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Newspaper



MONACO YACHT
SHOW

ECPY GAZETTE



YACHT SHOWS SEASON

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Anchorage UPDATE

ECPY has been actively involved in discussions and negotiations with the French authorities on anchoring regulations since the very beginning of the process in 2020.

Protecting Posidonia: No Debate

ECPY has always fully supported the protection of Posidonia seagrass meadows and the preservation of marine biodiversity. There is absolutely no debate on this fundamental principle. Our position has always been clear: protecting the marine environment and preserving a sustainable yachting industry must go hand in hand.

The “Red Line” Concept

Since 2020, the French authorities have promoted the concept of a “red line” to regulate yacht anchoring. Under this system, yachts anchoring between the coastline and the red line are considered to be in a prohibited anchorage, while anchoring beyond the red line, towards the open sea, is considered authorized.

From day one, ECPY and the other professional yachting associations have warned the French authorities that this approach was inappropriate, overly simplistic and ineffective from both an environmental and an economic perspective. France remains the only Mediterranean country to have implemented this “red line” approach on such a scale.

Restrictions Without Sufficient Alternatives

Despite the repeated concerns raised by the yachting industry, the French maritime authorities have progressively enforced the red line concept, with penalties reaching up to €150,000. These restrictions were supposed to be balanced by the creation of sufficient mooring buoys in strategic locations. However, in reality, buoys remain available in only a limited number of areas and in insufficient quantities. Furthermore, the administrative process required to obtain authorization and install mooring systems is often complex, lengthy and costly, making it extremely difficult to provide the infrastructure needed to support the new restrictions.

This situation is increasingly affecting the attractiveness and competitiveness of French waters compared with other Mediterranean destinations. For example, when Turkey introduced anchoring restrictions in Göcek Bay, these measures were accompanied by the installation of more than 800 mooring buoys, providing a genuine alternative for visiting yachts.

Severe Consequences for Captains and Yacht Owners

The enforcement of the red line has already resulted in significant legal and financial consequences for yachts anchoring in prohibited areas, including:

- Criminal convictions by the Marseille Maritime Court, with fines and bans on sailing in French waters for up to three years. In one case, a fine reached €90,000.*
- Civil proceedings against yacht-owning companies and owners, resulting in penalties of several thousand euros.*

Beyond the legal consequences, the most significant impact has been on the overall attractiveness of France as a yachting destination. France Losing Ground in the Mediterranean The result is clear: the number of yachts visiting French waters has fallen dramatically. France, once the leading Mediterranean destination for yachting, has reportedly seen its market share decline from approximately 27% to 15%, placing it behind Italy and now alongside Spain. This decline has coincided with the introduction and progressive enforcement of increasingly restrictive anchoring regulations since 2021–2022.

Anchorage UPDATE

Years of Dialogue – Without Results

Since 2021–2022, ECPY and the other professional yachting associations have repeatedly tried to explain the consequences of these regulations to the French authorities and to propose practical solutions.

The industry has even put forward concrete proposals to improve and rebalance the existing framework, while fully respecting the objective of protecting Posidonia and marine biodiversity. Unfortunately, these efforts have so far failed to produce meaningful changes.

New Restrictions in the Saint-Tropez Area

More recently, the Maritime Prefect and the Prefect of the Var issued two new orders concerning anchoring regulations in the Saint-Tropez area, without prior consultation with the professional yachting industry. These new measures further restrict anchoring capacity and have also raised concerns regarding the clarity and communication of the applicable rules. ECPY and its partners believe that regulations having such a direct impact on the yachting industry should be discussed with the professionals concerned before being adopted and published.

A Collective Response from the Yachting Industry

*On 3rd August, the professional yachting associations **RYN, GEPY, MYBA and PYA** jointly sent a formal letter to the Maritime Prefect requesting:*

- a moratorium on the implementation of the new measures;*
- a formal meeting with the professional yachting industry;*
- and a genuine dialogue to identify workable solutions.*

The response received by registered letter on 12th August was unfortunately not satisfactory.

