

# ORGANIZATION OF AMERICAN STATES



INTER-AMERICAN DRUG ABUSE CONTROL COMMISSION

cicad

**THIRTY-EIGHTH REGULAR SESSION**  
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Washington, D.C.

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**FINAL REPORT**  
**(Provisional)**

**GROUP OF EXPERTS ON MARITIME**  
**NARCOTRAFFICKING**

**Mexico City, Mexico**

**GROUP OF EXPERTS ON  
MARITIME NARCOTRAFFICKING  
October 25-27, 2005  
Mexico City, Mexico**

**OEA/Ser.L/XIV.4  
CICAD/doc.3/05  
October 29, 2005  
Original: English**

**FINAL REPORT  
(provisional)**



## **I. BACKGROUND**

During its thirty-sixth regular session in Washington (December 7-9, 2004), the Commission considered the report of the Group of Experts on Maritime Narcotrafficking. The Commission directed that the Group meet in 2005 to continue its work on the recommendations contained in the report that it presented to the Commission during its XXXVI regular session. The Group met in Tegucigalpa, Honduras (April 4 to 8, 2005) and presented its report and recommendations to during the Commission's thirty-seventh regular session. The Commission accepted the recommendations contained in this report. Following this meeting, Mexico and Brazil assumed the role of co-chairman of the Group.

## **II. PROCEEDINGS**

### **A. PARTICIPANTS**

#### **1. MEMBER STATES OF CICAD**

Thirty-five experts from the following 14 member states participated in this meeting: Argentina, Bolivia, Brazil, Canada, Chile, Colombia, Ecuador, El Salvador, Haiti, Honduras, Mexico, Paraguay, Trinidad and Tobago, United States and Venezuela.

### **B. SESSIONS AND ORGANIZATION OF THE MEETING**

#### **1. OPENING SESSION**

The opening session for this Group of Experts meeting took place at 09:25 on October 25 at the Foreign Ministry in Mexico City, Mexico. Rear Admiral C.G. Conrado Aparicio Blanco of Mexico and Luiza Lopez da Silva of Brazil welcomed the participants and offered opening remarks. In doing so, the speakers underlined the importance of the work of this group of experts in helping CICAD member states to deal effectively with the problem of maritime narcotrafficking and the critical role that international cooperation plays in this effort.

## 2. WORKING SESSIONS

The Group of Experts on Maritime Narcotrafficking met in plenary session to consider the recommendations and elements of the plan of action further to discussions during its meeting in Tegucigalpa (April 2005). Capitán José Corro Chávez of Mexico and Mr. Ronaldo Urbano of Brazil served as chairs of the meeting of this Group of Experts. A copy of the schedule of activities for the meeting is attached.

At the outset of the meeting, each participant introduced him/herself. In doing so, they also identified one or two issues of concern or trends related to maritime narcotrafficking that the group should consider. The group identified the following issues of common concern:

- port security and control including marinas and fishing ports
- international cooperation
- inter-agency cooperation and coordination
- control of small vessels, pleasure craft, "go fast" boats and fishing vessels
- communication and the exchange of information/intelligence
- control of chemicals
- increased use of containers in maritime narcotrafficking

The Group noted that some of these issues are already being addressed in tasks arising from previous meetings and recommendations.

### A. Review of concerns, gaps and needs related to port security:

In 2003, a working group that preceded this Group of Experts conducted a Hemispheric Study of Maritime Narcotrafficking. The study covered a range of issues related to the control of maritime narcotrafficking extending from ports and surrounding area to the open seas. The report contained a series of tasks/recommendations including the following related to port security:

- o **Task 3.** - Effective controls of ports and maritime narcotrafficking
- o **Task 4.** - Current data collection systems utilized in ports
- o **Task 6.** - Establishment of an interagency council or committee to coordinate the cooperative implementation of counterdrug port security programs.
- o **Task 11.** - Effective systemic control of chemical cargoes shipped through ports, in order to prevent their illicit diversion.
- o **Task 12.** - Enhance security in free trade zones in ports and free ports

The Group of Experts proposed to re-examine this issue and these recommendations with consideration to new trends and threats as well as the implementation of new controls such as the amendments to the 1974 Safety of Life at Sea Convention (SOLAS), particularly the International Ship and Port Facility Security Code (ISPS Code) introduced by the International Maritime Organization (IMO).

To frame the discussion, the delegation of Brazil delivered a series of presentations on their implementation of the ISPS code, the role of customs in port security in Brazil and the role of the Federal Police in the control of maritime narcotrafficking. Mexico also delivered a presentation on their work in the area of port security.

