

D-1

**ENDORISING THE PRINCIPLE OF DOCUMENTARY SIMPLIFICATION
AND REDUCTION FOR CARGOES AND VESSELS
IN INTERNATIONAL TRADE**

WHEREAS, it is generally recognized that vessels engaged in the water transport of foreign commerce are required, when entering and leaving ports, to prepare many documents for governmental purposes;

WHEREAS, it is further generally recognized that importers and exporters are required to prepare numerous and varied documents to meet governmental and commercial requirements both in the United States and abroad;

WHEREAS, the preparation of these documents is costly to shippers, consignees and vessels;

WHEREAS, it appears that many of these documents could be dispensed with, or consolidated with others and yet provide such data as may be necessary for governmental and commercial use;

WHEREAS, uniformity and standardization, where practicable, among such documents is highly desirable to facilitate the movements of vessels and cargoes;

WHEREAS, the government and private business represented by the Department of Transportation and the National Committee on International Trade Documentation, respectively, are actively and jointly progressing specific projects toward document elimination and simplification; and

NOW, THEREFORE, BE IT RESOLVED that the American Association of Port Authorities endorses the principle of documentary simplification for vessels and cargoes moving in the international trade; and

BE IT FURTHER RESOLVED that the Department of Transportation and the Department of Homeland Security (Bureau of Customs and Border Protection) be informed of the Association's position in this regard.

BE IT FURTHER RESOLVED that AAPA supports the concept of automating processes and not automating "forms" as well as the elimination of "documents," whether they be paper or electronically scanned paper documents, and it endorses the concept of utilizing existing cargo and vessel automation data sets to meet the requirements of said documents.

**Resolution D-1 of 2017 (Long Beach)
Recommended for re-adoption by the AAPA Executive Committee**

D-2

REGARDING A "PUERTOS AMIGOS" PROGRAM

WHEREAS, "Puertos Amigos" is a partnership between the ports of the United States, Canada, Latin America and the Caribbean Basin, offering improved, direct and effective avenues of interchange of technical information and assistance pertaining to port management and development;

WHEREAS, such relationships can enhance the service role of the American Association of Port Authorities throughout its Western Hemisphere Corporate membership;

WHEREAS, the Association serves as a clearinghouse for information for ports throughout the Western Hemisphere, providing technical assistance and facilitating communication and partnerships among ports;

WHEREAS, the Association holds formal status as a Cooperating Technical Organization with the Organization of American States (OAS); and

NOW, THEREFORE, BE IT RESOLVED that the Association shall provide liaison with the OAS and other organizations so as to continue to strengthen the "Puertos Amigos" program and promote enhanced communication and cooperation among public port agencies within the Hemisphere.

**Resolution D-2 of 2017 (Long Beach)
Recommended for re-adoption by the AAPA Executive Committee**

**FAVORING FREE AND OPEN TRADE AND THE
ELIMINATION AND REDUCTION OF TRADE TAXES
IN THE WESTERN HEMISPHERE**

WHEREAS, international trade is vital to the economic well-being of the Western Hemisphere and the prosperity of the Western Hemisphere is inextricably entwined with that of the rest of the world; and

WHEREAS, increased trade in the Hemisphere will benefit ports throughout the Western Hemisphere; and

WHEREAS, many trade taxes are levied without a direct or indirect benefit to ports or the trade community in general;

WHEREAS, national legislatures have levied or increased trade taxes without consideration of their cumulative impact on international trade or the competitiveness of ports;

WHEREAS, the global competitiveness of all countries in the hemisphere depends on encouraging cost-competitive trade flows and policies which enhance rather than restrict trade; and,

NOW, THEREFORE, BE IT RESOLVED that the American Association of Port Authorities favors free and open trade among nations in the Western Hemisphere and supports trade liberalization on a fair and equitable basis; and

BE IT FURTHER RESOLVED that the American Association of Port Authorities encourages its members' governments to consider the economic and employment impact on seaports and their surrounding communities prior to imposing trade sanctions on imports from other nations, and to give standing in trade remedy proceedings to affected consumers and industries to allow them to discuss potential impacts; and

BE IT FURTHER RESOLVED that the American Association of Port Authorities favors reducing trade taxes on a fair and equitable basis, including, where appropriate, the elimination of such taxes on trade.

BE IT FURTHER RESOLVED that AAPA continue efforts to work with national legislatures to better understand the importance of international trade to the economic well-being of the Western Hemisphere and the impact of taxes on trade.

**Resolution D-3 of 2017 (Long Beach)
Recommended for re-adoption by the AAPA Executive Committee**

**PUBLIC SEAPORT AGENCY REPRESENTATION IN
EDI STANDARDS DEVELOPMENT ORGANIZATIONS**

WHEREAS, the American Association of Port Authorities supports steamship lines and agents in their efforts to automate and improve the efficiency of transactions between steamship lines and public seaport agencies; and

WHEREAS, public seaport agencies, steamship lines and agents throughout the Western Hemisphere have been using the standards of EDI and related message formats, which are developed by the Accredited Standards Committee (ASC) X12, the United Nations/EDIFACT - Electronic Working Group, and SMDG User Group for Shipping Lines and Containers, to transmit data; and

WHEREAS, Western Hemisphere seaports currently have no representation in the development of these standards as there is no Western Hemisphere seaport presence in the ASC X12, UN/EDIFACT - EMG or SMDG organizations; and

WHEREAS, new standards for transmission methods are being developed without the input of Western Hemisphere public seaport agencies;

NOW, THEREFORE, BE IT RESOLVED that the American Association of Port Authorities encourages public seaport agency membership in the ASC X12 committee, UN/EDIFACT - EMG, and SMDG organizations, and urges AAPA and its member ports to join the ASC X12 committee, UN/EDIFACT - EMG, and SMDG organizations and send representatives to ASC X12 committee, UN/EDIFACT - EMG, and SMDG meetings to participate in the development of the data standards.