As a result, RYN, GEPY, MYBA and PYA have decided to take the next step and have submitted two formal administrative appeals, addressed respectively to the Maritime Prefect and the Prefect of the Var. These administrative appeals open a two-month period for dialogue and discussions, with the objective of finding a balanced and sustainable solution.

One Objective: Protect the Sea and Preserve Yachting in France

The objective of ECPY and its partners is not to oppose environmental protection.

Quite the opposite. We believe that environmental protection, safety and the economic sustainability of the yachting industry can—and must—be achieved together.

What we are calling for is proportionate, scientifically sound and workable regulation, developed through genuine consultation with the professionals who operate every day in French waters.

Thierry Voisin,
ECPY President



ECPY EVENTS

What a crazy September...

As the Mediterranean yachting season enters one of its busiest periods, ECPY is preparing for a particularly active autumn, with a strong presence at the Cannes Yachting Festival, the Monaco Yacht Show, and three upcoming ECPY Open Days in Nice.

The Open Days will take place on 1 September, 15 September and 7 October, bringing together yacht owners, captains, brokers, management companies and yachting professionals at the Port of Nice. The success of the programme continues to grow, with the 15 September edition already fully booked, confirming the strong interest in these regular industry gatherings.

*ECPY will also be present throughout the major autumn shows. At the **Cannes Yachting Festival**, the association will welcome professionals at Port Canto, **Broker 112**, and will host its annual cocktail, providing another opportunity for members, partners and industry colleagues to meet and connect.*

*The season will continue in Monaco, where ECPY will be exhibiting at stand **QA3** during the **Monaco Yacht Show**. These major international events are key moments for the association to increase its visibility, meet new professionals, strengthen existing relationships and introduce ECPY to potential new members.*

Through its growing programme of events and its presence at the industry's key gatherings, ECPY is continuing to strengthen its role as a meeting point and representative of the yachting community. With every season, the association aims to expand its network, reinforce its image and make its voice reach further across the industry.

Lucie Schmitt,
Events Committee



ECPY *sponsors*

ECPY is delighted to count on the support of ANP Superyacht Insurance and Suncar as sponsors of its 2026 events. Their commitment contributes to the success of ECPY's programme throughout the year, supporting the association in creating valuable opportunities for the yachting community to meet, exchange and build new connections.

As ECPY continues to develop its events and strengthen its presence across the industry, the support of trusted partners such as ANP and Suncar is essential. Their involvement reflects the importance of collaboration within the yachting sector and helps ECPY deliver high-quality events for its members and the wider professional community.

ECPY warmly thanks ANP and Suncar for their trust and support throughout this season, and looks forward to continuing to build strong relationships with its partners in the years ahead.