The resultant discussion covered a range of issues related to port security. This included the importance of information exchange and cooperation and the need for timely information regarding the movement of cargos and containers. The Group considered the above noted tasks related to port security and agreed that they were still relevant and important to pursue. The Group proposed to include them in its plan of action for 2006. In doing so, various delegations stepped forward and offered to take the lead and prepare drafts for consideration at the next meeting. The distribution of responsibilities is as follows:

**Task 3: Canada to develop draft best practices guide and related strategies that member states could use to promote effective controls over ports and maritime narcotrafficking in an environment of limited resources (human, financial and equipment)**

**Task 4: US to prepare a draft reference guide regarding data collection systems in ports for use of member states in developing or upgrading their national systems.**

**Task 6: US to develop a draft guide for the establishment of an interagency council or committee to coordinate the cooperative implementation of counterdrug port security programs (US to consult with Canada which is working on the issue of regional or sub-regional Joint Operations Centers for cooperation).**

**Task 11: Mexico and Brazil to develop a draft reference guide of best practices and procedures for the effective systemic control of chemical cargoes shipped through ports, in order to prevent their illicit diversion.**

In addition to the foregoing tasks related to port security, the group considered task 12 that relates to practices and procedures to enhance security in free trade zones in ports and free ports. The Group agreed that additional information was

required regarding this matter and proposed that a presentation on this issue be included in the agenda of the next meeting.

**B. Standardized threat/risk assessment matrix, combining both the matrices on the assessment of threat in ports and coastal areas/maritime approaches:**

During previous meetings, the Group of Experts prepared two threat/risk matrices. One focused on the threats and risks to security in ports. The second focused on coastal/maritime approaches. In finalizing these matrices, the Group proposed that they be combined into one document that the Executive Secretariat would not only post to the web page but also share with the IMO.

Having coordinated the preparation of these two matrices, the delegation of Canada took the lead in combining them into one document. Due to a family emergency, Mr. Marc Mes, head of the Canadian delegation was not able to attend the meeting and present the revised draft. The Executive Secretariat delivered a short presentation, outlining the background of this task and the expected outcome. The Executive Secretariat advised that copies of the draft matrix will be distributed to all members of the Group following the meeting. Members would then have until December 31 to submit their comments and suggestions for changes to the Executive Secretariat. After that, the Executive Secretariat will post the revised matrix to the CICAD web page and forward a copy to the International Maritime Organization (IMO). The delegation of Canada was asked to communicate the Group's thanks to Mr. Mes for his leadership and work on this initiative.

**C. Task 2. - Create a Model Maritime Control Legislation (or a set of laws and regulations) that countries can use to review and update their laws and regulations to ensure adequate maritime jurisdiction and security.**

In previous meetings, the Group of Experts considered this recommendation contained in the Hemispheric Study of Maritime Narcotrafficking. In doing so, the Group determined that given the complexity and diversity of the issue, it would be very difficult to develop model legislation or regulations as proposed by the recommendation. As an alternative, the Group proposed to develop a series of principles of interdiction that member states could use for their agencies or as part of a bilateral or multinational response to maritime narcotrafficking.

Mr. Wayne Raabe, head of the Delegation from the United States of America, introduced a draft document to serve as a point of departure for discussion regarding this matter. In doing so, Mr. Raabe provided an overview of the

background of the principles document and a brief review of individual paragraphs. During the discussion, participants noted some changes required in the draft presented. The Chair thanked the delegation of the United States for their work on this paper. The Group agreed that the US delegation would revise the Spanish and English versions of the draft and distribute them to the participants. Participants would then be invited to submit additional comments by December 31, 2005. The delegation will distribute revised versions for further review prior to the meeting where it will be finalized.

**D. Task 7.- Model Operating Procedures Manual for joint and combined bilateral or regional interdiction operations.**

During previous meetings, the Group developed a guide for the development of operational procedures related to interdiction operations. As a next step, the Group proposed to use this guide and develop a model operating procedures manual.

LT(N) Michael Brathwaite of Trinidad and Tobago delivered a brief presentation on the background of this issue and to introduce the draft manual that was prepared. The delegation of the United States pointed out that there was direct link between this manual and the draft principles of interdiction. The delegation of Honduras suggested that there were a number of other issues that should be considered within the scope of the draft manual. The Group also agreed that the manual was a “dynamic and living” document that would continue to grow and expand as new issues and threats were identified.

