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FINAL REPORT

**SECOND HEMISPHERIC CONFERENCE ON PORT SECURITY
OF THE INTER-AMERICAN COMMITTEE ON PORTS**

(October 24-27, 2006, Puerto La Cruz, Venezuela)

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I. BACKGROUND

The Inter-American Committee on Ports (CIP) is a Committee of the Inter-American Council for Integral Development (CIDI) established pursuant to resolution AG/RES. 1573 (XXVIII-O/98) of the General Assembly of the Organization of American States, in accordance with articles 77 and 93 of the OAS Charter and articles 5 and 15 of the CIDI statutes.

The purpose of the Committee is to serve as a permanent Inter-American forum for member States of the Organization in strengthening cooperation in development of the ports sector, with the active participation and collaboration of the private sector.

The fourth meeting of the CIP (Maracaibo, September 2005) agreed to hold the Second Hemispheric Conference on Port Security in Venezuela in October 2006. The Instituto Nacional de los Espacios Acuáticos e Insulares (INEA) assumed the nacional coordination.

The draft agenda of the Conference was prepared by the Office of the Chair of the Executive Committee, the host country and the Secretariat. The meeting was governed by the CIP rules of procedure.

II. PLACE AND DATE

The Second Hemispheric Conference on Port Security of the CIP was held at the Hotel Maremares, Puerto La Cruz, Venezuela, from October 24 to 27, 2006.

III. AGENDA

The approved agenda included the following points:

- 1) Approval of agreements in the preliminary session of heads of delegation.
- 2) International norms of port security that are in force:
 - a) The International Ship and Port Facility Security Code (ISPS) of the International Maritime Organization (IMO).
 - b) Standards for Port Facilitation of the World Customs Organization (WCO).
 - c) Legislation on port security by principle trading partners: United States (Security Law of Maritime Transport, Bioterrorism, Container Security Initiative-CSI, Customs-Trade Partnership Against Terrorism (C-TPAT)) and the European Union.
 - d) Business Anti-Smuggling Coalition - BASC
- 3) The state of port security in the Americas.
- 4) Primary difficulties identified in the application of port security measures in the Americas and best practices for alternative solutions:
 - a) Legal, managerial, and institutional services for corrective measures:
 - i) Adoption of national and regional legislation (plans of integration).
 - ii) Process of implementation of security measures.
 - b) Collection of resources of investment, its finance, and the recuperation of its investment:
 - i) Availability of required resources.
 - ii) Resources of regional and international development banks.

- iii) Limitations in the formula for the recuperation of investments.
- c) Development of port technology.
 - i) Understanding of technological alternatives and variations of costs.
 - ii) Appropriate technology for the necessities of a port.
- d) Human resources, formation, and regional mobilization:
 - i) Centers that are limited and the lack of standards in the application of various training programs.
 - ii) The called upon experts of port security.
 - iii) Transmission of experiences and limitations in the mobilization of qualified personnel.
- 5) The role of international development organizations and primary projects in port security that are in force in the Americas: OAS, (CIP, Strategic Framework for Inter-American Cooperation on Port Security), Economic Commission for Latin America and the Caribbean (ECLAC), American Association of Port Authorities (AAPA), Inter-American Drug Abuse Control Commission (CICAD), International Maritime Organization (IMO), and others.

IV. OFFICERS OF THE CONFERENCE

- Chair: Francisco Pastrana (Mexico)
- Vice-chair: Carlos Borja (El Salvador)
- Coordinator: Eberts Camacho Liendo (Venezuela)
- Secretary: Carlos Gallegos (OAS)

V. PARTICIPANTS

Delegations from the following member States participated in the Conference: Argentina, Bahamas, Belize, Brazil, Chile, Colombia, Dominican Republic, El Salvador, Guatemala, Haiti, Honduras, Jamaica, Mexico, Panama, St. Vincent and the Grenadines, Suriname, Uruguay and the Bolivarian Republic of Venezuela. In addition there were participants from OAS permanent observer States: Germany, Spain and France; and observers from international organizations: American Association of Port Authorities (AAPA), Business Alliance for Secure Commerce (BASC), Economic Commission for Latin America and the Caribbean (ECLAC), Inter-American Drug Abuse Control Commission (CICAD), Ibero-American Institute of Maritime Law (IIDM), International Maritime Organization (IMO), United Nations Conference on Trade and Development (UNCTAD) and special guests. The list of participants is included as an Annex A of this report (document CHSP-II/doc.2/06).

VI. DOCUMENTS

The list of documents for the conference is included as annex “B” of this report (document CHSP-II/doc.1/06)

VII. PROCEEDINGS OF THE CONFERENCE

The Conference included an inaugural session, a session of heads of delegation, five plenary sessions, and a closing session.

Inaugural Session

The inaugural session was held at 7 p.m. on Tuesday, October 24, 2006, and was presided by the Governor of the State of Anzoátegui, Tarek William Saab; the President of INEA, Almirante Eberts Camacho; the President of the CIP Executive Board and delegate of Mexico, Francisco Pastrana; the President of Puertos de Anzoátegui, Luís Gómez; the Secretary of the Inter-American Committee on Ports, Carlos M. Gallegos; and Alexander Liendo, Ports Manager of INEA.

