

Recreational Navigation Commission – Maritime Commission

GUIDELINES FOR A BETTER INTEGRATION OF RECREATIONAL NAVIGATION ACTIVITIES WITHIN FISHING AND COMMERCIAL PORTS

TERMS OF REFERENCE

1. Historical background - Definition of the problem

After the explosion of the recreational navigation as a social and economic phenomenon, the berth's demand grows up quickly.

In a lot of Countries, especially in Europe, the construction of new marinas often struggles with environmental and territorial limits.

Consequently, in the past it has been often preferred to rehabilitate and convert existent commercial harbours to recreational traffic, by destining significant parts of protected water to leisure boating.

But this choice often conflicts with pre-existent traffics, locally very rooted, like fishery and small commercial traffics, and the cohabitation is sometime quite difficult to maintain.

In such a cohabitation of different kinds of traffics, especially where large ships are present, safety in navigation represent a strong concern.

There are therefore two different issues: one is the navigation conflict due to the mixity of recreational and commercial navigation, another is the conversion of infrastructures from commercial port or fishing port to recreational port.

On other hands in Europe, for instance, the actuation of the Common Politics on Fishery, with the precept of reducing and stabilizing the fishing, opens the problem of partial conversion of fishermen toward new allowed and interesting activities.

Intermediate activities (as fish-tourism, little cruises, excursions, etc.) between recreational, fishery and little commerce navigation, can help the integration amongst the different kind of navigation activities.

In this scenario, infrastructures that host different kind of navigation traffics must give particular attention to specific areas, facilities and services planning.

2. Objective of the study

Objective of the study is to identify and investigate demand characteristics, needs and relationship between different kind of traffics and navigations. The goal will be to provide guidelines to correct plan and design basins, facilities and services for the above-mentioned traffics, in order to resolve possible conflicts of cohabitation and to develop common profitable synergies. Navigation conflict due to the mixity of recreational and commercial navigation shall be analysed. To this regard, it is suggested to perform a risk analysis, to collect accident data and to introduce a list of case studies.

3. Earlier reports to be reviewed

MarCom WG30, Port Facilities for ferries – practical guide

MarCom WG18, Planning of fishing ports

RecCom WG9, Regeneration of harbour areas

4. Matters to be investigated

Characteristics of recreational, fishery and commercial traffics, with respect to eventual differences between several zones of the world.

Necessary and useful facilities for the implementation of the above-mentioned traffics and uses, characteristics and relationships between these.

Analysis of actual new activities standing between recreational, fishery and commercial use of the ports, like fishery-tourism, little cruises, excursions, for instance.

Case studies of ports with coexisting commercial, fishing and recreational navigation traffics.

5. Method of approach

The method of approach shall be chosen by the working group. The suggested approach includes research of existing data for different kind of traffics, interviews of users and qualified experts in the different sectors, analyses based on SWOT technique (strengths, weakness, opportunities, threats), defining thresholds, benchmarking, construction of the “problem tree” and then of the “solution tree”, individuating different scenario hypotheses.

6. Suggested final product of the Working Group

The final product should be a paper report with a CD/DVD enclosed. Case studies are strongly encouraged.

7. Desirable disciplines of the members of the Working Group

Recreational, fishery and commercial (goods and/or passengers ships) navigation experts. Port planning experts. Environmental experts. Planners, territorial and urban experts. Administrative and disciplinary international law experts in recreational, fishery, and commercial navigation matter. Captains and navigation health and safety experts. Experts in maritime navigation, in harbour management and in pilotage.

8. Relevance for countries in transition

The topic will be important in the next future, with the increase of the interest toward the recreational navigation, compared to commercial and fishing established traffics. Indeed China, India, South America, and many other Countries are now experiencing the first impact of the recreational navigation growing up.