The Chair thanked the delegation from Trinidad and Tobago for their work. In doing so, the Chair invited participants to submit their comments and suggestions to the Executive Secretariat by December 31. The proposed changes would be included in the revised draft that the delegation of Trinidad and Tobago would present during the next meeting to be finalized and then accepted.

**E. Task 10.- Develop a model system or vessel registry to monitor pleasure boats, traditional fishing vessels and “go fast” boats in support of maritime domain awareness and investigations.**

The Group of Experts had done some preliminary work on this issue during the last meeting. This is an area of particular concern for member states faced with high maritime traffic in small craft including pleasure craft, fishing vessels and particularly, “go-fast” boats.

The delegation of Colombia delivered a presentation on their activities in the control of maritime narcotrafficking. The delegation of Mexico then delivered a



presentation on their registration system to control the small vessel. A number of delegations shared their experiences in relation to the control of small vessels.

Further to these presentations and discussion, the delegations of Mexico and Colombia agreed to work together to develop a draft guide for establishing a system to register and monitor small vessels and the elements that should be included in such a system. The drafters proposed to present their work for the Groups consideration at the next meeting..

**F. Task 9.- Develop alternatives to increase private industry stakeholder participation in the funding of and involvement in counterdrug port security**

The Group has discussed the role of the private sector in matters related to port security and minimizing the use of legitimate cargos to hide illicit drug shipments. During the Group's last meeting, Carlos Farfan of the Business Anti-Smuggling Coalition (BASC), delivered a presentation on how this organization operates and how the business sector can play an active role in port and cargo security. In doing so, all parties, including accredited businesses and port authorities, realize benefits from the experience. Building on the presentation by Mr. Farfan, the Executive Secretariat distributed a document outlining the procedures for inclusion as a BASC company and the countries of the Americas where BASC is or will be in place (copy attached).

The approach promoted by BASC is a useful way to engage the private sector in port security. At the same time, port authorities and government agencies are left with the responsibility of implementing the necessary infrastructure and other basic elements necessary to ensure the security of ports. The Group agreed that the business sector could play a role in supporting (financially or in-kind) the establishment of systems, procedures and/or infrastructure to enhance port security. Several delegations shared their experiences in this regard. The delegation of Brazil offered to deliver a presentation on their experiences during the next meeting.

The delegation of Chile offered to prepare a guide of best practices and basic elements to increase private sector involvement in funding or otherwise supporting counterdrug port security.

**G. Other Issues**

Mr. Pablo Martinez of the Inter-American Committee Against Terrorism (CICTE) provided the Group with a brief report on the Strategic Framework for Inter-American Port Security Cooperation (copy attached). This framework came from

discussions during a recent meeting of the Inter-American Committee on Ports (CIP). It defines a proposed approach for handling the issue of port security within the context of the Organization of American States. The draft framework was offered to the participants for their information.

### **3. CLOSING SESSION**

The Group of Experts concluded its work on October 27. The Chair of the Group closed the meeting and thanked the members for their participation. In closing the meeting, the Group agreed to meet in Brazil in April or May 2006 (date and venue to be determined).

### III. CONCLUSIONS AND RECOMMENDATIONS OF THE GROUP OF EXPERTS

#### RECOMMENDATIONS TO CICAD IN ITS THIRTY-EIGHTH REGULAR SESSION:

1. That the Commission:

- **direct** the Group of Experts to meet again in 2006 and implement the following plan of action, allowing for the consideration of new or emerging issues:

#### **Consider and finalize:**

- the revised draft principles of maritime interdiction prepared by the United States - Recommendation/task 2

- the draft best practices guide and related strategies to be prepared by Canada that member states could use to promote effective controls over ports and maritime narcotrafficking in an environment of limited resources (human, financial and equipment) - Recommendation/task 3

- the draft reference guide to be prepared by the United States regarding data collection systems in ports for use of member states in developing or upgrading their national systems. - Recommendation/task 4

- the draft guide to be prepared by the United States for the establishment of an interagency council or committee to coordinate the cooperative implementation of counterdrug port security programs (US to consult with Canada which is working on the issue of regional or sub-regional Joint Operations Centers for cooperation). Recommendation/task 6

- the revised Model Operating Procedures Manual for joint and combined bilateral or regional interdiction operations prepared by Trinidad and Tobago - Recommendation/task 7

- Develop alternatives to increase private industry stakeholder participation in the funding of and involvement in counterdrug port security (Chile) - Recommendation/task 9

- the draft guide to be prepared by Mexico and Colombia for establishing a vessel registry and system to monitor pleasure boats, traditional fishing vessels and “go

fast” boats and other small vessels in support of maritime domain awareness and investigations. Recommendation/task 10

- the draft reference guide of best practices and procedures to be prepared by Mexico and Brazil for the effective systemic control of chemical cargoes shipped through ports, in order to prevent their illicit diversion. Recommendation/task 11

**Consider:**

- Task 13 related to the feasibility of establishing regional or sub-regional Joint Operations Centers for cooperation among those member states whose laws and regulations allow them to do so (Canada).