Francisco Pastrana, speaking on behalf of the foreign delegations, thanked the authorities of INEA and the State of Anzoátegui for making this conference in reality. He stressed the hemispheric importance of the CIP and the united and coordinated work that is underway between the port authorities of the Americas and the Secretariat of the CIP. He urged that this support continue and that the relationship be strengthened, and the goals and objectives of the CIP broadened. He referred to the agenda for the conference and the significant and favorable changes that have occurred in the sector. He urged the conference to evaluate the best practices applied by member States and to fulfill the four great principles enunciated by the Liberator Simon Bolivar: unity, justice, liberty and equality.

Admiral Eberts Camacho extended to participants a warm welcome to the country. He highlighted the work of the CIP and referred to its characteristics. He referred to this historic moment in the life of the Bolivarian Republic of Venezuela, the fundamental principles guiding the government, and to the need to foster integration of the peoples of the continent. He mentioned ideas for strengthening the Committee and the need to enlist it in the cause of American integration, based on justice for peoples and on the goals set forth by the Liberator Simon Bolivar.

Finally, Governor Tarek Williams Saab noted the importance his country attached to hosting this major event, a role that it would perform with the greatest of responsibility and dedication. He wished the delegates the best of success, and hoped that the resolutions agreed here would be of profound political meaning for the union of the peoples of the Americas. Finally, he noted the importance of publishing and disseminating the results of the conference. He concluded by declaring the conference officially open.

Preliminary Session of Heads of Delegation

The session was held at 9 a.m. on Wednesday, October 25, 2005, and chaired by Francisco Pastrana with the purpose of coordinating the various operational aspects of the meeting. The session dealt with and adopted the following points:

- a) *Authorities of the conference*: are included previously in Chapter IV of this report.
- b) *Agenda of the conference*: is set forth in document CHSP-II/doc. 3/06, and in Chapter III of this report.
- c) *Schedule of the conference*: is set forth in document CHSP-II/doc. 4/06.
- d) *Documents*: A CD will be distributed at the end of the Conference with all documents, in their original version, for all participants.

First Plenary Session

The First Plenary Session was held at 9:30 a.m. on Wednesday, October 25, 2006, was chaired by Francisco Pastrana and dealt with the following points of the agenda:

Approval of agreements in the preliminary session of heads of delegation (Item 1 of the agenda). The room agreed to the above.

International norms of port security that are in force: (Item 2 of the agenda).

The panel was comprised of 6 speakers and was moderated by Hopeton Delisser, Vice President of the Port Authority of Jamaica.

a) The International Ship and Port Facility Security Code (ISPS) of the International Maritime Organization (IMO).

Captain Curtis Roach of the IMO, referring to the ISPS Code, described the main events that have affected security in the industry, such is the case of the Achilles Lauro and events in the United States of September 11, 2001. He cited the goals that the IMO has set in this regard, and the degrees of compliance with them in the hemisphere. He recalled that the code contains two parts, one binding and the other consisting of recommendations, and he stressed the importance of following those recommendations as general security guidelines, starting with an evaluation of risks and the manner of applying the three levels of security indicated in the code. He explained the difficulties that have appeared with Resolution 1194, because of differing interpretations of its meaning, and explained that the IMO has issued new information and consultation materials to supplement the rules of the code. Finally, he mentioned the need to reconcile the rules of the IMO with the standards of the International Labor Organization, in particular its updated convention 185, as well as the standards issued by the World Customs Organization in June 2005, and he suggested that all of this should be reconciled with the International Maritime Dangerous Goods Code (IMDG). See document CHSP-II/doc. 17/06.

Mr. Rodrigo Garcia, of the Asociación TRAINMAR América del Sur (ATAS), referred to the bases of the institutional and legal instruments related to Latin American security and mentioned the impact that to the ISPS Code has had on domestic regulations and legislation, which many countries have expanded to cover the ship/port stage; port of origin/port of destination and others in the supply chain of intermodal transport, which has been done under the initiative of the Strategic Framework for Port Security created by the CIP at its first hemispheric conference in Miami (2004). He then addressed the problems and shortcomings detected in Latin America in terms of preparedness and requirements that must be met by the Port Facility Protection Officer (PFSO), as well as the plans that have not kept to their implementation schedules, the lack of professional personnel in control and certification entities, among others. He mentioned the high cost of security, the problems in financing the works needed to meet the standards in those security plans, and the impact these costs will have on countries' competitiveness and external trade, particularly given the lack of policies clarifying the role of the state and of the private sector, especially in the case of ports operated under concession. See document CHSP-II/doc. 16/06.

b) Standards for Port Facilitation of the World Customs Organization (WCO).

Mr. Carlos Ochoa of the U.S. Customs Service referred to the new regulatory framework of the World Customs Organization for securing the global chain of transport, where the primary objective is to establish practical rules for implementing computerized systems and achieving greater efficiency and consistency among the 138 countries that have signed those documents. He detailed that regulatory framework, providing some concrete examples of these practices which have a common approach, are

easy to use and have noninvasive technical elements of reasonable cost, and which also have been implemented in the SAFE agreement, which provides benefits for participating ports such as technical support from the WCO and economic support and training. These can be supplemented with cooperation from the private sector for mutual benefit. See document CHSP-II/doc. 19/06.

c) Legislation on port security by principle trading partners: United States (Security Law of Maritime Transport, Bioterrorism, Container Security Initiative-CSI, Customs-Trade Partnership Against Terrorism (C-TPAT)) and the European Union.