**COOPERATION WITH INTERNATIONAL
PORT AND MARITIME ORGANIZATIONS**

WHEREAS the American Association of Port Authorities (AAPA), the alliance of leading ports in the Western Hemisphere, protects and advances the common interests of its diverse members as they connect their communities with the global transportation system;

WHEREAS AAPA has an interest in cooperating with other international port and maritime organizations;

WHEREAS AAPA already sends representatives to participate in meetings of international port and maritime organizations such as the International Maritime Organization (IMO), the London Convention and Scientific Group;

WHEREAS AAPA already has entered into Memoranda of Understanding (MOUs) with the International Association of Ports and Harbors (IAPH); the International Navigation Organization (PIANC); the Organization of American States (OAS); the International Association of Ports and Cities; the Association of Canadian Port Authorities (ACPA); the European Sea Ports Organization (ESPO); Green Marine Management Corporation; ECO Sustainable Logistics Foundation, and the Automotive Industry Action Group; and the Port Management Association of the Caribbean (PMAC);

NOW THEREFORE BE IT RESOLVED that the American Association of Port Authorities (AAPA) shall enter into memorandums of understanding with other organizations of similar interest to cooperate in matters of mutual interest to include technical and practical expertise, dissemination of information, joint activities on international issues and other matters, and, to this end, AAPA will encourage its members to participate in joint committees and/or work groups to promote and advance solutions to such issues.

**Resolution D-5 of 2017 (Long Beach)
Recommended for re-adoption by the AAPA Executive Committee**

**EMBRACING THE CONCEPT OF SUSTAINABILITY AS A
STANDARD BUSINESS PRACTICE FOR PORTS AND THE ASSOCIATION**

WHEREAS, Sustainability involves the simultaneous pursuit of economic prosperity, environmental quality and social responsibility; and

WHEREAS, Ports hold a unique role in transportation, logistics and infrastructure development; and

WHEREAS, Ports must be financially viable in order to achieve their missions and contribute to the economic prosperity of their regions and nations; and

WHEREAS, Ports recognize that their activities may impact the environment and natural resources; and

WHEREAS, Ports recognize that they have responsibilities as members of the communities in which they operate; and

WHEREAS, Ports recognize that a long-term balanced approach is required;

NOW THEREFORE BE IT RESOLVED that AAPA embraces the concept of sustainability as a standard business practice for ports and the Association. For ports, sustainability means business strategies and activities that meet the current and future needs of the enterprise and its stakeholders, while protecting and sustaining human and natural resources; and further

Recognizing that each port operates within a unique business, political, environmental and social context, we further our sustainability resolve by putting forth guiding principles for consideration by member ports.

(Continued)

D-6 *(continued)*

SUSTAINABILITY GUIDING PRINCIPLES

Ports should consider the following principles and implement them as appropriate:

1. Communicate the goals of sustainability across the organization and allocate resource requirements for implementation;
2. Integrate sustainability throughout port activities and in both near-term and long-term planning processes;
3. Build upon and share existing sustainability best practices, keys to success, lessons learned and approaches for implementation;
4. Communicate and engage with internal and external stakeholders to encourage open dialogue, accountability and collaboration;
5. To the extent possible, use appropriate data and metrics as part of the process for implementing sustainability;
6. Evaluate the total life cycle costs of projects and decisions;
7. Recognize that sustainability is a dynamic effort requiring flexibility and continuous improvement.

Resolution D-6 of 2017 (Long Beach)

Recommended for re-adoption by the AAPA Executive Committee

D-7

**SUPPORTING INITIATIVES THAT INCREASE EXPORTS
THROUGH SEAPORTS**

WHEREAS, seaports are the primary conduit for shipping a nation's exports to its overseas markets;

WHEREAS, exports help seaports attract competitive shipping services which lower transportation costs for the port's shipping customers;

WHEREAS, exports enable businesses to diversify their portfolios and better weather changes in the domestic economy;

WHEREAS, exports help small companies grow and become more competitive in all their markets;

WHEREAS, workers in jobs supported by merchandise exports typically receive wages higher than the national average;

WHEREAS, free trade agreements have allowed countries throughout the hemisphere to open up their markets worldwide, creating more opportunities for their businesses;

WHEREAS, government assistance programs to educate small- and medium-size businesses on the intricacies of selling their goods and services overseas increase the ability of those businesses to export;

NOW THEREFORE, BE IT RESOLVED that the American Association of Port Authorities urges government agencies in the United States, Canada, the Caribbean and Latin America to support programs, policies, funding and other initiatives that encourage increasing international trade—particularly exports—through their nation's seaports.

BE IT FURTHER RESOLVED that, to expedite the movement of each nation's exports, AAPA supports implementation of national freight policies and plans that include consideration of cargo flowing through seaports, and integrating intermodal freight corridors and intermodal facilities, such as seaports, into national freight policies and plans.

**Resolution D-7 of 2017 (Long Beach)
Recommended for re-adoption by the AAPA Executive Committee**