- the issue of increased use of containers to move illicit drugs by maritime means

- a presentation regarding Task 12 concerning practices and procedures to enhance security in free trade zones in ports and free ports.

- a presentation by Brazil regarding Task 9 and the increase private sector involvement in funding or otherwise supporting counterdrug port security

- a presentation by Brazil (new task 12 bis) on the coordination between Customs, Police and other authorities regarding the combat against drug trafficking in ports

# ORGANIZATION OF AMERICAN STATES



INTER-AMERICAN DRUG ABUSE CONTROL COMMISSION

cicad

**WORKING GROUP ON MARITIME  
NARCOTRAFFICKING MEETING**  
October 25 - 27, 2005  
Mexico City, Mexico

**CICAD/inf. 2/05**  
**October 3, 2005**  
**Original: Spanish**

## SCHEDULE OF ACTIVITIES

### Tuesday, October 25

- |                      |   |
|----------------------|---|
| <b>08:30 – 09:00</b> | <b>Registration</b>   |
| <b>09:00 – 09:30</b> | <b>Opening Remarks</b>  |
| <b>09:30 – 10:00</b> | <b>Introduction and Review</b> <ul style="list-style-type: none"><li>• Background of Group</li><li>• Schedule of work</li><li>• Proposed work methodology</li></ul>   |
| <b>10:00 – 11:15</b> | <b>Review of concerns, gaps and needs related to port security:</b> <ul style="list-style-type: none"><li>○ <b>Recommendation No. 3.-</b> Effective controls of ports and maritime narcotrafficking (Presentation by Brasil)</li><li>○ <b>Recommendation No. 4.-</b> Current data collection systems utilized in ports</li><li>○ <b>Recommendation No. 6. -</b> Establishment of an interagency council or committee to coordinate the cooperative implementation of counterdrug port security programs.</li><li>○ <b>Recommendation No. 11. -</b> Effective systemic control of chemical cargoes shipped through ports, in order to prevent their illicit diversion.</li><li>○ <b>Recommendation No. 12.-</b> Enhance security in free trade zones in ports and free ports</li></ul> |

- 11:15 – 11:30**      **Break**
- 11:30– 13:00**      **Port Security (*cont.*)**
- 13:00 – 14:30**      **Lunch at the Ministry of Foreign Affairs**
- 14:30 – 15:45**      **Port Security (*cont.*)**
- 15:45 – 16:00**      **Break**
- 16:00 – 17:00**      **Port Security (*continuation and conclusions*)**
- 17:00 – 18:00**      Standardized threat/risk assessment matrix, combining both the matrices on the assessment of threat in ports and coastal areas/maritime approaches (Presentation by Canada)
- 18:30**                Cocktail organized by the Secretary of Foreign Affairs.

**Wednesday, October 26**

- 09:00 – 11:00**      **Presentation on recommendation No. 2.-** Create a Model Maritime Control Legislation (or a set of laws and regulations) that countries can use to review and update their laws and regulations to ensure adequate maritime jurisdiction and security (United States).
- 11:00 – 11:15**      **Break**
- 11:15 – 13:00**      **Continuation and Conclusions Recommendation No. 2**
- 13:00 – 14:30**      **Lunch at the Ministry of Foreign Affairs**
- 14:30 – 16:00**      **Presentation on recommendation No. 7.-** Model Operating Procedures Manual for joint and combined bilateral or regional interdiction operations. (Trinidad and Tobago)
- 16:00 – 16:15**      **Break**
- 16:15 – 18:00**      **Continuation and Conclusions Recommendation No. 7**

**Thursday, October 27**

- 09:00 – 11:00**      **Presentation on Recommendation No. 10.-** Develop a model system or vessel registry to monitor pleasure boats, traditional fishing vessels and “go fast” boats in support of maritime domain awareness and investigations.
- 11:00 – 11:15**      **Break**
- 11:15 – 13:00**      **Continuation and Conclusions Recommendation No. 10**
- 13:00 – 14:30**      Lunch at the Ministry of Foreign Affairs
- 14:30 – 16:00**      **Presentation on Recommendation No. 9.-** Develop alternatives to increase private industry stakeholder participation in the funding of and involvement in counterdrug port security.
- 16:00 - 16:15**      **Break**
- 16:15 – 17:15**      **Continuation and Conclusions Recommendation No. 9**
- 17:15 – 17:45**      **General conclusions**
- 17:45**              **Closing**

