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Inter-American Committee on Ports

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**REPORT OF THE CHAIR OF THE EXECUTIVE BOARD OF THE
INTER-AMERICAN COMMITTEE ON PORTS (CIP)**

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Distinguished members of the Inter-American Committee on Ports of the Organization of American States.

As you know, in the Third Meeting of the Inter-American Committee on Ports of the Organization of American States, held in Merida, Yucatan, in 2003, the Mexican Delegation was elected to hold the honorable position of Chair of the Executive Board from 2003 – 2007.

During this period, the Chair has consistently stimulated the participation of the distinct delegations of the member States in the work of the following subcommittees created in 2003: Policy and Coordination; Statistics, Costs, and Tariffs, Port Development for Cruise Tourism; Regional Port Development; Planning and Port Management; River and Lake Port Development; and, Port Training, which have been working towards fulfilling their initially planned objectives and achieving the tasks laid out by the Executive Board.

In addition to this, this Chair has given special priority to promote training activities, and has emphasized the Board's efforts in order to strengthen the ties with partner associations, maritime-port organizations and observer States, which have signed several partnerships and agreements of understanding, and carried out several international activities on port issues.

1. The work of the subcommittees, mentioned earlier, has been in charge of the delegations which make up the Chair and Vice-Chair, as it is informed in this report, and extends to each one recognition for the developed activities. In regard to the Subcommittee on Policy and Coordination, in which many delegations have participated such as the United States, El Salvador, Barbados, Uruguay, and Mexico, the activities have been numerous and relevant, always when the Executive Board decided which path to take, and with decisions which benefit its daily routine.

In the last four years the Subcommittee on Policy and Coordination has held a meeting once a year in Washington D.C. and in 2007 in Panama City, to deal with subjects such as:

the destination of the cooperation funds; the reforms of CIP regulations; the expansion of horizons of the commission and the issues regarding maritime transportation; the balance of distinct conferences regarding port security actions that have been implemented up to this date; strategies designed to strengthen communication with the Chair of the other subcommittees that are part of the executive board; the establishment of policies and guidelines for the countries in debt; the search for mechanisms to promote the participation of all countries of the continent in meetings of this organization, and the definition of policies to strengthen the cooperation with other associations and countries.

Parallel to the activities developed by the Subcommittee on Training, this Chair, as it has been mentioned initially, has made strong efforts towards the training activities developed in this continent. They have made sure that the resources have been sufficient and qualitative for the issues mentioned so that all countries and regions that are part of the Committee benefit from the proposed actions. Also, in the agreements

and partnerships with other organizations, a specific theme has been incorporated to extend the benefits given to other entities. In addition, the relationships have been strengthened with countries like Spain which has, year after year, offered a large number of training scholarships to the Spanish-speaking countries on the American Continent.

What deserves special attention is the Agreement for the training of countries of the American Continent in a Professional Port Management Course, called PPM, that is given annually by the American Association of Ports Authority (AAPA), as well as with the plans for a distance training program initiated in this report period, specifically for the Latin American countries in the Latin PPM, which consists of training on the internet, with some workshop attendance where the participants receive a certificate from AAPA in partnership with an internationally accredited university.

2. Regarding the establishment of partnerships with other organizations, the highlight is the Agreement on Cooperation and Mutual Assistance between Inter-American Port Authorities, where training is considered priority, the exchange of information and cooperation of American specialists in the Latin American region, and that is focused on synergy in order to benefit the ports of the continent every time that CIP-OAS and AAPA have clearly common objectives.

The Memorandum of Understanding has also been signed between CIP-OAS and the International Association of Ports and Bays (AIVP); the agreement with the Association for Collaboration between Ports and Cities (RETE); the International Navigation Association (PIANC), and recently with the International Association of Ports and Harbors (IAPH) which is comprised of the most important ports in the world.

It is worth remembering that the linking initiatives with other associations and organisms mentioned previously, have given positive results in the recent past, as is the case with Latin PPM and the joint-meeting of the Executive Board together with the AAPA, with benefiting results for both organizations held in Guayaquil, Ecuador, in June of 2006.

Also, regarding cooperation, it is important to highlight the actions implemented during this reporting period to strengthen the friendship and collaboration efforts with our brother-country Spain, and specifically with the organization Puertos del Estado De España, as well as with specific ports like the one in Valencia, where continuous communication, information exchange of experts and training work have been developed, which has been generously offered to this country, and also the accomplishment of multiple events developed together, like workshops and seminars in Manzanillo, Colima, under the title “ Planning Ports as a Driver of Development,” another in Montevideo with the same theme, one in the Dominican Republic with the theme “ Port Terminals Management”, and another in Vera Cruz, Mexico that had as the theme “The Port Challenge in Face of the Transportation Network. Competition Factors.”

In addition, as a result of the magnificent relationship established with our friends and partners from Spain, with Puertos del Estado De España, and the other different ports of Spain, the first special meeting of the Inter-American Committee on Ports, was held in the port of Algeciras, Spain.

3. Another theme that has been worked on extensively is the promotion of the increasing participation of the private sector in the activities of this Inter-American Committee on Ports, through the Technical Advisory Groups (TAG) that are presided by the delegations of the United States, Argentina, Venezuela, and Mexico.

As it was elaborated in each of the Technical Advisory Group Reports, increasing active participation can be observed in the private sector in knowing the guidelines and advances in safety issues derived from the PBIP Code in effect, its interest in themes concerning the advancements in navigation and environment in ports, as well as the state-of-the-art technology contained in the distinct aspects of port operations.

Evidence of the increasing participation of the private sector is the growing registration of members associated with each committee, the assistance of the private sector in meetings of the Executive Board and the Inter-American Committee on Ports, and in the Technical Advisory Groups themselves.

4. In terms of communication, the Subcommittee on Policy and Coordination, along with the Technical Secretariat CECIP, chose the editor *Latin America Media Management* to be responsible for publishing and distributing CIP magazine as a way of disseminating and promoting the activities and themes which are of interest to the port community in the continent. Many collaborators participate in this, such as different port authorities, businessmen, academic professionals, and representatives of the private sector from the port environment in all the countries in the hemisphere.

5. Finally, we cannot conclude this report without pointing out the dedication that the Technical Secretariat and its team have offered to the work of this board, without which the progress made up to now simply would not have been possible.

Ladies and Gentlemen, in closing this report, the Chair expresses its gratitude for the responsibility taken and wishes that the new bridges for relationships and understanding that we have constructed over the past few years, favor the synergy that propels the development of ports on the continent.

Thank you very much!!