SUNCAR

FRANCE



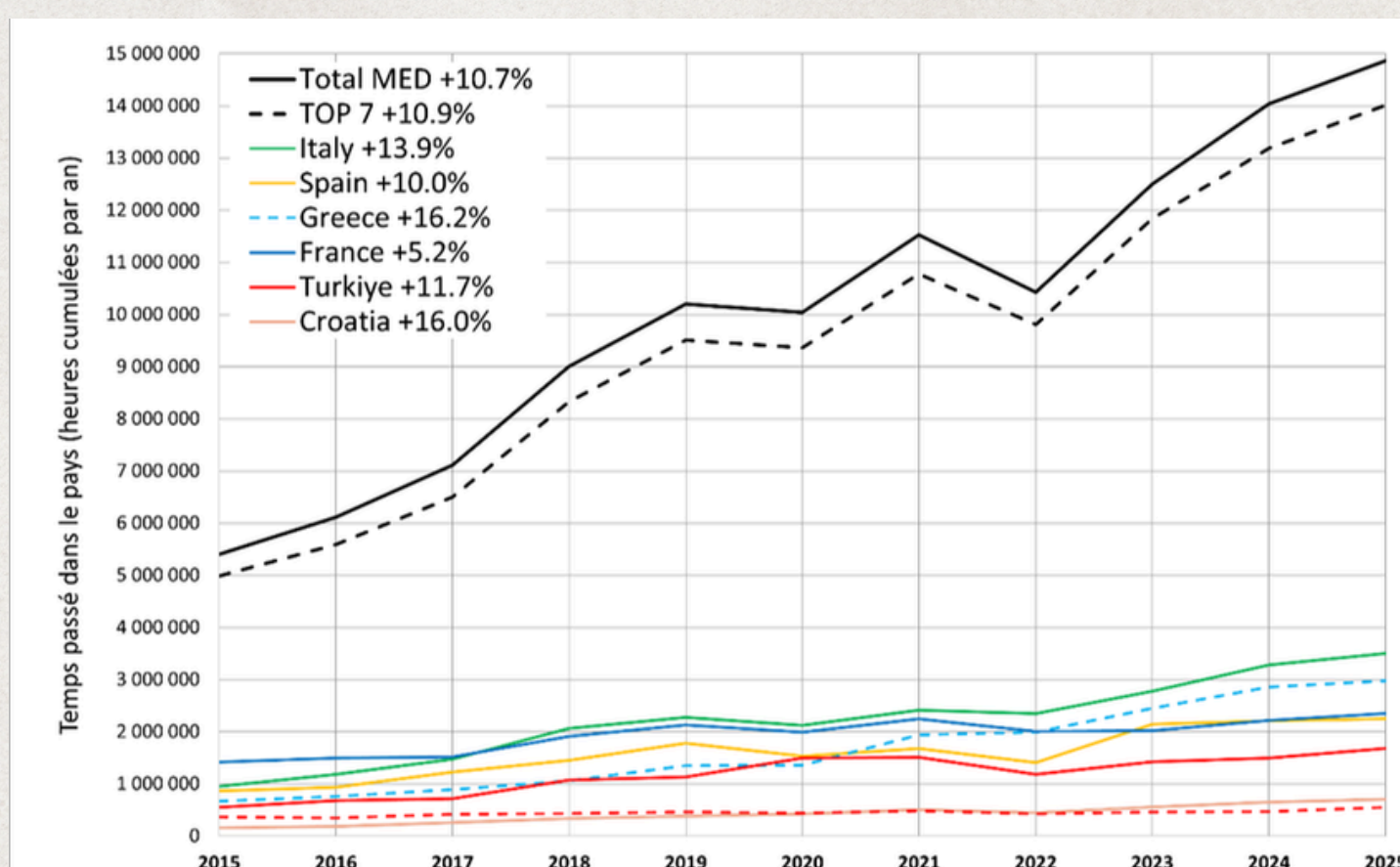
Business INTELLIGENCE

Every year, thousands of yachts cruise between the **French Riviera, Italy, Greece, Spain, Croatia and Turkey**, weaving one of the richest maritime playgrounds in the world. But behind the glamour of an Open Day or a summer cruise lies a much bigger story: where do yachts actually go, and why? Since 2015, ECPY has partnered with FLYN to answer exactly that question, and the results of this ten-year study are more revealing than ever.

How do we know all this? FLYN-Yachting tracks yacht movements using AIS, the satellite positioning system every large vessel is required to carry. Over the past decade, this study has analysed more than 16.5 million recorded positions from around 4,500 yachts over 24 metres, making it one of the most complete pictures of professional yachting activity ever compiled in the Mediterranean.

