

## **FINAL REPORT**

### **FOURTH MEETING OF THE TAG ON NAVIGATION SAFETY AND ENVIRONMENTAL PROTECTION**

The fourth meeting of the Technical Advisory Group on Navigation Safety and Environmental Protection (TAG-NC&EP) took place on December 1, 2003 in Puerto La Cruz, Venezuela. The meeting was chaired by Mr. Jorge Frapolli, delegate from Argentina and Vice-chair of Navigation Safety, and Vice-chaired by Mr. Klaus Essig, delegate from Venezuela and Vice-chair of Environmental Protection. The meeting was also attended by delegations from Argentina, Brazil, Ecuador, México, and Panama; as well by the delegation from Spain as an observer country to the OAS. The full list of participants is enclosed in Annex A of this report.

Mr. Carlos Gallegos, Secretary of the CIP, welcomed the delegates and associate members present and invited the delegations to contribute their opinions, ideas, projects and actions to elaborate and support the Working Plan. Similarly, he emphasized the importance of the associate members' work as related to technical support they offer the TAG.

Additionally, Mr. Klaus Essig, delegate from Venezuela and Vice-chair of Environmental Protection, welcomed the delegates and associate members and expressed his satisfaction with the advances in port environment matters.

Having verified the necessary quorum, Mr. Frapolli put to consideration the following agenda:

1. Environmental Protection Plan
2. Contingency Plan
3. Project "Ecopuertos"
4. Environmental Policy Code
5. VTS Operations
6. Other Matters

The agenda was approved without objections.

#### **Environmental Protection Plan (Point 1 of Agenda)**

The delegation from Venezuela presented to the TAG a table entitled "Environmental Profile of Ports," to collect data and consolidate information regarding the current situation of ports in terms of security and environmental management, for revision by the TAG and evaluation by its delegates. The models of the table are enclosed in Annex B1 of this report.

### **Contingency Plan (Point 2 of Agenda)**

The TAG member countries' delegations were asked for information on contingency plans for oil spills in each of their ports. For this purpose, the delegation from Venezuela has developed the "Contingency Plans for Oil Spills" table, in order to determine the current situation in ports and make it public. This table is enclosed in Annex B2 of this report.

### **Project "Ecopuertos" (Point 3 of Agenda)**

The delegation from Venezuela, based on experiences of the European Union (EU), presented a project proposal aimed at guiding self-regulation in environmental issues for the port sector. To do so, the delegation noted the importance of standardizing criterion and indicators of environmental management, with the goal of comparing management in the western hemisphere. The delegation emphasized the importance of promoting those criteria through training programs. The document is enclosed in Annex C of this report.

### **Environmental Policy Code (Point 4 of Agenda)**

The delegation from Venezuela presented a proposal for elaborating the Environmental Policy Code. This proposal is included in Annex D of this report, which consists of the following eleven points:

1. Contribute to the development of a sustainable multimodal transportation system.
2. Promote consultations, dialogues and ample collaboration between port administrations.
3. Generate knowledge and technologies through the creation of sustainable techniques that combine cost-benefit analysis with ecological efficiency.
4. Improve cooperation between port administrations on environmental matters.
5. Promote and establish Contingency Plans for Oil Spills.
6. Raise awareness among port administrations of environmental issues and promote and integrate sustainable development in port policy.
7. Encourage port administrations to conduct environmental impact evaluations.
8. Encourage the continuous improvement of port environment and management.
9. Promote the use and continuation of environmental indicators in hemispheric ports.
10. Promote the communication of best practices between port administrations.
11. Intensify communication on environmental improvements achieved in ports, aimed at creating a greater understanding of their role in benefiting environmental sustainability.

### **VTS Operations (Point 5 of Agenda)**

Engineer Jorge Frapolli presented the experiences of the Consorcio de Gestión del Puerto de Bahía Blanca in the use of the Vessel Traffic System (VTS). Similarly, he offered information regarding naval traffic, tide data and conditions on parking buoys in the Puerto de Bahía Blanca. He concluded by signaling that in the third reunion of the TAG

(2002), he had sent a questionnaire regarding such issues, having received very little information. He therefore requested that the countries respond to the questionnaire.

**Other Matters (Point 6 of Agenda)**

It was proposed that the annual dues paid by members of the TAG remain at US\$1,000, intended to cover the costs of the TAG's activities.

With not further points to consider, the Chair thanked the participants and adjourned the reunion.

## ANEXO A / ANNEX A

### LISTA DE PARTICIPANTES / LIST OF PARTICIPANTS

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# ANNEX B1

## Technical Advisory Group for Navigation Control and Environmental Protection

### ENVIRONMENTAL PROFILE FOR PORTS 2004

COUNTRY:

Date:

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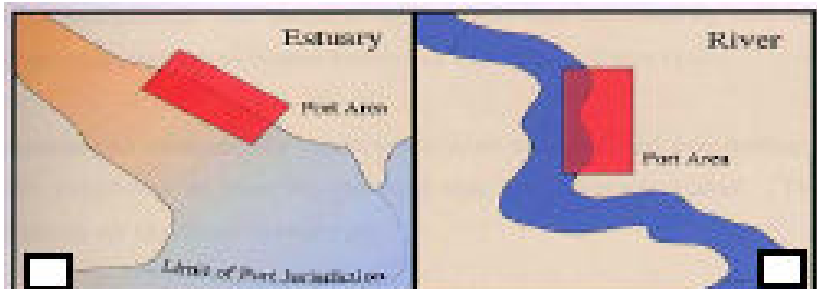
#### 1. PORT PROFILE