Mrs. Cari Bower, of the US Coast Guard, referred to the Aviation and Transportation Security Act (ATSA) of 2002 and the rules and regulations that the Coast Guard developed on that basis in 2003, taking observations and comments from law enforcement experts. She noted that the law is intended to ensure the safety of navigation and ports, and that it incorporates risk assessment regulations that are stricter than the rules of the code. She explained in detail the rules of the US National Security Plan and mentioned each of its topics and their scope, noting the differences that this plan contains with respect to the ship/port interface, in comparison with the standards of the code: in addition to the port, the US plan extends the restricted security area to the so-called supplementary security circles that are segments of greater amplitude than those indicated in the code. She also referred to the stronger measures considered for monitoring and controlling security standards, noting the main problems that have been detected in implementing the code and the rules indicated above. Finally, she referred to the best practices applied by various ports in her country. See document CHSP-II/doc. 20/06.

Mr. Carlos Ochoa of the U.S. Customs Service began his presentation by noting that the Customs and Border Protection Service is now part of the new Homeland Security Agency, with the fundamental mission to secure the international trade of the United States effectively and protect it from security risks. On October 13, 2006 a new Safe Port Act was issued, with legal rules that include a series of highly positive measures requiring any container traveling to the United States to be scanned at the port of origin. Two foreign ports are currently being selected for a pilot program, and to cooperate in activities under the CSI and C-TPAT agreements. These new rules give the federal government the authority to clear waterways in the case of a terrorist attack, for which purpose it must coordinate with other agencies involved in these areas such as the Coast Guard and Customs, and this authority must coordinate its activities with the private sector in an approach that will strengthen the CSI and C-TPAT mechanisms. Finally, he detailed the strategies intended for applying these new rules and the exchange of intelligence information between them. See document CHSP-II/doc. 20/06.

Mr. Manuel Gomez, of Puertos del Estado, Spain, described the development of port security rules underway in the European Union, and in Spain in particular. Through the *International Working Group for Security (IWGS)* new rules have been developed, supplementary to the ISPS code, and regulations have been approved that go beyond the standards of the code. He demonstrated this with reference to the rules of Resolution 725, which recommends the mandatory application of the second part of the code and expands its application to passenger ships on domestic routes, and their terminals. With respect to the rules that Spain is implementing, he noted in particular the loading controls using barcodes and the rules of the Internal Security Ministry's Order applicable to all shipments. See document CHSP-II/doc. 21/06.

d) The Business Anti-Smuggling Coalition (BASC)

Mrs. Mayra Hernandez, of the Business Anti-Smuggling Coalition (BASC), noted that the BASC is concerned not only with smuggling issues but has expanded its field of action to embrace the security of the entire supply chain. She summarized the history of the nonprofit organization, as a private business alliance for security, indicating the countries in which it has chapters and the agreements it has signed with customs agencies and international organizations. She noted the principles of the standards that the

BASC uses and the rules it seeks to enforce, which are consistent with the general principles of sound administration, and are designed to encourage the integration of security into the quality management system and other institutions. She explained the scope of these security standards and the cultural change that has been needed to make the new objectives understood, and she detailed the manner in which the BASC has become part of the C-TPAT Strategic Plan, approving standards applicable to the entire supply chain. Finally, she cited the reasons that must be borne in mind in joining the BASC as a platform of assistance for implementing these new comprehensive security rules, explaining the specific steps that each country must follow to achieve membership, and the requirements for obtaining BASC certification of its security management quality control systems. See document CHSP-II/doc. 18/06.

Second Plenary Session

The Second Plenary Session was held at 2:30 p.m. on Wednesday, October 25, 2006, chaired by Francisco Pastrana, and dealt with the following points of the agenda:

The state of port security in the Americas (Item 3 of the agenda)

The panel was comprised of 11 speakers and was moderated by Mr. Diego Sepúlveda, consultant of the CIP/OAS.

Mr. German Rojas of the Prefectura Naval of Argentina reported on the functions and responsibilities of his institution, which is part of the Ministry of the Interior and is responsible for comprehensive seaport security management. He detailed the standard antiterrorist actions adopted at the national level and noted some drawbacks detected in application of the ISPS code, and the supplementary measures that have been taken to address those problems. These have been set down in an Integral Security Plan that is being implemented in stages, the first of which have already been completed. He also cited the results of the evaluation: the compliance rate at this stage was 84%, and measures have been taken to achieve 100% in the second stage of implementation. See document CHSP-II/doc. 7/06.

Mr. Kendrick Daly of the Belize Port Authority described the conditions that prevailed in his country prior to the ISPS code and the great effort that was needed to implement the new rules before the code came into force. He explained the measures adopted in each port and in particular at passenger terminals handling cruise ships. He detailed the powers that the Port Authority has been granted for these purposes, in particular legal support, supplementary regulations and basic guidelines for enforcement. He cited the international cooperation that Belize has received for these facilities and noted that the government has invested approximately US \$ 1.6 million, which will be recovered through a special \$7 per passenger charge. See document CHSP-II/doc. 8/06.

