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FINAL REPORT

NINTH MEETING OF THE EXECUTIVE COMMITTEE
OF THE INTER-AMERICAN COMMITTEE ON PORTS

December 2 to 5, 2007
Lima, Peru

CONTENTS

	Page
I. BACKGROUND.....	1
II. PLACE AND DATE.....	1
III. AGENDA.....	1
IV. OFFICERS OF THE MEETING	3
V. PARTICIPANTS.....	3
VI. DOCUMENTS.....	3
VII. PROCEEDINGS.....	3
A) Preliminary Meeting of Heads of Delegation.....	3
B) Inaugural Session.....	4
C) First Plenary Session.....	5
D) Second Plenary Session.....	8
E) Third Plenary Session.....	10
F) Fourth Plenary Session.....	12
G) Fifth Plenary Session.....	16
H) Sixth Plenary Session.....	18
I) Closing Session.....	22
VIII. RESOLUTIONS.....	23
1. CECIP/RES. 01 (IX-07) Report on the Activities of the Subcommittees of the Executive Board.....	24
2. CECIP/RES. 02 (IX-07) Subcommittee on Policy and Coordination.....	25
3. CECIP/RES. 03 (IX-07) Subcommittee on Cargo Services.....	27
4. CECIP/RES. 04 (IX-07) Subcommittee on Vessel Services	29
5. CECIP/RES. 05 (IX-07) Subcommittee on Port Security.....	31
6. CECIP/RES. 06 (IX-07) Subcommittee on Environmental Port Protection.....	33
7. CECIP/RES. 07 (IX-07) Subcommittee on Port Investments.....	35
8. CECIP/RES. 08 (IX-07) Subcommittee on Port Legislation.....	37
9. CECIP/RES. 09 (IX-07) Subcommittee on Planning and Port Management.....	39
10. CECIP/RES. 10 (IX-07) Subcommittee on Statistics, Costs, and Tariffs.....	40

11. CECIP/RES. 11 (IX-07) Subcommittee on Port Development for Cruise Ships.....	42
12. CECIP/RES. 12 (IX-07) Subcommittee on the Participation of Women in Port Affairs of the Hemisphere	43
13. CECIP/RES. 13 (IX-07) Subcommittee on River and Lake Ports.....	45
14. CECIP/RES. 14 (IX-07) Magazine of the Inter-American Committee on Ports	47
15. CECIP/RES. 15 (IX-07) Declaration of Panama on Guidelines for Environmental Port Protection	49
16. CECIP/RES. 16 (IX-07) Third Hemispheric Conference on Port Security.....	53
17. CECIP/RES. 17 (IX-07) First Hemispheric Conference on Port Logistics and Competitiveness.....	54
18. CECIP/RES. 18 (IX-07) Place and date of the Tenth Meeting of the Executive Board.....	55
19. CECIP/RES. 19 (IX-07) Place and date of the Eleventh Meeting of the Executive Board.....	56
20. CECIP/RES. 20 (IX-07) Place and date of the Twelfth Meeting of the Executive Board.....	57
21. CECIP/RES. 21 (IX-07) Place and date of the Thirteenth Meeting of the Executive Board.....	58
22. CECIP/RES. 22 (IX-07) Votes of Thanks.....	59
 IX. ANNEXES.....	 60
A. Annex A: List of Participants.....	61
B. Annex B: List of Documents.....	75

FINAL REPORT

NINTH MEETING OF THE EXECUTIVE COMMITTEE OF THE INTER-AMERICAN COMMITTEE ON PORTS

(December 2 to 5, 2007, Lima, Peru)

I. BACKGROUND

The Inter-American Committee on Ports (CIP) is a Committee of the Inter-American Council for Integral Development (CIDI) established in compliance with Organization of American States (OAS) General Assembly Resolution AG/RES.1573 (XXVIII-0/98) pursuant to Articles 77 and 93 of the OAS Charter and Articles 5 and 15 of the CIDI Statutes.

The purpose of the Committee is to serve as a permanent inter-American forum for OAS member states to strengthen hemispheric cooperation in port-sector development with the active participation and collaboration of the private sector. Permanent Observer States also collaborate in the accomplishment of its core objectives.

The executing agency of the CIP is the Executive Board (CECIP), which carries out its activities directly and through subcommittees created for that purpose. Private sector participation occurs through the Technical Advisory Groups (TAGs) (see document CECIP/doc. 22/07), which are specialized organs of the CIP created on the initiative of a number of states interested in examining a specific issue. TAGs are composed of government experts and associate members from the private sector. The CECIP for the 2007-2009 period was elected at the Fifth Meeting of the Committee (Brazil, September 2007) and was composed as follows: Mexico (Chair), El Salvador, Uruguay, United States and Barbados (Vice Chairs in that order and for six months each as of December 2007), in addition to Argentina, Brazil, Chile, Ecuador, Guatemala, Jamaica, Dominican Republic, Panama, Peru and Venezuela.

In response to the kind offer of the National Port Authority (APN) of Peru, the Ninth Meeting of CECIP was held in Lima, Peru, in October 2006, pursuant to resolution CECIP/RES.18 (I-E-06).

II. PLACE AND DATE

The meeting was held at the Sheraton Hotel in Lima, Peru, from December 2 to 5, 2007.

III. AGENDA

The following agenda was adopted:

1. Adoption of the agreements approved at the Preliminary Session of the Heads of Delegation.
2. Report on the Fifth Meeting of the CIP.
3. State of compliance of Article 57 of the Rules of Procedure on the appointment of representatives of Member States to the Executive Board of the CIP.

4. Report of 2007 activities of the Subcommittees of the Executive Board:
 - a. Subcommittee on Policy and Coordination
 - b. Subcommittee on Planning and Port Management
 - c. Subcommittee on Statistics, Costs, and Tariffs
 - d. Subcommittee on Port Development for Cruise Tourism
 - e. Subcommittee on River and Lake Port Development
 - f. Subcommittee on Training
 - g. Subcommittee on Regional Port Development
 - h. Subcommittee on the Participation of Women in Port Affairs of the Hemisphere

5. 2008 – 2011 CIP Action Plan: Proposal for the 2008 Work Plan of the established Subcommittees:
 - a. Subcommittee on Policy and Coordination
 - b. Subcommittee on Cargo Services
 - c. Subcommittee on Vessel Services
 - d. Subcommittee on Port Security
 - e. Subcommittee on Environmental Port Protection
 - f. Subcommittee on Port Investments
 - g. Subcommittee on Port Legislation
 - h. Subcommittee on Planning and Port Management
 - i. Subcommittee on Statistics, Costs, and Tariffs
 - j. Subcommittee on Port Development for Cruise Ships
 - k. Subcommittee on the Participation of Women in Port Affairs of the Hemisphere
 - l. Subcommittee on River and Lake Ports

