

**ORGANIZATION OF AMERICAN STATES
Inter-American Committee on Ports**

(CIDI/CIP/doc. 122/03)

**Information of the Technical Advisory Group on
Navigation Safety and Environmental Protection**

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I. INTRODUCTION:

The Inter-American Committee on Ports (CIP) of the Organization of American States (OAS) has advisory organs called Technical Advisory Groups (TAGs). In conformity with Article 1 of TAG bylaws (Appendix A), the TAGs have as their goal the provision of technical advice to the CIP on specific aspects of the development of the hemispheric port sector.

The CIP, in its first meeting in Guatemala (October 1999), approved the creation of three TAGs: Port Operations, Port Security, and Navigation Safety and Environmental Protection. The Committee, in its second meeting in Costa Rica (September 2001), resolved to maintain the three TAGs functioning.

The TAG on Navigation Safety and Environmental Protection, chaired by the Delegation of Argentina, held its first meeting in Barbados (December 2000). Its second meeting was held in Santo Domingo (December 2001); and its third meeting was held in Montevideo (December 2002), the corresponding report is included in appendix B.

In conformity with Article 3 of TAG bylaws, all Committee member States have the right to join the TAGs, being represented by a port sector matter specialist to the TAG in question. The TAGs are also composed of associate members. These associate members can be administrative and operative port entities, academic institutions, scientific, commercial, development, financial, industrial, and other organizations pertaining to the activity of the port sector; and which enjoy juridical personality, and the approval of the member State in whose territory they reside or are incorporated. The organization chart of the three TAG is included in appendix C. The associate members should contribute to the financing of the TAGs in which they are enrolled, in the form and amounts that the Committee determines.

II. OBJECTIVE:

The TAG on Navigation Safety and Environmental Protection advises the Inter-American Committee on Ports on matters related to navigation safety and environmental protection so that port authorities will have the necessary information and means to make the best decisions to implement sustainable port development.

III. FUNCTIONS:

- (1) To compile and exchange information on navigation safety and environmental protection, including the use of specialized information technology systems in this area;
- (2) To design and maintain a database with information relevant to its work;
- (3) To identify training needs;
- (4) To prepare specialized reports, studies, and technical documents;
- (5) To organize national and international meetings and activities on specialized topics in this area;
- (6) To report to the Chair of the Executive Board, in writing, every six months, on the progress and results of its work;
- (7) To prepare proposals and recommendations to enhance navigation safety and environmental protection and present them to the Inter-American Committee on Ports through the Executive Board.

IV. MEMBER COUNTRIES:

The TAG is composed of the following member countries, whose delegates are as indicated:

(1) Argentina (Presidente)

Cap. Francisco Cachaza

Jefe de Gabinete de Asesores

Subsecretaría de Puertos y Vías Navegables

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(2) Barbados

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(3) Brasil

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(5) Ecuador

CPNV-EM Homero Arellano

Director General

Dirección General de la Marina Mercante y del Litoral

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V. ASSOCIATE MEMBERS

The inclusion of associate members is obtained by submitting an application, the model of which is included in appendix D, to the Chairperson of the TAG in question. Associate members contribute an annual sum of US\$ 1,000. Payments are made directly to the General Secretariat of the OAS (see appendix E).

The TAG is composed of the following associate members, whose representatives are as indicated:

(1) Administración General de Puertos

(member since March 2001)
Ing. Ricardo Rodríguez
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(2) Mollendo Equipment Co., Inc.

(member since August 2001)

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(3) Puerto de Maracaibo

(member since October 2001)

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Presidenta

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(4) Consorcio de Gestión del Puerto de Bahía Blanca

(member since November 2001)

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Director

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(5) Hidrovia S.A.

(miembro asociado desde diciembre 2002)

VI. ANNEXES:

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**Rules of Procedure of the Technical Advisory Groups of the
Inter-American Committee on Ports (CIP)**

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**RULES OF PROCEDURE OF THE TECHNICAL ADVISORY GROUPS
OF THE INTER-AMERICAN COMMITTEE ON PORTS**

I. OBJECTIVE, ESTABLISHMENT, AND COMPOSITION OF THE TAGs

Objective

Article 1

The objective of the Technical Advisory Groups (hereinafter "TAGs") shall be to provide technical advice to the Inter-American Committee on Ports (CIP) ("the Committee") on specific aspects of hemispheric port-sector development.

Establishment

Article 2

The Committee, at its regular meetings, shall establish the TAGs that it deems necessary to fulfill its objectives and shall define specific mandates for each TAG. For the Committee to proceed to establish a TAG, at least five member states must have applied to participate therein.

Composition of the TAGs and Participation in Their Meetings

Article 3

The TAGs shall comprise representatives of the member states and of the associate members, in the following manner:

A Member States

1. Each member of the Committee may appoint a representative to each TAG. The representative shall be a specialist in port-sector matters.
2. The General Secretariat of the Organization of American States shall maintain a current list of the member states that constitute each TAG.
3. The representatives of the member states that are not members of a TAG may attend its meetings with voice but without vote.

B Associate Members

1. Those port administration and operating entities; academic, scientific, commercial, developmental, financial, industrial institutions; and other organizations related to port-sector activities, that have legal personality may participate in the TAGs as associate members, with the approval of the member state where the entity, institution, or organization has been incorporated or has its principal office. Each member state shall notify the Chair of the corresponding TAG and of the Executive Committee in writing of the names of the entities, institutions, or organizations it has approved for associate membership. An entity, institution, or organization shall cease to be an associate member in the event that the approval is withdrawn by the corresponding member state.