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

FOURTH MEETING OF THE  
INTER-AMERICAN COMMITTEE ON PORTS  
September 13-16, 2005  
Maracaibo, Venezuela

OEA/Ser.W/XIII.4.4  
CIDI/CIP/doc. 147/05/rev.1  
September 13, 2005  
Original: Spanish

**STRATEGIC FRAMEWORK FOR INTER-AMERICAN  
PORT SECURITY COOPERATION**



## **STRATEGIC FRAMEWORK FOR INTER-AMERICAN PORT SECURITY COOPERATION**

### **I. Preamble**

1. Port security is crucial to the economic viability of the American regional marine transportation system and to its international competitiveness. It contributes to overall crime-prevention programs, to fighting terrorism and other threats, such as illegal trafficking of drugs, arms and people and other forms of organized crime, as well as other offenses affecting cargo security and maritime traffic (theft, stowaways, and smuggling), that threaten criminal port exploitation.
2. The Department of Multidimensional Security of the OAS through the Inter- American Committee Against Terrorism (CICTE) and the Inter American Drug Abuse Control Commission (CICAD) -- and the Department of Integral Development of the OAS through the Technical Advisory Group on Port Security- - play relevant hemispheric roles in efforts to assist countries to improve port security systems.
3. Effective regional port security requires an interdependent network relationship among trade partner ports and associate countries, as well as adherence to a common international standard of security, to protect the flow of international trade and transshipment cargoes, as well as passenger transportation.
4. Consequently, a strategic framework could guide OAS Member States in developing the institutional readiness and technical capacity to implement necessary port security improvements.
5. Higher international security standards as established now or in the future necessarily involve a fostering of stronger hemispheric cooperation so that the higher costs involved (improvement of physical and administrative infrastructures, equipment, training and improvement of capabilities, etc.) can be met by all the States as a means to guarantee the harmonized implementation of new port security standards.
6. In considering the appropriate mechanisms and procedures to begin the development of a strategic regional port security framework that strengthens hemispheric cooperation, States should examine existing bilateral and multilateral initiatives that have compatible purposes and structures, and evaluate how they may be used to foster this process. The language and intent of this framework are based on existing accomplishments of the OAS and other international security plans, strategies, and initiatives.

## **II. Elements of the Strategic Port Security Framework: guidelines and objectives**

7. A strategic framework is specifically designed to deter, disrupt, and dismantle terrorist and transnational criminal organizations jeopardizing international maritime commerce in the Western Hemisphere. A strategic and systemic approach is essential to the planning and policy making process of mobilizing, coordinating, and calibrating means and resources. Such an approach must include certain basic elements so that deployment of common tools and interoperable techniques can be synchronized.

8. An effective strategic framework requires a recurring assessment process for identifying and reducing the vulnerabilities to security exploitation faced by the region's ports, and the development of effective countermeasures to deter and defeat the threats posed by terrorism and organized crime.

9. The elements of the strategic framework are intended to:

- a) Increase the priority and resources devoted to enhancing and maintaining port security in the hemisphere and trade partner seaports.
- b) Achieve greater effectiveness and synergy by improving internal and external coordination of national and regional agencies that deal with seaport security and the threats posed by terrorist and organized crime groups, and other malevolent non-state actors.
- c) Improve and expand the multilateral mechanisms and work with other governments to implement a hemispheric port security framework.
- d) Employ affirmatively and creatively all legal means available to combat the full range of criminal and corruptive activities affecting the seaports and maritime commerce of the hemisphere.

10. The strategic port security framework should include achievable and measurable goals. Implementation should involve setting and accomplishing objectives that are reasonably attainable and which will contribute to these goals, while adhering to basic principles consistent with the intent of this framework.

11. In order to undertake an Strategic Port Security Framework, the OAS Member States should:

- a) Substantially improve hemispheric seaport security and its related components to implement and sustain compliance with the IMO's ISPS Code.

b) Develop port security capacity sufficient to reduce the vulnerability of ports to terrorists and local and transnational criminal activities, thereby protecting the operations of hemispheric maritime commerce from foreseeable security threats.

c) Strengthen cooperation amongst States to achieve the aforementioned goals.

