



PORT SECURITY AND SAFETY A SUCCESSFUL EXPERIENCE

Cartagena, Colombia

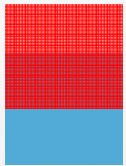
Presented by: Mr. Alix CELESTIN
General Director (APN)



RÉPUBLIQUE D'HAÏTI
Liberté – Egalité – Fraternité



HAITI PORT SECURITY AND SAFETY: A SUCCESSFUL EXPERIENCE



SCOPE OF THE PRESENTATION

- I- INTRODUCTION: IMPORTANCE OF MARITIME TRADE
- II- STATE OF GLOBAL PORT SECURITY
- III- PORT SECURITY: CASE OF HAITI

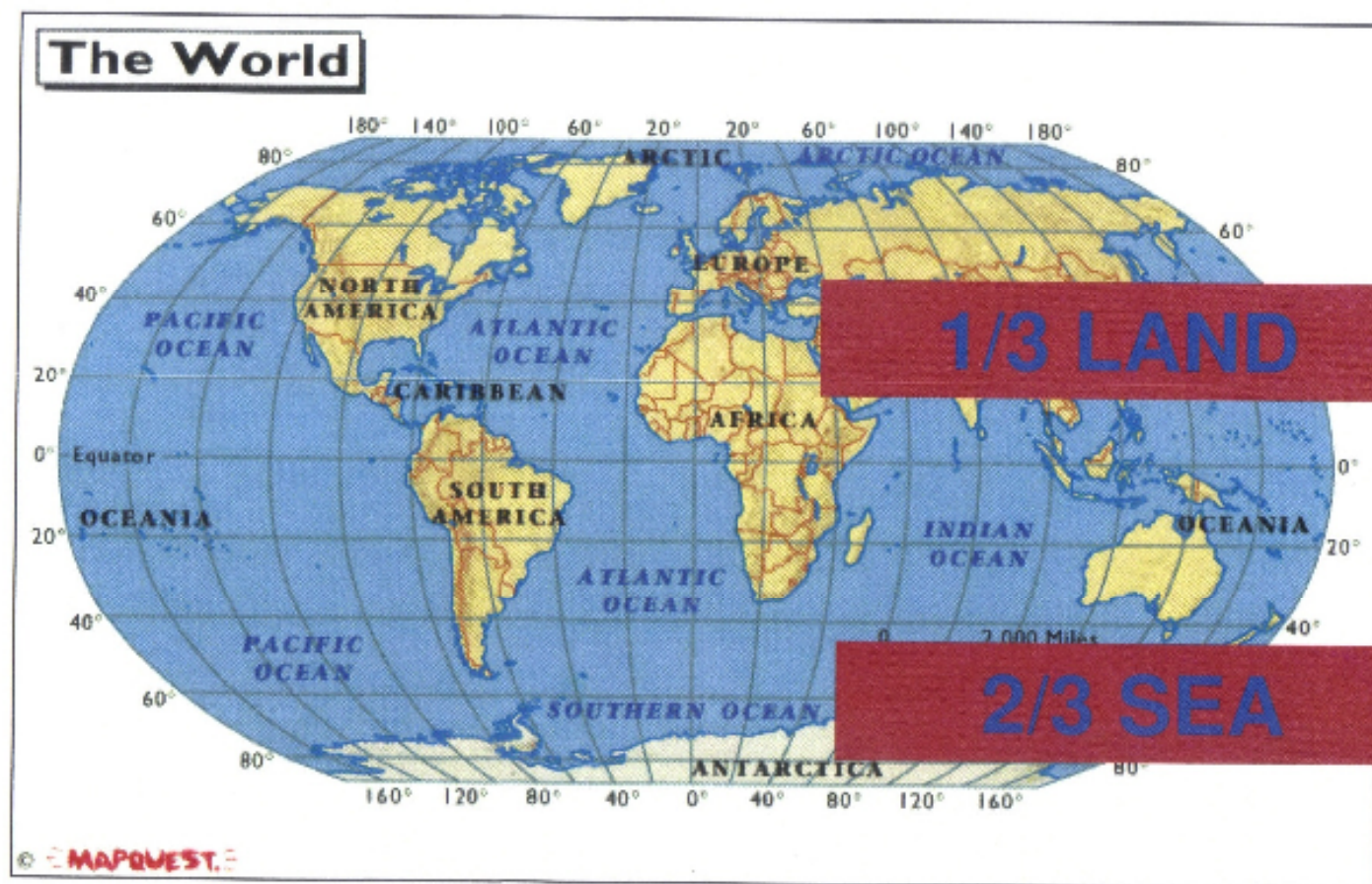
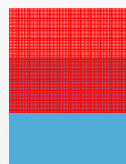
- 1- Major enlisted ports
- 2- Description of the port activities
- 3- ISPS implementation procedures
- 4- Principal measures and methods of port security
- 5- Principal challenges identified in the ports
- 6- Significant achievements