- 1.1. Name of Port: \_\_\_\_\_
- 1.2. State: \_\_\_\_\_
- 1.3. County: \_\_\_\_\_
- 1.4. Name of contact person: \_\_\_\_\_
- 1.5. Contact Email address: \_\_\_\_\_
- 1.6. Port webpage: \_\_\_\_\_

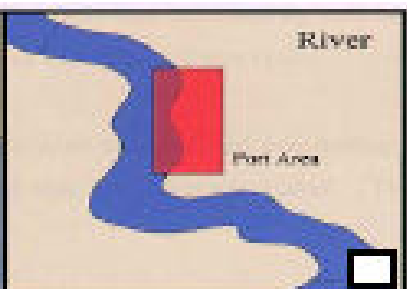
#### 2. PORT LOCATION

1.7. Indicate the location of the port:

**A: Estuary**



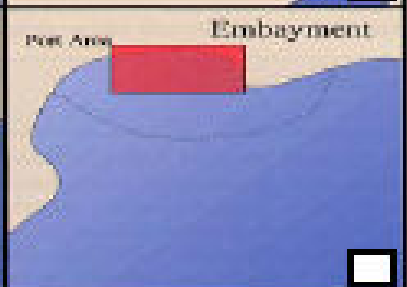
**B: River**



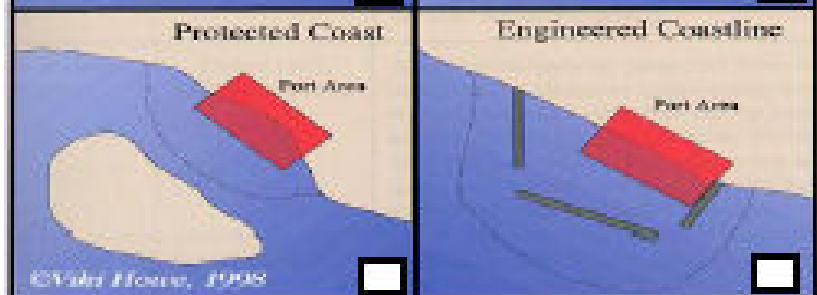
**C: Marine Inlet**



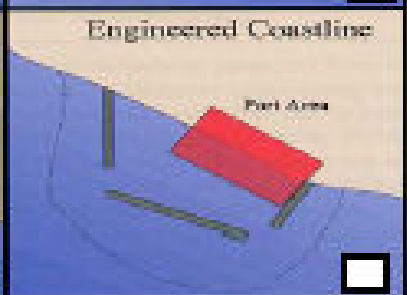
**D:  
Embayment**



**E:  
Protected coast**



**F: Engineered Coastline**



- 1.8. Total length of docks: \_\_\_\_\_ meters
- 1.9. Maximum depth: \_\_\_\_\_ meters
- 1.10. Tidal range : \_\_\_\_\_ meters
- 1.11. Current speed : \_\_\_\_\_ mts/sec
- 1.12. Wind speed: \_\_\_\_\_ mts/sec
- 1.13. Prevailing wind direction: \_\_\_\_\_
- 1.14. Rainfall season: Month: \_\_\_\_\_ / \_\_\_\_\_
- 1.15. Temperature: Max: \_\_\_\_\_ Min: \_\_\_\_\_ Average: \_\_\_\_\_
- 1.16. Port position : \_\_\_\_\_ lat N/S \_\_\_\_\_ long W

### 3. PORT AREA DESCRIPTION

- 1.17. Port land surface: \_\_\_\_\_ Has.
- 1.18. Port aquatic surface: \_\_\_\_\_ Has o Km<sup>2</sup>  
(Indicate the unit)
- 1.19. Maximum moor to dock: \_\_\_\_\_ meters or feet  
(Indicate the unit)
- 1.20. Maximum draft to dock: \_\_\_\_\_ metros o pies meters o feet  
(Indicate the unit)
- 1.21. Average number of ships attended by the port: \_\_\_\_\_  
ships/month  
(Indicate the unit)
- 1.22. Dry bulk storage area : \_\_\_\_\_ Has
- 1.23. Dry bulk storage capacity: \_\_\_\_\_ Ton
- 1.24. Quantity of grain silos: \_\_\_\_\_
- 1.25. Grain storage capacity : \_\_\_\_\_ Ton
- 1.26. Hazardous material storage area: \_\_\_\_\_ Has
- 1.27. Hazardous material storage capacity: \_\_\_\_\_ Ton
- 1.28. Is the hazardous material stored on one site? : **YES** \_\_\_ **NO** \_\_\_
- 1.29. Is the handling of hazardous material registered?: **YES** \_\_\_ **NO** \_\_\_
- 1.30. Existence of stock control of all hazardous material stored in port:  
**YES** \_\_\_ **NO** \_\_\_
- 1.31. Hydrocarbon storage surface : \_\_\_\_\_ Has
- 1.32. Hydrocarbon storage capacity : \_\_\_\_\_ Ton or Barrels (indicate the unit)
- 1.33. Container storage surface: \_\_\_\_\_ Has
- 1.34. Container storage capacity: \_\_\_\_\_ TEU's
- 1.35. Non hazardous waste storage surface: \_\_\_\_\_ m<sup>2</sup> o Has
- 1.36. Non hazardous waste storage capacity: \_\_\_\_\_ Ton
- 1.37. Has the port a water treatment plant: **YES** \_\_\_ **NO** \_\_\_
- 1.38. Treatment capacity of the water treatment plant: \_\_\_\_\_ m<sup>3</sup>/day
- 1.39. Volume of sewage water produced in the port: \_\_\_\_\_ m<sup>3</sup>/day
- 1.40. Is the port connected to the sewage system of the city?: **YES** \_\_\_  
**NO** \_\_\_
- 1.41. Electricity consumption of the port: \_\_\_\_\_ kWA
- 1.42. Gas consumption of the port: \_\_\_\_\_ m<sup>3</sup>/day
- 1.43. Freshwater consumption of the port: \_\_\_\_\_ m<sup>3</sup>/day
- 1.44. Existing separate collection system sewage water and rain water:  
**YES** \_\_\_ **NO** \_\_\_
- 1.45. Fuel dispatch for ships: **YES** \_\_\_ **NO** \_\_\_
- 1.46. Existence of an internal fuel storage system for ships: **YES** \_\_\_ **NO** \_\_\_