Mr. Edison de Oliveira Vianna of the Brazilian Ministry of Transport provided an overview of his country's port system, and of the importance of public ports, organized ports and private terminals, differentiating the security plans that each of these groups has been implementing to achieve certification and to respect the standards of the ISPS code. He explained the structure of the central security agency, known as CONPORTOS, which comprises representatives of the state security commissions, the state police forces and the military police. The most important foreign trade ports have invested more than \$70 million in security, and the government has now earmarked an additional \$11 million. He explained the difficulties detected in implementing security standards and provided some physical examples of port access controls, closed-circuit TV systems and vehicle inspections. See document CHSP-II/doc. 34/06.

Captain Juan Berasaluce of the Dirección General del Territorio Marítimo y Marina Mercante (DIRECTEMAR) of Chile explained the powers and responsibilities of his agency in this field, and the tasks it has been performing to comply with the ISPS code. He described the guidelines that his country

uses for declaring the three security alert levels established in the code, and noted the difficulties encountered in implementing the rules, as well as the remedial measures that have been taken to address them. Finally, he explained the institutional mechanisms used to enforce the code, which have been incorporated into domestic legislation by means of Supreme Decree 71 of March 2005. See document CHSP-II/doc. 9/06.

Mr. Freddy Villalta of the Autoridad Marítima Portuaria (AMP) of El Salvador explained the functions and scope of the AMP in overseeing the security of seaports, especially its role as the senior certification and supervisory agency. He described the activities underway in these fields and noted the cooperation that the IDB is providing for strengthening his institution. He provided an overview of the ports system of El Salvador and the measures that each port has taken to comply with the code, and those now being adopted in the construction of the new Puerto de la Union. Finally, he mentioned the mechanisms used for certification, which has been granted to three major ports for five years. See document CHSP-II/doc. 11/06.

Mr. Pavel Chinchilla of the Superintendencia de Seguridad Integral for the Port Terminal of Puerto Barrios in Guatemala, explained the current conditions of the national ports system on both the Pacific and the Caribbean coasts of his country. The Ministry of Communications, Infrastructure and Housing has appointed the National Ports Commission as the senior agency for port certification and control purposes. The ports have invested more than US \$7 million in security, and have implemented a series of additional measures such as BASC certification for Santo Tomas de Castillo, and creation of an office for coordination with the private sector, involving shippers, the customs service, and the port authorities, which has produced good results, so that the ports are now in the process of certification by the United States security mechanisms. See document CHSP-II/doc. 13/06.

Mr. Hugues Desgranges of the National Port Authority (NPA), explained how the ISPS code has been applied in his country, noting that the APN is the agency responsible for that task. He described the national ports system and called attention to the impact of the geographic configuration and the benefits of marine transportation for national and international trade. He described the security study conducted for Port-au-Prince, where there is currently a terminal operated by the government, and five terminals operated by the private sector, all of which have adopted the security rules and measures established in the code. He described the principal methods used for port security and the physical work that had to be done. The study for complete implementation of the code in all parts of the country is costing about \$11.6 million. The main obstacles are financing (and deciding who will bear such costs in future), the shortage of qualified human resources and modern technology, and low port revenues, among others. See document CHSP-II/doc. 10/06.

Dennis Chinchilla of the Comisión Nacional de Protección Portuaria (CNPP) of Honduras described his country's port system and detailed the geographic location of the ports. The CNPP was created by an emergency presidential decree, which also made a substantial improvement in the human and financial resources of the National Port Company. He described the measures and works undertaken in each of the three main commercial ports and the three bulk liquid terminals, as well as those incorporated in the cruise ship terminal in the port of Roatan in the Islas de la Bahia, the only terminal operated under a private concession. With respect to the problems encountered in the implementation process, he noted the lack of regulations for applying the ISPS code, and for harmonizing the code with other legislation, limited cooperation among sector authorities, lack of regional agreements, lack of elements for controlling security at sea, and ships that fall outside the code rules. See document CHSP-II/doc. 14/06.

Captain Ramon Guerra, of the Maritime Authority of Panama (PMA) described the organic and administrative structure for security in his country, noting the important role of the PMA. He explained the way the ports system in his country was constituted, and noted the strong participation of the private

sector in ports let under concession. In those cases, the private sector has had to assume the cost of the investments required to comply with the code. The first audits have already been done, with quite positive results. Certificates issued by the PMA are for one year only. Finally, he referred to creation of the Port Security Committee as a positive example of good practices, and explained its objectives and its makeup. See document CHSP-II/doc. 35/06.

Mr. Guno H. Castelen of the Port of Paramaribo, Suriname, reported on the ports system of his country and described their facilities and geographic locations as elements that have an important impact on port security measures. He explained the current institutional organization for both Maritime and Port security, detailing the powers and responsibilities of the Maritime Authority. He reviewed the history of implementing the ISPS code in his country at different levels, and noted the creation of a Port Security Advisory Committee, describing its objectives and the way its members are appointed. With respect to problems in the implementation process, he mentioned the financial constraints in covering the investments and the need to strengthen and redesign security in the coastal area, which poses a serious risk to port security, as well as traffic consisting of non conventional vessels such as schooners that are not directly classified in the code. With respect to achievements so far, he noted that the code came into force within the dates indicated by the IMO, and that the control and monitoring of overall security has been successful. See document CHSP-II/doc. 15/06.

