

CECIP/RES. 1 (V-03)

**CREATION AND ENLARGEMENT OF SUBCOMMITTEES OF THE
EXECUTIVE BOARD**

**THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON
PORTS,**

CONSIDERING:

That through resolution CIDI/CIP/RES. 37, the Inter-American Committee on Ports has approved the creation of diverse Subcommittees for the fulfillment of its Action Plan; and

That Article 67 of its Rules of Procedure authorizes the Executive Board to create Subcommittees for its better performance;

RESOLVES:

1. To create the Subcommittee on Regional Port Development, which will be chaired by Venezuela, and integrated by Argentina, Barbados, Costa Rica, the Dominican Republic, Ecuador, Jamaica, Mexico, and Trinidad and Tobago.
2. To incorporate to the Subcommittees the following countries:
 - a. Subcommittee on Planning and Port Management: Ecuador, the Dominican Republic, and Trinidad and Tobago.
 - b. Subcommittee on Statistics, Costs and Fees: Ecuador and Guatemala.
 - c. Subcommittee on Port Development for Cruise Tourism: Ecuador, Jamaica, Nicaragua, the Dominican Republic, and Trinidad and Tobago.
 - d. Subcommittee on River and Lake Port Development: Ecuador and Nicaragua.
 - e. Subcommittee on Training: Ecuador, Guatemala, the Dominican Republic, and Trinidad and Tobago.

CECIP/RES. 2 (V-03)

SUBCOMMITTEE ON POLICY AND COORDINATION

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The Report of the First Meeting of the Subcommittee on Policy and Coordination of the Executive Board; and

CONSIDERING:

That through resolution CIDI/CIP/RES. 37 (III-03) the Inter-American Committee on Ports (CIP) approved the creation of the Subcommittee on Policy and Coordination, for which it is necessary to define its functions;

That through resolution CIDI/CIP/RES. 42 (III-03) the 2004-2007 Action Plan of the Inter-American Committee on Ports was approved, which is implemented through the Executive Board and its Subcommittees; and

That it is necessary to define the objective, functions and the 2004 Work Plan of the Subcommittee on Policy and Coordination,

RESOLVES:

1. The Subcommittee of Policy and Coordination is chaired by Mexico and integrated by: Barbados, El Salvador, United States, and Uruguay.
2. The Subcommittee has the objective to maintain compliance with the commands of the Committee and the Executive Board, also to formulate the necessary proposals to ensure such commands are thoroughly being followed.
3. To approve the following functions for this Subcommittee:
 - a. To promote coordinating guidelines for the most effective and efficient development of the activities of the Executive Board and its Subcommittees.
 - b. To elaborate the bases and determine the criteria for the development of the budget project of the Inter-American Committee on Ports (CIP).
 - c. To develop the bases and determine the criteria for the evaluation of the tasks of the Technical Advisory Groups (TAGs).
 - d. To ensure the implementation of the CIP's resolutions in the Inter-American context.
 - e. To propose strategies and policies for strengthening cooperation with other countries and international organizations.

4. To develop the 2004 Work Plan of the Subcommittee:
 - a. CIP and Executive Board
 - i. To follow-up on the amendments to the Rules of Procedure of the CIP, to be approved by the CIDI.
 - ii. To ensure compliance with the 2004-2007 Action Plan.
 - iii. To evaluate the expansion of the CIP's functions that will cover maritime issues.
 - iv. To establish the policy for the treatment of countries in arrears on their contributions to the Special Port Program Fund of the CIP.
 - v. To establish mechanisms to promote the participation of countries those regularly do not attend the meetings of the CIP.
 - vi. Organization of the Sixth Meeting of the Executive Board.
 - b. TAG
 - i. To conduct an evaluation of the existing TAGs on the basis of their performance.
 - ii. To promote the participation of the private sector and its entailment as associate members.
 - iii. To establish admission fees for new TAG associate members.
 - c. Special Actions
 - i. The Special Program of financial support for the Caribbean Ports.
 - d. To promote the presence of the CIP in other international organizations.
 - i. Participation of the CIP in the meeting of the Executive Board of Transportation Ministers, within the range of the Western Hemisphere Transportation Initiative (WHTI).
 - ii. To promote cooperation with international port organizations: AAPA, IAPH, among others.
 - iii. Follow-up on the relations with international integration and cooperation organizations, such as: ALADI, Andean Community, CARICOM, Central American Common Market, COCATRAM, European Union, ECLAC, IMO, MERCOSUR, among others.
 - e. To encourage port relations with observer countries to the OAS.
 - i. To maintain and intensify close relations with Spain.
 - ii. To promote closer relations with Belgium, Holland, Italy, Portugal, and Russia, among others.

- f. Processes of cooperation, integration, and commercial entailment.
 - i. To promote the signature and ratification of the Agreement on Cooperation and Mutual Assistance among Inter-American Port Authorities.
 - ii. To monitor the port-related actions and accomplishments in the FTAA.
 - iii. To promote mutual cooperation among member States.
 - g. CIP Magazine.
 - i. Designate an Editorial Committee before January 31st, 2004.
 - ii. Support and supervise the development of the actions for the publication of the Magazine.
5. To convoke the Second Meeting of this Subcommittee in the month of March of 2004 in Washington D.C. simultaneously the spring meeting of the AAPA will be taking place. Likewise, that the Subcommittee meets at least once a year and additionally, at convocation of its chairman, in the opportunities that are necessary. The Subcommittee will also meet in the years when the ordinary meetings of the Inter-American Committee on Ports are held, previous to the aforementioned meetings.
6. To entrust the delegation of Mexico, which chairs this Subcommittee, to ensure compliance with this resolution. Likewise, to request member States, in particular those that are members of this Subcommittee, to provide the necessary support for the execution of this Work Plan.

CECIP/RES. 3 (V-03)

SUBCOMMITTEE ON PLANNING AND PORT MANAGEMENT

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The Report of the First Meeting of the Subcommittee on Planning and Port Management of the Executive Board; and

The document CECIP/doc. 11/03 regarding the participation of women in the hemisphere port matters in,

CONSIDERING:

That through resolution CIDI/CIP/RES. 37 (III-03) the Inter-American Committee on Ports approved the creation of the Subcommittee on Planning and Port Management, for which it is necessary to define its functions;

That through resolution CIDI/CIP/RES. 42 (III-03) the 2004-2007 Action Plan of the Inter-American Committee on Ports was approved, which is being implemented through the Executive Board and its Subcommittees; and

That it is necessary to define the objective, functions and the 2004 Work Plan of the Subcommittee on Planning and Port Management,

RESOLVES:

1. The Subcommittee on Planning and Port Management is chaired by Chile, vice chaired by Venezuela, and integrated by Brazil, Canada, Costa Rica, Ecuador, and Trinidad and Tobago, and Uruguay.
2. The Subcommittee has the objective to promote cooperation among member States in order to facilitate the development of port management.
3. To approve the following duties for this Subcommittee:
 - a. To disseminate and promote the use of modern strategic planning methodology, applied to the ports of the hemisphere.
 - b. To identify the most successful mechanisms in these functions and to disseminate them among the ports of the member States.
 - c. To design programs of dissemination and training for those new methodologies.

4. To develop the 2004 Work Plan of the Subcommittee:
 - a. Participation of women in hemispheric port-related matters, guided by a designated Work Group. Main Coordinator: Venezuela; coordinator for North America: United States; coordinator for Central America and the Spanish speaking Caribbean countries: the Dominican Republic; coordinator for the English speaking Caribbean countries: Trinidad and Tobago; coordinator for the Andean countries: Ecuador; and coordinator for the countries of MERCOSUR: Argentina.
 - b. Relationship between port cities and Port Master Plans, coordinated by Brazil.
 - c. Port administration and quality management, including marketing, company registration, e-commerce and support to the logistic chain, coordinated by Chile.
 - d. The privatization and modernization of the port sector, also including the development of government-operated control mechanisms, coordinated by Ecuador.
 - e. Design training programs with respect to these areas.
5. To approve that this Subcommittee meets at least once a year and additionally, at convocation of its chairman, in the opportunities that are necessary.
6. To entrust the delegation of Chile, which chairs this Subcommittee, and the delegation of Venezuela, as vice chair, to ensure compliance with this resolution. Likewise, to request member States, in particular those who are members of this Subcommittee, to provide the necessary support for the implementation of this Work Plan.

CECIP/RES. 4 (V-03)

SUBCOMMITTEE ON STATISTICS, COSTS AND FEES

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The Report of the First Meeting of the Subcommittee on Statistics, Costs and Fees of the Executive Board; and

CONSIDERING:

That through resolution CIDI/CIP/RES. 37 (III-03) the Inter-American Committee on Ports approved the creation of the Subcommittee on Statistics, Costs and Fees, for which it is necessary to define its functions;

That through resolution CIDI/CIP/RES. 42 (III-03) the 2004-2007 Action Plan of the Inter-American Committee on Ports was approved, which is being implemented through the Executive Board and its Subcommittees; and

That the objective, function and 2004 Work Plan of the Subcommittee on Statistics, Costs and Fees, must be defined,

RESOLVES:

1. The Subcommittee on Statistics, Costs and Fees is chaired by Peru, vice chaired by Mexico, and integrated by Argentina, Barbados, Costa Rica, Ecuador, El Salvador, Guatemala, the Dominican Republic, Uruguay and Venezuela.
2. The Subcommittee has the objective to design a system that allows the establishment of reasonable and just costs and fees, oriented to the sustainability of the port infrastructure and competitiveness based on standardized statistics criteria and on port processes and activities.
3. To approve the following functions for this Subcommittee:
 - a. To disseminate and promote the implementation of port cost systems which reliably reflect the performance of port services and activities.
 - b. To identify a standardized criteria for assigning overcosts in the ports of the hemisphere.
 - c. To generate an exchange of information and training on the subject.
 - d. To disseminate and promote computerized cost systems, which would permit an alignment with the fees, based on port activities and processes.