6. Logistics Activity Zones (LAZ): “Seminar on Ports as a Logistical Platform”

7. CIP Magazine: implementation of alternatives for publicity

8. Preliminary Draft of the “Declaration of Panama on Guidelines for Environmental Port Protection”

9. Report on the organization of the Third Hemispheric Conference on Port Security

10. Report on the organization of the First Hemispheric Conference on Port Logistics and Competitiveness

11. Place and date of the Tenth Meeting of CECIP (2008)

12. Place and date of the Eleventh Meeting of CECIP (2009)

13. Place and date of the Twelfth Meeting of CECIP (2010)

14. Place and date of the Thirteenth Meeting of CECIP (2011)

15. Other business
 - a. Communiqué from the PPM Latino Program Committee to the CIP

16. Consideration of draft resolutions

IV. OFFICERS OF THE MEETING

Chair:	Ángel Gonzáles Rul (Mexico)
Vice Chair:	Carlos Borja (El Salvador)
Coordinator:	Frank Boyle (Peru)
Secretary:	Carlos M. Gallegos (OAS)

V. PARTICIPANTS

The meeting was attended by delegations from the following member countries of the Executive Board: Argentina, Barbados, Brazil, Chile, Ecuador, El Salvador, United States, Guatemala, Jamaica, Mexico, Panama, Peru, Dominican Republic and Uruguay. Delegations from other OAS member States also participated: Canada, Colombia, Honduras, Paraguay and Suriname. Also attending were the delegation of Spain in its capacity as permanent observer to the OAS, and representatives of the following international agencies: the Andean Development Corporation (CAF) and Ibero-American Institute of Maritime Law (IIDM). The list of participants is attached as Annex A (document CECIP/doc.4/07) to this report.

VI. DOCUMENTS

The list of documents is attached as Annex B (document CECIP/doc.1/07) to this report.

VII. PROCEEDINGS

The meeting consisted of a preliminary meeting of Heads of Delegation, an inaugural session, six plenary sessions, and the closing session.

A. Preliminary Meeting of Heads of Delegation

The preliminary meeting was held on December 2, 2007, at 19:00 and presided over by Mr. Ángel Gonzáles Rul, Chair of CECIP, who recalled that CECIP is the executing agency of the CIP and, therefore, it fell to it to ensure that the resolutions adopted at the last meeting of the Committee, in Salvador, Brazil, in September, were carried out. He went on to say that the purpose of this preliminary meeting was to adopt regulatory measures to simplify the meeting's discussions. Next, the following business was addressed.

Agenda of the meeting: The Agenda contained in document CECIP/doc. 2/07 was approved, together with the addition of the item on the PPM Latino Program, which was included in Other business.

Schedule of the meeting: The Schedule contained in document CECIP/doc. 3/07 rev. 1 was approved.

Working group: At the proposal of the Chair, a working group was set up to prepare a preliminary draft "Declaration of Panama on Guidelines for Environmental Port Protection" (item 8 on the on the agenda), pursuant to resolution CIDI/CIP/RES. 85 (V-07) and bearing in mind the observations put forward by

different countries in the basic document, with a view to its presentation to the plenary of this meeting. The group was composed of Brazil, Ecuador, United States, Mexico, Panama, Peru, Suriname, and Uruguay.

Order of precedence: The order was determined, starting with Peru, the host country, followed by the other member states in alphabetical order in Spanish.

Deadline for presentation of draft resolutions: It was decided that the deadline would be 18:00 on Tuesday, December 4, and that anyone who presented a draft resolution should request a written receipt from the Secretariat as well as proof of sources of financing should that be necessary for the resolution's implementation.

Documents: It was agreed that each delegation would receive one hardcopy set of documents and that all the documents, including the presentations at the meeting, should be included in a CD which would be distributed to all the participants at the end of the meeting.

B. Inaugural Session

The inaugural session came to order at 19:45 on December 2, 2007. Present were Ms. Verónica Zavala, Minister of Transport and Communications of Peru; Mr. Ángel González Rul, Chair of CECIP and General Director of Ports, Ministry of Communications and Transport of Mexico; Mr. Frank Boyle, President of the National Port Authority of Peru (APN); and Mr. Carlos M. Gallegos, Executive Secretary of the Inter-American Committee on Ports.

Mr. Boyle welcomed the participants to the country, thanked CIP for holding this meeting in Lima, and referred to the work program and to the seminar "Ports as a Logistical Platform" (see document CECIP/doc. 31/07) organized in collaboration with State Ports of Spain. In conclusion he encouraged all those present to contribute to the accomplishment of the objectives of this event and wished a fruitful stay to all the foreign visitors to the country.

Next, Mr. Carlos M. Gallegos relayed the greetings of the Secretary General of the OAS. He then noted the importance of this meeting since it would determine the work plan for the next two years in the six strategic areas contained in the 2008-2011 CIP Action Plan (see document CECIP/doc. 14/07): Cargo Services, Vessel Services, Port Security, Port Legislation, Port Investments, and Environmental Port Protection. He then thanked APN of Peru for holding this meeting and State Ports of Spain for its support in staging the aforementioned seminar. He mentioned the training activities that CIP carries out annually, which benefit more than 1,000 participants on a regular basis. He concluded with a reference to another core activity of the CIP, namely that of strengthening cooperation with other international agencies, through which excellent ties have been established with several international port entities and associations, such as, for instance, the recent cooperation agreements signed with the National Port Authority of Peru (APN), and the negotiations for signing other agreements with the Port of Le Havre (France), the Caribbean Shipping Association (CSA), and the Port Management Association of the Caribbean (PMAC).

Next, Mr. Ángel González Rul recalled the important common roots shared by the host country and his country, Mexico. He then thanked APN of Peru for its considerable support by holding this meeting. He recognized the contribution of the Authority to port-related matters in the country and, finally, underscored the importance of organizing the seminar on ports logistics, since it highlighted the part played by logistics as a factor in the competitiveness of countries.

Finally, Ms. Verónica Zavala drew attention to the increasingly critical role of ports as a means of connectivity for countries in the globalization era. She described them as the mainstay of economic activity for their impact on different sectors: business, employment, trade and production. She explained that major

strides were being taken in the country to modernize the ports, such as, for example, the expansion of the south wharf at Callao, but that there was still a long way to go compared with other countries in the hemisphere. She also recognized that in a globalized world comparisons ought to also be drawn with other regions of the world, such as Asia and Eastern Europe, with which there were great differences. She suggested to the delegates of the ports of the hemisphere present at the meeting to bear these references in mind in the course of their work and concluded by declaring the meeting open.

C. First Plenary Session

The first plenary session came to order at 09:15 on December 3, 2007, with Mr. Ángel González Rul presiding. The following items on the agenda were addressed:

Adoption of the agreements approved at the Preliminary Session of the Heads of Delegation (Item 1 on the agenda)

The Secretary read out the agreements, which are described in section VII, A., above and the meeting ratified said agreements.