2. The entities, institutions, or organizations that have been approved as associate members in accordance with the previous paragraph, and who are current in the payment of the dues provided for in Article 14 of these Rules of Procedure, may fully participate in all the activities of the TAGs to which they are associated, with voice but without vote. They may present technical papers and receive the documents of the groups with which they are associated.

3. The General Secretariat shall maintain a register of the associate members. That register shall include data on the entities, institutions, and organizations that have been authorized in writing by the country or countries that approve their participation in a specific TAG.

II. OFFICERS

Officers and Headquarters of each TAG

Article 4

1. The Committee shall elect a member state as chair of a TAG upon its establishment. Each TAG shall have its headquarters in the country of the Chair.

2. Each TAG shall elect a Vice Chair during its first meeting. An associate member may hold the position of Vice Chair. The Vice Chair shall assist the Chair in the performance of his or her duties.

Office of the Chair

Article 5

The Member State elected to preside over a TAG shall establish and maintain at its sole expense and under the exclusive responsibility of the Chair, an office with the necessary technical and administrative personnel. For all purposes, this office shall be responsible exclusively to the Chair of the TAG and shall not be dependent in any way upon the General Secretariat.

Term of Office of the Chair and the Vice Chair

Article 6

The Chair of each TAG shall hold office until the following regular meeting of the Committee. The Vice Chair shall continue in office until the next TAG meeting. Both may be reelected.

Duties of the Chair

Article 7

The Chair of a TAG shall:

- a. Convene meetings of the TAG and designate the place and date for each meeting;
- b. In consultation with the Vice Chair, authorize the participation of observers and special guests in meetings of the TAG;

- c. Direct the work of the TAG, prepare materials for the meetings, and send the studies, decisions, and draft resolutions of the TAG to the Chair of the Executive Board, and to the General Secretariat for processing;
- d. Present a written report to the Chair of the Executive Board, every six months, on the development and results of the work of the TAG with a copy sent to the General Secretariat;
- e. Present written reports, studies, and recommendations to the Committee, through the Executive Board. These documents shall be sent to the Executive Board 90 days prior to the Committee meeting, so that the Executive Board may make its observations.

III. WORK STRUCTURE

Meetings and Working Groups of the TAGs

Article 8

1. In order to fulfill their duties, the TAGs shall meet at least once a year, at a location and time determined by their respective Chairs. Any member or associate member of a TAG may host an additional meeting of the TAG, and in such case, will be responsible for providing the meeting site, personnel, and administrative support for the meeting.

2. To carry out their functions, the TAGs may establish working groups, which shall present reports of their activities to the respective TAG.

3. If necessary, the TAGs shall approve and adapt their own working methods to meet the needs of their members, subject to the provisions of these Rules of Procedure and other instruments applicable to the CIP.

Powers of the Chair during Meetings

Article 9

The Chair shall convene the plenary sessions; establish their order of business; open and adjourn the plenary sessions; direct the debate; grant the floor to the delegations in the order of their requests; put to a vote the points under discussion and announce the results; rule on points of order in compliance with Article 36 of the Rules of Procedure of the CIP; install the working groups; perform any other tasks the Committee, the Executive Board or the corresponding TAG may assign him or her; and, in general, observe and enforce the provisions of these Rules of Procedure.

Replacement of the Chair

Article 10

In the event of absence of the Chair during a meeting, the Vice Chair, who shall have the same powers and duties as the Chair, shall replace him or her.

Quorum and Recommendations

Article 11

1. One third of the representatives of the member states that comprise a TAG constitute a quorum to hold meetings.
2. The recommendations of the TAGs shall be adopted in plenary sessions. In the absence of agreement in their deliberations, the Chair of the respective TAG shall present the conclusions of the discussions in its report to the Executive Board, without recommendations. When a TAG has reached conclusions or adopted recommendations on which the Executive Board or the Committee should take a decision, the Chair of the respective TAG shall indicate in his or her written report to the Executive Board the number of representatives that were present at the time of reaching the conclusions or making the recommendations.

Debates

Article 12

At the meetings of the TAGs, the provisions on debate set forth in Articles 34 to 43 and 45 to 52 of the Rules of Procedures of the CIP shall apply, as appropriate.

IV. EVALUATION OF THE ACTIVITIES OF THE TAGs AND DURATION OF THEIR MANDATES

Article 13

1. The Chair and the Vice Chairs of the Executive Board shall be responsible for conducting an annual assessment of the completion of the tasks assigned to each TAG.
2. During each regular meeting, the Chair of the Executive Board shall submit to the Committee an evaluation report on the progress in completing the tasks assigned to each TAG.
3. On the basis of that report, the Committee shall decide whether each TAG and its working groups should continue working in accordance with their original mandate, whether they should continue working with a modified mandate, or whether their work should be concluded.

V. FINANCIAL ASPECTS OF THE TAGs

Membership Dues of Associate Members

Article 14

Associate members shall contribute financially to the TAGs which they join, in the manner and amounts that the Committee determines. The funds from membership dues of the associate members shall be deposited in a specific fund and allocated to the budget of the respective TAG. These funds shall be administered in accordance with the rules and procedures provided for the administration of specific funds in the General Standards to Govern the Operations of the General Secretariat and other applicable legal instruments.

Budget

Article 15

Each TAG shall prepare an annual budget to which associate membership dues shall be assigned. When the Committee decides that a TAG has concluded its work, any remaining funds allocated to that group shall be transferred to the Special Port Program Specific Fund.

VI. SECRETARIAT

Article 16

The Chair of each TAG shall act as pro tempore secretariat for his or her group and shall serve as the institutional memory of the group.