Captain Nelson Dominguez of the (INEA) of Bolivarian Republic of Venezuela described the implementation of the code in his country, noting that it was preceded by a national port security assessment, which served as the basis for preparing risk evaluations and plans for each port and was used to mount a dissemination program at all levels of the sector. He described the institutional process and the generation of legal rules, for which the INEA has the lead responsibility. He mentioned the strengths and weaknesses of the process, particularly for defining and selecting the necessary protection equipment, technology and civil works. Among the problems encountered, he mentioned that initially there were some difficulties with the security declarations, which were requested in a general way and reflected a mistaken interpretation of the rules of the code. He also noted the lack of information on other examples of practical application, and the tools used to remedy problems. See document CHSP-II/doc. 36/06.

Third Plenary Session

The third plenary session was held on Thursday, October 26, 2006, chaired by Francisco Pastrana, and dealt with the following points of the agenda:

Primary difficulties identified in the application of port security measures in the Americas and best practices for alternative solutions (Item 4 of the agenda)

The panel was comprised of seven speakers and was moderated by Mr. Ricardo Lujan, Subsecretary of Ports and Navigable Routes of the Nation of Argentina.

a) Legal, managerial, and institutional services for corrective measures:

Mr. Emilio Villalvaso, of the company Internacional de Contenedores Asociados de Veracruz (ICAVE), Mexico, described the experience in this area of Hutchinson Ports (HPH), the major private concessionaire in the country and one of the biggest port operators in the world. The company has invested heavily in security and is responsible for operating and managing integral protection and security in the ports. It has established a charge of US\$12 per full container to cover these costs. He described the kinds of works and the additional equipment that had been acquired to meet code standards in each of the concession terminals that ICAVE manages. He mentioned the preparation and training provided for the Port Facility Security Officers (PFSO) in the terminals administered by his company. Each terminal has

three such officers so that security needs can be covered 24 hours a day, 365 days a year. Finally, he gave a graphic presentation of the facilities at the three terminals and the works and equipment now in operation for complying with the code. See document CHSP-II/doc. 12/06.

Mr. Luis Musolino of Asociación Trainmar de América del Sur (ATAS) referred to the origins of the code and the way its provisions were designed. He explained briefly how the code has been implemented in Latin America in the two years since it came into force. He referred in detail to the organizations responsible for security systems and the way the authorities are complying, and he offered several examples of misinterpretations and errors in applying the code. He analyzed the weaknesses and threats facing the current system and the need to enhance capacities, and to provide further technical and professional training for staff. See document CHSP-II/doc. 24/06.

Mr. Guillermo Cardenas of MARTraining Chile noted the need to apply an integral concept of security that includes risk prevention and environmental protection standards. He noted the direct relationship between acts covered by the code's definition of security and acts that produce incidents and occupational accidents, which entail great outlays of money that should be invested in prevention rather than in repairing damage. He mentioned the need to incorporate concepts of total quality in all integral security actions, and the hierarchy of responsibility, which today must extend from senior management to the lowest administrative and operating employee. Finally, he gave a graphic presentation of responses to security breaches and noted the need for urgent measures to combat those breaches. See document CHSP-II/doc. 25/06.

Mr. Alfonso Campins, of the Oficina Conjunta de Análisis Documental (OCAD) of Guatemala, described the port security program that has been in effect in his country for 13 years, and which was developed through collaboration between the public and private sectors. It has received technical assistance and broad cooperation from the United States Embassy. He noted the importance, in implementing security rules, of the Asociación para la Seguridad Marítimo Portuaria (ASEMAPORT), a nonprofit institution that compiles experience in the application of security regulations, publicizes success stories, and supports the national security program. He described the functions and objectives of OCAD, as the specialized body that has brought about a sharp reduction in security problems and has sponsored technical inspections of all cargoes shipped to the United States. Finally, he noted that facilitation, efficiency and security in the manner applied by OCAD are the fundamental objectives for improving the competitiveness of his country's ports. See document CHSP-II/doc. 23/06.

b. Collection of resources of investment, its finance, and the recuperation of its investment:

Mr. Rex Garcia of the Economic Commission for Latin America and the Caribbean (ECLAC) discussed the costs and benefits of security in the trading facilities of Latin American countries, in particular the measures that have been taken under a joint program of the United States, BASC and C-TPAT that has produced excellent results in terms of efficiency and effectiveness. He detailed the conditioning factors that have supported these measures and the benefits derived to date in terms of cost effectiveness and savings. He referred to the econometric model used and the average costs that have been generated, showing the savings that have been achieved in reducing the time ships spend in port, and cargo handling costs, and in improving earnings from the overall operation. See document CHSP-II/doc. 6/06.

