

Juan F. Rebollo**ANM12/13/2**

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Para: 'Mahesh Alimchandani'
CC: 'cmartinez@puertos.es'
Asunto: USER CONSULTATION

Dear Mahesh,

I back to my e-mail of 4 Sep. on the user consultation process in the procedure to define the AtoN in Spain.

Firstly, Puertos del Estado write a basic proposal of marking that negotiates with the responsible for the infrastructure (the one that will have to build it and to maintain) with the objective of to know their opinion and to see the physical possibilities of installation of the AtoN.

Together with the responsible for the infrastructure (AtoN) the stakeholder organisms are identified, that they can be affected by the proposed AtoN.

Then a proposal is elaborated and sends formally by post to each one of the stakeholder for opinion.

Later on, with the picked up opinions, Puertos del Estado elaborate a report that defends in an advisory committee call "Comisión de Faros (Commission of Lighthouses)". In this Commission there are representatives of the Merchant Marine, Hydrographical body, S&R, fishermen, ship-owners and the sport ports, besides Puertos del Estado.

This Commission of Lighthouses emits a report that should be approved by the President of Puertos del Estado so that the set of AtoN is mandatory.

This way, the stakeholders participate in the procedure in three occasions:

- 1 - The responsible for the infrastructure, participates in the proposal
- 2 - All the stakeholder organisms of the area: local, regional and national, they are asked and they can say.
- 3 - The final proposal is debated by a Committee of representatives of the sectors implied in the nautical-marine sector

Only in some occasions that the importance needs it, instead of making the initial consultation with the responsible for the infrastructure, a work meeting is help with a series of having interested in the area, usually proposed by the responsible for the infrastructure and for Puertos del Estado: Marines, pilot, fishermen, etc. To order the debate has used an adaptation of the PAWSA model that consists on using only the books 4 and 5, obtaining the figures for a DELPHI process (consensus) among the assistants. So, we have identified the risks and the mitigation actions.

Then, Puertos del Estado elaborates the marking proposal and the standard procedure is continued to approve the AtoN.

Also, in a continuous way, so much in the Puertos del Estado as in Port Authorities there are an "open window" to all comment, complaints or suggestions that trigger the revision of the AtoN according with the user requirement.

I hope it has been possible to transmit you our procedure. This procedure is very well-known for Carmen, to who you can ask any thing during this week in the EEP Committee.

Best regards

10/10/2007