12. The strategic framework has the following principal objectives:

a) Objective 1: *Facilitate the flow of hemispheric maritime commerce unimpeded by the direct or indirect consequences of terrorism and transnational criminal activity in any of its variations, through:*

- i. Integrated and comprehensive security plans, procedures and operations (e.g., IMO/ISPS) which ensure the integrity of legitimate movements and transactions in the commercial shipping cycle, while denying access to the system to individuals or organizations that could exploit and corrupt this process for illegal purposes.
- ii. Standards and practices adaptable by OAS member States compatible with the hemispheric trading community.
- iii. Risk management processes including identification and analysis of threats and vulnerabilities.
- iv. Improving transparency by the use of modernized and automated freight transport systems, processes, and trade data information flows;
- v. Standardized customs regimes assisted by the trading community's informed compliance as contributing factor.
- vi. Promoting business community cooperation in government enforcement efforts and the penalization of violators.
- vii. Securely protected and expeditious port facility operations in all its elements facilitating improved system efficiency.

b) Objective 2: *Maximize the engagement of the commercial maritime industry in a hemispheric cooperative effort with government, through:*

- i. Planning, developing, and implementing operational strategic and tactical solutions to maritime and port security problems to counter threats.
- ii. Producing and exchanging information and intelligence of actionable and foreseeable quality.
- iii. Conducting national and regional maritime and port security training to improve the coordinated effectiveness of port and ship security programs.
- iv. Developing alternatives to governmental financing to increase private industry stakeholder participation in the funding of and involvement in port security programs.

c) Objective 3: *Protect hemispheric borders by addressing vulnerabilities susceptible to exploitation by transnational crime and terrorism:*

- i. Enhancing the effectiveness of maritime and port security controls pertaining to inspection, detection, and monitoring capabilities at seaports and at related land borders, through a greater resource commitment, further coordination of national and private sector programs, and increased cooperation among OAS member States and appropriate international organizations.
- ii. Encouraging full enforcement of existing regulations and non-compliance penalties for private sector non-compliance that facilitates transnational criminal activity and corruption in ports and maritime commerce.
- iii. Targeting regulatory, enforcement, and prosecutorial resources more effectively against individuals, groups and organizations that penetrate commercial maritime activities for illegal purposes.

d) Objective 4: *Prevent criminal exploitation of seaports and hemispheric maritime trade for purposes of committing terrorist acts, illicit drug, weapon, and people trafficking, cargo theft, and financial and commercial crimes:*

- i. Denying criminals access to seaports and the legitimate commercial maritime shipping cycle.
- ii. Strengthening enforcement efforts to reduce inbound and outbound movement of criminal proceeds or the assets of criminal enterprises.
- iii. Assisting the customs services and other law enforcement agencies of OAS Member States to seize the assets of terrorists or criminals exploiting maritime commerce, through aggressive use of forfeiture laws.
- iv. Enhancing bilateral and multilateral cooperation among OAS member States against all financial crimes exploiting maritime commerce by establishing or updating enforcement tools and implementing multilateral anti-money laundering standards.

e) Objective 5: *Respond to current threats to hemispheric port security with existing resources, but also assess and identify further resource requirements and their potential financing sources to counter existing threats:*

- i. Disrupting new activities or developing trends by transnational criminals that exploit ports and maritime commerce.
- ii. Enhancing intelligence efforts to protect seaports and maritime commerce, and to provide timely warning of emerging threats and criminal methods.

- iii. Assessing the condition of protective security at ports of OAS member States by identifying deficiencies in specific elements of port security, determining specific solutions to all port security deficiencies, and specifying the policy, planning, and operational requirements that must be satisfied to improve upon or eliminate the deficiencies.
  - iv. Assessing port security manpower capabilities and proficiencies to identify training and capacity building initiatives prerequisite to, for example, improving port security processes, procedures, communications, coordination, systems, planning, technology and physical infrastructure.
  - v. Assessing financial resources needed for improving port security, identifying specific operational requirements and related funding figures.
  - vi. Investigating and identifying how requisite port security solutions may be funded, firstly, through existing financial resources and mechanisms (e.g., local, partners, regional, national, international funding sources), as well as through alternative funding sources.
  - vii. Developing financing alternatives to increase private industry stakeholder participation in the funding of port security programs.
- f) Objective 6: Enhance hemispheric cooperation in the field of port security through:
- i. Combating the criminal exploitation of seaports and maritime commerce through bilateral, multilateral, and regional mechanisms and actively encouraging implementation and compliance.
  - ii. Facilitating efforts to reduce the vulnerability of maritime commerce and ports to corruption and criminal exploitation.
  - iii. Negotiating hemispheric agreements that create a seamless and efficient system for securely protected and competitive operations of seaports and the hemisphere's maritime trade corridors.
  - iv. Improving bilateral cooperation among governments and law enforcement authorities through increased collaboration, training, and technical assistance to strengthen security, and combat crimes related to the exploitation of seaports and maritime commerce.
  - v. Promoting increased judicial cooperation with regional and international law enforcement authorities to provide rapid, mutual access to witnesses, information, and other evidence pertinent to the full range of maritime and seaport related crimes.