- 1.47. Existence of a fuel station for the port operational equipment: **YES**\_\_\_\_  
**NO**\_\_\_\_
- 1.48. Fuel consumption of the port operational equipment: \_\_\_\_\_  
Liter/day
- 1.49. Types of fuel used by de port operational equipment: \_\_\_\_\_
- 1.50. Total number of port operational equipments: \_\_\_\_\_
- 1.51. Types and number of mobile operational equipment in the port:

Types	Num.

**Use of the neighboring land of the port:**

- 1.52. Types of uses of the neighboring land:

Farm land	
Protected areas	
Forestry	
Natural non-used	
Open waters	
Urban use / city	
Industrial use	
Recreational use	
Other Use	

**Coastal characteristics:**

- 1.53. Types of neighboring coastal units:

Rocks	
Rocky cliff	
Rocky coast	
Intertidal flatland	
Engineered coastline	
Dunes	
Islands	
Rivers	
Sandy beaches	
Terrace beaches	
Salt marsh	
Others (Indicate the type)	

Others (Indicate the type)	
Others (Indicate the type)	
Others (Indicate the type)	

#### 4. ECONOMIC ACTIVITY

1.54 Sate annual total tonnage for all commodities (millions ton/year)

< 5	
5 < 25	
25 < 50	
50 < 100	
> 100	

1.55 U's\* (thousand/year)

< 250	
250 < 500	
500 < 1000	
1000 < 2000	
2000 < 3000	
3000 < 5000	
5000 < 20000	
> 20000	

1.56 Passengers (thousand/year)

< 50	
50 < 100	
100 < 150	
150 < 200	
> 200	

#### Main types of traffic handled by the port

1.57 Major activities in the port area

Mark

Aggregates (sand, gravel, etc)	
Ship repair & marine engineering	
Petroleum products processing	
Ro-Ro	
Marinas / Leisure	
Chemical industry	

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\* TEU: 20 feet Equivalent Unit Container

General manufacturing	
Fish market & processing	
Storage & packaging	
Refrigerated cargo	
Others -----	
Others -----	
Others -----	
Others -----	

1.58 Cargo handling

Quantity\*\*

Aggregates (sand, gravel, etc)	
Dry Bulk	
Liquid Bulk (excluding oil)	
Semi Bulk	
Trade cars / vehicles	
Perishable goods	
Petroleum / oil products	
Roll on – Roll off	
General Cargo	
Containers	
Others -----	
Others -----	
Others -----	

1.59 Principal types of cargo

	Cargo ton/year
<b>Hydrocarbons</b>	
1. Crude oil	
2. Refined products	
3. Liquid natural gas (LNG)	
<b>Dry Bulk</b>	
1 Animal food	
2 Chemicals	
3 Grains	
4 Metallic goods	
5 Wood goods	
6 Flours & Sugar	
7 Others	
8 Others	
<b>Minerals</b>	
1. Iron ore	

\*\* Please specify: (tons/year, TEU's, units, barrels, etc.)

2. Bauxite	
3. Coal	
4. Others -----	
5. Others -----	
<b>Liquid Bulk (excluding oil)</b>	
1. Liquid chemicals	
2. Liquid gases	
3. Perishable liquids	
4. Water	
5. Others -----	
6. Others	
<b>Processed minerals</b>	
1. Alumina	
2. Cement	
3. Phosphates	
4. Soda Ash	
5. Pyrites	
6. Sulfurs	
7. Others -----	
8. Others -----	
<b>Other type of cargo</b>	
1. Cars or other types of vehicles	
2. Fish & shellfish	
3. Meat	
4. Fruits	
5. Living Organisms or animals	
6. Others -----	
7. Others -----	

**5. ENVIRONMENTAL MANAGEMENT**

2.1. Who has the main operational responsibility for environmental management?

	Mark
Port Manager	
Environmental manager	
Harbor master	
Port Engineer	
Safety & Health Manager	
Other (indicate)	

2.2. Contact details

Full name: \_\_\_\_\_  
 Position: \_\_\_\_\_  
 Phone number: \_\_\_\_\_  
 Fax number: \_\_\_\_\_

Email: \_\_\_\_\_

- 2.3. Does the port experience difficulties in implementing environmental legislation due to any of the following factors?

	Mark
Expenses	
Provision of equipment	
Provision of training	
Provision of guidance	
In-house skills shortage	
Priority given to environment	
Identifying responsible agencies	
Multiplicity of agencies	
Information about legislation	
Changes in national standards	
No difficulties	
Other (indicate)	

- 2.4. How is the Environmental management organized in the port?