VII. GENERAL PROVISIONS

Article 17

1. The provisions of these Rules of Procedure are part of the provisions of the Rules of Procedure of the Inter-American Committee on Ports approved by the Inter-American Council for Integral Development (CIDI) through resolution CIDI/RES. 96 (V-O/00). Any amendment to these Rules of Procedure must therefore be approved by the CIDI, in accordance with the procedures set forth in Article 87 of the Rules of Procedure of the Committee.

2. Each TAG shall resolve procedural matters not covered by these Rules of Procedure. No decision adopted under this provision may contradict other provisions of the Rules of Procedures of the Committee or other legal instruments applicable to the CIP.

ANNEX B

REPORT

THIRD MEETING OF THE TECHNICAL ADVISORY GROUP ON NAVIGATION SAFETY AND ENVIRONMENTAL PROTECTION

The third meeting of the Technical Advisory Group on Navigation Safety and Environmental Protection (TAG-NS&EP) was held from December 4th - 6th, 2002 in Montevideo, Uruguay. The meeting was chaired by the Argentine representatives, Dr. Diego Pinkler and Dr. Luis Abot, and attended by delegates from the member countries of this TAG: Argentina, Barbados, Brazil, Ecuador, Mexico, Panama, United States and Venezuela. Delegations from other OAS members also assisted: Bolivia, Canada, Costa Rica, El Salvador, Guatemala, Nicaragua, Paraguay, Peru, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname, the Dominican Republic and Uruguay; Spain served as an observer country for the OAS, representatives of international organizations: CAN, ALACAT, COCATRAM and the IMO; the vice-chair and associate member: Consorcio de Gestión del Puerto de Bahía Blanca; and special guests. The list of participants is enclosed in Annex A of this report.

Dr. Abot welcomed all the attendants and expressed his gratitude for the responsibility his country has assigned him. He also expressed that Argentina has reassumed work in all of the tasks that it has been assigned and that impose a compromise towards the Committee. He then thanked the Uruguayan authorities for hosting them at their country and predicted an enriching work section.

Following, he put into consideration the topics on the agenda:

1. Adoption of the agenda
2. Presentation of the TAG on Navigation Safety and Environmental Protection
3. Vice chair Election
4. Report on the achievement of the Plan of Action for 2002
5. Report on the meeting at Port Ordaz, Venezuela
6. Plan of Action for 2003
7. Financial Matters
8. Place and Date of the Fourth Meeting of the TAG
9. Other Matters

Adoption of the agenda (agenda item 1)

The Committee approved the proposed agenda

Presentation of the TAG on Navigation Safety and Environmental Protection (agenda item 2)

Dr. Abot made a brief presentation on the TAG's objectives and functions, pointing out that copies of both documents, the rules and regulations and information on the number of member countries and associate members had been distributed.

Vice chair Election (agenda item 3)

Dr. Diego Pinkler proposed having two vice chairs at the Committee. One related to Navigation Safety, which will remain in charge of the Port of Bahía Blanca, Argentina, represented by the engineer Jorge Frapolli, associate member of the TAG. The other vice presidency related to Environmental Protection, for which he proposed the delegation from Venezuela, represented by Mr. Julio Peña, member country of the TAG. The Committee approved it.

Report on the achievement on the 2002 Plan of Action (agenda item 4)

The Chair proceeded to report on the degree to which last year's work plan had been carried out.

- a. **Vessel Traffic Systems (VTS).** Three presentations were made on this subject. First, the representative of Bahía Blanca Port and vice-chairman of the TAG-NS&EP, Engineer Jorge Frapolli, handed out a questionnaire on Maritime Traffic Service. Countries are asked to respond to it, so that the systems being used by the ports in the region, or the current VTS, such as AIS (Automatic Identification System) models, can be identified. A copy of the questionnaire is attached as annex B to this report. He also requested that it be send back as soon as possible, so that a report can be drawn up and presented at the next meeting. He then proceeded to present the VTS system being employed in his report, the first of its kind in South America. He reported that the system controls all traffic in the port's access canal, that it extended as far as 97 kilometers, to a depth of 45 feet, and a bottom width of 190 meters, with a system of 92 marking buoys. He pointed out the advantages of the system, explained the uses of the mechanism with graphs and audiovisual materials, and gave practical examples to illustrate how it had been employed to prevent ships from colliding or running aground. He provided information on the technical elements of the system and on the highly developed skills required of the personnel operating it. Finally, he invited participants to visit his port to observe how this system works.

Daniel Alberto Durán Costa, Overseas Captain and Río de la Plata Pilot, who represented the Scottish company Eason Marine Ltd., a manufacturer of navigation aids, explained the importance of navigation safety in canals and restricted waters, based on his own experience. He highlighted the transformation in recent years in navigable waterways and in legislation, through the deregulation and privatization of all maritime and port services. He described the complex technical and economic problem of Río de la Plata Port, in terms of dredging, marking, and communications in its access canals and the main network, together with the need for port operators to ensure that their ships move through the zone safely. In this regard, he pointed to the importance of buoys and marking as fundamental tools, and said that in general studies on an international level, they are usually considered as relatively or completely unimportant, which is a mistake. Here he related the real needs of his profession as a pilot to the functioning, versatility, and low initial cost of these tools, as well as the virtually nonexistent cost and little time required for maintenance of these marking devices. In view of the irreversible process of modernization of traffic control in restricted waters, they become an essential tool for successful management. He referred to the need to make the canals even deeper, to increase permitted crossing zones, to improve the effectiveness of passive radar responders or reflectors, to improve communication by using them only for control and safety, and to install a VTS system that supplies pilots with portable computers to provide immediate and complete information on traffic and hydrometeorology, as well as standard positioning and the establishment of traffic separation mechanisms, all of which would be meaningless if the correct base, i.e. buoys, is not used.

