- Access to marina offices, shops and restaurants in the marina
- Access to marina activities

All access and facilities for disabled people must comply with all national and international regulations/standards. Toilets should be designed for wheelchair and other disabled users.

22. Map indicating the location of the different facilities is posted at the marina (i)

A map of the marina area indicating all the required and other facilities must be posted on the information board.

The following facilities must at least be indicated on the map:

- Reception facilities for hazardous waste and oil waste
- Garbage containers
- Facilities for recyclable waste
- Toilet tank pumping/reception facilities (if present)
- Bilge water pumping/reception facilities (if present)
- Lifesaving equipment
- Fire-fighting equipment
- First-aid equipment
- Public telephone
- Sanitary facilities (toilets, showers, washing facilities, drinking facilities, etc.)
- Fuelling station (if present)
- Boat repairing and washing areas (if present)
- Marina office / club house
- Facilities for disabled people (if present)
- Designated parking areas (if present)
- Boat places reserved for guest boats (if present)
- Nearby public transportation (if very close to the marina)

Other facilities (like shops, restaurants, etc.) can also be indicated on the map.

The different facilities should preferably be indicated on the map as easily understood pictograms.

The cartographic co-ordinates of the marina should be located in a clearly visible place.

WATER QUALITY

23. Visually clean water and marina (no oil, litter, sewage or other evidence of pollution) (i)

In order for the marina to comply with high environmental standards, it is very important that the marina and marina water are visually clean. The marina water should not contain oil spots, litter (bottles, cans, etc.), sewage or other striking signs of pollution.

All the land areas of the marina itself should also appear clean with regularly emptied litter bins / garbage containers (according to criterion no. 8). Also restaurants, shops, green areas, etc. in the marina must be clean.

The marina must ensure a cleaning of garbage as often as needed (could be every day). In the case of severe pollution coming from outside, such pollution must immediately be removed according to the procedures in the emergency plan (criterion 18). In very severe cases, it can be necessary to withdraw the Blue Flag temporarily explaining the reasons for the withdrawal on the information board.

At the same time, it is important in the code of environmental conduct (criterion no. 2) to educate the marina users not to throw garbage, empty toilet tanks etc. into the marina or the sea.

Natural occurrences like decaying of algae, spawning of mussels, etc. might give the appearance of pollution in the water without this actually being the case. In such cases, information about the natural occurrences should be provided at the information board.