Report on the Fifth Meeting of the CIP (Item 2 on the agenda)

The Secretary offered a short introduction on the structure of the CIP and said that, without exception, all of the member states belong to it through their highest government authorities responsible for ports. He listed the functions of the Committee (the highest decision-making body), its Executive Board (and its subcommittees) as executing agency, its Technical Advisory Committees (as specialized advisory groups), and the Secretariat. He then briefly explained the resolutions adopted at the Fifth Meeting of the Committee held in Salvador, Brazil, in September 2007 (see documents CECIP/doc. 12/07 and CECIP/doc. 13/07). He clarified that the resolutions were numbered in order starting at the First Meeting of the CIP, and that the first resolution of that Fifth Meeting was CIDI/CIP/RES. 74(V-07). He explained each resolution in detail, mentioning the composition of the new Executive Board and its subcommittees, the TAGs for the biennium, the four-year Action Plan, the agreement on inter-American port cooperation, the status of the budget and financial statements of the CIP, the hemispheric conferences agreed on, and the venues of the coming meetings of the CIP.

State of compliance of Article 57 of the Rules of Procedure on the appointment of representatives of Member States to the Executive Board of the CIP (Item 3 on the agenda)

The Chair referred to Article 57 of the Rules of Procedure, which requires member states appointed to the Executive Board of the CIP to designate a principal representative and an alternate representative, both of whom shall be specialists in port matters. Accordingly he urged the member states that had not yet done so to comply with the rules of procedure of the CIP and reiterated that they should be specialists in port matters.

Report of 2007 activities of the Subcommittees of the Executive Board (Item 4 on the agenda)

1. Subcommittee on Policy and Coordination (Mexico) (Item 4 (a) on the agenda)

Mr. Ángel González, representative of Mexico, expressed thanks, as Chair of the Subcommittee on Policy and Coordination, for the confidence placed in his country, reaffirmed by its election to Chair the Executive Board (CECIP), and attributed that confidence to the results of the work of his country's delegation over the previous four years. He reiterated his conviction that promotion of training, transparent management

of the limited available funds, and planning of future tasks in line with the strategies set out in the 2008-2011 Action Plan would strengthen the work of the CIP in the medium term. With respect to activities in 2007, he mentioned the meeting of the Subcommittee in April 2007, which reviewed the progress of the Action Plan, evaluated the options for the CIP Magazine, and confirmed the measures to be carried out in the course of the year. He referred to the training activities carried out over the year (*inter alia*, Montevideo, Veracruz, Madrid, Santander, Saint Vincent) (see document CECIP/doc. 20/07) and drew attention to cooperation ties with regional agencies and the advances being made with a number of them. Finally, he mentioned the work of the Secretariat and thanked APN for its support in holding this meeting in Lima.

2. Subcommittee on Planning and Port Management (Item 4 (b) on the agenda)

Mr. Andrés Rengifo, representative of Chile, as Chair of the Subcommittee on Planning and Port Management, explained that the objective set was to carry out an annual evaluation of the impact of the toll changes and expansion of the Panama Canal on traffic bound for the west coast of South America. He added that that very day a meeting was under way with ECLAC in Santiago, Chile, the purpose of which was to organize a seminar to examine the effect of the rapid growth in maritime traffic on port infrastructure located on that coast and that said event would be held in 2008.

3. Subcommittee on Statistics, Costs, and Tariffs (Item 4 (c) on the agenda)

Mr. Eugenio Vega, representative of Peru, as Chair of the Subcommittee on Statistics, Costs, and Tariffs, explained that the following five tasks had been carried out: (i) Evaluation of tariff models for specialized or multipurpose terminals, which was hampered by the different criteria and methodologies that exist. (ii) Evaluation of port costs and their effect on foreign trade for which only data from Mexico and Peru was available. (iii) Collection and analysis of models used in traffic forecasting, to which end a statistical form had been circulated, which only Ecuador and Peru had completed. (iv) Creation of a network of experts on costs and tariffs, the results of which were not overly encouraging. (v) Regional and national seminars, which were not held; however, there is information that participants have enrolled in on-line courses offered by State Ports of Spain, although those courses mainly cover analysis of maritime traffic between Andean community countries, not port traffic per se. In conclusion he mentioned the need to use consultants to perform these tasks and the advisability of having a virtual “window” on a website (see document CECIP/doc.21/07).

4. Subcommittee on Port Development for Cruise Tourism (Item 4 (d) on the agenda)

Mr. Everton Walters, representative of Barbados, as Chair of the Subcommittee on Port Development for Cruise Ships noted the considerable impact of the travel industry on the economy of the island countries of the eastern Caribbean and the high growth rates (more than 20% per annum). He explained that the work plan carried out in 2006 and 2007 covered five points: (i) Preparation of an inventory of designs for passenger terminals, where significant progress had not been made. (ii) Preparation of economic impact studies using the case-study technique in view of the fact that the methodology employed at ports in North America was not well suited to the situation of ports in the Caribbean, for which there was a draft prepared by ECLAC. (iii) Creation of a website, which is accessible at www.oas-cipcruise.org. (iv) Design of a common strategy for negotiations with cruise lines on tourist destinations and not simply ports, for which there was a preliminary document prepared by Mexico. (v) Training on operation of a cruise terminal, to which end a training seminar was held in May 2006, which was attended by 10 Caribbean countries. In conclusion he said that satisfactory results had been achieved and suggested that the countries of Central America might be interested in developing this interesting segment of the maritime industry. Finally, he mentioned that the agreements between the CIP and the Port Management Association of the Caribbean and the Caribbean

Shipping Association, which are open for signature, should be highly beneficial for the interests of the entire region (see document CECIP/doc.29/07).

5. Subcommittee on River and Lake Port Development (Item 4 (e) on the agenda)

Mr. José Newton Gama, representative of Brazil, as Chair of the Subcommittee on River and Lake Port Development (see document CECIP/doc.32/07), said that no activities had been carried out in 2007 owing to the institutional changes in his country caused by the creation of the Special Ministry for Ports, whose jurisdiction extends exclusively to maritime ports.

In view of this unsatisfactory outcome, the Chair of CECIP opened a dialogue and a number of delegations drew attention to the importance of this issue and the advisability that it be retained under a subcommittee. In view of the foregoing it was proposed that this subcommittee be kept and that it be composed of Paraguay (Chair), Colombia (Vice Chair), Argentina, Brazil, Peru and Uruguay. It was also requested that its objectives, functions, and 2008-2009 work plan be drawn up in accordance with the 2008-2011 Action Plan. CECIP later approved this matter by resolution CECIP/RES. 13 (IX-07).

6. Subcommittee on Training (Item 4 (f) on the agenda)

Ms. Evie Chitwood, representative of the United States, in her capacity as Chair of the Subcommittee on Training (see document CECIP/doc.24/07), reported on a variety of activities that benefited 426 participants and that 59 scholarships had been granted. She mentioned that a number of training seminars were held: in March, in Uruguay on Port Planning, and in El Salvador on Port Reform (see document CECIP/doc. 5/07) and Costs and Tariffs (see document CECIP/doc. 6/07); in June, in the Dominican Republic on Strategies to Stimulate the Participation of Women in the Port Sector (see document CECIP/doc. 7/07); in July, in Mexico on Seminar on Port Challenges to the Transport Chain; in August, in Saint Vincent and the Grenadines on Statistics, Costs, and Tariffs (see document CECIP/doc. 8/07); in September, in Spain, the Eighth Ibero-American Course on Technologies, Operations and Environmental Management in Ports (see document CECIP/doc. 9/07); in October, in Spain, the Twelfth Ibero-American Course on Port Management (see document CECIP/doc. 10/07); and, in December, in Peru on Ports as a Logistical Platform. In concluding she thanked the various port organizations for their involvement, in particular State Ports of Spain for its enormous contribution to this important activity of the CIP. She also expressed her appreciation to the Secretariat for its efforts to ensure the continuity of these activities to which the CIP accords such value.