	Quantity
Assigned personnel	
Environmental Committee	
Environmental work group	
External consulting services	
Environmental Unit or office	

- 2.5. Have any customers requested that the port be certified for an Environmental Management System (e.g. ISO or other)? **YES** \_\_\_\_  
**NO** \_\_\_\_

- 2.6. Does the port have an Environmental Management System? If so please indicate type

	Mark	Date
No		
ISO 14000		
Other (indicate)		

- 2.7. Are the environmental responsibilities defined by the director board?  
**YES** \_\_\_\_ **NO** \_\_\_\_

- 2.8. Is the port in an environmental adaptation process approved by the national environmental authority?  
**YES** \_\_\_\_ **NO** \_\_\_\_

- 2.9. If the answer is negative, for when is this environmental adaptation process programmed? \_\_\_\_\_

2.10. Existing in the port plans of:

	YES	NO	Date
Hazardous Waste management			
Hazardous or Non harmful substances handling			
Ballast water management			
Fire prevention			
Oil spill contingency			
Port and ship waste management ANEX I MARPOL			
Port and ship waste management ANEX II MARPOL			
Port and ship waste management ANEX III MARPOL			
Port and ship waste management ANEX IV MARPOL			
Port and ship waste management ANEX V MARPOL			
Sewage Control			
Air pollution control			
Other plans: (indicate)			

2.11. Environmental Policy

	YES	NO	PARTIAL
Existence of base line assessment?			
Existence of environmental policy?			
Is the environmental policy signed by the director board?			
Is the policy made public to all interested groups or stakeholders?			
All the employees are in knowledge of the policy?			
Does the policy specify qualitative objectives?			
Does the policy specify quantitative objectives?			
The policy show the commitment with .....			
..... the publication of an environmental annual report?			
.....continuous improvement?			
.....training of the employees in environmental issues?			
.....publication of objectives and goals?			
.....introduction of an Environmental Management System?			
.....reduction in resources use?			
.....improvement of environmental standards beyond the legal requirements?			
..... decrease in the waste, emission and sewage generation?			
.....handling, storage and discharge of hazardous waste?			
.....promotion o fan better environmental behavior from the port customers (including contractors and suppliers)			
<b>Scope of environmental policy</b>			
Implementation of good practices code ....			

For all the operations?			
For all substances?			
For all emissions?			
For all sewages?			
For all wastes?			
For all class of cargoes?			
Buildings and land?			
Investment and expansion plans?			
Energy use and conservation?			
Public relationships?			

2.12. Environmental training

	YES	NO	PARTIAL
Are all employees conscious of the importance to respect the environmental policy?			
Are all employees conscious of the potential environmental effects of their duties?			
Are all employees conscious of their responsibility to adjust the management to the environmental policy and objectives?			
Are all employees conscious of the consequences if they not respect the previous question?			
Are all employees conscious of the environmental advantages if they improve their action?			
Are the training necessities for the employees identified?			
Are the port personal instructed in the standard environmental operation procedures?			
Are the port personal instructed in the use of the equipment for the prevention and reduction of pollution?			
Does the port have an environmental training program for the employees?			
Does the port keep detailed environmental training records			
Included these records			
.....name of employee, job place and description of the job?			
.....objectives and date of training course or courses?			
.....employees' feedback alter the course?			
.....the training consequences?			

2.13. Monitoring plans

The port carried out regularly environmental monitoring

- a.- By Port Authority: **YES**\_\_\_ **NO**\_\_\_  
b.- By an external organization: **YES**\_\_\_ **NO**\_\_\_

Monitoring type	YES	NO	Period	Date last report
<b>Water quality:</b>				
Sea water				
Ground water				
Surface water (river, lakes)				
<b>Air quality:</b>				
Port area				
Windward of port				
Leeward of port				
<b>Soil quality:</b>				
port area				
Neighborhood				
Sediments of port area				
Others (indicate)				

2.14. Has the port established environmental indicators to mess the progress in Environmental Management **YES** \_\_\_\_\_ **NO** \_\_\_\_\_

2.15. If the answer is positive, list the indicators and what they scan for the following variables: Air quality, water quality, soil quality and sediments, ecology, environmental management performance, others, (annex a table)

2.16. Which of the following aspects are important in the environmental management of the port?  
State all relevant aspects

Relevant aspects	mark
1.- Air quality	
2.- Antifouling paint	
3.- Bunkering	
4.- Spill of cargo	
5.- Spill of storage cargo	
6.- Conservation indicators	
7.- Contaminated soils	
8.- Dredge	
9.- Disposal of dredged material	
10.-Dust	
11.-Environmental risk assessment	
12.-Energy use	
13.-Fish waste (on soil)	
14.- Waste / Port waste	
15.- Lost / degradation of habitats	
16.- Hazardous cargo	
17.- Industrial sewage	
18.- Industrial emissions	
19.- Light contamination	

20.- Noise	
21.- Odors	
22.- River pollution	
23.- Port development (terrestrial area)	
24.- Port development (aquatic area)	
25.- Sediment pollution	
26.- Invasive species by ballast	
27.- Dirty waters from ships	
28.- Garbage from ships	
29.- Emission from ships	
30.- Soil pollution	
31.- Rain water drainage	
32.- Traffic volume	
33.- Visual impact	
34.- Car emission pollution	
35.- Drainage on the coastal line	
36.- Water quality	
37.-Others (indicate)	

2.17. From the previous list state the 10 most important aspects by priority (1=most important)

1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

2.18. Is maintenance dredging carried out in the port? **YES** \_\_\_\_\_ **NO** \_\_\_\_\_

2.19. Is there a defined procedure for consulting with the local community on its environmental program? **YES** \_\_\_\_\_ **NO** \_\_\_\_\_

## 6 PORT PLANING & DEVELOPMENT

2.20. Has the port undergone an environmental impact assessment in connection with a new development during the last 5 years? **YES** \_\_\_\_\_ **NO** \_\_\_\_\_

2.21. Is the port involved with other organizations in a coastal or estuary management plan? **YES** \_\_\_\_\_ **NO** \_\_\_\_\_