### **III. Implementation**

13. Implementation of a strategic framework requires the coordination of a wide variety of governmental agencies and private sector organizations, to effectively secure ports against terrorism and transnational crime. The

resources and cooperative mechanisms for managing these efforts must be developed and supported by government and private industry at national, regional, and global levels.

14. Implementation of the strategic framework has two basic approaches:

- a) Government (regulatory/law enforcement) -- Dependent upon governmental enforcement capabilities and mechanisms implemented through various national, bilateral, and multilateral instrumentation.
- b) Government - Private Sector Cooperation (non-regulatory) -- Emphasizes facilitation of the normal flow of trade, in harmony with efforts to deter the opportunities for terrorist and criminal exploitation of the ports and the international maritime transportation system they serve. This approach promotes government/private industry cooperation in commercial sectors or geographic regions where, for various reasons, it is not otherwise easily achieved.

15. Implementation of this strategic framework will be achieved through the cooperative collaboration of all OAS member States in the development and execution of an Action Plan. The Department of Multidimensional Security – through CICTE and CICAD- will have an instrumental role in this process in coordination with other OAS bodies including, but not limited to the Department of Integral Development – through the Technical Advisory Group on Port Security.

16. Implementation of projects under these proposed objectives will be subject to the availability of resources of the OAS.

## RESOLUTION

CIDI/CIP/RES. 60 (IV-05)

### STRATEGIC FRAMEWORK FOR INTER-AMERICAN PORT SECURITY COOPERATION

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN the document “Strategic Framework for Inter-American Port Security Cooperation,” adopted by the Western Hemispheric Port Security Conference, held in Miami, Florida, United States, in February 2004; and

CONSIDERING:

That the CIP Executive Board, by resolution CECIP/RES.12 (VI-04), of its Sixth Meeting, held in Managua, Nicaragua, in December 2004, recommended the Strategic Framework for consideration at the next meeting (Fourth Meeting) of the CIP in Maracaibo, Venezuela;

That the integral concept of regional port security includes provisions and strategies adopted by a wide range of governmental institutions such as: anti-drug and antiterrorism agencies, foreign affairs ministries, military, customs and police;

That the Department of Multidimensional Security (DMS) of the OAS General Secretariat, through the Inter-American Committee against Terrorism (CICTE) and the Inter-American Drug Abuse Control Commission (CICAD), has as its constituency the aforementioned agencies, and therefore has the relevant capacities to review and modify the Strategic Framework accordingly; and

That the Strategic Framework, modified as document CIDI/CIP/doc.147/05/Rev.1 at the Fourth Meeting of the CIP in Maracaibo, contains language that expresses the position of the transport ministries, and conveys the Strategic Framework to CICTE and CICAD for further review and modification;

RESOLVES:

1. To approve the “Strategic Framework for Inter-American Port Security Cooperation” (CIDI/CIP/doc.147/05 Rev.1).

2. To submit the referred document to the Inter-American Committee against Terrorism (CICTE) and the Inter-American Drug Abuse Control Commission (CICAD) of the OAS, for further review and modification prior to its consideration by the OAS General Assembly.
3. To entrust the Chair of the Technical Advisory Group on Port Security with maintaining coordination with the Department of Multidimensional Security (DMS) of the OAS, through CICTE and CICAD, so as to support the efforts aimed at contributing to the achievement of the Strategic Framework objectives.



## **BASC EXECUTIVE SUMMARY**

### **1. Development of BASC worldwide:**

BASC has been developing its philosophy since 1996, working jointly with the United States Customs Service to promote the facilitation of international trade by establishing a culture of supply chain security.

The need to disseminate this initiative, in particular in countries where drug trafficking was a factor in international trade (import/export), led to the creation of the World BASC Organization, a nonprofit private association headed up by the business sector and supported by the customs administrations of North, Central, and South America and Europe and by international organizations.