7. Subcommittee on Regional Port Development (Item 4 (g) on the agenda)

In view of the absence of the delegation of Venezuela, which chairs this Subcommittee, there was no report on this item.

8. Subcommittee on the Participation of Women in Port Affairs of the Hemisphere (Item 4 (h) on the agenda)

Ms. Ljudelis Espinal, representative of Dominican Republic, as Vice Chair of this Subcommittee, furnished details of the elements to be included in the strategy to stimulate the participation of women in port affairs at the national and hemispheric level. These points were examined at the seminar held from June 19 to 22 of this year in Santo Domingo, and one of the activities in progress is the identification of national coordinators, who would constitute lynchpins for the strategy's implementation. In addition, resolutions adopted by the OAS General Assembly on women's participation were distributed (see documents CECIP/doc. 33/07 and CECIP/doc. 7/07).

D. Second Plenary Session

The second plenary session came to order at 15:00 on December 3, 2007, and was chaired by Ángel González, delegate of Mexico. The following item was addressed:

Logistics Activity Zones (LAZ): “Seminar on Ports as a Logistical Platform” (Item 6 on the agenda)

The LAZ issue was addressed in the form of a seminar, to which end State Ports of Spain provided its valuable cooperation in the framework of the Ibero-American Port Forum, of which the CIP is a member of the Executive Board. Mr. Santiago Montmany, Coordinator of International Affairs of that entity provided a brief account of the various activities carried out with the CIP since the beginning of the decade and highlighted the importance of their practical dimension, of the experience, because the activities do not promote products or reiterate theoretical content. He drew attention to the innovative format adopted on this occasion, of holding the seminar in the framework of a meeting of CECIP, and predicted that the participants would find it fruitful.

Port logistics and infrastructure development policy

This module was moderated by Mr. Carlos M. Gallegos, Secretary of the CIP, who drew attention to the groundbreaking nature of the seminar by focusing on ports from a strategic logistics perspective, which looks beyond their traditional as a transit place for freight, seeks to prioritize port clients based on value added to merchandise, and promotes the use of intermodal transport.

Mr. Frank Boyle of the APN gave a presentation on “Development Prospects for Logistics Activity Zones in Peru” (CECIP/INF. 1/07), which covered three main points: national rules and regulations on ports with an emphasis on aspects pertaining to LAZs; the forces that drive logistics development in ports, and possible application in Peru.

With respect to the first point, he said that the law recognizes logistics activities in ports but limits them to the port enclosure. As regards logistics development, he said that globalization, founded, *inter alia*, on the considerable increase in universal demand for goods, and driven by reliable and economical international maritime transport, has unquestionably led to a greater logistical role for countries and ports. He showed statistics that suggest that Peru’s showing in terms of global competitiveness is modest (13th out of 19 countries in the hemisphere in 2006) although it performed somewhat better in terms of logistical competitiveness. He mentioned a number of competitiveness factors that need to be improved in the country, such as, for instance, electronic communications, and the business logistics chains. He explained that insofar as Peruvian ports were concerned, improvements to infrastructure and procedures were in progress, including computerized ship reception.

He then described the objectives and functions of port LAZs, noting their importance for strengthening the port competitiveness by performing value-added tasks other than processing of merchandise (for example, storage, repacking, labeling, etc.), and briefly outlined the elements of which they consist. Finally he presented a number of indicators on the main export sectors in Peru (agro industry, textiles and garments, and wood), provided estimates on the possible sizes of LAZs at different ports (60 hectares for Callao and 10 hectares at each of the other main seaports), mentioned the considerable growth in port-adjacent warehouses near the airport and port in Callao together with an estimate of truck traffic at the latter (around 1,500 vehicles a day), and concluded by showing possible locations for the LAZ for Callao according to recent studies.

Mr. Julián Maganto, Director of State Ports of Spain, gave a presentation on the subject of “The Logistical Role of Ports” ((CECIP/INF. 2/07)) and noted that demand for lower cost, higher quality products

was forcing companies into a business consolidation process. This was necessary in the areas of production, supply, and distribution. He mentioned the case of the automobile industry, where partnerships and mergers have resulted in fewer but much bigger plants that serve huge markets (for example, in Europe), as well as larger autoparts manufacturers that supply many automobile plants, and large distributors of different automobile makes. As a result, logistics, the collection of activities that extends from gathering raw and semimanufactured production materials to distribution of end-products, have become quite specialized and, accordingly, outsourced to more-evolved forwarders better known as logistics operators.

Ports, he said, ought to analyze this transformation by sectors and in two main economic and logistical blocks. In the first it was necessary to examine volumes (tons), values (dollars), mode of internal transport, and trends (for example, degree of application of the Kyoto protocol for environmental protection), while in the second it was necessary to analyze actual companies and their logistics chains. He provided examples of an analysis of this type in the oil and gas, coal, steel, cereals, chemicals, and automotive industries, and then went on to explain that the flow of merchandise, vehicles, and information were important for determining how ports would be inserted in those logistics chains.

He also noted that one of the purposes of LAZs was to perform logistics activities and services that add value to merchandise that were physically separate from port-related activities and, consequently, the main area of LAZs should be turned over to such activities and services. However, he also said that it was necessary to have service areas for vehicles and persons as well as interconnection areas for different modes of transport.

After providing a number of examples of existing and proposed LAZs in Spain, he made the following observations: i) LAZs impact on all economic sectors; ii) they may be located inside or outside the port service area; iii) they should be self-sufficient and also generate business for ports; iv) they should stimulate intermodality; v) they should be the result of joint public and private efforts. He concluded by emphasizing that a logistical approach was necessary for effective port competitiveness.

Mr. José Luis Baretino, Chief of the General Services Area of the Port of Gijón, addressed the issue of “Logistics in an Industrial Port: The Case of the Port of the Gijón” (CECIP/INF. 3/07). He described how the port had evolved since early in the last century from one that handled a variety of freight to one that specialized mainly in dry bulk cargo in the second half of the century. As a result, today it is the undisputed leader in Spain, given that it moves 19 million tons a year (17% of the total moved by Spanish ports) and handles vessels of up to 18 meters in draft, 311,000 deadweight tons, and 333 meters in length. He provided an overview of the main types of traffic: coal and iron ore for steelworks (Arcelor Mittal), thermal coal for thermal power plants (Endesa, HC Energía, Iberdrola), minerals for cement production (Tudela Veguín) and cereals (Harinera Vilafranquina).

