

## SECURITY OF NON-CONVENTION SHIPS AND NAUTICAL TOURISM PORTS

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**Keywords:** Convention ships, Non-Convention ships, Security, Safety

### Abstract

According to the Convention about Safety of Life at Sea – SOLAS [5], ships may be classified in two categories:

- Convention ships, and
- Non-Convention ships.

Convention ships are ships which have been determined by the SOLAS Convention. Security of these ships has been stipulated by the *International Ship and Port Facility Security Code – ISPS Code* [5]. The Code refers to the security of national merchant ships and ports open to international travel, obligations of government authorities, companies, port authorities and concessionaires in special purpose ports, and other physical and legal persons responsible for the security, measures for providing security of ships and ports, control of the implemented measures, and sea violations [1].

Non-Convention ships are all other ships, like fishing boats, warships, sports and recreational boats, etc. For such ships and also for nautical tourism ports there are no systematic and generally accepted international regulations regarding security or they are inadequate. It has to be noted, though, that the number of non-Convention ships, especially recreational boats in nautical tourism ports, is constantly increasing. Consequently, the density of the traffic is also increasing in countries with strong nautical tourism [2].

In this paper the authors studied the risks of non-Convention ships and nautical tourism ports. Further scientific investigation has been proposed, as well as possible solutions for security protection of non-Convention ships and nautical tourism ports [3].

### Introduction

At the present level of technological development ISPS code provides a certain level of security protection of Convention ships. Despite the detailed legal regulations and their application, there is still a risk of any form of distress for Convention ships.

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For non-Convention ships the situation is worrying. It is necessary to point out that, despite their number and continuous increase, adequate, sufficient, comprehensive and obligatory legal regulations do not exist yet, nor the standardised practice in protection from various risks. In this paper the authors inform about the risks concerning security of non-Convention ships. [4]. It is assumed to be possible to develop and offer to international community the proposal about organised security protection of non-Convention ships. Also, the authors propose the possible method of development of organised security protection.

The authors propose the working title of the code of security for non-Convention ships and nautical tourism ports: (*International Non-Convention Ship and Nautical Tourism Port Facility Security Code – InSNTPS Code*).

## Theory and Method

ISPS rules are applied to new and existing ships in international voyages, and refer to:

- Passenger ships,
- Fast passenger vessels,
- Cargo ships and fast vessels of 500 GT and above,
- Movable drilling objects, and
- Passenger ships in national navigation to the distances over 20 NM from the land or distant islands.

The rules are not applied to war ships, military and other ships owned or managed by a country, which signed the SOLAS Convention referring to security.

The basic definitions of International security code refer to:

- Estimation of the security of the ship,
- Plan of the security of the ship,
- Security system,
- Security officer of the ship,
- Security officer of the company,
- Incident relating to security,
- Level of security,
- Errors,
- Verifications,
- Recognised organisation for security,
- System of alarms,
- Automatic system for identification,
- Permanent summarised record,
- Company
- Confrontation ship/port,
- Port,
- Activity ship/ship,
- Responsible body,
- Declaration about security, and
- Administration.

It is evident that the rules refer to the essential elements:

- Ship,
- Company,
- Port, and
- Other supporting elements (interactions, rules, etc.).



It is assumed that the above declaration as method is comprehensive, and, at the present level of technical and technological development, it is utterly reliable and applicable.

## Results

Non-Convention ships are mostly used at sea, but also at rivers and lakes. In the development of the security system, besides sea-going ships, ships at rivers and lakes have to be taken into consideration.

The whole group participates in potential safety risks. When estimating risks the starting point may be the basic information about comparing the number of non-Convention ships in countries with strong nautical tourism with the number of Convention ships of the same country [8] (Table 1.).