- IV- FUTURE PLANS
- CONCLUSION





1- INTRODUCTION

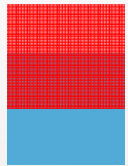


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GLOBAL MARITIME TRANSPORT



**+80% Global commerce is made
on open ocean thru
50.000 ships**

**90% of manufactured products is
transported thru 1200 ocean container ships**

**40,000 ports with
600 container terminals to handle
325 millions UEV**

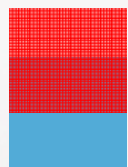
**The world trade is totally dependent on maritime transport
&
The globalization of the trade is based on container global
network**

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2-STATE OF GLOBAL PORT SECURITY



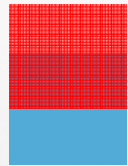
The tragic event of September 11, 2001 created an legitimate renewed interest on the security aspect of trade and transport related matters, The most visible measures in this area had been:

- . *In 2001, voluntary certification program (C-TPAT)*
- . *In 2003, 24 hours advanced manifest rule for shipment to US ports*
- . *In 2004, the implementation of the ISPS Code*



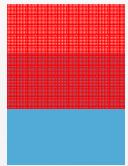


2- STATE OF GLOBAL PORT SECURITY (CNT'D)



- The objective of the International security for ships and port facilities (ISPS) code is to establish an international framework involving cooperation between signatory governments, government agencies, local administrations and the shipping and ports industries, to detect, assess security threats and take harmonized preventive measures against security incident affecting ships and port facilities used in international trade