He then described the transportation systems used: conveyors belts for plants some 20 kilometers from the port, broad and narrow gauge railways (which together comprise only 12% of total traffic at the port) and trucks for other plants about 100 kilometers away. After describing the port facilities available for dry bulk freight, as well as their expansion and the terminal concession holders, he went on to explain the logistical solutions that are being implemented to better integrate transportation between the terminal and plants, including a more intensive use of the railway.

Finally, he explained that there were plans to build a 10-hectare logistics and industrial zone some 10 kilometers from the port to handle companies that were smaller but which combined could represent an appreciable volume of freight.

Mr. Rafael Farromeque, Director of ALG Andina, delivered a paper on “The Logistical Role of Ports as a Differentiating Factor in the South-American Pacific Maritime Market” (CECIP/INF. 4/07). He recalled the vigorous growth in the trade of the Asian Pacific-rim countries, which, broadly speaking, averaged

double-digit annual growth, and the lesser but still significant -though erratic- growth rates of the countries of the so-called Latin American Pacific Rim that is the countries of the Americas that lie along the Pacific Rim.

He pointed out that the United States was still the dominant trading partner for this group of countries but that Asian trade already represented around one-third of the total for them. He added that the annual freight movement at the 25 largest ports on the Latin American Pacific rim was equivalent to that of Long Beach, or around 5 million TEU, and that while some of them had attained productivity standards that ranked them among the best in the world (around 70 movements per hour at Chilean ports), partly due to the presence of transnational port operators, other were still quite some way from achieving those standards.

As regards the maritime container services that served the ports of the Latin American Pacific rim, he noted that the majority of lines completed their Asia-bound South American freight at Manzanillo in Mexico, owing to the congestion at Californian ports, there being only one direct service from San Antonio in Chile to Asia. This was attributable to the significant volume of freight that originated at that port. He explained that the routes included calls at several ports sailing southward with very few in a northerly direction.

He recalled that the use of larger, Post -Panamax vessels, which as a matter of course dock at fewer ports, coupled with the progressive congestion of the Panama Canal until its expansion was completed, the rising volumes of South American freight bound for Asia, and the good productivity levels reached by a number of ports on the Latin American Pacific rim, created new scenarios that could signify a window of opportunity for the possibility of establishing another hub based on the growth in Asian traffic. He said that there were three scenarios: i) Keep the current situation, which would probably lead to decanting of traffic from the west coast of South America by intensive use of feeder services, possibly from Panama to the rest of the world; ii) Consolidate the advances made by ports on the west coast of South America and capture sufficient volumes to permanently maintain direct services to Asia from South America; iii) Establish direct services to Asia from South America and feeders to North America and Europe. He concluded by suggesting a measures to increase efficiency (incorporation of transnational port operators, logistics operators, and LAZs) and complementarily (increased opening up to trade, specialization of ports according to freight destination, public-private sector dialogue to devise strategies for redesigning services).

E. Third Plenary Session

The third plenary session was held on December 4, 2007, at 09:00, and chaired by Francisco Pastrana, alternate delegate of Mexico. The following items were addressed:

Logistics Activity Zones (LAZ): “Seminar on Ports as a Logistical Platform” (continuation of item 6 on the agenda)

Mr. Pastrana also acted as moderator for the following module.

Integration of ports in physical and computer networks

Mr. Jesús Azpeitia from Equipos de Técnicos en Transportes y Territorio Proyectos S.L. delivered a paper on “Port integration with the railway network” (CECIP/INF. 5/07). Mr. Azpeitia regarded land transport as strategically important in the operation and development of ports and proceeded to analyze pivotal factors for good rail-port planning. He gave a detailed presentation of a methodology for a better planning structure, saying that good traffic forecasting, based on market analysis techniques; problem categorization, for instance by means of accessibility indicators; and selection of alternatives, based on project evaluation techniques, were essential for deciding what combination of measures to implement. He recalled that very often ports lose sight of the destination of merchandise once it leaves the port facility and that

knowledge of this and of the mode of transport used is essential for consolidating different cargoes in large-capacity transport systems, such as the railway. He also suggested that port planning should include the railroad from the outset and not simply as an element to be added on. He described the difficulties inherent in this mode of transportation, such as, for example, port and railway administration conflicts in the port service area; priority given to passenger trains that circulate at certain times on national networks that serve large cities (for example, priority for trains on the outskirts of Madrid between 06:00 and 09:00); the need for short truck haulage over the final stretch so that the merchandise can actually reach its destination, which is often done on highly congested routes, and the lack of interoperability between the rail networks of neighboring countries. He explained that the availability of support or internal terminals with intermodal facilities could help this mode of transport which is, moreover, environmentally cleaner, to catch on.

Finally, he noted that the appearance of rail companies associated with terminal operators for transporting containers to the interior of countries showed that business plans for rail-port administration were spreading.

Mr. Fernando Fernández Melle, Manager of PORTEL Sistemas Informáticos, offered a presentation entitled “Single Port Window” (CECIP/INF. 6/07).

He gave a short introduction, mentioning the milestones of the digital age: 1957, the development of Arpanet (a military and intelligence network) as part of the response to the perceived threat following the launch of the first Soviet satellite in space; 1969, the first communication between computers, in other words, the use of protocols; 1981, the appearance of personal computers.

He then explained that the impact of digital technology on companies over the last two decades, and obviously also on ports, led to a multitude of applications to perform different functions and tasks: payrolls, billing, etc. This phase is now highly advanced; for example, there are mooring management applications which combine geographic information and databases that enable the user to find the location of a vessel on the wharf and, by clicking on a vessel icon, open a window containing technical, commercial, and operational information on it. These applications cover a vast range of operational, commercial, statistical, and planning tasks and have obviously helped considerably to reduce the amount of paperwork in business management. The “single window” constitutes the second phase in this digital evolution, one through which all clients of the enterprise (the port authority) communicate with the latter by means of electronic data interchange (EDI) or a secure Internet portal. He noted that all Portel’s clients, consignee agencies, customs agencies, etc., have entered this phase.

Using merchandise import and export operations as examples, he explained the mechanics of this application and its impact on business management, and added that implementation was under consideration of a pilot project in Peru. Next, he explained that progress was already being made on the third phase, implementation of information systems for the port community in which communication among all the players in the port community, such as the port authority, customs, consignees, agencies, ship-owners, exporters, etc, could be verified via a secure information platform. He reported that at present one-third of players have entered this phase and that an even more advanced phase has commenced: connection between information platforms for the port communities of the ports of Algeciras (Spain) and Tangiers (Morocco). He advised caution in this transition process whereby the port became a “logistics link for information”, in view of the danger of a systems blockage, such as the one that lasted a number of months in Estonia due to the concerted action of hackers.