Mr. Carlos Cañamero of the United UNCTAD presented the preliminary results of a study on these issues that assessed the costs of implementing security measures. That report covered more than 200 ports in different parts of the world, and showed the initial costs of port certification and the additional costs of maintaining those measures at optimum level. The results indicate that, when it comes to certification, the average investment is 5% of each port's revenues: of this amount 15% goes to equipment, 14% human

resources, and the remainder to security infrastructure such as perimeter fences, control towers, and access points. See document CHSP-II/doc. 26/06.

Mr. Francisco Pastrana, of the Ministry of Communications and Transport of Mexico discussed security financing in his country, noting that certification in each port is done separately for the Integral Port Administration (API) and for each of the terminals within the port precinct. Certification costs for the API amounted in 2006 to US\$17 million, and maintenance costs for the system are calculated at \$6 million. Currently, the security charge is US\$10 per TEU. The real cost, however, is more than twice the revenues from this charge, and include the following items: surveillance, control equipment, infrastructure, personnel, training, certification and consulting services. See document CHSP-II/doc. 27/06.

Fourth Plenary Session

This session was held at 2:30 p.m. on Thursday, October 26, 2006, chaired by Francisco Pastrana, and dealt with the following points of the agenda:

d. Human resources, formation, and regional mobilization:

The panel was comprised of six speakers and moderated by Mr. Cristian Bowen of the Ministry of Transportation and Telecommunication of Chile.

Javier Calderón, of the Terminal Internacional del Sur (TISUR) of Peru, described his port and its installations, noting its geostrategic location as an integration corridor between the Atlantic and the Pacific. The port is viewed as the best alternative in terms of infrastructure and services on the south Pacific Coast for the transfer of cargo in the different modalities of transport. The goal is to operate the terminal in such a way as to meet the needs and requirements of clients, efficiently and at the best price. He described the process followed in implementing the ISPS code, which has involved integrated security management, providing the most efficient services and personalizing them for each client. He detailed the measures adopted, in particular the in-house and external training and the design of mitigation, monitoring and control measures, and explained the institutional structure and arrangements and the duties of the PFSO and his staff. See document CHSP-II/doc. 28/06.

Elizabeth Trezzi, of Ecuador, described improvements in the human resources devoted to security in her country through creation of a specialized agency, the Secretary of Maritime Security (SEPROM in Spanish), reporting to the General Director of Maritime and Coastal Shipping (DIGMER), the central objective of which is to implement and maintain port security in the country. She cited the special attention paid to cooperation between the public and private sectors in executing joint activities. She described the training provided at all levels for businesses and public officials, which now covers integral services and other elements of the supply chain. See document CHSP-II/doc. 29/06.

Miguel Piñango, of the Universidad Nacional Experimental Marítima del Caribe in the Bolivarian Republic of Venezuela, described the profile and responsibilities of the Port Facility Security Officers in Latin America and noted the need for a continuous training mechanism, since it is not enough to provide a single short course or seminar. He mentioned some of the requirements that the PFSO must meet, such as those established in the IMO Convention on Standards of Training, Certification and Watch Keeping for Seafarers (STCW), and he recommended that a standard profile be prepared for PFSOs in Latin American ports to overcome the current situation where there are many different levels that make it difficult to exchange information and best practices effectively. See document CHSP-II/doc. 30/06.

Eric Chang of the Manzanillo International Terminal (MIT) in Panama discussed the difficulties his country has faced with respect to the education levels of PFSOs and security staff in general, who frequently are unable to apply protection and security standards in such areas as evaluating security risks, developing protection plans, training security staff in addition to the PFSO, and conducting emergency drills together with other public and private players. The MIT itself does not suffer from these shortcomings because it has paid careful attention to these issues and is now in the process of being certified under BASC, CSI and C-TPAT. Finally, he described the administrative and institutional structure that MIT has put in place for security purposes. It has produced very good results, including benefits for workers, by creating incentives to observe quality, efficiency and security in the delivery of services. See document CHSP-II/doc. 32/06.

Mr. José Pizzi, a maritime security analyst from Argentina, described the efforts of Recognized Security Organizations (RSOs) in his country to upgrade human resources in the area of security, through technical training. One of the major initial problems in implementing the code was the shortage of certified Port Facility Security Officers (PFSO), which was filled by bringing in outside personnel who were experts in terrorism but were unfamiliar with the special rules applicable to ports, and did not know enough about port geography to perform a risk assessment. Another problem that still persists is the fact that companies do not appoint a full-time PFSO: instead, they frequently assign this duty to other members of operations management, and sometimes even to the port managers themselves, which means that no one is fully dedicated to the task and the hazard risk is increased. See document CHSP-II/doc. 31/06.

Jeffrey McWilliams of CH2M Hill Inc., a US company, discussed the security risks of dredging firms, involving not only physical protection issues but also environmental protection. He cited the risks inherent in dredging operations and the responsibilities incumbent upon dredging firms and the administrators of the ports in which the work is performed. He described the different types of dredging and their associated risks, and stressed the need to use proper equipment for each of these operations, since otherwise there would be increased risk of environmental pollution. Finally, he emphasized the importance of including these issues and responsibilities in dredging contracts, and reflecting them in project cost calculations. See document CHSP-II/doc. 37/06.