Finally, Engineer José María Cañadas, from Lockheed Martín, addressed the issue of the importance of security and safety in ports and maritime waterways and the need to have maritime monitoring and security systems. He referred to a system produced by his firm, known as MTM100, which makes it possible to alert port workers of any irregularity or threat, to ensure a rapid response and to provide integral solutions to meet current security requirements. The MTM100 uses an Automatic Identification System (AIS), which warns ports or waterways of the approach of any ship, including all the relevant information on it. This is done by means of sensors that contain the data required to enable an internal transfer of information, which makes it possible to provide clear and effective solutions. Moreover, it can be configured to

meet most of the requirements for information on maritime monitoring, such as port security and protection force, and the status of maritime prevention.

- b. **Contingency Plans for oil spills.** Mr. Julio Peña, head representative of the Venezuela delegation, informed he had not received the information of the member countries on this issue, reason for which there had been no progress on the report. He informed that this report would be elaborated and presented at the next meeting, accounting on member countries submitting the required information.
- c. **Development Plans on Environmental Management.** The Chairman pointed out that although progress had not been made in developing these plans, valuable information was being presented that could be used in developing them. Engineer Francisco Rivera, of Sistemas de Información y Monitorización Ambiental S.A. (SIMA) [Environmental Monitoring and Information Systems], presented a system designed to assist with safety in environmental monitoring operations and in support for safety of port infrastructure. He provided audiovisual information on the effects of wave and on tides, and on how these operations produce a negative impact on port structures and their defense and mooring systems. He referred to the application of new information technologies to detect, predict, and control certain natural phenomena, and especially the effects of tides and waves. He also reported on tools for the construction, repair, and maintenance of such structures. This system also makes it possible to find alternative solutions to dumping of material from dredging and contamination of waters as a result of spills or dumping of waste waters.
- d. **Hazardous Cargo.** The Chair presented a questionnaire on the handling of hazardous cargo by OAS member countries (copy attached as Annex C). He informed that he expects to receive comments on the questionnaire, during the following two months, in order to distribute later this questionnaire to all of the principal port authorities of the member countries. He stated that as soon as he obtains the responses to the final questionnaire, he would proceed to write a report to be presented at the next meeting.

Report on the meeting at Port Ordaz, Venezuela (agenda item 5)

The Chair distributed a copy of the informative meeting that this TAG held at Puerto Ordaz, Venezuela in June 2002. He thanked this country for its support towards the TAG.

Plan of Action for 2003 (agenda item 6)

The Committee agreed on the following Plan for 2003:

1. On the issue of Navigation Safety:
 - a. **VTS systems.** The representative from the Port of Bahía Blanca was made responsible of presenting a report on the questionnaire results on the use of VTS within the region.
2. On the issue of Environmental Protection:
 - a. **Contingency Plans for oil spills.** The Delegation of Venezuela was made responsible of elaborating a questionnaire in order to obtain information on the contingency plans for oil spills, currently being applied by member countries. They were also made responsible of sending the questionnaire to the port authorities of all member countries and to write a report, based on the answers received. This report should be presented at the next meeting of the TAG. With that purpose, he encouraged the port administrations receiving the questionnaire to give a rapid response to the Venezuelan Delegation.

- b. *Hazardous Cargo.* The Argentine Delegation was made responsible of sending the questionnaire that has been developed on the issue, to all of the port administrations of the main ports of member countries as soon as possible. Based on the information received, it will elaborate a report that will be presented at the next meeting of the TAG. With that purpose, he encouraged the port administrations receiving the questionnaire to give a rapid response to the Argentina Delegation.

Annual Budget (agenda item 7)

The Chair informed that the current state of the TAG's account is of US\$ 8.970, provided by the contributions of the associate members. He pointed out that this sum would be used in cooperation activities of the TAG. He also encouraged the associate members to comply with their annual contributions.

Date and Place of the Fourth Meeting of the TAG (agenda item 8)

The fourth meeting of the TAG will be held simultaneously with the fifth meeting of the Executive Board of the CIP that will be held in Venezuela, in December 2003.

Other issues (agenda item 9)

- a. *New associate members:* The Chair informed that Hidrovia S.A., Argentina had been incorporated as a new associate member. Their e-mail address is hidrovia@softway.com.ar. He also pointed out that the enterprise Lockheed Martin from USA, SIMA group from Spain, branch in Argentina, and the enterprise Eason Marine from Scotland, branch in Argentina, has expresses their interest in becoming associate members to this TAG.
- b. *Web Page of the TAG:* The Argentina Delegation stated that they are closing up the process of elaborating the web page of the TAG-NS&EP, in collaboration and support from vice chair, Puerto de Bahía Blanca.

Having covered all the issues in the agenda, the Chair thanked all of the participants and declared the meeting adjourned.

ANEXO A / ANNEX A

LISTA DE PARTICIPANTES / LIST OF PARTICIPANTS

PAÍSES MIEMBROS DEL CTC/ TAG MEMBER COUNTRIES

ARGENTINA

Diego PINKLER

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Luis BARCO

Jefe de Seguridad
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Tel: (202) 458-3871 / Fax: (202) 458-3517
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Diego SEPÚLVEDA

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Martín de Salviatierra 1155, Reñaca, Viña del Mar - Chile
Tel: 5632 835 184
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ANNEX B

QUESTIONNAIRE SERVICE FOR MARITIME TRANSPORT

I. OBJECTIVE OF THE QUESTIONNAIRE

To obtain information in order to identify the maritime traffic systems used by ports of member countries to control navigation and discover the most relevant factors related to them.

