



Merchant Shipping Directorate



Transport Malta



Synopsis of the main amendments to the Malta Commercial Yacht Code

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Yachting has over the last years become a more integral part of the Malta flag, with considerable growth registered and nowadays there are more than 3,000 registered yachts, ranging from pleasure yachts and charter yachts to super yachts.

As part of this growth and with the onset of new technologies, new regulations and feedback from the yachting industry and stakeholders, the Malta Commercial Yacht Code was in 2015 reviewed to make it future-ready and more user friendly.

The main changes/updates applied to the Commercial Yacht Code are:

- the removal of the 3,000 GT boundary since charter yachts which are engaged in trade are getting bigger in size;
- the Survey & Certification Process has been made more user transparent, friendly and less time consuming;
- LY2, LY3 and “Codice dell Noleggio” certified charter yachts transferring to the Malta Registry are being issued with an operational Commercial Yacht Code Certificate upon the initial application and thereafter given three months time to complete any necessary surveys and formalities;
- Areas concerning glazing and windows were duly updated with current trends and technologies;
- Various requirements were reviewed and re-written to be more practical and user friendly;
- Non-metallic piping meeting the requirements of the IMO FTP Code (Fire Test Procedures Code) are now being allowed for Fire, Bilge and Fuel lines;
- Structural Fire Protection requirements have been reviewed and updated;
- MLC 2006 accommodation requirements have been introduced and adapted to the yachting industry;
- Installation requirements and deadlines for the BNWAS (Bridge Navigation Watch Alarm System) have been introduced;
- MARPOL and SOLAS up to-date requirements have been introduced as applicable (such as ISM, ISPS, IAPP, IEEC etc);
- As part of the Paris MoU Inspection Regime and PSCircular 61 Charter Yacht owners/masters are instructed to report to the Administration whenever there is a port State detention of their yacht in order to ensure that timely corrective action is taken and to take any necessary steps in order to prevent future recurrences;
- Specific details and requirements about helicopter landing/parking areas have now been incorporated in the Code;
- The COC includes also a mini-survey status with the surveys’ due dates clearly indicated and accompanied with a Record of Equipment;
- New technologies were catered for in the revised Code and the window was left open for equivalent technologies that might be introduced in the future.

This document is not part of the Code provisions and is for information purposes only.