Mr. Julián Villalba, Coordinator of Port Programs of the Andean Development Corporation (CAF), spoke on the subject of “Ports as a Link in the Logistics Chain” (CECIP/INF. 7/07). He presented three cases: the enormous truck tailbacks, up to 70 kilometers long, that hamper the export of soy bean via Paranaguá; the bottleneck formed by the single bridge into Buenaventura (the other was destroyed by guerillas) and the passage of trucks through the city, which take more than two hours to travel a distance of three kilometers, all

of which conceals the shortcomings of the road system that connects this port with the rest of the country, in spite of the fact that it handles half of Colombia's foreign trade; and the acute shortage of space in the port of Callao as well as urban congestion. He said that the solutions adopted at these three ports (roadside parking lots in Paranagua to alleviate the congestion that naturally occurs during the cropping season, and investments under way at Buenaventura and Callao) show that the logistics chains served by ports are a conglomerate of infrastructure, services, and institutions, that their capacity is determined by the weakest link, and that the provision of infrastructure should be accompanied by improved chain management.

He went on to describe the CAF contribution in the improvement of port logistics chains: financing for a section of the Buga-Buenaventura highway to improve the port's connectivity with the interior of the country and a study to determine the effect of port traffic on freight transportation in Callao. He also mentioned the Seal of Quality project, which is a complement to ISO quality standards used by companies and extends the standards to include services provided to users. He mentioned that the Latin American Port Quality Association (ALCP) was created in April 2007, in which the CAF holds a 50% interest and the Valencia Port Foundation (Spain) 25%. The purpose of the ALCP is to set port customer service standards and it can also impose financial penalties in the event of non-compliance (for example, a container unloaded at Cartagena should take no more than two days to reach Medellín and three at most to reach Bogotá). In conclusion, he said that wider adoption of this seal of quality would help to boost the competitiveness of ports in the Andean Community.

Mr. Pascual Pery, Director of TYPESA, addressed the question of "Road Access at Ports and Logistics Activity Zones" (CECIP/INF. 8/07). Mr. Pery recalled the characteristics of road transportation: small companies (most with a single truck) with very limited financial capacity (unable to cover the replacement of equipment or, occasionally, to amortize their assets); extremely flexible; highly necessary in the final stages of the logistics chain; inexpensive but with considerable external costs (pollution, congestion, accidents), and under increasing pressure to pay for the use of the infrastructure that they utilize. Next he analyzed the situation at the main Spanish and Peruvian ports with regard to truck transportation and then mentioned that in Spain there are three approaches: ports that seek to establish a direct link to the road network; others that are expanding subject to the availability of roads, and, finally, others for which the only solution is to move to another location (La Coruña). In conclusion, he recommended the creation of an internal port network with a segregated traffic system and security against alien traffic at port road intersections with national road networks.

Carlos Sagrera and Juan Diego Reyna of Ocean Pollution Control S.A. of Panama gave a presentation on "Environmental Services at Port Logistics Platforms in the 21st Century" (CECIP/INF. 9/07), which dealt with measures for preventing and combating pollution in ports in accordance with the IMO Conventions, and which, therefore, are adequate to the needs and characteristics of petroleum product logistics chains. With respect to activities on land, a presentation was given on treatment plants for waste and oily water and how to recover elements of commercial value.

F. Fourth Plenary Session

The fourth plenary session came to order at 16:45 on December 4, 2007, and was presided over by Ángel González Rul, Chair of CECIP. The following business was addressed:

2008 – 2011 CIP Action Plan: Proposal for the 2008 Work Plan of the Established Subcommittees (Item 5 on the agenda)

The Chair and the Secretary of the meeting recalled the 11 subcommittees created by the Committee in Brazil in September 2007 as well as the one recently established by CECIP on River and Lake Ports. They noted the importance that each have a very specific plan of activities for the 2008-2009 biennium, based on

the 2008-2011 Action Plan of the CIP (see document CECIP/doc.14/07). They also said that the subcommittees on Cargo Services, Vessel Services, Security, and Environmental Protection should take account of the relevant work plan adopted by the respective Technical Advisory Group (TAG), in order to avoid needless duplication of efforts. They also reiterated the need to set concrete goals with deadlines and, if possible, indicate sources of financing for carrying out activities. The session then continued with meetings of the 12 subcommittees, which were presided over by their respective chairs.

1. Subcommittee on Policy and Coordination (Item 5(a) on the agenda)

The delegate of Mexico Francisco Pastrana, as Chair of this Subcommittee, outlined the main activities to be carried out in the 2008-2009 biennium (see document CECIP/doc.36/07), which he grouped into five main areas: i) Evaluation of the workings of the TAGs and verification of implementation of the recommendations of the CIP on which an annual report would be submitted; ii) Strengthen cooperation ties with observer countries and international agencies with a view to finalizing the agreement with the Port of Le Havre in 2008 and others with the Port Management Association of the Caribbean (PMAC) and the Caribbean Shipping Association (CSA); iii) Follow-up on management of the CIP Magazine, which would entail verification that the recommendations have been implemented for the issues scheduled for publication in 2008 as well as issuing new recommendations for 2009; iv) Follow-up on the institutional strengthening of the CIP, which would include consent, signature, and ratification, as appropriate, of the Agreement on Cooperation and Mutual Assistance between inter-American port authorities, strengthening of the CIP in the structure of the OAS General Secretariat, and steps to ensure the adoption of the Declaration of Panama on Environmental Port Protection; and, v) Follow-up on the preparations for the meetings of the CIP, CECIP, and Hemispheric Conferences on specific issues to be held during the biennium. Finally, he said that it was planned to hold two annual meetings of the Subcommittee and that the ones corresponding to 2008 would take place in April and December. In that regard, the Committee subsequently adopted resolution CECIP/RES. 02 (IX-07).

2. Subcommittee on Cargo Services (Item 5(b) on the agenda)

The delegate of Brazil, José N. Gama, as Chair of the Subcommittee, set out its draft work plan based on a series of training activities, which would include (see document CECIP/doc.37/07): i) The Ibero-American training courses on port operations and technologies to be held in May 2008 and 2009, for which State Ports (Spain) had already confirmed its support; ii) the Hemispheric Conference on Port Logistics and Competitiveness to be held in Mexico in 2008 with the sponsorship of the Office of the General Coordinator of Ports and Merchant Marine (Mexico), which had confirmed its participation; iii) a seminar on information platforms for port communities; iv) the regional seminar to promote the regulatory framework of the World Customs Organization and bilateral measures; v) a seminar on port marketing, and, vi) national training courses for port services companies, for which the host country and entity responsible for holding it remains to be determined. (vii) Establish a working group to prepare a study on costs, times, quality, and security in selected logistics chains. He concluded with a reference to the speaker's observation on the need to allocate more time during the meeting to refining work plans. Finally, he noted that it was also necessary to include in this work plan all of the activities contained in the work plan of the TAG on Logistics and Competitiveness (Brazil, September 2007) (see document CECIP/doc. 25/07), which Mexico chairs. In that regard, the Committee subsequently adopted resolution CECIP/RES. 03 (IX-07).