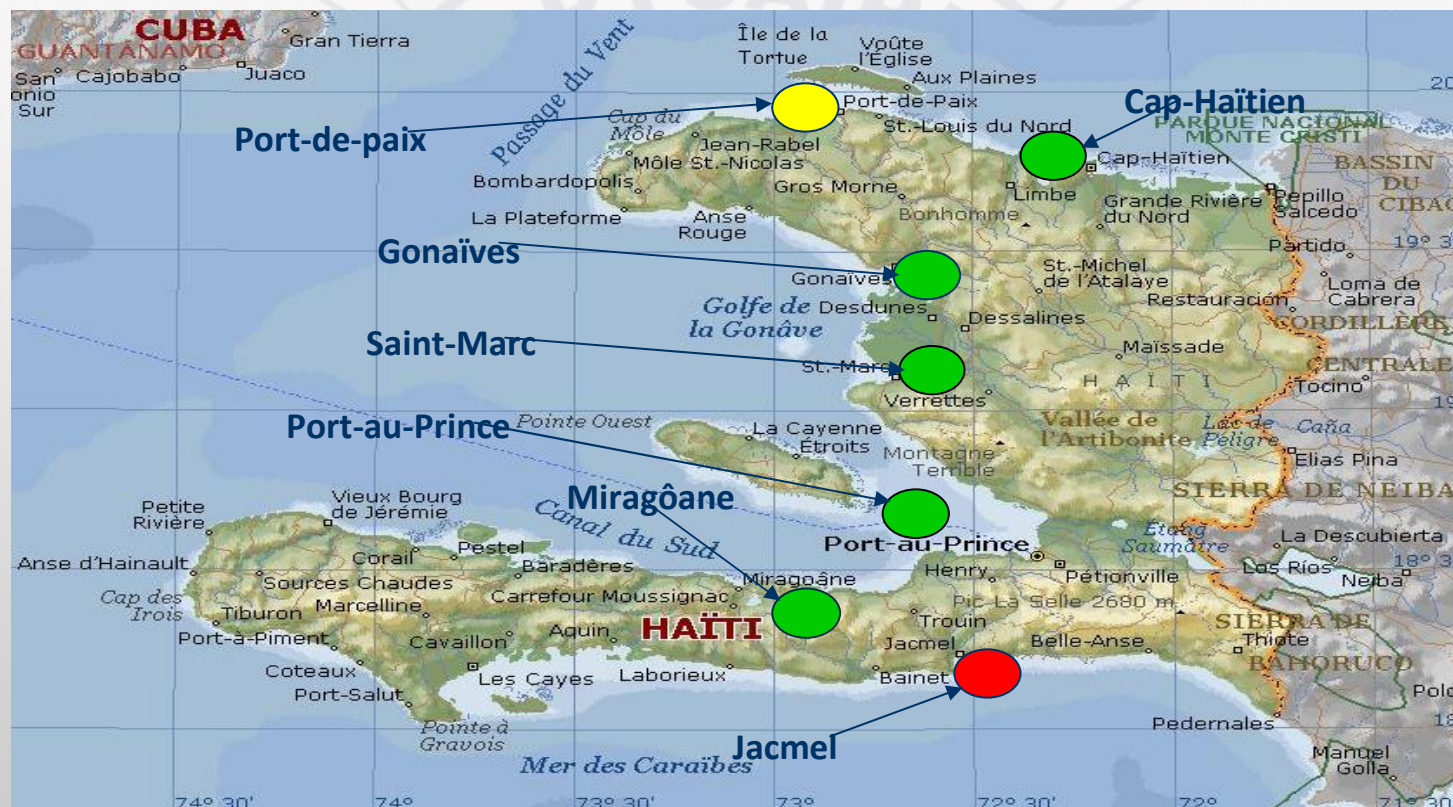
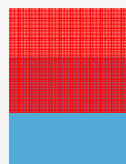
III- PORT SECURITY: CASE OF HAITI

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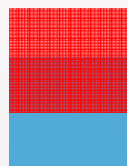