2.22. Is the port located within, or does it contain a site with special conservation designations? **YES** \_\_\_\_\_ **NO** \_\_\_\_\_

2.23. Has the Port Authority experienced, or does it anticipate any restrictions on development due to environmental planning controls? **YES** \_\_\_\_\_ **NO** \_\_\_\_\_

7 **EXAMPLE OF THE PORT ENVIRONMENTAL MANAGEMENT**

Using the following format, please provide some details of a successful environmental solution that has been applied in the port (*use keywords, bullet points and summary statements*)

<b>SOLUTION FORMAT</b>	
<b>Name of Port:</b>	
<b>1.- Concern and Issue:</b>	
<i>Briefly describe the nature of the environmental problem. Identify the mayor issue(s); list the related port activities and the reasons why you took action.</i>	
<b>2.- Motivation:</b>	
<i>Detail the reason for response to the concern by marking the appropriate keyword(s) and adding further explanation</i>	
Legislation Port/City development Costs	Complaints Environmental quality Others
Brief explanation	
<b>3.- Solution:</b>	
<i>Identify the category of solution by marking the appropriate keyword(s) and adding further detailed explanation and description of the chosen solution</i>	
Managerial Technical Procedural	Regulatory Financial Others
Detailed explanation and description	
<b>4.- Costs and Benefits:</b>	
<b>Costs</b>	
<i>Provide a general description of the costs and resources that were required to implement the solution in terms of time, training, finance, administrative effort, interruption to commercial activity, etc. Mention any specific problems encountered during implementation.</i>	
Explanation	
<b>Benefits</b>	
<i>Describe the main benefits of implementing the solutions in terms of improvement of environmental quality, reduction in resources consumption, financial savings, improved public relations, increased efficiency of operations, protection of fauna, flora and habitat, etc.</i>	
Description:	
<b>The Technical Advisory Group for Navigation Control and Environmental Protection would appreciate the opportunity to share your experience with other port professionals for future projects which will design by this Technical Advisory group.</b>	
Solution form may be added to data base? <b>YES</b> __ <b>NO</b> __	





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Name of the interviewed person: \_\_\_\_\_

Position:

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

Date: \_\_\_\_\_

**ANNEX B2  
COUNTRY PROFILE 2004  
CONTINGENCY PLAN FOR OIL SPILLS**

**COUNTRY:**

**Date of data:**

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**Administrative Agency:**

--

:

**Ministry of Lead Agency:**

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**Name of Representative:**

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**Full Address:**

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**Tel:**

**Fax:**

--	--

**NATIONAL FOCAL POINTS.**

**a. Lead Agency:**

Name of Agency:

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Address:

--

Tel:

after-hours Tel:

--	--

Fax:

after- hours Fax

--	--

Email

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**b. Response Agency:**

Name of Agency:
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Address:
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Tel:	after-hours Tel:
------	------------------

Fax:	after- hours Fax
------	------------------

Email
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**c. Main Port authority (if different from Lead and/or Response Agency):**

Name of Agency:
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Address:
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Tel:	after-hours Tel:
------	------------------

Fax:	after- hours Fax
------	------------------

Email
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**OTHERS:**

■ **Contingency Plan:**

- |                          |             |          |             |
|--------------------------|-------------|----------|-------------|
| - Any Update since 1999. | YES         | NO       |             |
| - Status of the plan.    | OFFICIAL    | DRAFT    | TO BE DRAFT |
| - Assistance Needed.     | DEVELOPMENT | UPDATING | TESTING     |

■ **International Conventions:**

Are the below listed Conventions ratified and/or implemented.

Month/Year

- MARPOL 73/78:	Ratified:	YES	NO	Expected	___/___
	Implemented:	YES	NO	Expected	___/___
- OPRC - 90:	Ratified:	YES	NO	Expected	___/___
	Implemented:	YES	NO	Expected	___/___
- CLC 69/92	Ratified:	YES	NO	Expected	___/___
	Implemented:	YES	NO	Expected	___/___
- Fund 92	Ratified:	YES	NO	Expected	___/___
	Implemented:	YES	NO	Expected	___/___
- OPRC- HNS 2000	Ratified:	YES	NO	Expected	___/___

Implemented: YES NO Expected \_\_\_\_/\_\_\_\_

**- International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001**

Ratified: YES NO Expected \_\_\_\_/\_\_\_\_  
Implemented: YES NO Expected \_\_\_\_/\_\_\_\_

**RESPONSE ARRANGEMENTS**

Please provide brief details of the organisational arrangements in your country for responding to an oil spill incident, with distinctions drawn as appropriate for response to spills at sea, within ports or other specific locations, and for oil that reaches the shorelines.

**RESPONSE POLICY**

Please provide brief details of your country's spill response policy and approach towards, for example, the use of chemical dispersants, the protection of sensitive resources and waste disposal.

- Has your country adopted the Caribbean OPRC dispersant use guidelines? YES NO

- Is there a mechanism in place to expedite the clearance of equipment through Customs in an emergency situation? YES NO



**BILATERAL OR MULTILATERAL AGREEMENT**

Please provide the name of the country, the date of the signed agreement and the type of agreement (between governments or between companies)

COUNTRY:	Date of signed agreement	Type of agreement

**PREVIOUS SPILL**

Please provide the date, location, type of oil and quantity of spill occurred in your country.