Fifth Plenary Session

The fifth plenary session was held at 9:00 a.m. on Friday, October 27, 2006, chaired by Francisco Pastrana, and dealt with the following points of the agenda:

The role of international development organizations and primary projects in port security that are in force in the Americas (Item 5 of the agenda)

The panel was composed of seven speakers and moderated by Mr. Juan C. Paz of the Ministry of Transportation and Communications of Peru.

Mr. Julian Palacio of the American Association of Port Authorities (AAPA) referred to the joint activities of CIP and AAPA and the complementary roles they play in the hemisphere. He noted the recent Joint AAPA/CIP Declaration issued in Guayaquil, Ecuador, last June, requesting ministers of transport of the hemisphere to pay particular attention to the port infrastructure needed to complete and improve the supply chain. CIP and AAPA are cooperating to find participants for the Professional Port Managers Course, which contains a chapter on security programs. He also noted the work of the AAPA Security Committee.

Mr. Luis Musolino of ATAS referred to the Technical Cooperation Project in Integral Security that his institution is offering, dealing with new concepts of physical security, risk prevention, and environmental

protection, and to the projects for Environmental Management in South American Ports (GAPAS). He described a new methodology that is being introduced through interdisciplinary and inter-country workshops for exchanging experience and viewpoints on the problems facing ports in these areas of integral security. He mentioned in particular the manuals that ATAS has produced recently covering such topics as the ISPS code, environmental management, and the handling of hazardous goods.

Mr. Rex Garcia of ECLAC discussed the information that ECLAC provides, at its website in particular, with an exhaustive list of ports in the region, including statistics, studies, technical assistance and specific works on various issues, including security problems. He focused on the importance of defining essential topics such as security and logistics costs, which have been steadily rising in Latin America in comparison with Europe and Asia, with the frequent absence of any policy or definition as to who is responsible for them. He noted the work that ECLAC has been doing on port development and logistics coordination, which has been supplemented with the preparation of statistics and cost benchmarks. See document CHSP-II/doc. 22/06.

Rafael Parada of the Inter-American Drug Abuse Control Commission (CICAD) gave a brief overview of its agencies. He detailed some specific programs such as those for reducing and eliminating illicit crops and plantations, and reducing narcotics demand. He called attention to the programs for institutional strengthening, technical assistance and financing for developing antidrug commissions, programs that are open to all member States of the OAS. He concluded by citing the joint activities that CIP and CICAD might undertake.

Diego Sepúlveda, of the Inter-American Committee on Ports (CIP) of the OAS, discussed the cooperation and technical assistance on security issues that the committee has been pursuing since well before the appearance of the ISPS code. It offers member States a number of cooperation and capacity building tools, including: (i) the Agreement on Mutual Cooperation and Assistance among Inter-American Port Authorities, which has already been ratified by 19 member countries and covers the exchange of security experts, internships in leading ports, and preparation of the database on technical assistance; (ii) the Technical Advisory Group on Port Security, as an advisory body to the committee, which has been working in detail on security issues and providing training to countries, with the valuable cooperation of the commercial sector associate members of the TAG and the United States National Security Council; (iii) the security courses offered under the Port Security Training Program; and (iv) the port security modules that have been built into the port management and port engineering courses which Puertos del Estado of Spain has been offering for more than 11 years, in conjunction with the CIP. Finally, he proposed that these conferences should be continued, and that the third be held in the Dominican Republic in 2008.

Mr. Carlos Cañamero of UNCTAD referred to the possibilities that the agencies he represents offer in terms of port security, matters that are being developed in the regional context with a view to designing development strategies. He noted that UNCTAD issues a number of annual reports summarizing a broad range of information as the basis for developing national and regional policies and strategies, including: (i) the Trade and Development Report, which provides a global view based on countries' growth parameters and economic indices, and can be an effective tool for decision-making; (ii) the Review of Maritime Transport, with information on the world merchant fleet, its growth indices, age of ships, trends in freight rates, and plans and orders for construction and scrapping of ships, all of which constitutes an excellent source of information for designing seaport policies; and (iii) the study on the costs of compliance with the ISPS code. Finally, he invited countries to request specific information on these matters, as a mechanism for enhancing the level of port security.

Dr. José Alfredo Sabatino of the Ibero-American Institute on Maritime Law (IIDM in Spanish), stressed the need to evaluate each country's legal rules relating to maritime port matters, noting that today there is

emerging an independent "port law" for the maritime sector embracing all the new trends and alternatives that port modernization offers. The Institute's annual congress will be held in November and will address port-related issues that could be of great interest to the authorities and ports of the hemisphere. He noted that the CIP work plan for 2008-2011 gives special importance to legal issues, in line with the interest of the IIDM, and suggested that joint efforts in this regard could be mutually beneficial.

Closing Session

The closing session was held at 12:30 p.m. on October 27, 2006. The Chair of the Conference, Francisco Pastrana, thanked the authorities of the INEA and of the ports of the State of Anzoategui for their hospitality and support in holding this meeting. He also thanked the international experts for their collaboration and contributions, as well as the CIP/OAS Secretariat for their valuable assistance in organizing this Second Hemispheric Conference.