1- MAJOR ENLISTED PORTS OF HAITI

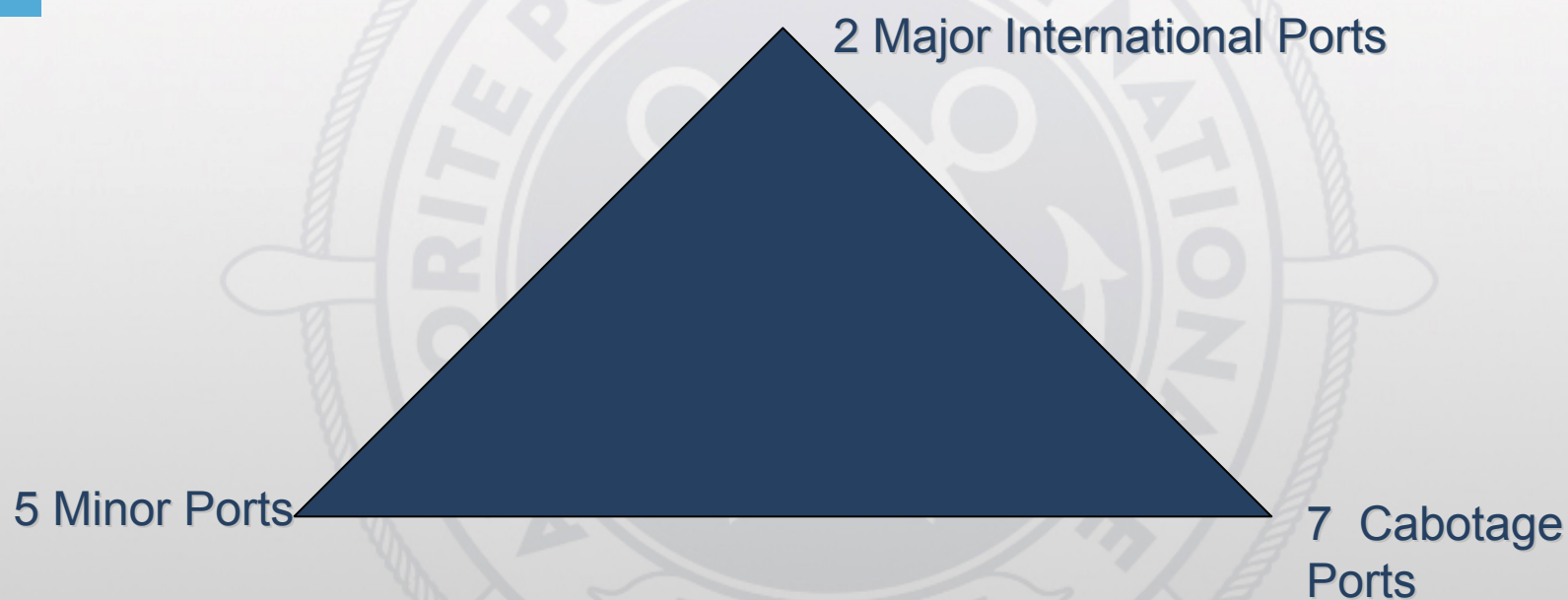


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OVERVIEW OF THE PORT SECTOR



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PORT DE PORT-AU-PRINCE POST EARTHQUAKE

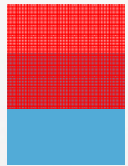


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PORT DU CAP-HAITIEN



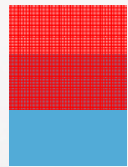
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2- DESCRIPTION OF THE PORT ACTIVITIES

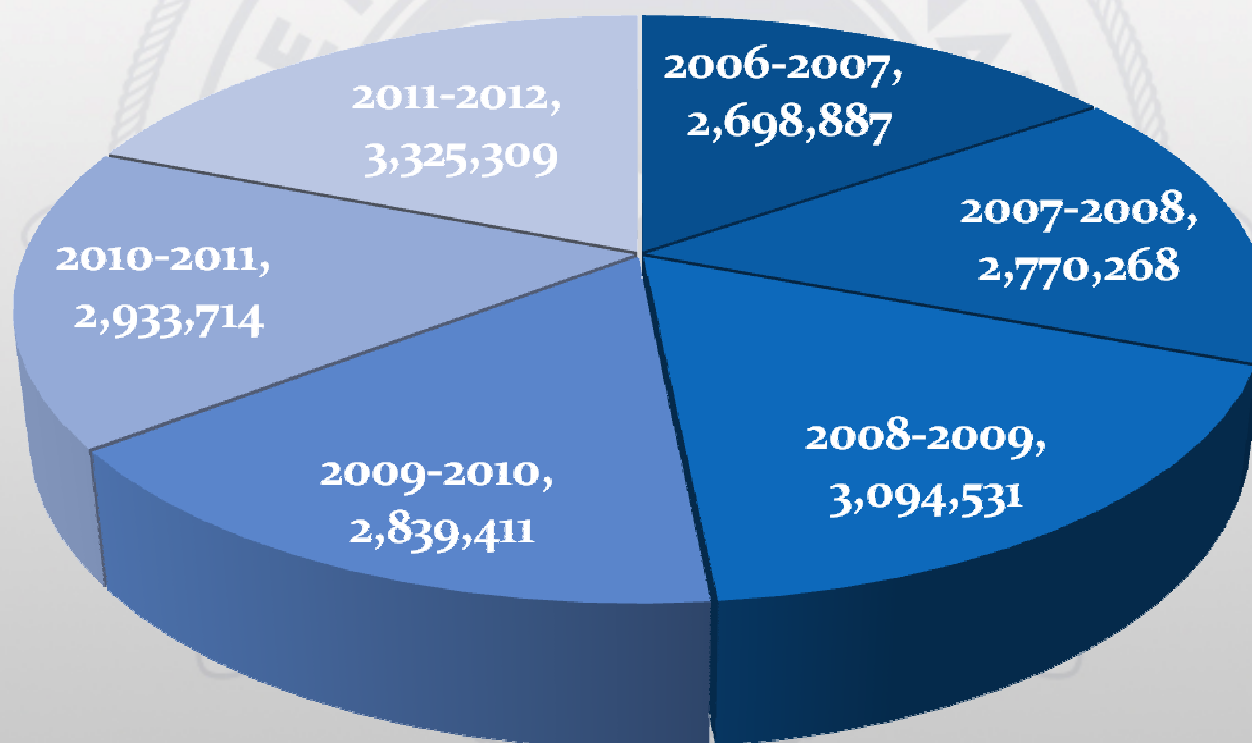
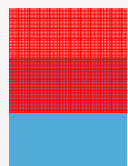