3. Subcommittee on Vessel Services (Item 5(c) on the agenda)

The delegate of Argentina, Eduardo Kluz, as Chair of the Subcommittee, explained that the activities to be carried out in the course of the biennium were closely connected with those approved by the TAG on Navigation Control (see document CECIP/doc. 26/07), in particular, as regards promotion of measures for simplification of vessel arrival and departure procedures in accordance with the 1965 IMO Facilitation

Convention, and the feasibility analysis regarding the creation of a single stopover document. Some of the considerations made in the presentation to support the Work Plan (see document CECIP/doc. 41/07) gave rise to interventions by a number of delegations regarding promotion of regional coastwise trade, whether or not it should be carried out by domestic lines, and the confirmation that freight charges applied to cargo bound for ports in the eastern Caribbean are higher. In that regard, the Committee subsequently adopted resolution CECIP/RES. 04 (IX-07).

4. Subcommittee on Port Security (Item 5(d) on the agenda)

The delegate of the United States, Evie Chitwood, as Chair of the Subcommittee, recalled that in September 2007 the TAG adopted a Work Plan (see document CECIP/doc.28/07) which the Subcommittee considered adequate and, therefore, it would apply itself to contributing to its execution. *Inter alia*, the activities include support to be provided for the preparation of the program and speakers at the coming Hemispheric Conference on Port Security; the construction of a database on training in this area, and evaluation of conditions for a program of assistance in the implementation of the ISPS Code with experts from other OAS member states. She added that in the course of the meeting a number of other elements came up for consideration (for example, the creation of a port security database together with recommendations on its use and accessibility, and the holding of a training seminar for trainers who would then carry out a training program to contribute to implementation of the joint ILO-IMO Code of Practice on Security in Ports in the hemisphere), which, despite not having a person responsible or dates set for their implementation, are included in the draft work plan (see document CECIP/doc. 40/07). In that regard, the Committee subsequently adopted resolution CECIP/RES. 05 (IX-07).

5. Subcommittee on Environmental Port Protection (Item 5(e) on the agenda)

The delegate of Panama, Zoila Yanizelli, as Vice Chair of this Subcommittee, in the absence of the delegation of Venezuela which chairs it, proposed as its work plan the activities included in the Work Plan of the TAG on Environmental Port Protection (document CECIP/doc. 27/07), (Brazil, September 2007), with particular attention to moving forward with the recommendations of the First Hemispheric Conference on the issue (Panama, April 2007) (see documents CECIP/doc.15/07 and CECIP/doc.23/07) and to support the holding of the second conference in Brazil in 2009. In that regard, the Committee subsequently adopted resolution CECIP/RES. 06 (IX-07).

6. Subcommittee on Port Investments (Item 5(f) on the agenda)

The delegate of El Salvador, Carlos Borja, as Chair of the Subcommittee, set out its plan (see document CECIP/doc.44/07), which envisages a set of reviews, seminars, and training courses to promote public and private investment by geographic regions, which would be prepared in the framework of the Puebla-Panama Plan (PPP) and the Initiative for the Integration of Regional Infrastructure in South America (IIRSA). He explained that responsibility had only been assigned for the reviews (Guatemala for Central America, Dominican Republic for the Caribbean, and Brazil for South America) as the remaining activities would be determined based on the conclusions and recommendations of those reviews. In that regard, the Committee subsequently adopted resolution CECIP/RES. 07 (IX-07).

7. Subcommittee on Port Legislation (Item 5(g) on the agenda)

The delegate of Argentina, Eduardo Kluz, Vice Chair of this Subcommittee presented its draft work plan (see document CECIP/doc. 45/07) for the biennium, which would be based on two main lines of action: i) Compilation of laws, regulations and administrative provisions to be placed on the CIP website, a task of which the delegation of Panama would take charge, and, ii) Preparation of frames of reference for resolutions on dredging; requirements set by the port administration for waste-receiving companies; rules and regulations

on bilge pumping upon entry to port; and guidelines for industrial safety, contingency and security plans as well as for drawing up a ports law. He concluded saying that efforts would be made to involve specialized agencies in the activities of the Subcommittee. This presentation elicited comments from a number of delegations: The representative of the Dominican Republic drew attention to the risks of attempting to establish uniform legislation for all countries, bearing in mind the different legal traditions and disparities in terms of social and economic development; the representative of Uruguay suggested the application of controls and effective penalties in the case of irregularities committed by vessels upon entry to ports, and the delegate of Mexico expressed the desire that only a part of the port facilities allocated to warehouses and customs inspections of freight be classified as customs zones, in order to dispel the traditional perception of ports in the hemisphere as areas akin to fortresses under siege. In that regard, the Committee subsequently adopted resolution CECIP/RES. 08 (IX-07).

8. Subcommittee on Planning and Port Management (Item 5(h) on the agenda)

The delegate of Chile, Andrés Rengifo, as Chair of the Subcommittee, presented its work plan (see document CECIP/doc.43/07), which provided for a number of training activities: the Second Training Course on Port Management, to be held in the Dominican Republic in January 2008; a training workshop on evaluation of regional maritime industry growth trends and their impact on port infrastructure planning, to be held in coordination with ECLAC; the Ibero-American Course on Port Management, to be held in Spain in October 2008 and 2009; and, subject to approval, a seminar on port management in the CARICOM area. In that regard, the Committee subsequently adopted resolution CECIP/RES. 09 (IX-07).

9. Subcommittee on Statistics, Costs, and Tariffs (Item 5(i) on the agenda)

The representative of Peru, Eusebio Vega, as Chair of the Subcommittee, noted that the work plan for the biennium (see document CECIP/doc.46/07) envisions compilation of information and a training seminar in either year. In 2008, Peru was assigned the task of compilation of container tariff models while Uruguay was designated to prepare a list of experts; a seminar on tariffs would be held in Peru. For 2009, El Salvador was allotted the task of compiling information on port costs, while Chile would host a seminar on statistics. In that regard, the Committee subsequently adopted resolution CECIP/RES. 10 (IX-07).

10. Subcommittee on Port Development for Cruise Ships (Item 5(j) on the agenda)

The representative of Barbados, Everton Walters, as Chair of the Subcommittee, presented the work plan, which centered on essential cruise ship activity for small island states of the Caribbean and on building on the work of previous years (*inter alia*, port promotion, negotiations with shipping companies, and security). The work plan also provides for a seminar to be held on strategies and basic requirements for countries to ensure their advantageous positioning in the business plans of tourism cruise lines, to be held in Barbados in 2008, and production of a catalog of projects for improving the port-city interface for cruise ships. In that regard, the Committee subsequently adopted resolution CECIP/RES. 11 (IX-07).

11. Subcommittee on the Participation of Women in Port Affairs of the Hemisphere (Item 5(k) on the agenda)

The delegate of the Dominican Republic Lluvelis Espinal, as Chair of the Subcommittee drew attention to four areas of action in the Subcommittee's work plan: (i) Establishment of focal points in each country with a view to constructing a database of women involved in port affairs, which was assigned to the Dominican Republic. (ii) Updating the website, a task allotted to Venezuela. (iii) Organization of a seminar

on “Labor integration of women in the maritime and port sector” by Uruguay (Ecuador as alternate host); iv) Finalization of cooperation agreements with Spanish centers that specialize in “online” training. In that regard, the Committee subsequently adopted resolution CECIP/RES. 12 (IX-07).