VIII. ANNEXES

ANEXO A

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ANNEX B

LISTA DE DOCUMENTOS / LIST OF DOCUMENTS

Número de Documento/ Document Number	Título/Title	Idioma/Language
CHSP-II/doc. 1/06	Lista Preliminar de Documentos	Textual
CHSP-II/doc. 1/06 rev. 1	Lista de Documentos	Textual
CHSP-II/doc. 2/06	Lista Preliminar de Participantes	Textual
CHSP-II/doc. 2/06 rev. 1	Lista de Participantes	Textual
CHSP-II/doc. 3/06	Proyecto de Temario	*E, I
CHSP-II/doc. 3/06 rev. 1	Temario	E, I
CHSP-II/doc. 4/06	Proyecto de Calendario	E, I
CHSP-II/doc. 4/06 rev. 1	Calendario	E, I
CHSP-II/doc. 5/06	Marco Estratégico para la Cooperación Interamericana en Materia de Protección Portuaria RV.1	E, I,
CHSP-II/doc. 6/06	Efectos Económicos de las Nuevas Medidas de Protección Marítima y Portuaria (Documento presentado por CEPAL)	E
CHSP-II/doc. 7/06	La Seguridad y la Protección Marítima (Código PBIP) en la República Argentina (Documento presentado por la delegación de Argentina)	E

CHSP-II/doc. 8/06	Belize Port Authority (Document presented by the delegation of Belize)	I
CHSP-II/doc. 9/06	Código PBIP Experiencia de Chile (Documento presentado por la delegación de Chile)	E
CHSP-II/doc. 10/06	International Ports of Port -Au- Prince and Cap-Haitian (Document presented by the delegation of Haiti)	I
CHSP-II/doc. 11/06	Protección Portuaria (Documento presentado por la delegación de El Salvador)	E
CHSP-II/doc. 12/06	Productividad y Seguridad Portuaria en México Grupo HPH (Documento presentado por ICAVE)	E
CHSP-II/doc. 13/06	El Sistema Portuario de Guatemala (Documento presentado por la delegación de Guatemala)	E
CHSP-II/doc. 14/06	Situación Actual Sobre La Protección Portuaria en Honduras (Documento presentado por la delegación de Honduras)	E
CHSP-II/doc. 15/06	Port Security: A Global Responsibility A Common Goal (Document presented by the delegation of Surinam)	I
CHSP-II/doc. 16/06	Instrumentos relacionados con Seguridad Portuaria (Documento presentado por ATAS)	E
CHSP-II/doc. 17/06	IMO Measures to Enhance Maritime Security (Document presented by the IMO)	I

CHSP-II/doc. 18/06	BASC - Business Alliance for Secure Commerce (Documento presentado por BASC)	E
CHSP-II/doc. 19/06	Port Security in the 21st Century (Document presented by U.S. Customs and Border Protection)	I
CHSP-II/doc. 20/06	U.S. Coast Guard ISPS Code Implementation (Document presented by U.S. Coast Guard)	I
CHSP-II/doc. 21/06	El desarrollo de la normativa en materia de seguridad portuaria en Europa y en España (Documento presentado por la Unión Europea)	E
CHSP-II/doc. 22/06	La CEPAL y los temas portuarios, marítimos y logísticos (Documento presentado por CEPAL)	E
CHSP-II/doc. 23/06	Programa de Seguridad Portuaria (Documento presentado por Alfonso Campins)	E
CHSP-II/doc. 24/06	La Gestión de la Protección Portuaria (Documento presentado por Luis Musolino)	E
CHSP-II/doc. 25/06	Control de Accidentes Laborales, Una Gestión Gerencial (Documento presentado por Guillermo Cárdenas)	E
CHSP-II/doc. 26/06	Implementación del Código PBIP (Documento presentado por Carlos Cañamero)	E
CHSP-II/doc. 27/06	Financiamiento de los Costos por Seguridad en Medico (Documento presentado por Francisco Pastrana)	E

CHSP-II/doc. 28/06	Documento presentado por Javier Calderón	E
CHSP-II/doc. 29/06	Recursos Humanos (Documento presentado por Elizabeth Trezzi)	E
CHSP-II/doc. 30/06	El Oficial PBIP En Las Américas: ¿Quién Es? (Presentado por Miguel Piñango)	E
CHSP-II/doc. 31/06	Los Recursos Humanos como Fundamento en la Aplicación del Código PBIP (Documento presentado por José Pizzi)	E
CHSP-II/doc. 32/06	Principales Dificultades Identificadas en la Aplicación de Medidas de Protección Portuaria en las Américas y Soluciones Alternativas (Documento presentado por Eric Chang)	E
CHSP-II/doc. 33/06	Informe Final	E, I
CHSP-II/doc. 34/06	Implantacao Do ISPS-CODE Nos Portos Brasileiros (Documento presentado por la delegación de Brasil)	P
CHSP-II/doc. 35/06	Autoridad Marítima de Panamá (Documento presentado por la delegación de Panamá)	E
CHSP-II/doc. 36/06	Implementación y Proceso de Certificación Código PBIP en Venezuela (Documento presentado por la delegación de la República Bolivariana de Venezuela)	E
CHSP-II/doc. 37/06	Dredging our Ports and Harbors in Today's Risk-Averse Environment (Document presented by Jeffrey McWilliams)	I

¹ E= Español, I= English, P= Portuguese