II. DEFINITIONS

- **AIS (Automatic Identification System):** a communication and automatic identification system aimed at improving navigation safety assisting in the efficient operation of the vessel transportation system (VTS), vessel reporting, vessel to vessel operations and vessel to land operations.
- **Radar:** Abbreviation of the English expression: "Radio Detection And Ranging". System of radio location which transmits an electromagnetic pulse that when entering in contact with an object, returns part of the energy to the transmitter, which receives it and transforms it in a signal that gets represented on a screen. The distance to the object is calculated by acknowledging the velocity at which the electromagnetic waves travel and the time elapsed between the transmission of the signal and its reception.
- **ARPA (Automatic Radar Plotting Aid):** It aids the automatic plotting of the radar. It consists of a team that analyzes the information received by the radar, related to the echoes of vessels within its span of influence, obtains results that it presents to the observer and can calculate the future conditions of the targets if it develops a certain testing maneuver.
- **Dedicated Data Base:** It is a data base destined specially for a pre established objective.
- **Inter port connections:** Net communications (LAN) among two or more ports.
- **ENC (Electronic Navegable Chart):** Naval electronic chart: data base, normalized in its contents, structure and format, published in order to be used with the ECDIS with permission of the hydrographic services authorized by governments. The ENC includes all the cartographic information needed for navigation safety and can contain complementary information, besides that which figures on paper charts and is considered necessary for navigation safety.
- **ECDIS (Electronic Chart and Display Information System):** This is a navigation information system which, with adequate auxiliary resources, can accept as an equivalent the updated charts prescribed in Rule V/20 of the 1974 SOLAS Convention, since they present selected information extracted from a system electronic navigation chart (SENC) and information pertaining to the situation resulting from navigation sensors to assist navigators in planning and verifying their course and, if necessary, additional information related to navigation.
- **Fiber Optics:** The circuits of fiber optics are flexible glass filaments that can carry messages on form of light signals.

- **GPS (Global Positioning System):** Global positioning system through satellites.
- **HF (High Frequency):** High frequency radio communications.
- **Dedicated Line:** Telephone line used specially for the transmission of data.
- **Crude Screen Radar:** Radar with no form of automatic tracking.
- **Radiogoniometer:** Radio receptor that when used with an antenna or an equivalent electronic device, serves to obtain the direction from which the emission proceeds.
- **Raster Scan:** Scan screen, through tracking system.
- **VHF (Very High Frequency):** Very high frequency radio communications.
- **VHF DSC (Very High Frequency Digital selective call):** Selective digital call of very high frequency.
- **VTS (Vessel Traffic Service):** Maritime Traffic System (STM). That which is established by a competent authority, conceived to enhance security and efficiency of maritime transport and protect the environment. The service will have the capability of interacting with the traffic and will be able to respond to the traffic situation within its sphere of influence.

III. THE QUESTIONNAIRE

This questionnaire should be answered by the corresponding port authority of each country, providing relevant information on every main port. Please answer and send the questionnaire before the 31st. of August, 2003 to:

Sr. Jorge O. FRAPOLLI

Director

Consortio de Gestión del Puerto de Bahía Blanca

Av. Dr. Mario M. Guido s/n, Ing. White (8103), Provincia de Buenos Aires - Argentina

Tel: (540291) 457-1938 / Fax: (540291) 457-1938

E-mail: vts@puertobahia blanca.com.ar

COUNTRY: _____

1. Information of the person in charge of filling in the questionnaire:

1.1 Name and Surname _____
1.2 Address _____ C.P. _____
1.3 City _____
State _____
1.4 Telephone _____
1.5 Fax _____
1.6 Email _____
1.7 Web Page _____
—
2. Maritime Traffic System

2.1 Does the country posses any form of maritime traffic system? YES _____ NO _____

2.2. Where are they located (ports)?

3. Type of equipment (answer this point only for ports identified on item 2.2)

Specify the type of equipment:

SYSTEM	SUBSYSTEM	OBSERVATIONS
Communication	<input type="checkbox"/> VHF <input type="checkbox"/> HF <input type="checkbox"/> VHF DSC	
Detection and Tracking	<input type="checkbox"/> RADAR <input type="checkbox"/> ARPA <input type="checkbox"/> RADIOGONIOMETER <input type="checkbox"/> AIS <input type="checkbox"/> GPS	
Graphic Presentation of Trackings	<input type="checkbox"/> CRUDE RADAR SCREEN <input type="checkbox"/> RASTER SCAN <input type="checkbox"/> ENC <input type="checkbox"/> ECDIS	
Data Transfer	<input type="checkbox"/> VHF <input type="checkbox"/> HF <input type="checkbox"/> DEDICATED LINE <input type="checkbox"/> FIBER OPTICS <input type="checkbox"/> INTERPORT LINKAGES	
Information Management	<input type="checkbox"/> SYSTEM SERVER <input type="checkbox"/> DEDICATED DATA BASE <input type="checkbox"/> OTHER FORM OF RECORD	
Sensors	<input type="checkbox"/> TIDAL <input type="checkbox"/> METEOROLOGICAL <input type="checkbox"/> CONTAMINATION DETECTORS <input type="checkbox"/> LYING UP LASER SYSTEM <input type="checkbox"/> VIDEO CAMERAS	

3.1. Do you plan to install, in the short or medium term, some maritime traffic system in another port of your country (or replace the previous ones)? If the answer is positive, please point out which port and answer the previous question for this case.

ANNEX C

QUESTIONNAIRE ON CONTROL AND MANAGEMENT OF HADARDOUS CARGO

I. OBJECTIVE

Final information on commercial ports, private or state owned, from member countries of the OAS, that operate with vessels that transport dangerous or polluting merchandises, packaged or in gain, in order to identify its basic problems in security and search for alternative solutions.