Date	Location	Type of Oil	Quantity

**TRAINING AND EXERCICES (In the last 5 years)**

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**FUTURE DEVELOPMENTS (Trainee needs, workshops, etc.)**

**RELEVANT INFORMATION ABOUT ENVIRONMENTAL SENSIBILITY MAPS (Covered area, last updating, institution responsible or in charge indicating full direction and email, access possibility to the maps, etc.**

**ANY OTHER RELEVANT INFORMATION:**

**PORT PROFILE 2004  
CONTINGENCY PLAN FOR OIL SPILLS**

COUNTRY:

Date of data:

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Port Administration:

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Name of the Port:

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Name of Representative:

--

Full Address:

--

Tel:

Fax:

--	--

**PORT FOCAL POINT:**

**a. Lead Unit:**

Name of Unit:

--

Address:

--

Tel:

after-hours Tel:

--	--

Fax:

after- hours Fax

--	--

Email:

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**b. Response Unit:**

Name of Unit:
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Address:
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Tel:	after-hours Tel:
------	------------------

Fax:	after- hours Fax
------	------------------

Email
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**OTHERS:**

■ **Contingency Plan:**

- |                          |             |          |             |
|--------------------------|-------------|----------|-------------|
| - Any Update since 1999. | YES         | NO       |             |
| - Status of the plan     | OFFICIAL    | DRAFT    | TO BE DRAFT |
| - Assistance Needed.     | DEVELOPMENT | UPDATING | TESTING     |

■ **International Conventions:**

Do you have a complete knowledge that the below listed Conventions are ratified and/or implemented in your country?

- |                         |              |     |    |
|-------------------------|--------------|-----|----|
| - <b>MARPOL 73/78:</b>  | Ratified:    | YES | NO |
|                         | Implemented: | YES | NO |
| - <b>OPRC - 90:</b>     | Ratified:    | YES | NO |
|                         | Implemented: | YES | NO |
| - <b>CLC 69/92</b>      | Ratified:    | YES | NO |
|                         | Implemented: | YES | NO |
| - <b>Fund 92</b>        | Ratified:    | YES | NO |
|                         | Implemented: | YES | NO |
| - <b>OPRC- HNS 2000</b> | Ratified:    | YES | NO |
|                         | Implemented: | YES | NO |

- **International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001**

- |              |     |    |
|--------------|-----|----|
| Ratified:    | YES | NO |
| Implemented: | YES | NO |

**RESPONSE ARRANGEMENTS**

Please provide brief details of the organisational arrangements in your country for responding to an oil spill incident, with distinctions drawn as appropriate for response to spills at sea, within ports or other specific locations, for oil that reaches the shorelines, and how your plan is interconnected with de National Contingency Plan



Tel:	after-hours Tel:
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Fax:	after- hours Fax
------	------------------

Email
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- Procedure:

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**EQUIPMENT**

Please provide a general indication of the types and amounts of oil spill cleanup equipment and materials available in the port.

--

**AGREEMENT WITH OTHER PORTS OR INSTITUTIONS**

Please provide the name of the port or institution, the date of the signed agreement and the type of agreement

PORT / INSTITUTION:	Date of signed agreement	Type of agreement

**PREVIOUS SPILL**

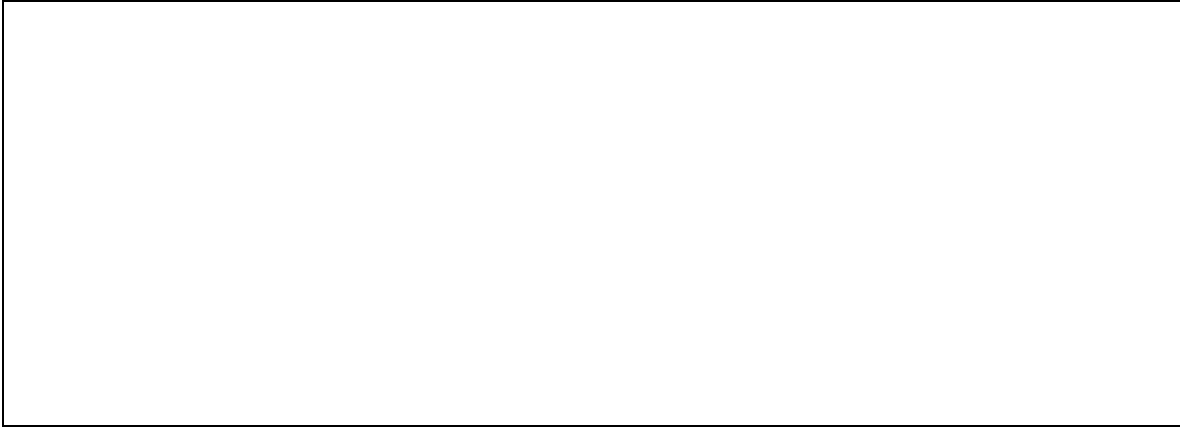
Please provide the date, location, type of oil and quantity of spill occurred in your port or in the proximities.

Date	Location	Type of Oil	Quantity

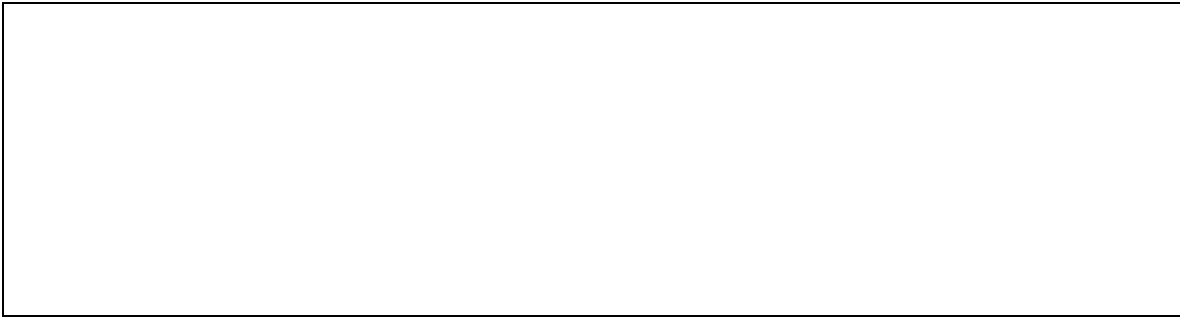
**TRAINING AND EXERCICES (In the last 5 years)**

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**FUTURE DEVELOPMENTS (Trainee needs, workshops, etc.)**

A large, empty rectangular box with a thin black border, intended for writing about future developments, trainee needs, or workshops.