- e. To study, analyze, and promote the proper procedure for fee establishment on ports, leading to a clear understanding of the concepts necessary to elaborate a correct fee structure.
 - f. To adopt techniques that would allow up-dated and comparable port statistics of the hemisphere.
 - g. Train member States on port statistics, costs and fees.
4. To develop the 2004 Work Plan of the Subcommittee:
- a. To define the alignments for the elaboration of port cost systems, coordinator: El Salvador.
 - b. To define the criteria for and reach of a fee simulation model, coordinator: Peru.
 - c. To compile procedures to determine the fees of member States, also, the financing conditions for port operations, and elaborate a document on the subject, coordinator: Peru.
 - d. To elaborate a statistical format, adjusted to the requirements discussed above, maintaining the entailment with ECLAC, to achieve more integrated statistic results, coordinator: Mexico.
 - e. To elaborate the program and method of work of the following courses:
 - i. Port statistics for the Caribbean Countries: Mexico.
 - ii. Port costs: Peru.
 - iii. Strategic Port Fee Fixing for the Central American countries: Nicaragua.
5. To approve that this Subcommittee meets at least once a year and additionally, at convocation of its chairman, in the opportunities that are necessary.
6. To urge member States to submit required information about statistics, costs and port fees.
7. To entrust the delegation of Peru, which chairs this Subcommittee, and the delegation of Mexico, as vice chair, to ensure compliance with this resolution. Likewise, to request member States, in particular those who are members of this Subcommittee, to provide the necessary support for the implementation of this Work Plan.

CECIP/RES. 5 (V-03)

SUBCOMMITTEE ON PORT DEVELOPMENT FOR CRUISE TOURISM

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The Report of the First Meeting of the Subcommittee on Port Development for Cruise Tourism of the Executive Board, and

CONSIDERING:

That through resolution CIDI/CIP/RES.37 (III-03) the Inter-American Committee on Ports approved the creation of the Subcommittee on Port Development for Cruise Tourism;

That through resolution CIDI/CIP/RES. 42 (III-03) the 2004 – 2007 Action Plan of the Inter-American Committee on Ports was approved, which is being implemented through the Executive Board and its Subcommittees; and

That it is necessary to define the objective, functions and 2004 Work Plan of the Subcommittee on Port Development for Cruise Tourism,

RESOLVES:

1. The Subcommittee on Port Development for Cruise Tourism is chaired by Barbados, vice chaired by Venezuela, and integrated by Argentina, Chile, Costa Rica, Ecuador, Jamaica, Mexico, Nicaragua, the Dominican Republic, and Trinidad and Tobago.
2. The Subcommittee has the objective to promote cooperation mechanisms that allow the efficient participation of member States in the cruise tourism industry in the Inter-American region.
3. To approve the following functions for this Subcommittee:
 - a. To strengthen the exchange of experiences and local information on the secure and efficient developments of ports for cruisers and terminals of passengers.
 - b. To promote the integration of the supply of port services and of their ambit to the cruiser ships and their passengers, so that they are able to coordinate the respective port community.
 - c. To promote a competitive level of quality of services offered, in order to improve the supply of the ports so as to attract the cruiser lines of tourism.

4. To develop the 2004 Work Plan of the Subcommittee:
 - a. To identify passenger terminal designs that better suit the needs of the member States, coordinated by the Dominican Republic and Mexico.
 - b. To establish standards and security manuals for said ships, coordinated by Argentina and Venezuela.
 - c. To evaluate the possibility of generating a “cluster” of service suppliers for the ships of tourism, coordinated by Jamaica and Venezuela.
 - d. To identify and to promote new routes for the ships of tourism, coordinated by Nicaragua and Barbados.
5. To approve that the Subcommittee meets at least once a year and additionally, at convocation of its chairman, in the opportunities that are necessary.
6. To entrust the delegation of Barbados, which chairs this Subcommittee, and the delegation of Venezuela, as vice chair, to ensure compliance with this resolution. Likewise, to request member States, in particular those who are members of this Subcommittee, to provide the necessary support for the implementation of this Work Plan.

CECIP/RES. 6 (V-03)

SUBCOMMITTEE ON RIVER AND LAKE PORT DEVELOPMENT

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The Report of the First Meeting of the Subcommittee on River and Lake Port Development of the Executive Board; and

CONSIDERING:

That through resolution CIDI/CIP/RES.37 (III-03) the Inter-American Committee on Ports approved the creation of the Subcommittee on River and Lake Port Development;

That through resolution CIDI/CIP/RES. 42 (III-03) the 2004 – 2007 Action Plan of the Inter-American Committee on Ports was approved, which is implemented through the Executive Board and its Subcommittees; and

That it is necessary to define the objective, functions and 2004 Work Plan of the Subcommittee on River and Lake Port Development,

RESOLVES:

1. The Subcommittee on River and Lake Ports is chaired by Brazil, vice chaired by Venezuela, and integrated by Argentina, Bolivia, Ecuador, United States, Nicaragua, Paraguay, Peru, and Uruguay.
2. The Subcommittee has the objective to provide technical tools to member States that lead to the development of river and lake ports, to promote the efficiency in its level of management in order to meet international standards.
3. To approve the following functions for this Subcommittee:
 - a. To support the development of river and lake ports of the hemisphere, according to integrationist and development needs, and to generate an exchange of information for its modernization.
 - b. To disseminate the processes of development of the waterway Paraná, Paraguay, and the waterway web system of the United States.
 - c. To identify and evaluate the possibilities of developing joint projects regarding river and lake routes and ports.

4. To approve the following 2004 Work Plan for this Subcommittee:
 - a. Elaborating organizational models for the management of river and lake ports.
 - b. Determining the physical characteristics of river and lake port facilities.
 - c. Elaborating environmental management contingency plans for river and lake ports.
 - d. Development of commerce and river navigation centers.
 - e. Design training programs regarding these areas.
5. To approve that this Subcommittee meets at least once a year and additionally, at convocation of its chairman, in the opportunities that are necessary.
6. To entrust the delegation of Brazil, which chairs this Subcommittee, and the delegation of Venezuela, as vice chair, to ensure compliance with this resolution. Also, to coordinate the distribution of the tasks for the execution of this Work Plan. Likewise, to request member States, in particular those who are members of this Subcommittee, to provide the necessary support for the implementation of this Work Plan.

CECIP/RES.7 (V-03)

SUBCOMMITTEE ON TRAINING

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The Report of the First Meeting of the Subcommittee on Training; and

The document CECIP/doc. 23/03 about the Program on Port Accreditation,

CONSIDERING:

That through resolution CIDI/CIP/RES.37 (III-03) the Inter-American Committee on Ports approved the creation of the Subcommittee on Training;

That through resolution CIDI/CIP/RES. 42 (III-03) the 2004 – 2007 Action Plan of the Inter-American Committee on Ports was approved, which is implemented through the Executive Board and its Subcommittees; and

That it is necessary to define the objective, functions and 2004 Work Plan of the Subcommittee on Training,

RESOLVES:

1. The Subcommittee on Training is chaired by the United States, vice chaired by Argentina, and integrated by Barbados, Bolivia, Chile, Ecuador, El Salvador, Guatemala, Paraguay, Peru, the Dominican Republic, Trinidad and Tobago, and Venezuela.
2. The Subcommittee has the objective to develop actions that will lead to the improvement of the port sector's human resources, promoted in the ambit of the CIP.
3. To approve the following functions for this Subcommittee:
 - a. To design and to carry out courses, seminars and workshops on port training within the countries and/or through teleconferences.
 - b. To coordinate and to implement complementary programs of education and training with other national and international institutions.
 - c. To coordinate and to execute training actions with the Technical Advisory Groups.
 - d. To select and to disseminate technical documents for consultation and reference.
 - e. To select, prepare, and disseminate didactic material.

4. To approve the following 2004 Work Plan for this Subcommittee:
 - a. Training Program:
 - i. Regional Course for Port Security Officers for Central American countries and the Dominican Republic, February 9-13, in the Dominican Republic.
 - ii. Regional Course for Port Security Officers for the Andean countries, March 8-12, in Peru.
 - iii. Regional Course for Port Security Officers for the countries of MERCOSUR, April 5 – 9, in Argentina.
 - iv. Regional Course for Port Security Officers for Caribbean countries, in Jamaica.
 - v. Regional Course for Port Security Officers for the Central American countries and the Dominican Republic, in El Salvador.
 - vi. Regional Course for Port Security Officers for the Andean countries, in Ecuador.
 - vii. Regional Course for Port Security Officers for the MERCOSUR countries, in Uruguay.
 - viii. Port costs, for the Andean countries, in Peru.
 - ix. Strategic Port Tariffs for Central American countries, in Nicaragua.
 - x. IX Iberioamerican Course on Port Management with the collaboration of *Puertos del Estado*, in Madrid, Spain.
 - xi. V Iberioamerican course on Technology, Operations and Environmental Management in Ports, in collaboration with *Puertos del Estado*, in Santander, Spain.
 - b. Accreditation of Port Experts. To create a work team chaired by Mexico and integrated by Argentina, Brazil, Ecuador, Guatemala, the Dominican Republic, and Trinidad and Tobago, in order to develop the proposal presented in document CECIP/doc.23/03 of the reference.
 - c. Creation of the following Regional Coordinators:
 - i. North America: United States.
 - ii. Central America and Spanish speaking Caribbean countries: Guatemala and the Dominican Republic.
 - iii. English speaking Caribbean countries: Trinidad and Tobago.
 - iv. Andean countries: Ecuador.
 - v. MERCOSUR countries: Brazil.
5. To approve that this Subcommittee meets at least once a year and additionally, at convocation of its chairman, in the opportunities that are necessary.

6. To entrust the delegation of the United States that chairs this Subcommittee, and the delegation of Argentina, as vice chair, to ensure compliance with this resolution. Likewise, to request member States, in particular those who are members of this Subcommittee, to provide the necessary support for the implementation of this Work Plan.

CECIP/RES.8 (V-03)

SUBCOMMITTEE ON REGIONAL PORT DEVELOPMENT

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That through resolution CIDI/CIP/RES. 42 (III-03) the 2004 - 2007 Action Plan of the Inter-American Committee on Ports was approved, which is implemented through the Executive Board and its Subcommittees; and

That it is necessary to define the objective, functions and 2004 Work Plan of the Subcommittee on Regional Port Development, created by resolution CECIP/RES.1 (V-03),

RESOLVES:

1. The Subcommittee on Regional Port Development is chaired by Venezuela, vice chaired by Ecuador and integrated by Argentina, Barbados, Costa Rica, Jamaica, Mexico, the Dominican Republic, and Trinidad and Tobago.
2. The Subcommittee has the objective, to promote, coordinate, develop, advice, recommend, and evaluate those port topics that will facilitate the consolidation of regional port activity.
3. To approve the following functions for this Subcommittee:
 - a. To propose guidelines of coordination and harmonization for the efficient and effective development of regional port operations.
 - b. To elaborate the bases and to determine the criteria for the formulation and evaluation of development projects for regional ports.
 - c. To propose strategies and policies for the strengthening of harmonized systems, applicable to regional port networks.
 - d. To analyze, study and propose measures that will lead to improved regional port networks, in order to raise the levels of efficiency and cooperation among countries of a region or among different regions.
 - e. To elaborate proposals and recommendations for the creation of regional port networks.
4. To approve the following 2004 Work Plan for this Subcommittee:
 - a. To establish the criteria to determine the different port regions of the hemisphere, Venezuela.
 - b. To elaborate the principles and bases for regional port development, Mexico.