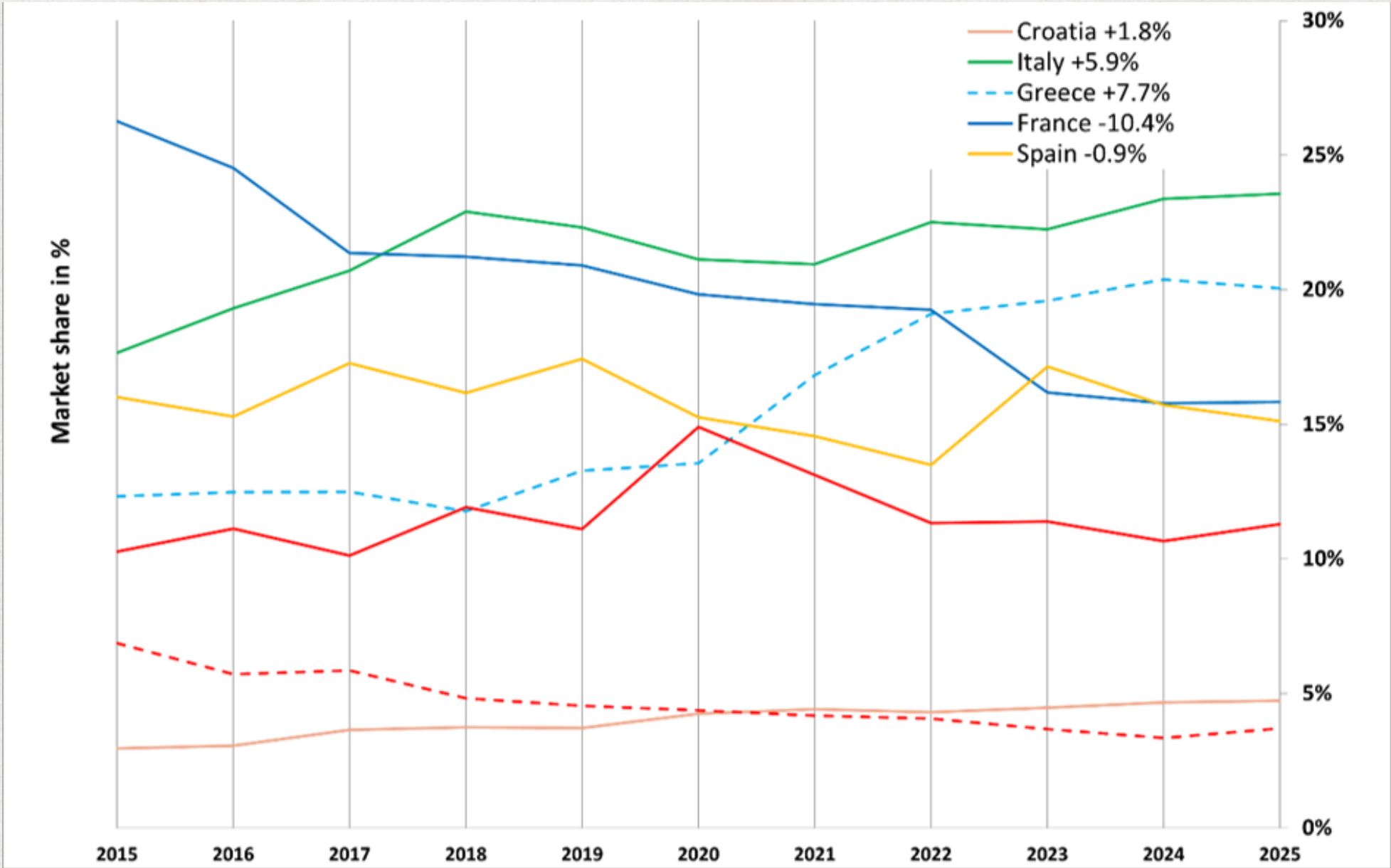
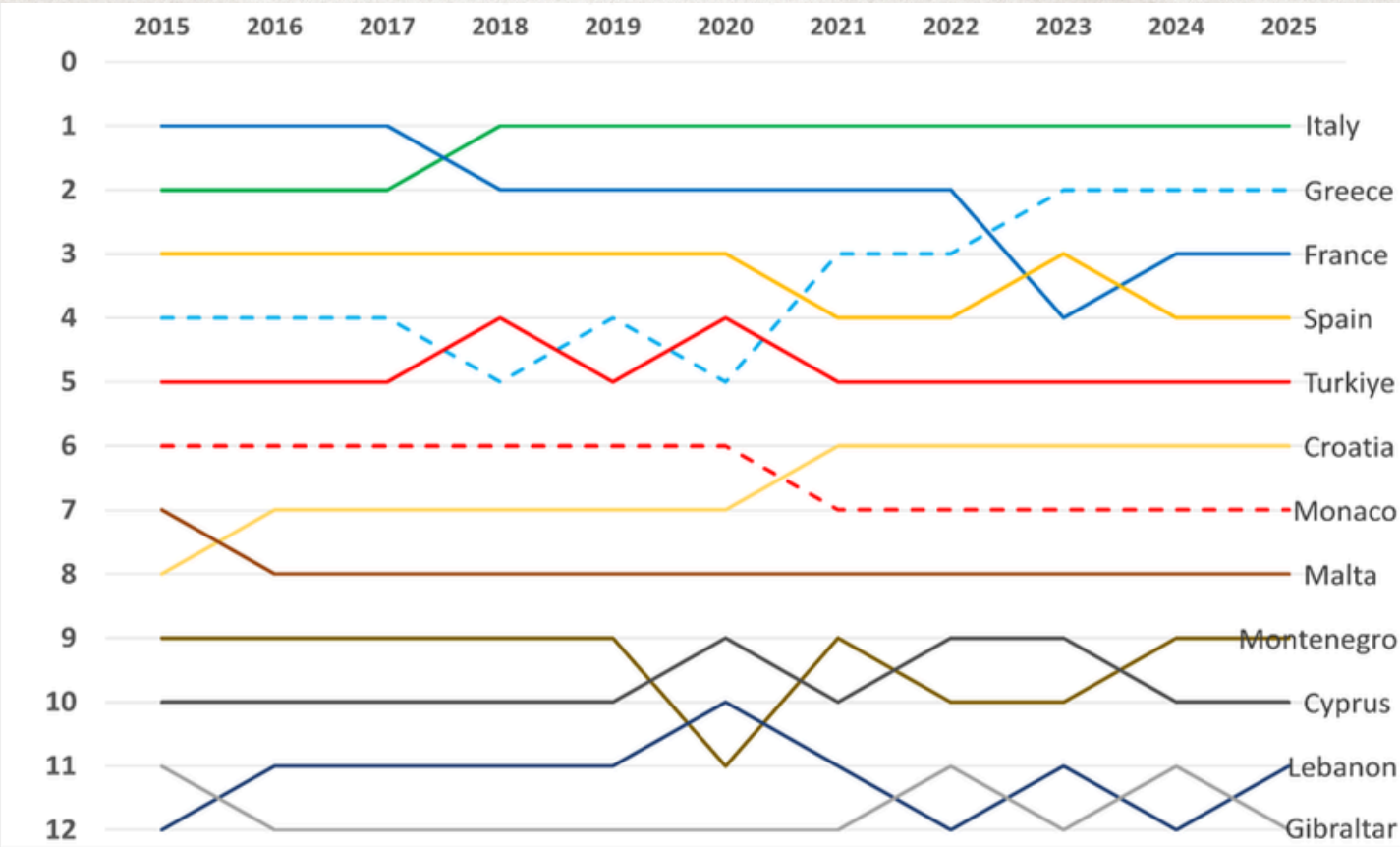
The headline finding is reassuring at first place. The Mediterranean yachting market keeps growing. Across the seven leading destinations : France, Italy, Greece, Spain, Turkey, Croatia and Monaco. The total time yachts spent cruising rose by almost 11% between 2015 and 2025. Even the shocks of the pandemic in 2020 and the geopolitical tensions of 2021-2022 only slowed the trend temporarily; it never reversed it. Yachting, as an industry, remains remarkably resilient. To put these numbers in perspective, the global superyacht market itself continues to expand rapidly: worldwide sales of superyachts over 24 metres reached 470 units in 2025, up almost 20% from the previous year, according to industry data.