II. SPHERE OF ACTIVITY

The questionnaire is aimed at obtaining information from the principal commercial ports, private or public, of the member countries of the OAS.

It is important to stand out, this questionnaire is not applicable to war vessels or other publicly-owned vessels used for non-commercial purposes, and to fuels, supplies, and equipment intended to be used aboard the vessels.

III. DEFINITIONS

In the application of this norm we will use the following definitions:

- a. Operators: along shore owner, or cosignatories of the vessel.
- b. Vessels: cargo vessels, "tank vessel", chemical products or gas, as well as passenger vessels that transport dangerous or polluting cargo, packaged or in grain, destined towards community maritime ports, or departing from them.
- c. Dangerous merchandise: those classified by Code IMDG - including radioactive material which is referred to in Code CNI, on chapter 17 of Code IBC and on chapter 19 of Code IGC.
- d. International Convention for the safety of human life at sea, 1974, emended by its protocol in 1978 and its norms of application defined as SOLAS 74/78.
- e. Polluting Merchandises:
 - i. Hydrocarbons defined in annex 1 of MARPOL
 - ii. Damaging liquid substances defined in annex 2 of MARPOL
 - iii. Perjudicial substances defined in annex 3 of MARPOL
- f. MARPOL: the international convention for Preventing Contamination originated by vessels, 1973, and its Protocol, 1978, in the version prevalent on the 1st. of January 1998.
- g. Code IMDG: The International Maritime Code Dangerous Merchandise in the version prevalent on the 1st. of January of 1997.
- h. Code IBC: The IMO International Code for construction and equipment of vessels that transport dangerous chemical products in grain, in the version prevalent on the 1st. of January 1998.

- i. Code IGC: The IMO International Code for construction and equipment of vessels that transport liquefied gases in grain, in the version prevalent on the 1st. of January 1998.
- j. Code CNI: The IMO Code, in the version prevalent on the 1st. of January 1998 for safety in the transportation of nuclear radiated fuel, plutonium and radioactive waste with high degrees of radioactivity in coffins within the vessels.
- k. IMO Resolution A. 851 (20): Resolution number 851 (20) of the International Maritime Organization, adopted on its twentieth session, the 27th. of November 1997, and named General Principals for Systems of vessel notification, included in the guidelines for notifying events in which dangerous merchandises are involved, prejudicial substances or sea pollutants.
- l. Expeditor: every person who, or in whose name, a transport contract on sea merchandise was celebrated with a transport agent.
- m. Dangerous merchandises: are those substances that appear during the fabrication, manipulation or usage, gas generation or emission, liquids, vapors, powder, fumes or infectious fibers, irritants, flammables, explosives, corrosives, toxics, or of other dangerous nature, or ionizing radioactive in quantities that affect the health of people, animals and environmental in general.

As a consequence of the great increase in maritime transportation of dangerous merchandises during the last decades, as well as in the group of experts on these activities, constituted by the United Nations as the International Maritime Organization (IMO), have held several activities aimed at providing the Administrations with instruments and guidelines to impede or mitigate the harm on people and goods, and regulations on this important form of transportation to reduce risk posed on vessels and passengers. Among the norms recommended by the IMO, applied at ports, there are some contained in the document security in transportation, manipulation and storage of dangerous merchandises in port areas, that constitutes an index whose application is normative manner is recommended in ports of the different countries.

Therefore, we must proceed to regulate adequately the conditions in which admission, manipulation and storage of dangerous merchandise is handled at ports, in coordination with the IMO recommendations alluded to previously.

IV. THE QUESTIONNAIRE

This questionnaire should be answered by the corresponding port administration of the main port of each country. Please answer and send the questionnaire before the 31st. of August, 2003 to:

Sr. LUIS ALBERTO ABOT

Asesor del Gabinete

Secretaría de Transporte de la Nación Argentina

Hipólito Yrigoyen # 434 piso 4 oficina E, Capital Federal, Buenos Aires, Argentina

Tel: (54 11) 4349-7273 (5411) 5787 0895

Fax: (54 11) 4349-7273

E-mail: vts@puertobahianlanca.com.ar

Please provide information for each port within your country:

Country_____

Port_____

A – Attributions of the port authorities

- 1- Who is the authority responsible of the admission of the ships that carry dangerous cargo?
- 2- Who is the authority responsible of the admission of dangerous cargo in the service zone of the port?
- 3- Who determines the category and quantity of Dangerous Cargo that could enter in the port zone?
- 4- Who controls the fulfillment of the conditions of security in the documents of transport?
- 5- Who's got the control of the operation of loading and landing of the dangerous cargo?
- 6- Do the Dangerous Cargo have limitations of storage in the wharf?
- 7- Is there an adequate communication and who is its responsible, with all the ships that carry Dangerous Cargo during the time the ships are in the port?
- 8- Does the port have an Emergency Control Center?
- 9- Which are the tasks of the Emergency Control Center?
- 10- Who is on charge of the operation rules of the Emergency Control Center?

B- Admission and notification

- 1- Who authorizes the entry or admission of Dangerous Cargo in the terrestrial zone of the port?
- 2- How much time beforehand the port receives the admission applications of Dangerous Cargo?
- 3- What's the data in the admission applications?
- 4- The admission applications are delivered to whom for his knowledge?
- 5- In the admission applications are detailed emergency instructions?
- 6- For the specially dangerous cargos is an special admission application required?
- 7- Identify the specially dangerous cargos.
- 8- For the admission of containers, highway cistern and portables tanks, what kind of certificate must go with the admission application?