- c. To develop and formulate the elements that integrates a harmonized system of a port networks, Venezuela.
 - d. To elaborate the criteria for the formulation of projects for regional and hemispheric port development, Venezuela.
5. To approve that this Subcommittee meets at least once a year and additionally, at convocation of its chairman, in the opportunities that are necessary.
 6. To entrust the delegation of Venezuela that chairs this Subcommittee, and the delegation of Ecuador, as vice chair, to ensure compliance with this resolution. Likewise, to request member States, in particular those who are members of this Subcommittee, to provide the necessary support for the implementation of this Work Plan.

CECIP/RES. 9 (V-03)

**2004-2007 ACTION PLAN OF THE INTER-AMERICAN
COMMITTEE ON PORTS**

**THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON
PORTS,**

HAVING SEEN:

The report of the Secretariat about the observations remitted by the countries to the 2004 - 2007 Action Plan of the Inter-American Committee on Ports (CIP) collected in document CECIP/doc. 6/03; and

CONSIDERING:

That the resolution CIDI/CIP/RES.42 (III-03) authorizes the Executive Board to approve the final version of the 2004 - 2007 Action Plan approved by the CIP,

RESOLVES:

1. To approve the final version of the 2004 - 2007 Action Plan of the CIP, that is an integral part of the present resolution.
2. To recommend to the member States, to comply with the 2004 –2007 Action Plan of the CIP.

2004-2007 ACTION PLAN OF THE INTER-AMERICAN COMMITTEE ON PORTS (CIP)

I. Guidelines of the Action Plan

This Action Plan takes into account the guidelines and orientations that have emanated from summit meetings, high-level fora, and specialized meetings on the political and technical orientation of the port systems of the Americas should take into account to accelerate their modernization and improvement to help sustainably facilitate the socioeconomic development of the hemisphere.

Special attention has been given to the declarations, resolutions, and results of the Eighth Meeting of the Transportation Ministers of the Western Hemisphere (Ixtapa 2003), the World Conference of the International Association of Ports and Harbors (IAPH) (Durban 2003), the Conference of the International Maritime Organization (IMO) (London 2002), the Second Meeting of the Inter-American Committee on Ports (CIP) (San José 2001), and the Fourth Meeting of the Executive Board (Montevideo 2002) and the Third Meeting of Executive Board (Santo Domingo 2001), both of the CIP of the Organization of American States (OAS). In addition, recognition has been accorded the results and recommendations of the meetings held in recent years by the World Trade Organization (WTO), the World Customs Organization (WCO), and the United Nations Conference on Trade and Development (UNCTAD) on development and trade facilitation and their impact on port security and development.

In preparing the Plan, attention has also been given to the macroeconomic policies being implemented in the hemisphere, and the effects of agreements, international standards, and relevant practices that are impacting favorably on the development of the maritime port sector, as well as the short-term aspects of the contemporary economy, and of the port sector internationally and in the hemisphere. Of these, special mention is made of the following:

- 1.* The globalization of the world economy and of markets, resulting in particular from the development of new technologies in transportation and telecommunications, has made it possible to cut costs significantly. The falling costs of maritime transportation have not been an exception to this trend. At the same time, the impact of the trade in finished manufactured goods, with greater value added, and which are getting lighter and taking up less space, is taking on greater relative importance vis-a-vis the commercial movement of unprocessed raw materials. This has reduced the natural barriers of time and space between countries, therefore cutting the cost of sending goods and services, persons, capital, and information from one country to another, which has facilitated the internationalization of the economies, making the world smaller. No doubt another important element of globalization has been the liberalization in the trade of goods and services as a result of the rounds of WTO negotiations, complemented by regional and sub-regional trade negotiations in each continent, and transcontinental negotiations. All this has resulted in the steady and

significant growth of world trade. Four-fifths of the trade in the Western Hemisphere is carried by water, which has translated into an urgent demand for ports in keeping with the needs of the maritime industry, technological development, and globalization.

2. That new globalized scenario of freedoms and multinationalities has posed the inevitable challenge of attaining efficiency and competitiveness in the port systems and related services. This requires modern, up-to-date, novel, and pragmatic legal, administrative, commercial, industrial, and institutional structures, in line with the technological advances of the maritime port industry. To this end, major changes and reforms should be carried out in areas such as: reviewing legal and institutional standards; reviewing business structures and types of management; incorporating concepts and modern techniques from computer science and information technologies; developing logistical platforms; conceptualizing dynamic principles on strategic planning and administration; security; the effective application of re-engineering; benchmarking; and in particular, according proper recognition to the human development of port workers, entrepreneurs, and executives, all without neglecting the priority of customer satisfaction.
3. The development model based on economic opening and trade liberalization has produced favorable results in terms of economic growth in the hemisphere, but with a critical deficiency in the distribution of wealth. Nonetheless, the premises and foundations of the model, i.e. efficiency, fair competition, and therefore ending monopolies, subsidies, and tax loopholes, have led to reforms of ports in a single country, in different countries, and even among domestic and foreign merchant marines. In other words, a conception different from the traditional approach for developing the port industry has been adopted, aimed at providing comprehensive services, incorporating the private sector and reducing or eliminating the role of the state as entrepreneur.
4. Reforms of the state make it small yet strong, focused mainly on standard-setting, regulation, and oversight; in the context of the port system, the state's role is no different. From this point of view its function is also geared to minimizing the bureaucracy; providing a more flexible institutional structure; giving greater autonomy to its institutions with modern and expeditious methods for total quality services, with professionalized human resources with continuing training, in adequate numbers, and with reconversion of the workforce, all of which is to say, with unequivocal modernization of the entire state apparatus. In addition, it must establish strategic and intelligent partnerships with the private sector, particularly to channel its investments towards sectors that are strategic for trade and development, such as the port sector.

5. The schemes for hemispheric integration have been revised and strengthened, as observed in the North American Free Trade Agreement, MERCOSUR, the Andean Community, the Central American Common Market, and the Caribbean Community. The growth of intraregional trade has spurred the overall growth of the economies of the hemisphere. Moreover, all those arrangements entail the unified establishment of a great expanded market that is to constitute the largest free trade area in the world, the Free Trade Area of the Americas (FTAA). The increase in intraregional trade will result in a larger flow of port traffic, with the consequent urgency of modernizing and improving the port systems, and making them more competitive.
6. The evolution of the concept of ports includes new and modern activities and resources with a major contribution to value-added, multi-modal systems, tourism, and growth and economic and social development in general. Ports have ceased to be mere freight transfer stations, from an aquatic to an overland means of transportation, and have become nodes in the logistical chain of transportation and distribution, which implies effective integration of the productive chain, the development of new functions and activities, and port management with an entrepreneurial logistical approach geared to accelerating the circulation of freight and cutting total transportation costs. This new approach places the port strategically at the center of the development of multimodal connections with the interfaces of overland, rail, riverine, and air transportation. In addition, modern ports have generated tourism in their immediate vicinity that not only serves the tourism market of cruisers, but has also made such areas centers for entertainment for the local community. Ports with passenger terminals have an additional comparative advantage, on generating infrastructure and facilities around them with major levels of investment. Finally, ports also contribute substantial support to industrialization and employment generation through their connections with the development of zones for industrial, commercial, and logistical activities.
7. Integral security is fundamental and takes on special importance in today's world. The recent provisions adopted by international organizations, as well as the laws adopted by the United States and those about to be adopted in various developed countries, make it urgent to reinforce maritime port security and to review the present-day conditions in order to direct large investments to this area to address the needs of the institutions and the market. Nonetheless, at the same time, there is a pressing need to make efficiency compatible with security in the port business so as to maintain the expected balance, and ensure that the weight of one not overwhelm the other.
8. The development of communications, informatics, and information technology has been incorporated in all aspects of maritime port activity, and will impose a series of requirements that make necessary investments in order to have suitable equipment, programs, and personnel, and thereby to be able to make many port operations more efficient. This includes electronic data interchange, which will simplify and accelerate procedures and operations, and effectively support port security.

9. The prosperity derived from environmental protection, in its full context, and particularly from port and maritime activity, is a conditioning factor where there is still much room for moving forward. Nonetheless, there is a favorable understanding of the acceptance and awareness of the need to work with clear criteria for environmental protection in the port setting, and to prevent maritime pollution.

10. The CIP, as the only intergovernmental forum that brings together the highest-level national governmental authorities of the port sector for port improvement, modernization, and development, with the active participation of the private sector, is to play a key role proposing solutions to the difficulties and problems, and seeking joint solutions that are politically and economically viable, designing inter-American cooperation programs, strengthening intelligent partnerships with the private sector, and generating new projects with other international cooperation agencies.

II. Action Plan Objectives

The key objectives of the Action Plan are as follows:

- i. Strengthen the Inter-American port dialogue consistent with the effort to integrate the hemisphere, and with the active participation of the private sector.
- ii. Foster the improvement and modernization of the port systems of the Americas based on efficiency criteria but supplemented by the demands on maritime port security established with the new international provisions and standards.
- iii. Formulate and implement new cooperation policies in keeping with the economic and social scenario that foster, strengthen, and facilitate the development of the hemispheric port sector, geared to obtaining the maximum benefit to be offered by the FTAA.
- iv. Strengthen cooperation with the international and regional organs and agencies and with the governments and state agencies of developed countries, and establish intelligent partnerships with the private sector to stimulate investment in the port sector.

III. Priority areas

The key objectives of the Action Plan will be achieved by developing the following 14 priority areas of strategic interest:

1. Reforms to and modernization of port systems
2. State oversight and participation
3. Integral port security
4. Excellence in port management
5. Strategic port planning
6. Port environmental protection
7. Port facilitation and the logistical chain
8. Ports and the tourism industry
9. Port technology
10. Development of river and lake ports
11. City-port relations
12. Port costs and tariffs
13. Development of human potential
14. International cooperation

A brief description of each of these areas is presented below. Each description will be the basis for and give guidance to the preparation of programs and activities to be carried out in the next four years.