- Port-au-Prince and Cap-Haitien: two (2) multipurpose ports that cater for general, bulk, liquid oil and containerized cargo
- **LABADIE**: Passenger cruise ship





EVOLUTION DE LA CARGAISON TOTALE MANUTENTIONNÉE À L'IMPORT

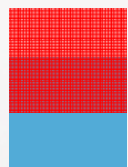


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3- ISPS IMPLEMENTATION PROCEDURES

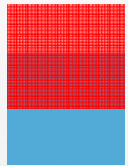


- Appointing National Port Authority as Designated Authority (DA)
- Granting authorization to RSOs to conduct PFSA & PFSP through the DA
- Establishing Local Port Security Committee
- Selecting ports and port facilities





ISPS APPROVED FACILITIES

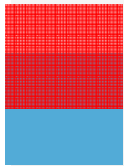


- In Haiti, 11 ports facilities are implementing the ISPS Code. Therefore they all have security monitoring restricted area. In addition each facility has designated a PFSO responsible for ensuring implementation of the respective security plan. ISPS Code has the merit to drastically improve the security levels of Port Authority, port facilities and as well as the vessels, by focusing on basic discipline and solid common sense of physical security measures as lighting, fencing and proactive patrolling.





4- PRINCIPAL MEASURES AND MECHANISMS OF PORT SECURITY



PHYSICAL MEASURES

- Fencing
- Gates
- Watch Tower
- Emergency generator
- Patrol vehicles
- Patrol Boats
- Communication Equipment
- Alarm System
- Cameras
- Contingency Plan
- Drills & exercises
- Access Control procedures
- Restricted Area procedures
- Traffic Management
- Port Security Force and Police Department
- Haitian Coast Guard intervention
- Training
- Customs Coordination
- Web Site

<http://www.apn.gouv.ht>

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Government

Organizational Structure

National Security Commission on port facilities

Ministry of
Transportation &
Public Works

Ministry of
Economy & Finances

Ministry of
Trade & Industry

Ministry of
Justice & Public Security

Ministry of
Homeland

Designated Authority

National Accreditation
Committee on Ships
& Ports (NACSP)

Port Authority

Maritime
Administration
SEMANAH

CUSTOMS

Immigration

Public
Security

Coast Guard

PFSO

RSO

Port Security Committee

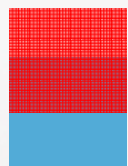
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DA MEETING





4- PHYSICAL SECURITY MEASURES (CNT'D)

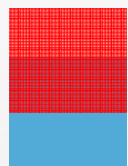
- port-wide perimeter fence or concrete wall monitored by security guard to check the identity of all persons entering or leaving the areas.
- restricted areas are secured with fences, a minimum of 5' foot in height to ensure a clear field of vision and to ensure the integrity of the fences
- sensitive areas in the port facility are equipped with electronic intrusion systems & camera surveillance
- Signs at all gates
- Lighting

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4- OPERATIONAL SECURITY MEASURES (CNT'D)



- Port Facility Security Plan and procedures
 - Written PFSP
 - Policy for security guard personnel
 - Policy for port operations
 - Written standard operating procedures (SOP) developed according to the PFSP, taking into account the vulnerability of port location
- Access control
 - ID badges

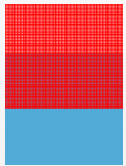
Required for all port employees, tenants, port users and visitors

NB: Background checks are conducted for all port employees prior to receipt of port ID badges





4- MECHANISMS PUT IN PLACE (CNT'D)



