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Inter-American Committee on Ports



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**ACTIVITIES REPORT OF THE TECHNICAL ADVISORY GROUP (TAG) ON PORT
PROTECTION AND SECURITY**

(Presented by the Delegation of United States)

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TECHNICAL ADVISORY GROUP ON PORT PROTECTION AND SECURITY

Work Plan/Report-- September 2013 –Cartagena

Office of International Activities, U.S. Maritime Administration (MARAD)

The chair reviewed previous work plans, highlighting key issues.

- I. It should be noted that MARAD is experiencing renewed energy and focus in its programs involving international outreach. MARAD is now lead by Acting Administrator Paul Jaenichen. The Office of International Activities has a new Director, Mr. Lonnie Kishiyama. Both leaders are committed to strengthen and develop further MARAD's relationship with the Organization of American States (OAS) and the Inter-American Committee on Ports (CIP). In that regard MARAD welcomes the installation of Mr. Jorge Duran as the new Chief of the Secretariat and pledges to work with him collaboratively and energetically with renewed purpose. As we welcome these new leaders for our respective organizations, let us rededicate ourselves to a new enthusiasm as we go about our important work.
- II. We continue to try to think of ways for the Safeport.org website to be more successful as a source of information and interaction for our member interests. Over the past year, we have addressed this issue, and we have solicited your comments, your suggestions, and your ideas. We continue to do so. We want to note that we have monitored the number of visits by members over various time periods, and that the analysis provided by the webmaster encourages us once more to ask for your collaboration on this matter.
- III. More positively, as many of you know, some months ago we began the effort to propose a Pilot Maritime Safety Training Initiative. That effort has involved various drafts and, of course, transformations, of various additional drafts until we now have a pilot program that has received funding from the U.S. Mission to the OAS. It is gratifying to note as well as that Mr. Duran has supported our effort with this training initiative. I believe that it might be instructive to provide some of the details of the Pilot Workshop. Additionally, we have attached a brief outline of that workshop. More than anything else, we hope that the subject matter of the workshop resonates with the interests of our members in such a way that for spending several days in Washington something positive and lasting in terms of port safety is the result of our collaborative efforts.

Proposed Pilot Workshop on Maritime Safety

Introduction

The Maritime Administration's (MARAD) Office of International Activities is working with several agencies to develop a three-day Organization of American States' (OAS) maritime safety workshop,

as a pilot project, to train officials in several OAS member countries to address maritime safety issues. The project brings together experts from MARAD, the Department of Transportation's (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA), the National Transportation Safety Administration (NTSB) and the U.S. Coast Guard (USCG). The project is an outgrowth of MARAD's participation in the Inter-American Committee on Ports (CIP) within the OAS. MARAD's Office of International Activities serves on the Executive Board of the CIP and works closely with the Department of State's (DOS) U.S. Mission to the OAS.

Background

In broader terms, this proposed pilot workshop follows the theme of President Obama's April, 2009, speech at the Summit of the Americas, and the subsequent Caribbean Basin Security Initiative (CBSI) Partnership launched in May, 2010. More than a series of programs, the DOS- driven "multi-year, multi-faceted" CBSI has been an ongoing collaboration that draws upon and helps develop the ability of the Caribbean to address common and related challenges. Safety and security capacity-building is an example, particularly in preparation for the Panama Canal expansion.

The key objectives of the CBSI Partnership include three specific goals: 1) "Substantially reduce illicit trafficking," 2) "Increase public safety and security," and 3) "Promote social justice." DOS has urged MARAD to take the lead in addressing maritime safety responsibilities.

To initially be held at OAS Headquarters in Washington, D.C., MARAD's proposed maritime safety training workshop is organized in response to requests from the CIP and CBSI member countries. Representatives from all OAS member countries are welcome to participate.

Proposal

Taking advantage of an opportunity to work collectively, MARAD, PHMSA, NTSB, (Marine Accident Division) and the USCG are committed to participate with first-rate presentations. We expect up to sixty participants from OAS member countries, a majority of whom are expected from CBSI member countries. CBSI member countries include Antigua and Barbuda, The Bahamas, Barbados, Belize, Dominica, Grenada, Guyana, Haiti, Jamaica, St. Kitts and Nevis, Saint Lucia, St. Vincent & the Grenadines, Suriname, Trinidad and Tobago, The Dominican Republic, and the United States.

Agenda

The workshop's duration is expected to be three full days, addressing the following topics:

Welcome Remarks

Keynote Speaker: TBD

Introduction and framing discussion by MARAD:

- Revisiting the Concept of "Safety" and Safety Cultures
- The Causes and Consequences of Disasters

- Safety Experiences in the Offshore Oil & Gas Industry
- Avoiding Paths to Tragedy: Recommendations for Government and the Maritime Industry at-large

Topics of discussion by PHMSA:

- PHMSA Overview of Hazardous Materials.
- PHMSA Security Plans.
- Training Requirements for Hazmat Employees (including port facility workers).
- Emergency Response Guidebook/Incident Reporting.
- The International Hazardous Materials Regulatory System (UN/IMO/ICAO).
- Pending Regulatory Changes (IMO/IUN i.e. Flexible Bulk Carriers, Chemicals Under Pressure.

Topics of discussion by NTSB:

- The statutory and regulatory underpinnings of accident investigations.
- Conducting investigations
- Areas of focus in investigations
- Interviewing
- Preparing and writing marine accident reports
- Case Studies: Eagle Otomoe and Empress of the North

Topics of discussion by the USCG:

- Container inspections Program (what to look for, what might be considered a violation)
- The ACEP program
- The IMDG Code and the IMSBC Code from the Coast Guard perspective
- Packing Guidelines for CTUs
- Proper documentation
- Limited Quantities
- Clarification on amendments to the transport provisions for UN3166 and UN3171

Topics of discussion by a Cruise Line Regulator/Industry Rep (FBD):

- The Nature of the Industry: Different Descriptions
- The Impetus for Safety Requirements
- How things Can Go Wrong Very Fast
- Lessons Learned From Recent Incidents• Costa Concordia
- Carnival Triumph, Carnival Dream

The USCG View of the Cruise Line Industry: The Impetus for Safety Requirements and the need for a proactive approach.

- Prevention, improved survivability, regulatory flexibility, operations, health safety and medical care

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