1. Reforms to and modernization of port systems

The last ten years have witnessed an increase in the process of port reforms aimed at modernizing the ports, increasing their productivity, and improving their competitiveness through concessions of terminals and other port infrastructure and services to private operators. This process has been essential in view of the need to capitalize the sector, and given the lack of government resources, recourse has been had to the private sector. This will enable the countries of the region to participate actively and in competitive conditions in the FTAA and other integration processes, which will result in a larger trade flow, and, therefore, more port activity. In light of the events and port reforms carried out today, three groups of countries can be discerned: those that began their reforms in the early 1990s and are in a second stage, introducing new reforms; those countries that put mechanisms in place to initiate the modernization process but that are moving forward slowly in carrying it out; and finally, those countries that have yet to make progress in this area, and which continue studying substantial reforms. The reforms should take into account the new vision and multiple functions that a modern port has today.

The specific objectives of this priority area are:

- (a) To promote port reforms in the countries of the region, mindful of the stage they are at, and step up the sharing of information and experiences on the different models and technologies in use today.

- (b) To identify, learn about, and evaluate the best experiences with the reforms and port modernization in the member States to correct mistakes and build on the positive experiences.
- (c) To evaluate the effects of the FTAA on the port systems of the region and identify areas of cooperation with prospects for common actions.

2. State oversight and participation

In the wake of the port reforms the state is playing a new role, geared to performing mainly regulatory, coordinating, and oversight functions that are essentially pure, ceasing to provide services and stepping out of the entrepreneurial role. Nonetheless, the experiences have been varied and some not very positive, thus it is necessary to evaluate and characterize these experiences.

The modern trend leads to the action of the state in enhancing the standard-setting, regulatory, and oversight and enforcement functions; and its role administering port infrastructure. In carrying out these functions, the state should seek to strike a proper balance between the public function and the area of operation of the private actors. Three kinds of agencies have been put in place in the hemisphere to perform these functions.

The upper-level regulatory agencies, which formulate port policy and the rules for port operations. They coordinate the involvement of the various authorities that have to do with the port system, such as customs, the maritime authority, and immigration services, among others, but do not oversee compliance with the rules they make, as this function is passed on to another government agency, thereby avoiding a situation in which the same agency would be judge and party. These agencies have as their main objective issuing the general rules for port activities; establishing the requirements for being entered in the registries and for granting licenses or authorizations to the companies that are going to perform operational functions and the companies that provide related services; and, finally, granting port concessions.

The oversight agencies that operate with greater autonomy than central government organs, and are engaged in overseeing the various natural and juridical persons engaged in port activities, be they port operators, service providers, or concessionaires of ports or part of them. Their functions include: General oversight of the activity, supervising compliance with legal and regulatory provisions, keeping the registries of the economic actors of the sector; regulating free competition; ensuring that the anti-trust provisions applicable to ports are observed; and regulating the concessions, among others. These are oversight agencies, which monitor compliance with the rules in force, and which have the power to impose penalties and fines, but which do not perform administrative or operational functions.

Finally, are the administrative agencies, which are entrusted with administering government assets, i.e. the port infrastructure, whether their use is handed over to the private sector (landlord model) or they are administered directly by the state

(mixed model of port activity). These agencies are in charge of making the daily assignment of ports of anchor and of determining the places for depositing merchandise within the port facilities, and in general of performing the functions of administration and maintenance of the port infrastructure.

The specific objectives of this priority area are:

- (a) To disseminate the new role of the state in developing the port system and the degree of participation it should have for supporting improvements to the industry.
- (b) To assist the countries in implementing the agencies entrusted with complying with the state's new port functions.
- (c) To identify the mechanisms used by the states to perform the functions of regulation, oversight, and administration of port infrastructure, and to disseminate them regionally.

3. Integral port security

Traditionally port security has been an issue of concern to port authorities and executives because of its direct effect on port operations and the extent to which it can help attract public and private investment. Nonetheless, the issue was addressed partially and was not a priority matter for the undertaking.

In recent years the concept of port security has been expanded and strengthened with the new approach geared to integral security, understanding this to refer to physical security, industrial safety, and risk prevention, and security in terms of environmental protection. This integrated approach is the one currently in place and is what ports should provide.

Physical security: has been given the greatest coverage over time, on securing freight, preventing theft and stowaways, detecting illegal trafficking in drugs and merchandise, and criminal and terrorist acts generally. Incorporating industrial safety, with the concepts of risk prevention, has led to considering all the problems that impact the persons, freight, and vehicles that operate within a port system, and therefore it is in this area that navigational aids, navigational control systems, the problems of practical pilots, and of signaling and the placement of buoys should be addressed in these analyses. Furthermore, incorporating the environmental question highlights the need to evaluate the environmental impact of port activities, both those that stem from the construction of civil works and those that arise from dredging operations, handling of hazardous freight, handling of bulk freight, oil and gas spills, management of waste from ships; and in generally preventing all kinds of pollution, in the effort to ensure clean and efficient operations.

September 11, 2001, is a historic date in terms of security worldwide. As a result of the terrorist acts in the United States, priority recognition has been accorded the role of integral security, which is especially valid in the maritime transport industry, which handles 80% of world trade. The stability of the global economy depends to a considerable degree on port security.

In this regard, the countries, under the leadership of the United States, have reinforced their security and adopted stricter measures to ensure their maritime security. The Maritime Transportation Security Act of 2002 of the United States is one example. Other countries such as Canada and Japan, and the European Union, have announced they will adopt similar maritime port security measures in coming months. Furthermore, the IMO, with a view to bolstering maritime security, and preventing and reducing terrorist acts in international maritime transport, adopted a set of measures relating to the security of port facilities at its December 2002 conference, with responsibilities for the shipping companies and the governments, as well as amendments to the SOLAS Convention (International Convention for the Safety of Life at Sea), which are to enter into force on July 1, 2004.

Industrial Safety: with the concepts of risk prevention, has led to considering all problems affecting persons, freight and vehicles that operate within a port system, and therefore it is in this area that navigational aids, navigational control systems, the problems of practical pilots, and of signaling and the placement of buoys should be addressed in this analyses.

Environmental Protection: highlights the need of evaluating the environmental impact of port activities, both those that stem from the construction of civil works and those that arise from dredging operations, handling of hazardous freight, handling of bulk freight, oil and gas spills, management of waste of ships; and in general, preventing all kinds of pollution, in an effort to ensure clean and efficient operations.

The specific objectives of this priority area are:

- (a) To foster compliance with the new norms and with international regulations on integral security in the ports of the hemisphere.
- (b) To generate technical assistance and cooperation activities specifically geared to the neediest ports for adoption of port security provisions that are in force.
- (c) To foster enhanced security along with the sustainable development of ports, ensuring the quality of their services and the attainment of adequate levels of efficiency.
- (d) To promote the joint action of international agencies to help the countries improve integral security at their main ports.

4. Excellence in port management

Advances in the subregional integration arrangements, increased trade, and the incorporation of the private sector to the port system have been accompanied by the search for port efficiency, which is fundamental in making ports competitive. Investments have been made in this context, particularly related to cutting-edge technology in communications (informatics), to modernize, increase rates of return and productivity, optimize the service and attention to clients, and offer systems with world-class excellence. This area includes three sub-areas: total quality, electronic commerce, and international certification.

Total quality:

The methodologies developed by the disciplines of organizational management and business management have devised models of excellence in port management, such as the Ibero-American model of excellence in management. These management methods are important tools for analysis and study of leadership and management style, of management policy and strategy, of the development of persons, of resources and associates, of clients, and of the results of interaction with clients, individuals, and society. They promote self-evaluation, communication, and training to bring about continuous improvements. The self-evaluation is an overall, systematic, and regular examination of the activities and results of the port enterprise compared with the model of excellence in ports. Self-evaluation makes it possible to discern clearly the strengths and areas of improvements, and culminates in planned and measurable actions for improvements, i.e. it is a tool that gauges both management and improvements in management. The challenges the ports face create a natural demand to increase their levels of excellence in management.

The specific objectives of this sub-area are:

- (a) To disseminate the models of management in place and applicable to the ports of the hemisphere and to foster their use as tools for making ongoing improvements to the port systems.
- (b) To promote self-evaluation, communication, and training as basic tools for making ongoing improvements.
- (c) To disseminate the results of applying those management models.
- (d) To generate exchange of information on total quality, best practices, and a computer system for information on quality management.

Electronic commerce:

The simplicity and ever lower cost of Internet access as well as access to the significant and astonishing increase in information from companies and consumers have brought about a spectacular virtual network with electronic commerce that will continue to grow for some time. First, the Internet has overcome barriers within and between firms, resulting in profound changes in the entire value chain. It has led to changes in processes in companies, in their relationships with suppliers, partners, and clients. Second, electronic commerce is no doubt a tool of both the entrepreneur and the consumer, and of the actors, which enables the entrepreneur to obtain a comparative advantage in the market, serving a relevant trade facilitation role. It is a new way of doing business. These new technological platforms should be incorporated into the design and implementation of the maritime port systems for the purpose of increasing their productivity, modernizing the organization, minimizing costs, simplifying procedures, and in general making the port systems and the global trade in goods more competitive.

The specific objective of this priority sub-area is: To foster the massive use of electronic commerce as an indispensable element for improving the interconnectivity of the port systems of the hemisphere and making them more competitive through the optimal management of information, providing incentives for the creation of modern and efficient ports.

International certification:

One of the key elements for verifying the advances of a port in the areas of total quality and environmental protection is the mechanism for the international certification of quality (ISO 9000) and environmental protection (ISO 14000) established by the International Organization for Standardization (ISO). When these certifications are done by internationally recognized specialized agencies, they make it possible for a port to come up with administrative strategies and tactics for attaining high levels of service for the users, at the same time respecting the fundamental criteria for monitoring the environment. All this will not only be useful for making comparisons with other ports generally, it will also foster the development of more competitive port systems and operators, striking an adequate balance among the social, economic, and environmental benefits.

The specific objectives of this priority sub-area are:

- (a) To foster the implementation of quality management and environmental protection standards in the ports of the hemisphere, seeking to have them certified by internationally recognized agencies.
- (b) To bring about the exchange of experiences and dissemination of the best practices in terms of optimizing effectiveness of port quality control, and in terms of environmental management standards.

5. Strategic port planning

All the port administrations are committed to some type of planning that is offered by the port managers. The most sophisticated such planning is strategic planning, as it provides guidance, goals, and broad objectives that will be useful for giving form to future port development. It refers to how the port wishes to relate to its environment and how its resources will be used. In other words, it enables the port to formulate guidelines for allocating resources, i.e. land, labor, and capital.