### **2. Presence of BASC worldwide:**

The WBO currently consists of 11 national chapters, established in the following countries:

Mexico	Costa Rica
Guatemala	Panama
Dominican Republic	Jamaica
Colombia	Venezuela
Ecuador	Uruguay
Peru	

The following chapters are currently being set up:

Haiti	El Salvador
Honduras	Nicaragua

Other countries have expressed an interest in participating in this initiative and, accordingly, the WBO has taken the necessary steps to begin familiarizing trade unions, employer organizations, and government agencies with the Organization in each of the following countries:

Chile	Argentina
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In the case of Paraguay and Argentina, WBO-certified companies exist since those companies specifically applied for that status.

The total number of certified companies in the world today is greater than 1,700, comprising not only exporters in each of the countries but also the entire supply chain, including transporters, customs agents, logistics operators, ports and airports, security firms involved in operations, and in general all service providers associated with international trade.

### **3. International agreements:**

The WBO has signed a significant number of agreements and memoranda of understanding with the customs administrations of the following countries:

France	Spain
Italy	Mexico
Dominican Republic	Costa Rica
Nicaragua	Ecuador
El Salvador	Argentina
Venezuela	

In addition to the bilateral agreements signed by the WBO, the first international cooperation agreement has been concluded among the following countries and international organizations:

Colombia	Ecuador
United States	
International Chamber of Commerce	
World Customs Organization	

### **4. Organizational structure:**

The supreme executive body of the WBO is the General Assembly, made up of representatives of each country with a national chapter. Also participating in the Assembly is the United States Customs Service Commissioner or his or her representative.

The Assembly appoints a Board of Directors (seven members) and an Executive President. The Board is responsible for administrative and operational management of the WBO.

Each national chapter reports to the WBO, and each regional chapter to its national chapter. Nonetheless, the WBO monitors both national and regional chapters to ascertain that they are meeting their operational requirements.

An annual audit of the chapters is also conducted to verify compliance with all procedures.

## **5. Expansion plans:**

The WBO is working on enlisting new countries in the near future, especially in the Southern Cone, and in consolidating its presence in Central America and the Caribbean.

In the Southern Cone, the WBO is targeting its efforts on Brazil, Chile, and Argentina. In Central America, it intends to complete the establishment of chapters in El Salvador, Honduras, and Nicaragua; and in the Caribbean it is targeting some islands with which the BASC countries have trade relations.

In Haiti, although the chapter is ready to begin operations, the political, economic, and social situation in the country has made it difficult to do so.

Any support that CICAD can provide in the expansion process is very important since there is evidence of a reduction in drug trafficking operations in the BASC countries.

## **6. Membership, certification, and recertification process:**

Any company wishing to join the Organization must, prior to executing its Control and Security Management System, undergo a detailed investigation to enable verification of its commercial history, its integrity, and the legality of the commercial operations of both the company and its shareholders.

Thus, the first step is documentary verification of the company to ascertain its physical existence, the fulfillment of legal requirements under the law of each of the countries in which BASC operates, and its background.

Once this investigation has been done with support from local control and security agencies, an admissions committee set up exclusively for that purpose will begin to process its application.

The company then has a limited period of time to fulfill the requirements of both the BASC rules and standards. Once it has met those requirements, the company requests the certification audit. One or more of the auditors approved by the WBO will conduct the field audit, certifying that the Control and Security Management System implemented by the company is acceptable.

On the basis of the auditor's favorable recommendation and with the information BASC has acquired about each company, the company is certified for a period of one year, following which a new audit is conducted to verify that the system is still in place and is being regularly upgraded.

In addition to the company certification or recertification audits, the WBO is empowered to conduct, through its chapters, follow-up, verification, and control audits of any company whenever 10 of them deem it advisable.

The records of certified companies are available to customs administrations and control agencies by means of a password and login assigned to them, and may be accessed through the WBO Website database ([www.wbasco.org](http://www.wbasco.org)). This information enables the various customs administrations and control agencies to carry out risk-analysis procedures more expeditiously and objectively.

The work done by the WHO and its national and regional chapters has gained the recognition of various leaders, such as the President of the Republic of Colombia, Dr. Álvaro Uribe Vélez; United States ambassadors, in countries such as the Dominican Republic and Peru; and the customs administration directors in Spain and other countries, the statements of which may be found in the institutional records.

Lastly, the WBO was recently awarded a BIZZ AWARDS 2005 prize by the World Confederation of Businesses in the category of Services, Nongovernmental Organizations /Associations.