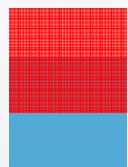
- PSC IS BEING ASSURED BY DIFFERENT AUTHORITIES MAINLY:
 - The maritime administration (SEMANAH)
 - Customs
 - Immigration
 - Port authority (port captaincy)
 - National police
 - Ministry of health

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5- PRINCIPAL CHALLENGES IDENTIFIED IN THE PORTS

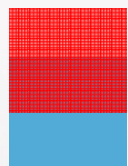


- . Institutional Framework
- . Legislative Framework
- . Technical Framework
- . Budget constraints
- . Natural disaster: earthquake





5- CHALLENGES IDENTIFIED DURING THE IMPLEMENTATION (CNT'D)



- **TECHNOLOGY**

- Lack of automatic system for monitoring port and terminal

(Automated Identification System AIS and Long Range Identification Tracking LRIT)

- **HUMAN RESOURCES**

- Shortage of ISPS staff

- **LEGISLATION**

- Developing National Legislation to codify Maritime security standards and performance

- **FINANCIAL**

- Budget constraints and cost recovery

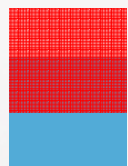
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6- SIGNIFICANT ACHIEVEMENTS



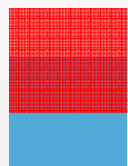
- Safe and Secure environment within the ports
- Major guard training and awareness campaign
- Effective monitoring control
- Contingency Plan in place
- Web Site as channel of communication
- Cooperation, coordination & good communication between the lead implementation agencies.





6- SIGNIFICANT ACHIEVEMENTS

(CONT'D)



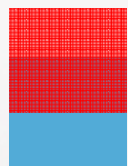
- Security measures taken by the National Port Authority widely contributed to reduce rubbery and lack of safety within the port areas. These measures have led to enhance the port image and created opportunities to bring more vessels.
- Create an organizational framework where the various state entities or agencies interact with a single goal of enhancing maritime security by sharing information (National Accreditation Committee: CNANP)

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6- SIGNIFICANT ACHIEVEMENTS (CNT'D)

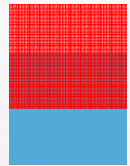


- 48 hours prior to the arrival of the ship and electronic version of the manifest has to be submitted to customs in order to be screened and analyzed through risk management techniques
- Application of recent technologies for example computer based data analysis and targeting system designed to interpret the large volume of cargo data supplied every day by ACI program
- MoU between customs and private industries aim ensuring that those partners are proven to be legitimate self discipline and trust worthy





6- SIGNIFICANT ACHIEVEMENTS THROUGH CUSTOMS (CNT'D)



- Container inspection
- Physical examination of 15% of cargo
- Collaboration and cooperation with other agencies such as police, mainly maritime agents import & export industries ...
- Special brigades are deployed along
 - *main road*
 - *land border*
 - *the ports*



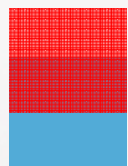


Scanning container





6- SIGNIFICANT ACHIEVEMENTS (CNT'D)



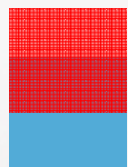
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6-SIGNIFICANT ACHIEVEMENTS

(CONT'D)



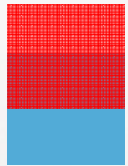
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6- MAJOR ACHIEVEMENTS



- Providing a better security environment for business activity
- Improving port services to port users
- Reducing the illegal traffic and eliminating cargo robbery

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IV- FUTURE PLANS

- Integration of intelligence services
- Ratification of other important conventions
- Merging of maritime legislation to include all the conventions ratified by the country
- Broadening public awareness
- Enforce communication with the certified port facilities





V- CONCLUSION

The National Port Authority will continue to take a strong, proactive approach to security management and crime prevention. Security for the Designated Authority is not just about complying with the Code but particularly its daily application so that the users can appreciate our port as a safe one. It is not a matter of concern to one country or a group of countries. It is a global issue that affects us all we should spare no effort to ensure that together we can contribute to keep Maritime Transportation safe and secure.





PORT-AU-PRINCE 2020



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