With the change in strategies and policies, the current entrepreneurial/port framework is characterized by the existence of a large number of actors who face off in the search for greater efficiency. One can observe the need for profound transformations in the levels of quality and efficiency demanded for the services, and a greater integration of the client-supplier value chains. Ports become the main node of complex logistical networks where, taking advantage of the breakdown of freight cargo, the demand for comprehensive services increases, and there is a major and sustained increase in container traffic, leading to greater competition and new logistical structures.

Furthermore, there are major flows of information, and technological elements and tools are needed that turn them into center for the distribution and exchange of information. With these new challenges the ports leave behind their traditional functions and must enter a world of increasing complexity and varied alternatives that requires modern tools and a new vision for the future, where strategic planning and administration are essential for competing. Therefore, it is necessary to prepare all levels of port organization for the use of the most modern techniques and methodologies that make it possible to enter these new fields of exploration and the search for new horizons. Effective strategic planning will offer a better understanding of one's own port, identifying the strengths and weaknesses and the opportunities and challenges one faces. The specific outcome is the strategic plan itself.

The specific objectives of this priority area are:

- (a) To disseminate and foster the use of modern methods for strategic planning applied to the ports of the hemisphere.
- (b) To develop training programs on these new methodologies.
- (c) To identify the most successful mechanisms in these functions and to disseminate them to the various ports of the member States.

6. Port environmental protection

Attaining sound sustainable development is one of the main goals that the different economic sectors, businesses and governments, seek to attain. It is very important to gain awareness of the possible consequences that maritime port activities can have on the environment and the context that surrounds them daily. In some parts of the world, such as Europe, environmental codes of conduct have been established. These refer to the current and future practices of the port industry for the purpose of identifying all the areas in which each port should have a clear policy around environmental benchmarks.

In particular, the transportation of hydrocarbons poses a serious hazard in that regard. Pollution of the oceans, seas, and rivers, and its repercussions for the ports of the world, is a growing international concern. Unfortunately, at present events involving the pollution of maritime ports are increasingly common, due simply to the increased maritime traffic and the failure to adopt preventive measures. All this has led to a wide array of standards and regulations to prevent possible environmental harm. Moreover, new legal principles have been developed that have given rise to a special regime to regulate maritime pollution. One of the most significant advances has been the establishment of civil liability for maritime pollution, adopted as a precept in a range of international instruments to establish adequate mechanisms to make reparation for maritime damages. The IMO has adopted a series of decisions aimed at preventing maritime pollution of hydrocarbons and to set the limits of liability and compensation in the event of spills of hydrocarbons.

The objectives of this priority area are:

- (a) To disseminate and promote the implementation of programs, regulations, and practices that ensure the sustainable development of port activities.
- (b) To foster the beginning of a draft environmental code of conduct for the ports of the Americas.
- (c) To generate greater exchange of information on the experiences of the legal regimes on civil liability referring to spills of hydrocarbons and maritime port pollution.
- (d) To foster the adoption of national and regional standards and regulations in keeping with the principles established in the international fora on environmental preservation and the diversity of bordering ecosystems.

7. Port facilitation and the logistical chain

The concept of port facilitation is so broad and could even be ambiguous, accordingly it should be understood as any intentional action aimed at simplifying the operational and bureaucratic procedures and at reducing or eliminating the transaction costs that affect port operations. Accordingly, the thematic areas associated with port facilitation are very diverse and related to the port-ship interface, freight, provisions on board, the relationship between crew and passengers, customs, stowage and unstowage, infrastructure, port-related services, quality standards, logistical chain, electronic commerce, transparency, control, security and simplification, services associated with payments, relations with port workers and private actors, among many others. In particular, in 1965 the IMO approved the Convention on Facilitation of International Maritime Traffic (The FAL Convention) along these lines, and mindful of similar purposes, which regulate many aspects of port services, and which to date, has been amended several times.

As these are so many issues, it would make sense to move forward in those that are not covered in other parts of the Action Plan, and with respect to which there have been theoretical and practical contributions to facilitation.

In this regard, we prioritize three sub-areas: simplification of port procedures, support for the logistical chain, and port-customs relations.

Simplification of port procedures:

The development of electronic exchange of information has intensified such that international organizations such as the WTO, WCO, IMO, and UNCTAD, among others, are promoting a reduction in the excess of documents, the simplification of procedures, and the use of standardized practices in the maritime port sector. To this end, a set of actions has been developed aimed at diminishing these problems, which induce alarming cost overruns in international trade. The FAL Convention is a good example. All those actions seek to diminish to the minimum the use of port paperwork, which is replaced by electronic information. To attain these objectives, a process of re-engineering business processes has taken place, incorporating electronic data interchange (EDI) systems,

supported by modern information systems and the use of the Internet. The significant and speedy technological advance suggests the advisability of adopting these administrative practices in the ports of the hemisphere; these measures will have a positive and sustainable impact in the long term, improving their competitiveness and attaining economic returns in keeping with investors' expectations, be they public or private, and levels of service that satisfy the mounting expectations of the end users.

The specific objectives of this priority sub-area are:

- (a) To provide an incentive for the massive use of the ports of the hemisphere, simplified procedures, and standardized digitalized documents to improve port facilitation in commercial trade.
- (b) To promote the use of the FAL Convention of the IMO.
- (c) To foster the sharing of information and experiences and to generate education and training activities.

Support for the global logistical chain:

In the design of the delivery of comprehensive services and in the search for global operations that make it possible to cut costs and complexity based on greater trade, integrated inter-modal logistical platforms have been created to make it possible to satisfy the requirements of the whole supply-and-demand chain, from the supply of inputs and productive resources to placement in the markets for final consumption. No doubt that the ports present as one comparative advantage their capacity to mobilize voluminous or heavy merchandise, and at the same time offer possibilities of great diversification, achieving savings based on cost, time, diversification, and distance, which would be hard to obtain in other transportation interfaces.

As ports are the principal points of liaison for the global trade in merchandise, they must be endowed with an infrastructure and a communication route that enables them to engage in easy and economical couple with the domestic multimodal system, based primarily on rail, highways, and airports. Moreover, ports are the axis for the development of logistical support zones and centers for freight distribution, supported by modern systems for managing containers and handling merchandise that allow for economic rates of return and service yields, and which create sustainable competitive advantages. This will make it possible to integrate efficiently suppliers, manufacturers, distribution centers, retailers, and customers, throughout the value chain (*port-to-port* or *door-to-door*), also obtaining a strategic role and value added in managing the chain of supplies and demand.

The specific objectives of this priority area are:

- (a) To foster the design, implementation, and operation of communication routes and integrated intermodal logistical platforms that enable the ports of the hemisphere to occupy a strategic position for international maritime transport.
- (b) To foster the exchange of information and experiences.

Port-customs relations

This important inter-institutional relationship works in different ways in the ports of the region, but generally there is a broad area of activity to simplify procedures and documentation, cut costs, and make this partnership a fluid, simple, and effective relationship, for the benefit of both parties and the users. No doubt automated procedures in port and customs management are contributing to this, such as the UNCTAD system. Delays in implementing such automated systems are the main reason for this imbalance. With effective inter-institutional or bilateral coordination, or coordination under the framework of the port community, it will be possible to provide timely solutions, at reduced costs to the users, to problems of siting customs in the port, inspection of containers, uniform documentation, use of data by both institutions, and security measures, among others.

The specific objectives of this priority sub-area are:

- (a) To step up coordination between the port authority/administrations and the customs authority so as to solve common problems that affect the users, and seek viable and effective solutions that lead to simplification of procedures and reduced costs.
- (b) To bring about sharing of information and experiences.
- (c) To foster education and training actions among the personnel of both institutions to study and analyze shared issues and to seek compatible solutions.

8. Ports and the tourism industry

The maritime tourism industry is one of the most significant emerging areas of tourism with the greatest annual growth, with major contributions to GDP in many economies of the hemisphere, particularly in the Caribbean. Ports with passenger terminals have produced a major flow of additional income for their economies. Nonetheless, it is an industry in which there is much room to increase and diversify the activities of the port community and the port cities. In the relationships among cruisers, ports, and port communities, along with the need to cover efficiently the security and comfort of passengers and ships, several complementary services are generated that are offered around the port. These include transportation and telecommunications systems, facilities and infrastructure for access to commercial centers, massive changes in crews and groups of passengers, sales of crafts and certain local products, the opening up of and visiting of other near-by areas such as archeological zones and eco-tourism, among others. All these elements, as well as the expanding investment programs and improvements, are taken into account by the passenger lines when scheduling their itineraries.

The specific objectives of this priority area are:

- (a) To strengthen the regional sharing of experiences and information on the efficient and safe development of ports for cruisers and passenger terminals.

- (b) To promote the integration of the supplies of port services and services in the surrounding areas to the cruiser ships and their passengers, such as they can be coordinated by the respective port community.
- (c) To ensure that the services offered are of competitive quality so as to improve the supply of the ports and so that they will be attractive to the tourism cruiser lines.

9. Port technology

The technological advances in the maritime port industry in recent years have been considerable. Their impact has been seen in the design of ships with spectacular range, size, and even new types of packaging, high-efficiency equipment for handling freight, security equipment, systems for refrigeration of perishables, equipment for handling hazardous freight, engineering equipment, navigation equipment, and equipment for delimiting the channels for accessing the port, and many others, and of course for telecommunications. This has meant that for their operations, construction, and administration, ports must adapt and have much of this equipment, machinery, and systems, as the industry has become capital-intensive. These technological advances facilitate the attainment of efficiency and excellence, so as to be able to compete effectively. The main limitation of much of the recent technological advances is the high cost they represent and consequently the high levels of investment that the port needs to obtain them. Adequate information systems will make it possible to have better knowledge of the market in terms of products, conditions, and prices.

The specific objectives of this priority area are:

- (a) To identify the technological advances that impact on the operational areas, construction, and port administration, to evaluate their impact on the efficiency of the ports.
- (b) To foster the sharing of information and experiences on procurement of technology and equipment for port use.
- (c) To encourage the use of best practices as a means of helping seek a common optimum that will serve as a tool for collective improvement.

10. Development of river and lake ports

In the search for alternatives for transportation, river transportation is considered the most economic means of massive transportation. The development observed along the Mississippi river and other rivers of North America are well-known examples. But other extensive navigable waterways such as the Amazon, the Paraná, and the Orinoco are still at incipient stages of development, as are their ports. The development of these waterways depends largely on the cost structure, the capacity of the ships, their speed and ease of operation and contracting, among other considerations. In addition, there should be sustainable projects, agreements with the populations along the banks, and a major environmental protection component. The important strides forward in the Paraná-Paraguay Hydrovia is one positive example that should be studied and analyzed. Lakes and their ports have developed similarly.