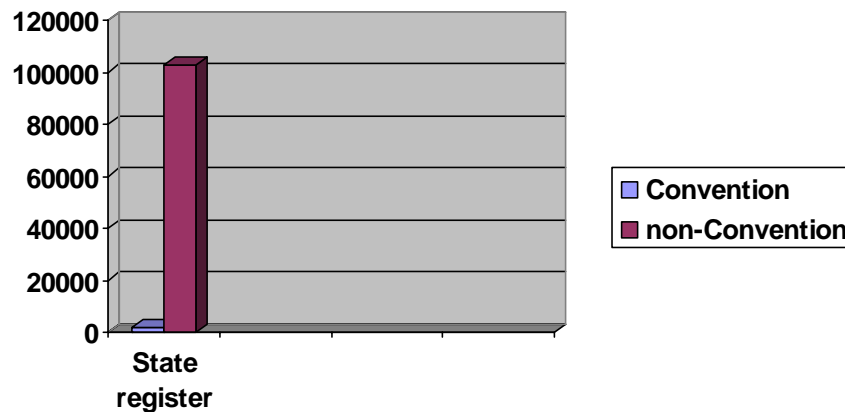


Table 1 Comparison of the number of Convention and non-Convention ships in the Croatian Register of Shipping in 2006

Source: [www.mppv.hr](http://www.mppv.hr), Public debate about measures for improving the status of Croatian mariners, Mali Lošinj, 1<sup>st</sup> March 2006

It is assumed that in most cases the number of non-Convention ships in relation to Convention ships is higher or increasing. The risks are various and predictable. Some examples of risks are:

- Terrorist attack,
- Environment pollution,
- Biological pollution, and,
- Human trafficking, illegal trade etc.

It is evident that a relatively big group of non-Convention ships is in the area for which there is no suited form of ISPS code.

Therefore the appropriate security code for non-Convention ships and nautical tourism ports has to be developed: (*International Non-Convention Ship and Nautical Tourism Port Facility Security Code – InSNTPS Code*).

## Discussion

When creating the InSNTPS code for non-Convention ships it is proposed to start from the basic elements (levels one to four):

- 1) non-convention ship,
- 2) organisation,
- 3) nautical tourism port, and
- 4) other supporting elements.

The first level refers to non-Convention ships. It is proposed to analyse recreational boats, fishing and other ships. It is assumed that military and police ships are adequately protected by the corresponding legal regulations. Recreational and fishing ships in various countries are steered by individuals with various unequal and non-standardised skills and licences. Differences are in acquired skills, authority and formal licences. Therefore, it is proposed to standardise at international level officer's qualifications, education programme and official form of various licences. Special education programmes relating to security need to be developed and implemented in the existing programmes for obtaining licences.

At the second level organisation forms need to be recognised or developed. Non-Convention ships, except fishing boats, mostly refer to recreational boats. The characteristic of these ships is individual, i.e. free or personal engagement of owners or users in navigation and other procedures relating to ships. Therefore any form of organising them is, to put it mildly, undesirable. However, this category of ships may be classified in various forms of organisations. Organisation is a form of trade, sports or similar association, for instance, charter agency, user of the ship, owner of the ship, sports club, diving club, etc. It is proposed to develop programmes of organised educational courses and issuing permits relating security.

The third level relates to the proposed general term, nautical tourism port. It is assumed that such a port is an organised coastal infrastructure for organised berthing and guarding of ships. Nautical tourism port needs to be considered as the basic element of coastal part for which appropriate security procedures and permits have to be developed.

The fourth level includes other ancillary supporting which are expected to be partially included in the model. These are port authorities, information and flows of information [7], various verification procedures, etc. [8]. In some countries, for instance in the Republic of Croatia, there are organised voluntary guards of non-Convention recreational boats [9]. They have to be appropriately included in the system. It is certain that adequate area needs to be discussed and co-ordinated at international level. Therefore, it is proposed that the development of the security system of non-Convention ships is implemented through an international organisation, like *United Nations-UN* or *International Maritime Organization-IMO*.

The procedure of creating appropriate security system of non-Convention ships is very complex and comprehensive. Therefore it is proposed to develop an outline of the security system of non-Convention ships according to the proposed algorithm (Figure 1). Complex dynamic systems, to which the security of non-Convention ships may be categorised, is not easily developed and structured without suitable programme support. The method of dynamic modelling may be functional in understanding behaviour of dynamic systems. Therefore, after developing the model it needs to be dynamically modelled and future effects need to be simulated.