However in 2015, France was the undisputed leader of the Mediterranean, ahead of every single competitor. Ten years later, that leadership has slipped away. France has fallen to third place, losing more than ten points of market share, while Italy and Greece have surged ahead, each gaining significant ground. Italy is now the region's top destination, thanks to a winning combination: an exceptionally dense network of marinas, with over 170,000 berths nationwide, and environmental rules that target the most sensitive spots rather than restricting the whole coastline. Greece, for its part, posted the fastest growth of any Mediterranean country over the decade, helped by an increasingly attractive eastern Mediterranean corridor connecting Greece and Turkey, now one of the busiest cruising routes in the entire region.



Interestingly, the French slowdown is not about yachts leaving early. Boats that do choose France stay just as long as they always did. The real issue is different: fewer yachts are choosing to come to France in the first place when planning their itinerary. It is a battle for first choice, not for length of stay, and it is a battle France is currently not winning as convincingly as it once did. **The decline of the French yachting industry coincides with France’s decision to introduce new anchoring regulations in 2021–2022.**

This is exactly why ECPY invests in data like this: not to alarm, but to inform. A clear picture of where the market is heading allows our association to negotiate more effectively with public authorities, to support our members' commercial strategy, and to keep the French Riviera among the world's most desirable yachting destinations for the next ten years, just as it has been for the last fifty.





About ECPY

Why joining our professional association matters? The activities of an association are funded by the annual membership fees paid by its members. Different membership levels are available depending on the size of each company, ensuring that every member contributes according to its size and capacity. To effectively defend the yachting industry, we need more members.

Why? Because a strong and representative membership allows us to:

- *demonstrate the true weight and economic importance of the yachting industry to administrations and policymakers;*
- *strengthen our collective voice and influence;*
- *finance actions and initiatives that directly support and defend the industry.*

Every company should be part of a professional association to help protect and promote the interests of the yachting sector.

We welcome our new members, Pantaenius (a insurance company with offices in Monaco, Germany, Spain and UK), Jaffa & CO (maritime lawyers in 3 countries), Platinum Yachting (a yacht brokerage – management in Frejus).

For a complete list of our members, visit our website.

Want to become a member? Contact us at info@ecpy.org

There are several professional associations representing the yachting industry. This is a strength, as it reflects the diversity and complexity of our industry, with each association representing specific interests and areas of expertise.

However, it can also be a weakness, as the actions and positions of the different associations are not always coordinated.

There is therefore a real need to create a common body bringing together the different associations, with the objective of speaking with one strong and unified voice on behalf of the yachting industry.

Such a body would give the industry greater visibility, stronger representation and more weight when engaging and negotiating with administrations and public authorities.



144 ECPY
members in
2026



+11 New
companies



99 Yachts on
display during
ECPY Open Days



951 Transport
Agreements done

ECPY *Transport Agreement*

In 2017, ECPY has launched the ECPY Transport Agreement.

ECPY is currently addressing two important issues regarding the use of the yacht transport contract.

1. Recognition by the Italian and Spanish Maritime Authorities

The first issue concerns the recognition and acceptance of the yacht transport contract by the Italian and Spanish maritime authorities when yachts operate in their respective waters. We would like to remind our members that the yacht transport contract has been reviewed and validated by the French authorities as being compliant with French law and applicable European directives. ECPY is currently working with its legal advisors on this matter and is actively engaging with the relevant authorities.