In this challenge, special attention should be given to the importance of having rules for the use and administration of the international waterways and their ports that facilitate the procedures and expedite the flows and costs of their maintenance and development, all of which will redound to the common benefit of the countries that can use these alternative waterways.

The specific objectives of this priority area are:

- (a) To support the development of the river and lake ports of the hemisphere, in keeping with the needs for integration and development, and to generate an exchange of information in relation to their modernization.
- (b) To disseminate the progress in the Paraná-Paraguay Hydrovia.
- (c) To identify and evaluate the possibilities of developing joint projects in the areas of river and lake waterways and ports.

11. City-port relations

The city-port relationship is an issue that needs to be evaluated from different points of view, as it encompasses the aspects related to conversion of the cities' waterfronts and the recovery of port spaces now obsolete in terms of their key function, yet this discipline also includes all those issues related to port planning and development and its impact on the urban areas bordering the port. These relationships and developments should be coordinated with local land-use management plans and with the need to establish basic and technical criteria to prepare analyses, studies, and proposals for the port cities that are drawing up projects to convert their waterfronts, or which, in connection with a program for modernization, restructuring, or expansion, must coordinate the rules for co-existing for their mutual benefit and development with the cities where they are based.

The specific objectives of this priority area are:

- (a) To disseminate experiences that make it possible to evaluate the planning and land-use management of the port space and its relationship with urban planning efforts.
- (b) To develop basic criteria and techniques for preparing studies on these matters.
- (c) To train the port staff to take on these challenges.

12. Port costs and tariffs

As a result of the recent changes in port management, questions have been raised about the new methods being used, which have not been accompanied by cost increases to end users, as has happened in other areas of the economy subject to similar processes. Accordingly, one of the most critical factors of the processes is to have full clarity on the costs of using port facilities, and of the provision of services; there should be transparent information about the components of the total cost of trade throughout the entire supply-demand value chain. Further, the examination of their tariffs structure and the promotion of their unification are necessary. There are direct and indirect costs related to the

commercial activities in the port that significantly distort the port charges paid by the users of ports. In addition, the incorrect allocation of various port costs (e.g. administrative expenses of the ports), as a result of the use of traditional accounting systems aggravates this problem. Therefore, it is important for the costs to be addressed directly and pragmatically by adopting accounting techniques and methods that reflect as realistically as possible the use of port resources vis-a-vis the level of activities involved in the trade process. In this manner, one will be able to get an undistorted picture of port efficiency that will make it possible to redirect tactical and strategic efforts to more adequately administer port resources and to offer a service in keeping with the users' needs and international standards. All this will redound in more competitive ports that improve the take of foreign exchange, facilitating access to goods and services at real costs in local and export markets.

The specific objectives of this area of interest are:

- (a) To disseminate and promote the implementation of port cost and tariff systems that accurately reflect the provision of port services and activities.
- (b) To identify uniform criteria for allocating costs in the ports of the hemisphere.
- (c) To bring about an exchange of information and training on the issue.

13. Development of human potential

In implementing the port reform and modernization processes, special emphasis has been placed on the great importance of having human capital trained in port techniques, but also de-politicized and with knowledge based on digital technologies and on the new concepts of business administration. All this shows that these human resources, so conceived, represent the most important asset of the organizations if they are to advance and remain in the increasingly competitive and demanding markets. Given these circumstances, it is necessary to reinforce that concept of developing human potential.

Along these lines, the programs for training and education of technical staff, professionals, and executives of the ports on issues particular to the sector (management, security, engineering, costs and tariffs, environmental protection, and port facilitation, among others) should be considered and deepened. In addition, training should be incorporated in Internet-based issues (trade, learning, and e-government) to facilitate a new kind of link among organizations, individuals, and governments for the exchange of goods, funds, knowledge, and regulations. For all the foregoing, emphasis is given to forming centers for higher education and universities with a regional vision that have been providing these services in this sector.

In addition, promoting distance education is a viable alternative in order to achieve economies of scale in the dissemination of knowledge. Given budgetary limitations, continuing and injecting dynamism into intelligent partnerships with international organizations and OAS observer countries to pool efforts, attain common objectives, and cut costs will be an effective strategy.

Finally, and given the progress in subregional integration mechanisms, the eventual free movement of human resources among the member States is an approaching reality. It opens up the possibility of port human resources being able to perform their functions in any of the ports of that subregion. Therefore the urgency of providing mechanisms for accrediting professionals and experts in the maritime port area with the aim of achieving greater breadth in the projection and dissemination of relevant knowledge and experiences, as well as standardizing administrative functions.

The specific objectives of this priority area are:

- (a) To encourage, promote, and develop programs and activities for training and educating port professionals, considering the contribution of regional training centers, the transfer of on-site or distance education technologies, and the production and dissemination of study and research materials.
- (b) To promote the establishment of an expeditious mechanism and reasonable costs so as to facilitate the accreditation of port experts and professionals, so that they can certify their skills and perform tasks and functions in the different positions of port activity in the member States.
- (c) To support the creation and start-up of centers of higher education and universities in the region focused on the maritime port sector.

14. International cooperation

The serious budgetary limitations of most countries of the hemisphere, and in the cooperation agencies, demand that optimal use be made of their scarce resources and that they pool cooperative efforts to attain common objectives. Moreover, under the current criteria for integration, these premises should be applied with even greater rigor. In the port area, the situation is similar, thus the CIP plays a leadership role in this regard, since it brings together the government port authorities, incorporates the private sector, and convokes the international agencies and observer countries interested in the sector. Nonetheless, the initiative of pooling and expanding those efforts and interests is still far from having attained its limit. Therefore, special attention should be focused on joint actions with the AAPA, ALADI, IDB, World Bank, Andean Community, CARICOM, ECLAC, COCATRAM, CSA, IAPH, IMO, and PIANC, among others.

In this connection, the CIP has important cooperation mechanisms that should be updated as soon as possible, such as the Agreement for Cooperation and Mutual Assistance among Inter-American Port Authorities adopted in Costa Rica in 2001. In addition, there are also agreements and memoranda of understanding with agencies from developed countries (Spain and Netherlands) to attain those objectives. Also, through the Technical Advisory Group, the space is offered to involve the private sector in specialized direct cooperation projects.

Under the OAS framework, the General Secretariat has entered into cooperation agreements with various international agencies, e.g. the IMO. In addition, the Inter-American Agency for Cooperation and Development (IACD) offers the framework

for formulating and supporting projects for this sector. This Action Plan shall maintain a close link with the Strategic Plan of the Inter-American Council for Integral Development (CIDI) and will guide its programs and activities so as to participate in the Special Multilateral Fund of CIDI (FEMCIDI). Joint action with other OAS bodies, such as CICAD and the Inter-American Tourism Congress, CICTE, and Environment Unit, and the Trade Unit, among others, should also be reinforced.

The specific objectives of this priority area are:

- (a) To urge the member States to sign and bring into force the Agreement on Cooperation and Mutual Assistance among Inter-American Port Authorities.
- (b) To strengthen relations with the IACD and the other OAS agencies.
- (c) To encourage the participation of the private sector, particularly through the TAG in the programs and activities aimed at developing the port sector.
- (d) To strengthen cooperation with international organizations, international cooperation agencies, and port entities of the OAS observer countries.

IV. Instructions for Implementing the Action Plan

The Committee adopts the following instructions to implement the Action Plan:

1. Authorize the Executive Board so that at its next regular meeting of 2003 it identifies programs and activities in each area of interest, which can be structured with verifiable goals annually. In addition, so that through its subcommittees is assigns specific actions to be developed by the countries, the Secretariat, and other cooperation agencies, as the case may be.
2. Authorize the Executive Board to transfer to the Technical Advisory Groups that are established in those areas of interest of their purview.
3. Instruct the Technical Advisory Groups to include in their biennial Work Plans the respective areas of interest of their purview.
4. Instruct the Executive Board to evaluate the progress and implementation of the programs and activities of the areas of interest at its next two regular meetings (2003 and 2004).
5. Request the member States to give their maximum cooperation and support to the implementation of this Action Plan.
6. Instruct the Secretariat to assist in implementing the terms of this Action Plan and to see to it that it is fully implemented.

V. Resources for Implementing the Action Plan

To implement the Action Plan, financial, material, and human resources will be provided from the following sources:

1. The member States that will conduct the activities assigned to them by the Committee and the Executive Board.
2. The Special Port Program, the Regular Fund of the OAS, and other resources from external sources, in the projects and activities carried out by the Secretariat that are entrusted to it by the Committee and the Executive Board.
3. The observer countries, international organizations, national and international cooperation agencies, and other cooperating institutions on carrying out activities of mutual interest with the CIP.

CECIP/RES. 10 (V-03)

**RULES OF PROCEDURE OF THE INTER-AMERICAN COMMITTEE ON
PORTS**

**THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON
PORTS,**

HAVING SEEN:

Resolution CIDI/CIP/RES.44 (III-03) of the Inter-American Committee on Ports (CIP) by which it is presented to the Inter-American Council for Integral Development (CIDI) modifications of the Rules of Procedure of the CIP; and

CONSIDERING:

That it is necessary to count with the briefest time limit for such modifications to improve the operation of the CIP and its instances,

RESOLVES:

1. To encourage member States to advance in the efforts with their Permanent Representatives to the OAS to achieve, briefly, the approval of such recommendations by the Inter-American Council of Integral Development.
2. To request the Secretariat to inform to this Board the progress of these procedures and to recommend, if necessary, some actions that may be required.

CECIP/RES.11 (V-03)

IMPROVEMENTS ON THE OPERATION OF THE TECHNICAL ADVISORY GROUPS

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That the Inter-American Committee on Ports commended the work performed by the three Technical Advisory Groups (TAG) during 2002-2003 on Port Operations; on Port Security; and on Navigation Control and Environmental Protection, through resolutions CIDI/CIP/RES.38 (III-03), CIDI/CIP/RES.39 (III-03), and CIDI/CIP/RES. 40 (III-03), respectively;

That, through those resolutions, the Inter-American Committee on Ports agreed to maintain the three TAG functioning during the period 2004-2005; and

That, through resolution CIDI/CIP/RES.44 (III-03) the Committee recommended to the Inter-American Committee of Integral Development to reform Article 70 of the CIP Rules of Procedure in order to facilitate the admission of associate members,

RESOLVES:

- 1 To recommend to the chair of the three Technical Advisory Groups, delegations of Mexico, United States and Argentina, to take into account the following suggestions for the improvement of the TAGs:
 - i. To have an informative and disclosure document of the TAG in Spanish, English and Portuguese, that includes its objectives, member States, associate members, Work Plan and achievements. Likewise, to possess information of the procedures necessary to become an associate member. To distribute such document to member States, associate members and interested enterprises or institutions.
 - ii. To have a web site with similar information to the previous document and with a link to the web of the CIP.
 - iii. To possess a data base with all the information of the representative of member States and associate members.
 - iv. To maintain a regular communication with its representatives and associate members, remitting documents, technical information, reports of meetings and announcements, among others. On the other hand, the payments of the associated members must be collected.
 - v. To operate as the Secretariat, performing its tasks, budget, meetings and others, remitting a copy to the CIP Secretariat.