**ANY OTHER RELEVANT INFORMATION:**

A large, empty rectangular box with a thin black border, intended for providing any other relevant information.

## ANNEX C

### **PROJECT “ECOPuertos” Proposal by Venezuela**

#### **Objectives**

**With Project “ECOPuertos,” the port sector will orient itself to self-regulation in environmental issues.**

Joining existing experience from American ports, through implementing unified approaches to environmental management and training programs, as well as a joint attack of environmental issues, the port sector would create the necessary knowledge to face environmental issues and provide policy suggestions to national and continental entities.

The aggregate value of Project “ECOPuertos” is reflected in the sharing of knowledge and the joint attack of environmental issues on a continental level. An important long-term goal for the continental port sector is to act in a unified manner, making comparative costs and obligations to port users transparent and equitable.

The principle objective of the project is the evaluation and improvement of the performance of ports and terminals, by:

1. Development of a Environmental Management Information System (SIGA, preferably certified)
2. Validation and implementation of environmental management tools through training programs and gathering solutions of verified use, to be interchanged and transferred electronically.
3. Involvement of at least 100 ports and terminals in the Port Environment Information Network (RIAP).
4. Transfer of knowledge and solutions from other sectors to the system of multimodal transport (interior ports, railroad terminals, road transportation, airport terminals).
5. Creation of increasing industrial activity.

Project “ECOPuertos” would be shaped by Port Authorities of American countries, ports, environmental foundations, universities and some environmental experts.

#### **Goals**

Project “ECOPuertos” would be based on results of information gathered from port environmental Profiles and port Contingency Plan Profiles. Both collections of information would express the needs of the port sector to be developed and implemented later through environmental management tools, guided in the same manner as continental environmental policies to stimulate both the self-regulation of the industrial sector and the improvement of environmental performance of the port sector.

Project “ECOPuertos” also has as a goal the most extensive implementation possible of environmental management tools, by means of intensive training programs. It will begin

to investigate the possibility of developing long-distance training systems in conjunction with work sessions, where port managers can be instructed and trained in the use of development tools.

Project “ECOPuertos” should involve the terminals of other transportation systems pertinent to multimodal systems. The ports will analyze the value and practical use of this information and establish information transfer projects, as well as study practical cases to create more knowledge to respond to present conditions.

**Focus:**

Project “ECOPuertos” should be started by a group of Port Authorities made up of one actor from each region in the American continent. Every port involved in the project should have the responsibility and task of involving the greatest number of ports possible in the region. Through the ports and environmental foundations, more American Port Authorities should become involved, as well as industrial companies and other multimodal transportation system terminals, taking advantage of this aspect of Project “ECOPuertos.”

The Project will be based on 7 Work Modules (MT) that are subdivided into tasks. The first 3 Work Modules will focus on technical development of environmental tools, training and information support systems. The following 2 Work Modules will focus on the testing and validation of those tools, uniting technical contents as the basis for data and starting work groups that will lay the foundations of regional initiatives for different port processes and relations, to be assessed by Project “ECOPuertos.” The sixth Work Module will analyze the results of the gathered information and will propose conclusions for the creation of policies. Finally, the seventh Work Module will focus on project management and creation of the Port Environment Information Network (RIAP).

Outlined vision of the MTs:

MT	Title	Content
MT1	Development of Environmental Management and Information Systems	Requirements of final users, Method of Self-diagnostics (MAD), Port Environment Management Scheme (EGAP), Technical Solution Data Base (BDST), Support System for Decisions (SSDT), information tools for port visitors, certification.
MT2	Development of Training Schemes (On-site, long-distance, other)	Training Requirements, Training Schemes, Long-Distance training and other training systems.
MT3	Development of automated tools like support	Automating the Environmental management Information System (SIGA), training schemes, webpage and portals.
MT4	Training, validation of tools and creation of technical content	Training for ports, port industry, other multimodal terminals and case demonstration.
MT5	Creation of technical content, regional initiatives for port processes	Priorities, work groups, case studies on waste, port-city relations, environmental solutions for multimodal systems.
MT6	Analysis and implications	Technical analysis, political implications y evaluations of regulation and socio-economic impacts.

MT7 Project coordination and Project Management, creation of Port Environment creation of a web platform Information Network (RIAP), involvement of multimodal system actors, dissemination and application of results.

## **ECOPuertos and the Inter.-American Committee on Ports**

Project “ECOPuertos” should be defined and put into operation by the CIP Technical Advisory Group (TAG) on Navigation Safety and Environmental Protection. The TAG will be the port platform for environmental support with the goal of attacking environmental problems and preventing competition in environmental issues.

The TAG on Navigation Safety and Environmental Protection advises the CIP of the Organization of American States (OAS) on issues related to navigation control and environmental protection, so that Port Authorities can rely on necessary information and means to make optimal decisions for implementing sustainable port development.

