

PORT MANAGEMENT AND REGULATIONS

The common types of fishery harbour operational systems are:

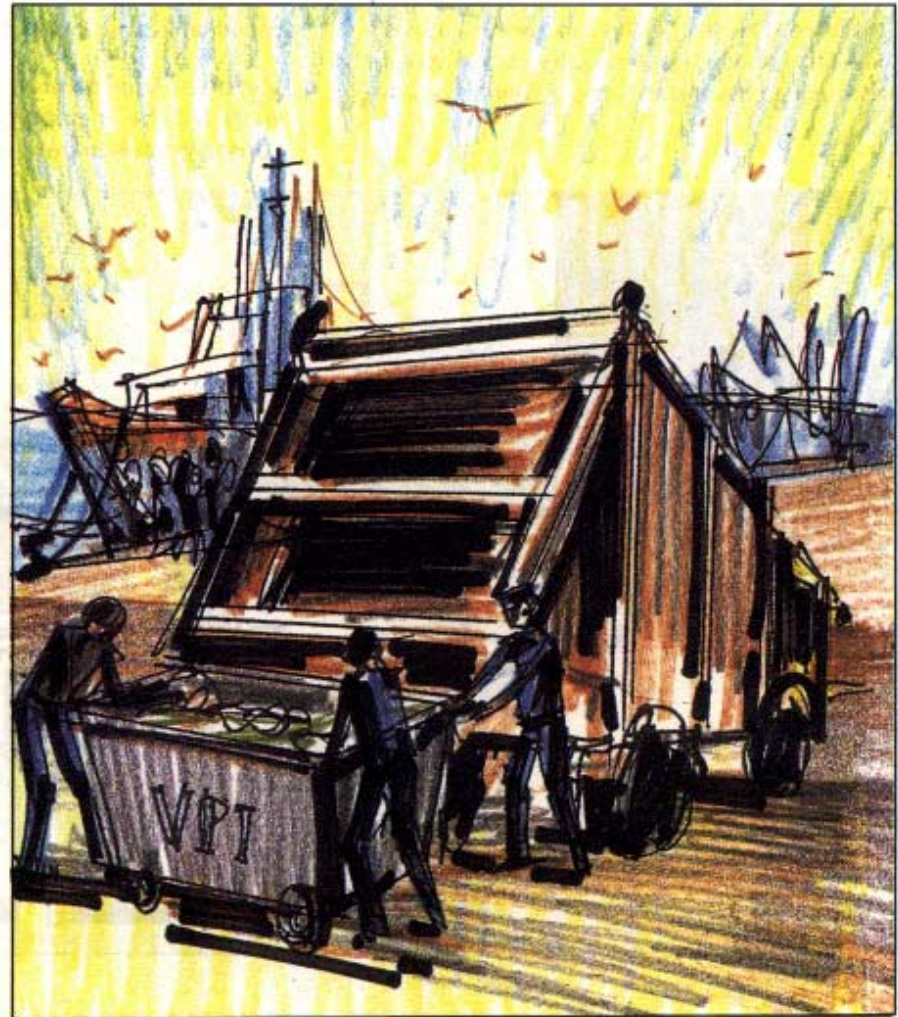
- Privately owned, where the ownership is held by a single person, company or group of companies.
- Municipally owned, where the harbours are governed by committees or boards of members drawn from the various groups of the municipal council as well as from, sometimes, the users of the harbour. In some cases, the operation of the harbour is farmed out to private companies on a management contract.
- State owned, where the operation is controlled by the local or state government represented by an elected or nominated body of members representing interested organizations and harbour users.
- Nationally owned, where the harbours are controlled and operated by a central ministry through a national organization responsible for mercantile trade facilities.

Whatever the type of ownership, there is no doubt that harbour pollution is a matter of serious concern and there is a pressing need to control it by

- Proper waste management,
- Appropriate regulations, and
- User education.

To ensure that regulations are complied with, it is necessary for the harbour authorities to provide adequate reception and disposal facilities for

- Garbage,
- Oily wastes,
- Grey water, and
- Sewage from boats,



besides providing shoreside facilities for

- Sanitary purposes, and
- Cleaning of fish.

Regulations to control pollution from boats are slowly being standardized internationally.

The IMO has laid down the International Convention for the Prevention of Pollution from Ships (MARPOL). This is being ratified by individual nations and applies to all ships of over 200 t gross, or any ship certified to carry more than ten passengers. Smaller boats are covered by the International Standards Organization (ISO).