- vi. To promote the participation of the associate members in consonance to the modifications to the Rules of Procedure proposed by the Inter-American Committee on Ports.
 - vii. To elaborate a Work Plan for the TAG, distributing the tasks among participating countries and associate members.
2. To recommend member States that are part of the TAG to adopt the following measures for the improvement of the TAGs:
 - i. To participate actively in the tasks of the TAG and its meetings.
 - ii. To promote the participation of associate members of their countries to the TAG.
 - iii. To maintain a close communication with its counterparts.
 - iv. To distribute the informative document prepared by TAGs chair among those interested in their country.
3. Finally, to exhort the associate members to adopt the following measures for the improvement of the TAG:
 - i. To participate actively in the tasks of the TAG and its meetings, making proposals that contribute to the strengthening of the TAG and to hemispheric port cooperation.
 - ii. To disseminate the projects of the TAG and to distribute the informative document in its country.
 - iii. To punctually remit its annual quotes to the CIP Secretariat.

CECIP/RES.12 (V-03)

**WESTERN HEMISPHERIC PORT SECURITY CONFERENCE, WORKSHOPS
AND TRADE EXHIBITION**

**THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON
PORTS,**

HAVING SEEN:

That by resolution CIDI/CIP/RES. 41 (III-03) the Inter-American Committee on Ports agreed to celebrate the Western Hemispheric Port Security Conference on February 25th to 27th, 2004 in Florida, United States;

The Report from the United States Delegation on its quality of chairman of the Organizer Committee of the aforementioned conference; and

The document CECIP/doc.18/03, "Hemispheric Port Security Conference" prepared by the Secretariat,

CONSIDERING:

That it is necessary to approve the budget, identify the financing sources, select the host city, elaborate the program and method of work, among other administrative and organization aspects,

RESOLVES:

1. To name the event as "Western Hemispheric Port Security Conference, Workshops and Trade Exhibition" of the Inter-American Committee on Ports of the OAS, which will also be known as "Secure Port", which will be held in Miami, Florida, United States, from February 25th to 27th, 2004.
2. To request to the Organizer Committee of the Conference, appointed by the aforementioned resolution, the Technical Advisory Group (TAG) on Port Security and the United States Maritime Administration to offer support to the Secretariat of the CIP for the celebration of this Conference.
3. To request to the Organizer Committee to provide assistance in the following aspects: to identify experts and expositors, coordinate the technical presentations and other activities in the Conference; additionally, collaborate in obtaining sponsors and promoters to finance the budget of the event.

4. To approve the questionnaire (enclose 1 of the present resolution) on the degree of compliance to the ISPS Code of the IMO made by the Organizer Committee and entrust the local coordinators of the TAG on Port Security its distribution to the delegates of the member States before the CIP, to be distributed to ports and terminals in their countries. The answers to the questionnaire will be submitted to the respective local coordinator before January 15th, 2004.

5. To approve the United States Maritime Administration proposal on the following aspects:
 - a. To entrust Seatrade Communications Ltd. (SEATRADE) represented by Hutman Marketing Corporation, SEATRADE Agent for the Western Hemisphere, as commercial and administrative promoter of the Conference.
 - b. To entrust SEATRADE to commit the Hotel Hyatt Regency, Miami, Florida, to be the location of the Conference.
 - c. To approve the preliminary budget of the meeting for US \$ 415,000 which includes the following items:

i. Contracting the promoter company	\$ 100,000
ii. Contracts for experts in port security	\$ 100,000
iii. Trips of experts, expositors, etc.	\$ 30,000
iv. Simultaneous interpretation and translation (4 languages)	\$ 35,000
v. Conference rooms, audiovisual equipment, etc.	\$ 40,000
vi Translation and printing of documents	\$ 15,000
vii. CIP Secretariat	\$ 25,000
viii. Local transportation	\$ 5,000
ix. Miscellaneous expenses	\$ 10,000
x. Organizer Committee	\$ 10,000
xi. Brochures and materials	\$ 45,000

6. To request to the United States Maritime Administration to make the necessary efforts in order to obtain the resources to finance such budget.

7. To approve the following fees for the participants:
 - a. Representatives of the OAS member States Free

b. Representatives of Observer countries and International Organizations	Free (1person)
c. Authorities of the ports and terminals	\$ 350
d. Commercial participants	\$ 750
e. Expositors with stand	Free (2 persons)
f. General Secretariat of the OAS	Free
g. Associate Members of the TAG on Port Security (With payments updated by January 15, 2004)	Free (1 person)

8. To invoke member States to collaborate with the organization of the Conference, submitting the sheets of possible national promoters of the event (enclose 2) and determine the amount of commitment of their country for the financing of the Conference (enclose 3). Furthermore, to advice them to attend the Conference.
9. The approval of the present resolution does not imply a financial commitment to the General Secretariat of the OAS nor to the United States Maritime Administration.

QUESTIONNAIRE TO DETERMINE THE PROGRESS FOR THE IMPLEMENTATION OF THE ISPS CODE

I. INSTRUCTIONS

This questionnaire is to be answered by the national port authority of each country. Use additional paper if necessary. Please send your response to your regional coordinator no later than: January 15, 2004.

- **Coordinator for North American countries:** Mr. Philip Murray, Maritime Security Council, Chairman, tel: (704) 844-8600, fax: (704) 849-9197, e-mail: murrayassociates@carolina.kr.com), United States.
- **Coordinator for the English Caribbean countries:** Mr. Everton Walters, Barbados Port Authority, General Manager, tel: (246) 430-4705, fax: (246) 429-5348, e-mail: ewalters@barbadosport.com), Barbados.
- **Coordinator for the Spanish Caribbean countries:** Mr. Pedro Sánchez Rodríguez Dominican Port Authority, Director, tel: (809) 537-0055 ext. 3504, fax: (809) 539-1706), e-mail: fnc2005@hotmail.com), Dominican Republic.
- **Coordinator for Central American countries:** Mr. Alfonso Campins Padilla, Programa de Seguridad Portuaria de Guatemala, Executive Director, tel: (502) 3611-547, fax: (502) 3611-537, e-mail: acampins@nasgt.com.gt), Guatemala.
- **Coordinator for the Andean Countries:** Mrs. Elizabeth Trezzi, Advisor, Dirección General de Marina Mercante, tel: (593-9) 961-90-90, fax: (593-4) 268-05-54, e-mail: elizabethtrezzi@hotmail.com), Ecuador.
- **Coordinator for the South Cone Countries:** Mr. Rubén Tubio, Representative Prefectura Naval de Argentina, telefax: (011) 4318-7568, e-mail: rtubio@prefecturanaval.gov.ar, Argentina.

II. QUESTIONNAIRE

1. Has your Government assigned a Designated Authority for the purposes of carrying out the responsibilities of the Contracting Government?

Yes _____

No _____

2. Provide the essential information for the Government's Point of Contact for ISPS Code matters in your country:

3. Provide the name of the organization or office that has responsibility for evaluation and approval of the Port Facility Security Assessment (PFSA) and Port Facility Security Plan (PFSP):

4. Has your Government designated a specialized evaluation team for the purposes of conducting the PFSA? What is the composition of this team?

5. Which ports are required to comply to the ISPS Code? Please provide the contact information for the Port Facility Security Officer (PFSO) of each port:

6. Indicate in which stage of the process of implementation of the ISPS Code is in each of the ports of your country? (Make a brief description and the date in which was realized)

Stage I: Self-assessment of the facility (PFSA)

Stage II: Government PFSA and approval

Stage III: Implementation of Preventive and Corrective measures

Stage IV: Development of the PFSP

Stage V: Training, Exercises, and Simulations

Stage VI: Development of the final PFSP

Stage VII: Final evaluation of the PFSP by the Designated Authority

Stage VIII: Approvals and Certification by the Government

Stage IX: Port Security Enhancement Program and Long-term support and maintenance plan

7. Regarding the above questions, identify the specific obstacles that may be impeding your progress, enabling an understanding of the specific assistance required by your government and your ports.

ANNEX 2

**WESTERN HEMISPHERIC PORT SECURITY CONFERENCE, WORKSHOPS
AND TRADE EXHIBITION**

COUNTRY SPONSOR CONTACT SHEET

COUNTRY: _____
DATE: _____
CIP/OAS DELEGATE: _____
TITLE: _____
ADDRESS: _____
CITY: _____
STATE: _____
ZIP CODE: _____
TEL: _____
FAX: _____
EMAIL: _____
WEBSITE: _____

KINDLY INDICATE YOUR COUNTRY'S LEVEL OF FINANCIAL COMMITMENT
TO THE OAS/CIP WESTERN HEMISPHERIC PORT SECURITY CONFERENCE,
WORKSHOP AND EXHIBITION:

Level of Support: _____ US \$5,000 _____ US\$10,000 _____ US\$25,000
Other: _____

PERSON TO CONTACT IMMEDIATELY:

NAME: _____
TITLE: _____
ADDRESS: _____
CITY/STATE/ZIP: _____
TEL: _____
FAX: _____
EMAIL: _____
COMMENTS: _____

On behalf of the OAS/CIP Organizing Committee, sincerest thanks for your consideration in support of the Secure Port Conference.

This document should be sent before **January 15th, 2004** to the CIP Secretariat. (cgallegos@oas.org, telephone: (202) 458-3871, fax: (202) 458-3517).

ANNEX 3

**WESTERN HEMISPHERIC PORT SECURITY CONFERENCE, WORKSHOPS
AND TRADE EXHIBITION**

COMMERCIAL SPONSOR CONTACT SHEET

CIP/OAS DELEGATE: _____ DATE: _____

PLEASE IDENTIFY THE TOP FIVE (5) COMPANIES/GROUPS WITHIN YOUR COUNTRY'S MARINE TRANSPORTATION SYSTEM THAT MAY BE INTERESTED IN SUPPORTING THROUGH SPONSORSHIP THE SECURE PORT CONFERENCE (for example: Port Authority, Terminal Operators, Maritime Labor, Freight Forwarders, Stevedores, Carriers, Shippers, Ship Agents, Cruise/Ferry Lines, Tour Operators, Airport, Tourism Entities).