2. Use of the Yacht by the Ultimate Beneficial Owner (UBO)

The second issue concerns the position taken by the French Customs local research unit in Nice, which considers that the Ultimate Beneficial Owner (UBO) may not benefit from the yacht transport contract when using the yacht. ECPY has already contacted the local Customs authorities to discuss this matter, but no satisfactory response or clarification has been provided to date. The next step is to formally raise the matter with the French Customs headquarters in order to seek clarification and challenge this interpretation.

We are pleased to have 74 brokerage companies registered and that are using on a regular basis our contract without legal issue:

- ABSOLUTE BOAT
 - AGEMAR SAM - SUPERYACHTSMONACO
 - AHOY CLUB SARL
 - ALGA YACHT
 - ALLIED YACHTING AGENTS SARL
 - AQUAMARINE SERVICES
 - AQUAZEAL LLC
 - AQVALUXE
 - ARTHAUD YACHTING
 - BEAULIEU MARINE
 - BEHNEMAR YACHTING CONSULTANCY SARL
 - BLACKORANGE LTD
 - BLUE WATER MONACO SARL
 - BLUE-TREND
 - BlueSun Yachts & Holidays GmbH
 - BOATSTERS BLACK
 - CAMBERLEY INTERNATIONAL INC
 - CAMPER AND NICHOLSONS
 - CECIL WRIGHT & PARTNERS LTD
 - CHARTERMINUTE
 - CHARTERWORLD
 - CHRISTEL POCACHARD YACHTING
 - COMO YACHTING
 - CSO YACHTS
 - DAWSON YACHTS LIMITED
 - DENISON YACHTING
 - DLB
 - DOKA YACHTING
 - EDGE YACHTING INTERNATIONAL
 - ENITIATIVE.BIZ
 - EVIDENCE YACHTING
 - EXPERSEA YACHT MANAGEMENT
 - FALCON YACHTS
 - INTERNATIONAL YACHT CHARTER
 - INTERNATIONAL YACHT COMPANY (IYC) SAM
 - INTERNATIONAL YACHT CORPORATION d.o.o
 - INTERNATIONAL YACHTS CHARTER & BROKERAGE
 - JUST FOR YACHT
 - L'ECHO NAUTIQUE
 - LD NAUTIC SAS
-

ECPY *Transport Agreement*

- MARINE PROJECT INC.
- MESSUM YACHTS LTD
- MONACO YACHT
- MORAN YACHT & SHIP GROUP
- Mover Shaker International SARL
- MSC YACHTING
- MYSEA
- NEO YACHTING
- NEXT YACHTING
- NL YACHTING
- OCEAN DRIVE
- OCEAN INDEPENDENCE AG
- OXYZEN YACHTING LTD
- Paladyne
- PEARL YACHTING MONACO
- PLATINUM YACHTING
- Premium Yachts - SARL MBCM
- PRESTIGIOUS YACHTING
- ROYAL YACHT
- SANTARELLI MARINE
BROKERAGE
- SILVER STAR YACHTING
- SUNREEF YACHTS CHARTER
- SYM
- THE WOY
- THOMPSON OF MONACO SARL
- TJB SUPERYACHT LTD
- TWO TWELVE YACHTS GROUP
- TWW YACHTS LTD
- UNIQUE YACHTING MONACO
- WEST NAUTICAL
- YACHTING CONCEPT MONACO
- YACHTS EVENTS
- YDL YACHTING



CANNES
YACHTING
FESTIVAL

ECPY COCKTAIL *Party*

JOIN US ON
SEPTEMBER 10TH
FROM 5:30 PM

PORT CANTO,
STAND BROKER 112



- Update on anchorage regulations file with others yachting associations (GEPY, RYN, PYA, MYBA) following the annual PREMAR meeting
- A memorable networking event
- Informations about membership and board of directors presence

RSVP at events@ecpy.org or +33 6 99 76 98 00 | www.ecpy.org

