



Mairie de Cannes

# **Bay of Cannes Quality Charter**

## PREAMBLE

The project for drafting a *Bay of Cannes Quality Charter* is proposed by the City Hall of Cannes with the active participation of EcoMer, an association of boaters and maritime professionals that aims to transmit good information with regards to safety and the preservation of the environment. The City Hall wants this charter to reach a wide audience.

EcoMer has proposed to present the charter in the format of "ten commandments for boaters in the Bay of Cannes" and has organised public meetings to highlight the important points of this charter. The members of EcoMer have previously gained public recognition for their action in the context of the "Yachts du Coeur" (Yachts with Heart) initiative. They collect donated articles for populations in need.

**THE OBJECTIVE OF THIS CHARTER IS TO PREPARE THE FUTURE. IT DEFINES THE RULES TO FOLLOW TO BECOME A "RESPONSIBLE AND VIGILANT BOATER".**

## TEN COMMANDMENTS FOR BOATERS IN THE BAY OF CANNES

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### SAFETY

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- 1) The vigilant boater is equipped with navigation charts for the zone they intend to sail in;** they study the weather forecast; they check the regulations published by the Préfet Maritime on the relevant website before going to sea in order to know the regulated or prohibited zones along their way.
- 2) The vigilant boater knows the regulations concerning the mandatory safety equipment aboard their vessel** according to the type of sailing they undertake (basic, coastal, offshore, high seas). In particular, for pleasure boats with a hull length under 24 metres, they will consult division 240. They may also find information in the information sheets published by the Ministry for Ecological Transition that summarise the equipment to have on board. The equipment that the vigilant boater carries on board does not exceed the expiry date or the date of mandatory inspection.

**3) The vigilant boater never leaves port without mastering their vessel or without knowing the international regulations** for preventing collisions at sea (COLREGs). When they charter a boat, they verify that the vessel carries CE markings and that it has not been damaged in such a way as to harm its capacity to sail. They know the number of the regional centre for surveillance and rescue (CROSS) in case of emergency.

**4) The vigilant boater ensures that no passenger is present on the fore-deck or side decks of the vessel if there is no jackline.** Thus, passengers of RIBs sit inside the vessel and not on the tubes. These measures save lives by preventing users from falling into the water and under the vessel's propellers.

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#### RESPECT FOR THE ENVIRONMENT AND FOR OTHER USERS

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**5) The boater respects the other users of the navigational area.** They respect speed limits at sea. They make sure they do not pass between the flags of fishing nets, they slow down and steer clear of diving flags. They maintain a constant look-out by sight and hearing. They do not go to sea after drinking alcohol.

**6) The respectful boater only moors their vessel when they are sure that their anchor will not produce a negative effect on maritime flora.** For this reason, they will seek information about the position of posidonia, cymodocea, pinna nobilis or other protected species on relevant websites, like DONIA or Natura 2000. When lying at anchor, the eco-responsible boater will respect the local environment.

**7) The vigilant boater is sensitive to the marine environment. They do not fish more than they themselves can consume during the day.** When fishing, they ensure beforehand that the fish caught is authorised (season, size, species). To do this, they consult the web pages of the Direction Interrégionale de la Mer (Interregional Maritime Authorities), who are in charge of recreational fishing for the entire Mediterranean basin. They will also avoid fishing for octopus during periods of reproduction. They know the opening and closing dates of the sea-urchin season as well as size restrictions and the maximum quantity allowed.

**8) When they are obliged to abandon their anchor at sea, the respectful boater will immediately notify** the departmental fishing committee to avoid damage to fishing nets. They will also inform the divers associations' that may remove the anchor, as well as the harbour master for the anchor to be listed. The virtuous boater does not install mooring blocks because they are aware of the regulations covering the public maritime domain. They know that state authorities do not permit the private occupation of the coastal zone. They also know that they are not allowed to moor more than 7 days in the same place, because beyond a period of 7 days state authorities consider that it is a private occupation of the public maritime domain.

**9) The respectful boater never leaves their vessel at anchor without surveillance and without immediate means of intervention,** because they are aware that an anchor can drag on the sea floor and the vessel can run aground on the beach. They also know of the obligation stipulated in the COLREGs for look-out by sight and hearing. They will also light navigation and mooring lights at night in order to be identifiable.

**10) The respectful boater knows the regulations concerning the release of grey water and black water at sea.** They obtain information from the Nice Côte-d'Azur Chamber of Commerce and Industry (CCI) in order to implement suitable environmental procedures. They will also seek information on eco-friendly practices on the website of the Ministry for Ecological Transition.

### **THE RESPECTFUL AND VIGILANT BOATER STRIVES TO BUILD A BETTER WORLD.**

They are vigilant about the respect for the sea that their children will inherit, just as they are vigilant towards the human environment around them. They promote the dissemination of the regulations that ensure the safety of users but also of the proper use of the navigational area. They understand that the respect of the environment and other users, as well as solidarity, contribute to an appeased society.

Le Président de l'Association « Ecomer »,



Jean-Luc Annone

Le Maire,



David Lisnard