COMPANY: _____
NAME OF THE CONTACT: _____
TITLE: _____
ADDRESS: _____
CITY: _____
STATE: _____
COUNTRY: _____
ZIP CODE: _____
TEL: _____ FAX: _____
EMAIL: _____ WEBSITE: _____

COMPANY: _____
NAME OF THE CONTACT: _____
TITLE: _____
ADDRESS: _____
CITY: _____
STATE: _____
COUNTRY: _____
ZIP CODE: _____
TEL: _____ FAX: _____
EMAIL: _____ WEBSITE: _____

COMPANY: _____
NAME OF THE CONTACT: _____
TITLE: _____
ADDRESS: _____
CITY: _____

STATE: _____
COUNTRY: _____
ZIP CODE: _____
TEL: _____ FAX: _____
EMAIL: _____ WEBSITE: _____

COMPANY: _____
NAME OF THE CONTACT: _____
TITLE: _____
ADDRESS: _____
CITY: _____
STATE: _____
COUNTRY: _____
ZIP CODE: _____
TEL: _____ FAX: _____
EMAIL: _____ WEBSITE: _____

COMPANY: _____
NAME OF THE CONTACT: _____
TITLE: _____
ADDRESS: _____
CITY: _____
STATE: _____
COUNTRY: _____
ZIP CODE: _____
TEL: _____ FAX: _____
EMAIL: _____ WEBSITE: _____

This document should be sent before **January 15th, 2004** to the CIP Secretariat.
(cgallegos@oas.org, telephone: (202) 458-3871, fax: (202) 458-3517).

CECIP/RES. 13 (V-03)

PORT SECURITY

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The report presented to this meeting, of the chairman of the TAG on Port Security, indicating some actions required in the context of this subject; and

CONSIDERING:

That resolution CIDI/CIP/RES. 42 (III-03) approved the 2004 – 2007 Action Plan of the Inter-American Committee on Ports, in which all subjects related to port security are of top priority,

RESOLVES:

1. To express its gratitude to the United States Maritime Administration for preparing the official document "Guide for the Knowledge and Implementation of the Security Code of the International Ships and Port Installations of the International Maritime Organization (IMO - ISPS)" which will be employed by member States as a tool for improving compliance with the ISPS Code. The document will be e-mailed to member States shortly.
2. To entrust the Technical Advisory Group on Port Security Chair to explore and perform contacts with international and regional organizations in order to disseminate and distribute information about security systems for maritime transportation and for the progress of port security of interest to the CIP.

CECIP/RES. 14 (V-03)

WESTERN HEMISPHERE TRANSPORTATION INITIATIVE

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The report presented to this meeting by the Executive Secretariat of the Western Hemisphere Transportation Initiative (WHTI), document CECIP/doc.12/03; and

CONSIDERING:

That the role of the WHTI is to act as a forum of cooperation and exchange of information among the Departments of Transportation of the 34 countries of the Summit of the Americas; and

That the Inter-American Committee on Ports is the regional instance for the processing of all port related subjects,

RESOLVES:

1. To support the work carried out by the Executive Secretariat of the WHTI so that this agency considers the Inter-American Committee on Ports its assessor in port matters.
2. To encourage the delegations of member States to coordinate with their representatives in the WHTI the approval of this consideration.

CECIP/RES. 15 (V-03)

SPECIAL FUNDING PROGRAM FOR CARIBBEAN PORTS

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That the purpose of the Inter-American Committee on Ports is the strengthening of hemispheric cooperation in the area of port development; and

That Caribbean ports need special assistance in order to successfully deal with future challenges, such as globalization and other issues pertaining to the maritime industry,

RESOLVES:

1. Support the efforts to obtain financial resources in order to comply with the ISPS Code by July 1st, 2004; especially those destined to:
 - a. The cost of trainings in order to conduct their self-evaluation and develop security plans.
 - b. The procurement of appropriate security equipment.
2. The development and implementation of an effective service quality program for Caribbean ports, designed to satisfy the needs of port users. This shall include the establishment of efficient human resources and management information systems, and strong mechanism in order to qualify such ports to ISO 9000 and ISO 14000 certification.

CECIP/RES.16 (V-03)

MAGAZINE OF THE INTER-AMERICAN COMMITTEE ON PORTS

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE OF PORTS,

HAVING SEEN:

The resolution CIDI/CIP/RES.46 (III-03) of the Inter-American Committee on Ports (CIP) by which the creation of its Magazine is approved, and entrusted to the Executive Board the conformation of the Editorial Committee of the Magazine; and

The execution plan proposed by the CIP Secretariat, included in the document CECIP/doc.21/03;

RESOLVES:

1. To conform the Editorial Committee of the Magazine of the CIP with port experts from Mexico, Barbados, El Salvador, United States, and Uruguay. Such member States will communicate to the Secretariat, by writing, the names of those persons, before January 30th, 2004.
2. To entrust the Secretariat:
 - a. To elaborate the bases of the contest to select the publishing house, which will be responsible for the elaboration, production and distribution of the Magazine. Such bases will be made public before February 13th, 2004.
 - b. To receive until April 30th, 2004, the proposals of the applicant publishing houses, which should include:
 - i. Legal and financial record of the company
 - ii. Certification of the experience in the editorial field
 - iii. Technical proposal for the elaboration, production and distribution of the magazine
 - iv. Economic and financial proposal
 - c. To analyze the proposals and to remit its recommendation to the members of the Subcommittee on Policy and Coordination.
3. To entrust the Subcommittee on Policy and Coordination to, considering the received recommendations, select the publishing house before May 30th, 2004.
4. To request the OAS General Secretariat to subscribe a contract with the publishing house in order to carry out the publication of the Magazine of the CIP.

5. To entrust the Subcommittee on Policy and Coordination, with the collaboration of the Secretariat, to supervise the putting into effect and the progress of the Magazine of the CIP, in order to publish it by October, 2004.
6. To entrust the member States to support the implementation of this resolution.

CECIP/RES. 17 (V-03)

**FINANCING OF THE ACTIVITIES OF THE INTER-AMERICAN COMMITTEE
ON PORTS**

**THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON
PORTS,**

HAVING SEEN:

The report of the Secretariat on the status of the contributions to the Special Port Program for 2003 (CECIP/doc.17/03); and

CONSIDERING:

That through resolution CIDI/CIP/RES.43 (III-03), the budget of the Inter-American Committee on Ports was approved for the 2004-2005 biennium, setting the annual amount of the contributions of port authorities of the member States to the Special Port Program at US\$6,000 for each year, and

That the report states that port authorities of a number of member States have not paid their contributions to the Special Port Program,

RESOLVES:

1. To urge port authorities of the member States to make their contributions of US\$6,000 for the year 2004 to the Special Port Program of the Inter-American Committee on Ports.
2. To urge the port authorities of the member States that have not made their contributions for prior years to pay them in full as soon as possible.
3. To recommend to member States that they pay all their overdue contributions and their contribution for 2004 in the first months of that year.
4. To suspend the benefits from the projects financed with funds from the Special Port Program, beginning April 1st, 2004, that had been obtained by any country owing contributions for more than one year, until such situation normalizes.

CECIP/RES.18 (V-03)

PLACE AND DATE OF THE SIXTH MEETING OF THE EXECUTIVE BOARD

THE EXECUTIVE BOARD OF THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That Article 7 of the Rules of Procedure of the Inter-American Committee on Ports (CIP) stipulates that the Executive Board shall meet once a year; and

That with resolution CECIP/RES.15 (IV-02) the Executive Board accepted the kind offer of the Republic of Nicaragua to host the Sixth Meeting, to be celebrated in 2004,

RESOLVES:

1. To hold the Sixth Meeting of the Executive Board of the CIP in the Republic of Nicaragua, from November 29th to December 3rd 2004.
2. To express its gratitude to the Government of the Republic of Nicaragua for its offer to host this important event.

CECIP/RES. 19 (V-03)

PLACE AND DATE OF THE SEVENTH MEETING OF THE EXECUTIVE BOARD

THE EXECUTIVE BOARD OF THE INTER AMERICAN COMMITTEE OF PORTS,

CONSIDERING:

That Article 7 of the Rules of Procedure of the Inter-American Committee on Ports (CIP) stipulates that the Executive Board shall meet once a year; and

That the Government of the United States of America and the Authority of the Port of Houston have kindly offered to host the Seventh Meeting, to be held in the year 2005; and

That the Government of Ecuador has kindly offered to be an alternative host in case the meeting in the United States could not be held,

RESOLVES:

1. To hold the Seventh Meeting of the Executive Board of the CIP in the Port of Houston, United States, in December 2005.
2. To appoint the alternative place for the celebration of the Seventh Meeting of the Executive Board of the CIP in Ecuador.
3. To express its gratitude to the Government of the United States and to the Port Authority of Houston, for its offer to host this important event and to the Government of Ecuador for being the alternate headquarters.

CECIP/RES.20 (V-03)

VOTE OF THANKS

THE EXECUTIVE BOARD OF THE INTER AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That the *Instituto Nacional de los Espacios Acuáticos e Insulares* (INEA) of the Bolivarian Republic of Venezuela, and the Port Secretariat of the Anzoátegui State Government, in accordance with resolution CECIP/RES.14 (IV-02), have successfully carried out the Fifth Meeting of the Executive Board of the Inter-American Committee on Ports; and

That the General Secretariat of the Organization of the American States, through its Office of the Inter-American Committee on Ports (OCIP), has contributed to the meeting's success; and

That other private and public institutions of the Bolivarian Republic of Venezuela have decidedly contributed to the development of the meeting,

RESOLVES:

1. To express its sincere gratitude to the Government of the Bolivarian Republic of Venezuela, and, in particular to the *Instituto Nacional de los Espacios Acuáticos e Insulares*, and the Port Secretariat of the Anzoátegui State Government, for the outstanding work in the organization of this event.
2. To express gratitude to the General Secretariat of the OAS, especially to the Office of the Inter-American Committee on Ports (OCIP), for its valuable and important contribution to the success of the work of this Executive Board.
3. To express its gratitude to all the institutions and companies of the Bolivarian Republic of Venezuela which have contributed to the satisfactory development of this event.