### **Desired Results**

#### **Port Environment Information Network (RIAP)**

By creating the Port Environment Information Network (RIAP), a system of exclusively environmental information to be developed by Port Authorities, it will fill the exiting void of information for port environmental management. This system will be constructed based on:

1. Diagnostic Tool: Self-Diagnosis
2. Informational Engine: Port Environment Data Base (BDAP), Methodological Guides
3. Communicational Platform: Webpage

Other desired results include:

- most important port environmental issues and 10 solutions of greatest economic impact.
- Plan of Action: Follow-up on activities such as incorporation of new projects and transfer of knowledge.

#### **Method of Self-Diagnosis (MSD)**

The Method of Self-Diagnosis (MAD) should be a monitoring tool that permits ports to evaluate their environmental position and performance. The MAD will be designed to assist environmental supervisors in ports, in revising their performance and progress achieved over time. The MAD would be one of the first or the only effort of the American Community to unify and standardize a method of environmental review for the port industry.

#### **Port Environmental Data Base (PEDB)**

The Port Environmental Data Base (BDAP) will be a linear data base of practical experiences of different port projects, concerning the development and implementation

of environmental solutions. The BDAP will facilitate the exchange of port experiences dealing with the state of the environment, environmental technologies, methods and procedures as well as any new development in environmental management. This data base will focus on environmental solutions instead of environmental problems. Being a linear data base (accessible through the “ECOPuertos” webpage) will allow it to be constantly updated and renovated by the same ports at any given moment.

### **Methodology Guide (MG):**

The Methodology Guide (GM) would help port authorities in the process analyzing the nature and extension of environmental issues, the risk of a specific port activity and the possibility of monitoring these activities. It will consist of two types of procedures:

- Technical Procedures, compiled in “Work Sheets” that analyze industrial activities (dredging, port waters, noises, etc.) as related to their environmental impact and monitoring.
- General procedures, compiled in “Information Sheets” that help Port Administrators intercept environmental worries both as related to global management and as integrated in coastal port areas.

### **“ECOPuertos” Webpage**

The “ECOPuertos” webpage would be the center of the project’s information system communicational platform. It would offer ports the opportunity to find information, exchange information and contact specialists in each port. The webpage would contain a brief history of Project “ECOPuertos,” a list of participating ports (including email addresses and other webpage links), the latest news related to the Port Environment Information Network (RIAP), information about environmental issues, developments in the field of port environmental management, links to related webpages and access to the Port Environmental Data Base (BDAP).

The tools to create the “ECOPuertos” system will provide environmental managers with practical diagnostic capacities, examples of economically feasible environmental measures and assistance in the process of implementing environmental solutions. The system would demonstrate having a constructive focus, as it would be developed, tested and used by the same Port Administrators.

### **“ECOPuertos” Network**

Communication has been and will continue to be one of the most important factors in Project “ECOPuertos.” During development of the project, the obligation to introduce, develop and implement environmental management will expand dramatically, for which the port environmental information system should be developed based on an open structure to stimulate the active involvement of the ports.

The voluntary nature of the project, its practical focus and the availability of knowledge will stimulate new ports to contact the project management team. It is assumed that this situation will be extremely advantageous for the countries of the “Gran Caribe.”

## ANNEX D

### PORT ENVIRONMENTAL POLICY CODE (Venezuelan Proposal)

The main environmental objectives that the American Hemisphere port sector should try to achieve are:

- 1) To contribute to the development of a **sustainable multimodal transport system**, as ports are key elements of the continental transport network.
- 2) To encourage **extensive consultation, dialogue and cooperation** between port administrations and relevant stakeholders at local levels (port users, public, NGOs, etc.) to facilitate the conciliation, at an early stage, of differing interests and the acceptance of port projects by the local community.
- 3) To generate new knowledge and technology and to **develop sustainable techniques** which combine environmental effectiveness and cost efficiency. The aim is to achieve **self-regulation** and develop a **bottom-up approach**. Even if the American community decides to produce environmental regulations, the existing self-regulatory instruments, developed by the port sector itself to address daily practices, will provide a port-accepted background to be used as a basis for hemispheric environmental policy. This will enable unified legislation to be more easily supported and implemented.
- 4) To improve **cooperation between port administrations** in environmental issues and facilitate the **exchange of experiences and implementation of best practices** on environmental aspects to avoid unnecessary duplication and enable port administrations to share the costs of environmental solutions. This can be notably achieved through the participation of port administrations in an American Port Network. The goal is to create a level playing field by limiting poor environmental practices as a competitive factor between port administrations.
5. In the context of responding to oil spills, the **promotion and creation of regionalized Contingency Plans** with a cooperative focus in sharing information, personnel, equipment, methods and materials in previously identified regions (North Atlantic, Wider Caribbean, South Atlantic, North Pacific, Central Pacific and South Pacific).
6. To increase awareness of environmental concerns and to integrate sustainable development into port policies, by encouraging port administrations to prepare a publicly available **environmental policy**

establishing their strategies and methods of achieving them. This will contribute to promote a “corporate social responsibility” in the port sector.

7. To encourage port administrations to conduct appropriate **environmental impact assessments** for port projects and appropriate **strategic environmental impact assessments** for port development plans to assess, at an early stage, how their effects on the environment can be minimized.
8. To stimulate **continual improvement in the port environment and its management** by promoting the use of Environmental Management Information System tools (such as environmental audits, environmental review, environmental management system, decision support system, and a port environmental network).
9. To promote **monitoring, based on environmental performance indicators**, in order to measure objectively identifiable progress in environmental practices in the Hemispheric Port sector.
10. To promote **environmental memories** as a means of communicating environmentally beneficial behavior to stakeholders and the American institutions, in line with the recommendations of the Technical Advisory Group for Navigation Control and Environmental Protection of the Inter – American Committee on Ports.
11. To intensify the **communication about environmental improvements** achieved by ports, with the aim to create a better understanding of the role of ports and their efforts towards sustainability.