



OEA-CIP EXPERIENCE (HAITI)

TITLE: Autorité Portuaire Nationale



Country: Haiti

Institution: National Port Authority

Type of Institution: Public

Other institutions involved: Ministries: Finance, Interior, National Police Department (Coast Guard)

Date: July 2013 to present

Webpage: www.apn.gouv.ht

Context

- Lack of legal organizational structure for the Designated Authority to fulfill its mission
- Lack of legislative framework Ratification of the ISPS Code by the Parliament before it can be considered as a legally binding law
- Technical lack

Haiti's government is responsible for providing logistical support to the Coast Guard Units to provide enable them to provide security patrol and off shore encourage water side approaches to the port and to respond to changes in the security level. Create and train security personnel in order to provide a deterrent presence on the ports

- Financial lack

These measures required considerable financial disbursements upwards \$US 11,600,000.00.

Objectives

To enhance maritime security

Security awareness: educate the stakeholders, port users and the general population in order to develop a security culture

Ensuring the port facility by implementing physical security measures such as fencing, lighting.

Develop operational measures through the Security Plan

Develop a regular periodic inspection

<p>Relevance</p> <p>Security measures taken by the National Port Authority widely contributed to reduce robbery and lack of safety within the port areas. These measures have led to enhance the port image and created opportunities to bring more vessels.</p> <p>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)</p>
<p>Implementation</p> <p>Port security implementation program has improved the physical superstructure in terms of lighting, gates and fencing. It creates a better synergy or dynamic between the Port Authority and other government agencies as well as foreign counterparts in sharing database and best practices.</p>
<p>Achievements and results</p> <ol style="list-style-type: none"> 1- Providing a better security environment for business activity 2- Improving port services to port users 3- Reducing the illegal traffic and eliminating cargo robbery
<p>Experience and sustainable results</p> <p>By setting a national organizational structure in order to implement the ISPS Code can be seen or considered as a guarantee to ensure the program continuity.</p>
<p>Previous experiences that show the potential for replication of this experiences</p> <p>This experience can be duplicated in other port facilities whenever it is necessary. It is a planned and documented experience.</p>
<p>Human, operational and institutional capacities to transfer this experience to other countries</p> <p>Share of information Exchange of experts Internships Seminars / Courses / workshops</p>
<p>Good practices and concrete lessons</p> <ul style="list-style-type: none"> • The ports were selected in considering their geographical location, traffic, level of operation and the state of the infrastructure. • Taking into consideration that the poor state of the roads or the poor connectivity in the country and the needs to make available the necessary goods, the National Port Authority developed a strategic planning in choosing the ports that can give access to the international ships. • One of the lesson learned from experience is the framework cooperation of developed with other institutions private and public.
<p>Author of this story</p> <p>Mr. Hugues DEGRANGES Coordinator of the Coordination Unit Autorité Portuaire Nationale</p>