C- Specially authorized berth and anchorage

- 1- Does the port own specially authorized berth and preferably destined to ships that operate with Dangerous Cargos?
- 2- If your port owns that kind of berth, detail the installation it has.
- 3- Does the port own an isolated anchorage, designed specially for ships that carry Dangerous Cargo, that wait for berth or are able to leave the port?
- 4- Is it scheduled the trip of ships and vehicles that transport dangerous merchandise while entering or leaving the port zone shown, as also priorities, as rationalization of traffic and other measures to avoid boarding?

D- Ships operating with Dangerous Cargo duties

- 1- What kind of signs are required to ships that carry dangerous cargo while entering and staying in the port?
- 2- What kind of precaution measures are demanded from the captain of the ship that is going to load or unload dangerous cargo at the port?

E- Ships that sail within the port duties

- 1- What conditions are required of ships (in entering or leaving the port) which are sailing in the vicinity of another vessel which shows signs of transporting hazardous merchandise?
- 2- Indicate whether your port has any rules or regulations in the event that ships carrying hazardous materials come alongside.

F- Dock operator duties

- 1- What kind of information must be given to a dock operator responsible for the loading and unloading of dangerous cargo?
- 2- What kind of verifications does the dock operator do before starting the loading and unloading of Dangerous Cargo?
- 3- What must the dock operator inform by written before initiating the loading and unloading of dangerous cargo?

G- Barge or dumb lighter transporting dangerous cargo duties

- 1- What kind of signs and marks do the barges that carry dangerous cargo in your port use?
- 2- Who is responsible for the movement and other operations made by barges that carry dangerous cargo?

H- Trains and vehicles related with the operation of dangerous cargo duties

- 1- What kind of responsibilities does the Port director in relation to:
 - a- Circulation of the train in docks
 - b- Dock operator
 - c- Transport equipment
 - d- System of sign
- 2- What kind of verifications does the dock operator do before starting the transshipment of Dangerous Cargo from cistern wagon to a store ship or tank?
- 3- What kind of certificates or authorizations are required to the driver of the vehicle designated to load and unload dangerous cargo?
- 4- What kind of procedure is required to the driver of the vehicle designated to load and unload dangerous cargo?

I- Classification and identification of dangerous cargo

- 1- For the classification and the identification of dangerous cargo, are the norms of your port based on the rules according to the IMDG (International Maritime Dangerous Goods Code)?

- 2- What kind of identification of dangerous cargo (tags, marks, labels or plates) are of obligatory use in your port for the different dangerous cargo that come in to be loaded or unloaded from the ships?
- 3- Are plates for transportation units demanded such as: truck-box, rail way wagon-box, container, cistern truck, tank or portable cistern?
- 4- Are plates demanded for dangerous cargo that constitute a full tank load or bulks defined as a unit of transport?

J- Dangerous cargo handling

- 1- According to the classification of substances of the IMDG code listed:

Class 1- Explosives
 Class 2- compressed, liquid or pressure dissolved gases
 Class 3- Flammable liquids
 Class 4- Flammable solids and other flammable substances
 Class 5- Comburent substances (agents) and organic peroxides
 Class 6- Toxic or infectious substances
 Class 7- Radioactive materials
 Class 8- Corrosive substances
 Class 9- Dangerous substances
 Hydrocarbons, liquid gases and chemical products

- 2- Detail, if you own, the procedure that you use for each one of the following classifications, Admission, Handling, Classification, Compatibility Groups, and Emergency Measures and every other aspect in respect of each class.

K- Handling of containers, cistern vehicles or portables tanks that carry dangerous cargo

- 1- Detail, if you own, the procedure that you use for the Admission, Handling, Trawl inside the port, container segregation, vehicles or portables tanks and container emergencies, cistern vehicles or portable tanks that carry dangerous cargo.

L- Not abundant storage of dangerous cargo in ports:

- 1- What is required to store not abundant dangerous cargo?
- 2- What is the normal limit of storage allowed?
- 3- What is the procedure and requirement for extraordinary storage?
- 4- What is the maximum amount of each class of dangerous cargo that can be stored in the port?
- 5- What is the procedure to follow when a container that contains dangerous cargo has spills or leaks?
- 6- Which are the conditions for storage of dangerous cargo in port zones? Detail the normal procedure of your port for each class.
- 7- What is the segregation plan for dangerous cargo while they are inside the port in outdoor or indoor storages? Detail the segregation chart of the cargo.
- 8- What is the emergency plan for Admission, Handling and Storage of not abundant dangerous cargo in the port?