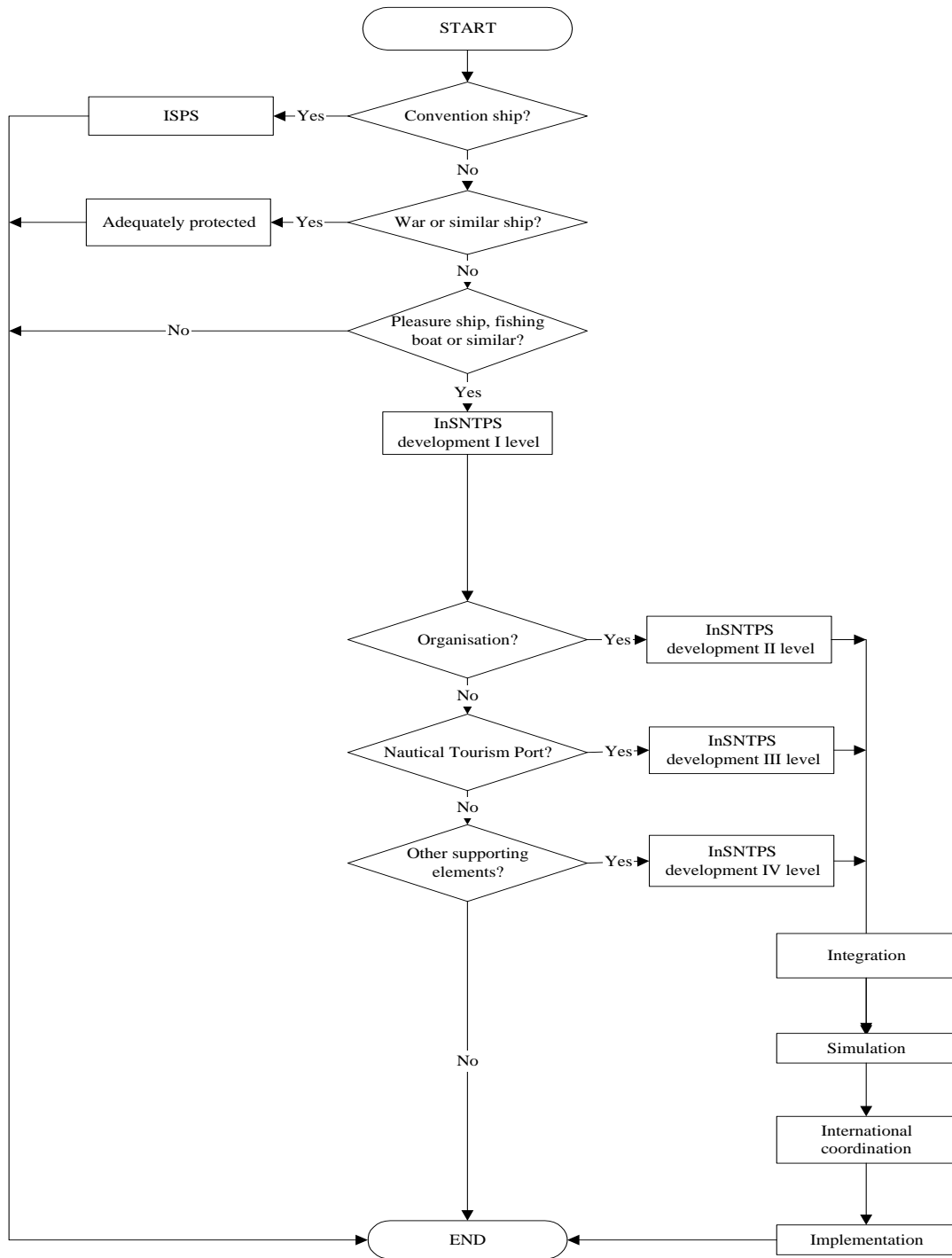


Figure 1 General algorithm of the development of InSNTPS



## Conclusion

In general, ships navigating world seas, rivers and lakes may be divided to Convention and non-Convention ships. The world community developed a system of rules ISPS code for the security of Convention ships and ports.

Non-Convention ships may be found in all world seas, rivers and lakes. They use nautical tourism ports. In this paper the authors notify about the existing and realistic risk to the security on non-Convention ships and nautical tourism ports, and about the lack of uniformity of the necessary licences at the world level.

The proposal is to develop a unique data base about collisions of Convention ships with non-Convention ships.

It is also proposed, according to the general algorithm, to develop at an international organisation level the security system of non-Convention ships. The development of such system should start from the proposed basic elements, and should apply methods of general system theory and dynamic modelling.

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