LL- Emergency and Self- Protection plans

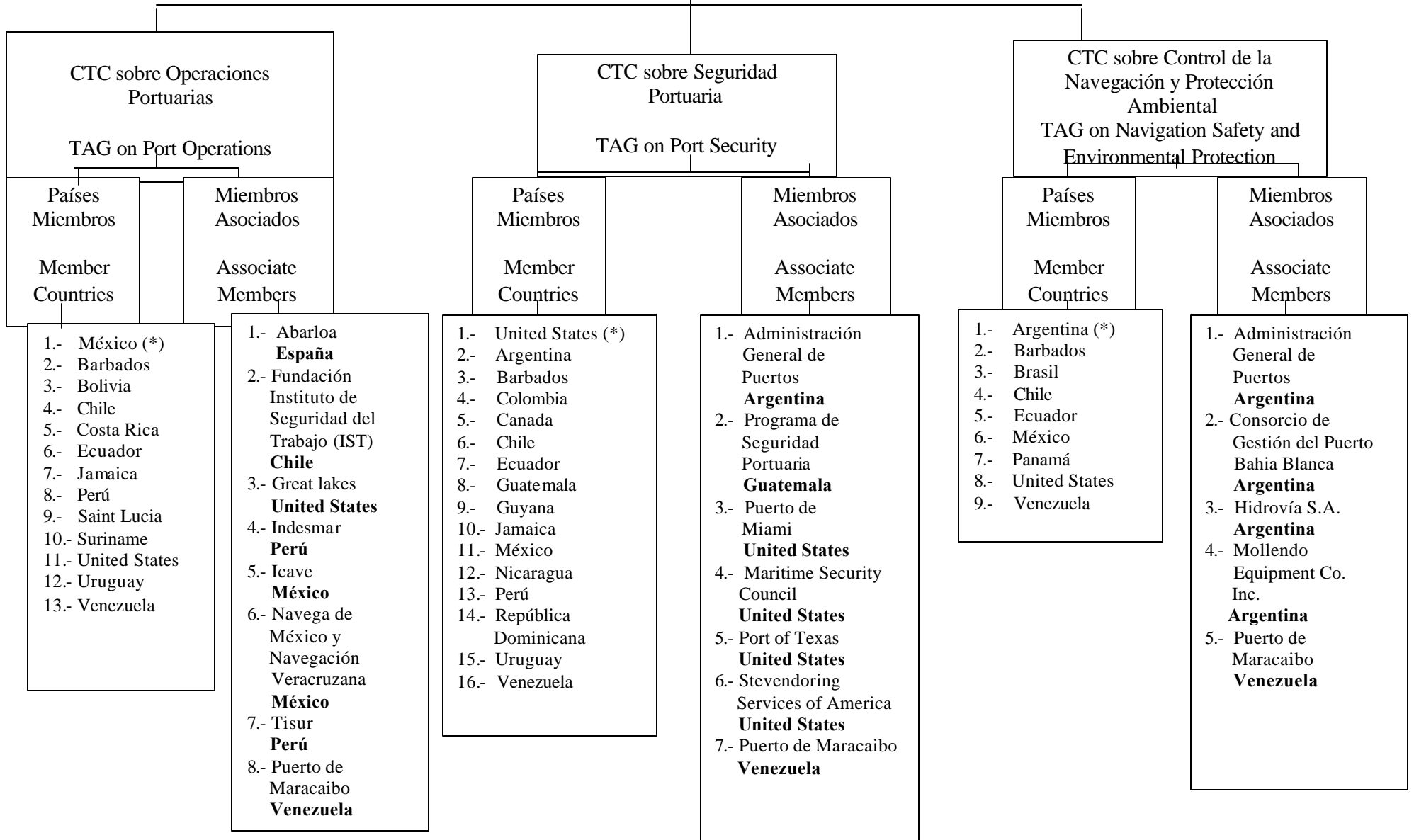
- 1- In case of having in your port a Safety, Self-protection Plan, and an Intern emergency Plan, that contains provisions for emergencies that may be originated by the general activities or when handling and storing dangerous cargo, detail, objectives and general and particular conditions.
- 2- In case of having an Exterior Emergency Plan for port zones, detail objectives and general and particular conditions.

M- Personal Classifications

- 1- Is there qualified personal with specific knowledge and experience about the conditions that must exist for treating (admission, handling, storing, and emergency plan) of dangerous Cargo, according to the recommendations of the IMO, in respect to the solicited documentation and especially to the prevention of risks and to the immediate intervention of emergencies that may be originated?
- 2- Indicate your knowledge of the documentation that follows:
 - a- Dangerous cargo Declaration.
 - b- Fulfillment certificate.
 - c- Container/ Vehicle's Stow Certificate.
 - d- Emergency instructions of each substance.
 - e- Dangerous cargo Declaration, Boarding note and Container/ Vehicle's Stow Certificate.
 - f- Verification list of ship/terminal safety. (UN / IMO).

**COMITES TECNICOS CONSULTIVOS
(CTC)
TECHNICAL ADVISORY GROUPS
(TAG)**

ANNEX C



ANNEX D

TAG ON NAVIGATION SAFETY AND ENVIRONMENTAL PROTECTION ASSOCIATE MEMBER APPLICATION

CIP/OASmemberstate: _____

Date: _____

Name of the company / organization / entity that solicits Associate Membership: _____

Brief description of the company / organization / entity activities: _____

Representative of the company / organization / entity in the TAG: _____

Name: _____

Position: _____

Address: _____

Phone: _____

Fax: _____

E-mail: _____

Signature: _____

National Port Authority Representative, who approved the Application Form for participation as an associate member:

Name: _____

Position: _____

Signature: _____

Forward application to:

Cap. Francisco Cachaza
Jefe de Gabinete de Asesores
Subsecretaría de Puertos y Vías Navegables
Av. España, C.P. 1107, Buenos Aires, Argentina
Tel: (54-11) 4361-1134 / 5964 / Fax: (54-11) 4361- 2154
E-mail: pachi@com4.com.ar

ANNEX E

OAS BANK-TRANSFER INSTRUCTIONS

ACCOUNT INFORMATION

BANK'S COMPLETE NAME:	BANK OF AMERICA
BANK ABBREVIATION:	BANK OF AMERICA
ABA/ROUTING:	054001204
BANK ADDRESS:	730 15 TH STREET N.W. WASHINGTON, D.C. 20005-1012, U.S.A.
ACCOUNT NUMBER:	20-801-25-354
ACCOUNT NUMBER:	GENERAL SECRETARIAT OF THE OAS

PLEASE INCLUDE THE FOLLOWING:

TAG on
Navigation Safety and
Environmental Protection

Special Port Program
IACD-PORT/935-OAS
IACD-PORT/932, Task 4
INTER-AMERICAN COMMITTEE ON PORTS