12. Subcommittee on River and Lake Ports (Item 5(l) on the agenda)

The delegate of Paraguay, Juan C. Muñoz, as Chair of the Subcommittee, described the objectives and functions of the Subcommittee and presented its work plan for the biennium, which included four seminars: on solid bulk handling and environmental impact, to be held in Colombia; on container operations, to be held in Uruguay; on the sea-river interface, to be held in Paraguay, and on management of navigability, dredging, and signaling planned to be held in Peru. The plan also provides for an inventory of waterways, including types and number of ports and fleets at the regional and national level. In that regard, the Committee subsequently adopted resolution CECIP/RES. 13 (IX-07).

In closing this plenary session, the Chair of CECIP thanked the delegations for their valuable contributions and urged all the member states and associate members of TAGs to collaborate in the activities of the CIP.

G. Fifth Plenary Session

The fifth plenary session came to order at 09:15 on December 5, 2007, under the direction of Mr. Ángel Gonzáles, Chair of CECIP, and dealt with the following business:

Logistics Activity Zones (LAZ): “Seminar on Ports as a Logistical Platform” (continuation of item 6 on the agenda)

Eusebio Vega, Director of Planning of APN, Peru, was moderator for the topic, “*Experiences in Implementation of Port Logistics.*”

Mr. Leandro García, Manager of the Valencia Port Foundation, presented the issue “The Logistics Activity Zone of the Port of Valencia” (CECIP/INF. 10/07). He mentioned that the Valencia LAZ was a core component in the logistical integration of the territory, which was necessary in a globalized environment where the number of plants is on the downturn while the number of warehouses is on the rise. He furnished figures to underscore the importance of logistics in the world economy; it accounts for 12% of GDP and ranks above manufacturing, and in Europe is growing at rates of around 10%, well ahead of those corresponding to economic activity.

Next, he proceeded to describe the factors taken into account in developing an LAZ, with frequent references to the case of Valencia: a favorable environment shaped by availability of land and adequate public works, growing trade, and a vocation for suitable land development; the perception among industrial sectors that logistics reduces costs; the evolution of forwarders into logistics operators, made possible by the large number of small and medium-size companies in the Valencian community that outsource transportation to forwarders; availability of logistics infrastructure. He elaborated on this last point, mentioning that LAZs originally started at the intersections of highways in North America and that at present there is an abundance of different types which include one, two, and more modes of transport. He noted that the useful area of an LAZ (38 hectares out of a total of 60 in the case of Valencia) can often be significantly smaller than the total area owing to the need to include service zones for vehicles, persons, and other related activities, as well as intermodal connection areas. As regards the Valencia LAZ, he commented that added to the traditional role of container

deconsolidation was that of their consolidation for export, which makes a significant contribution to the competitiveness of port terminals.

Mr. Enrique Uribarri of ALATEC, offered a presentation entitled “Veracruz Logistics Activity Zone” (CECIP/INF. 11/07), in which he recounted the elements taken into account in setting up an LAZ, using Veracruz as a model; these are: global factors such as the economic environment as well as macro and micro economic analyses; analysis of supply, in other words the various available logistics chains appropriately broken down into their most basic components; technical description of the LAZ (size, zones, special facilities, security) including its location, which is the most delicate point; project evaluation, including environmental assessment, and, finally, a sensitivity analysis. Each of these points was the subject of detailed explanations, with particular consideration to the logistics chain’s impact on automobile traffic. In conclusion he mentioned the need for adequate marketing of the logistics zone among identified clients until a critical mass was achieved that ensured its sustainability and independent development.

Mr. Juan Opertti, Logistics Director of Costa Oriental, delivered a paper on “Uruguay and the Export of Port and Logistics Services” (see document CECIP/INF. 12/07). He presented figures that denote the importance of logistics for the country's economy and why it constitutes public policy: 26,000 jobs and more than US\$ 300 million in revenue. He explained that this result had been attained in four successive “waves” that started in 1987. The first was the introduction of rules and regulations that made it possible for the activity to take off, with clear provisions on the creation of foreign trade zones (Law of 1987) and free ports (Law of 1992) that also modernized the restrictions under the previous regulations that dated from 1928. The second “wave”, which was set in motion in the mid 1990’s, consolidated the country as a regional distribution hub, taking advantage of its central location in relation to large consumer centers (Buenos Aires 870 kilometers/24 hours; Asunción 1,500 kilometers/72-96 hours; Santiago 1,900 kilometers /72-96 hours; Sao Paulo 1,970 kilometers /72-96 hours). The third “wave” was the provision of value-added services based on regional distribution activity: customer assistance switchboards; bookkeeping services; logistics software services, including bar codes, etc. In addition, in this context “mini-plants” were set up that produce, for example, cables and connectors for computer equipment to be distributed in different countries. By his estimate, as a result of this multiplier effect each logistics job created five additional jobs. India recently installed a warehouse to facilitate distribution of its products in South American markets. The fourth “wave”, which is just beginning, is the internationalization of the port and logistics model developed in the country over the past 20 years.

Mr. Thierry Acca, representative of Consorcio CDB unveiled the project “Caucedo Multimodal Port” (CECIP/INF. 13/07), after which Mr. Joao Moreira gave a presentation on the “Djibouti Project” (CECIP/INF. 14/07). In both cases the approach was to demonstrate the scale of the infrastructure works carried out and the relatively short time frame for their completion. In the case of Caucedo, which entailed building a seaport on a stretch of virgin coast located in the Dominican Republic not far from Santo Domingo, it took one year after the contract was signed in mid-2001 to design the construction phase of the project. Work started in mid-2002 and the quay was operational 18 months later; the whole project was completed in 24 months. The planning of the works included the optimization of activities in order to complete the project on schedule. The works included one kilometer of breakwaters, a 600 meter-long quay with depths of between 13.5 and 15.5 meters (2 million cubic meters of silt and sand were dredged), a 20-hectare container storage area, an administration zone with several buildings for customs and other official entities, and four kilometers of access roads. The case of Djibouti entailed the construction of the Doraleh Maritime terminal for unloading petroleum products on the Gulf of Tadjoura in the Red Sea, in the Republic of Djibouti. The work included a one-kilometer access mole followed by a 200 meter-long access bridge to the two docking platforms for oil tankers of up 80,000 deadweight tons. The contract was concluded in 16 months, of which construction itself took one year, given that metallic and prefabricated elements were used, along with a specially designed machine to drive in the metal piles and put in place the concrete deck sections of the bridge and quay.

The presentations at the seminar were followed by a fruitful dialogue among the participants. Based on the foregoing, Mr. Frank Boyle of Peru presented the conclusions and recommendations of the seminar, noting that port policy should stimulate the logistical functions of ports with logistics zones located both inside and outside port areas. He also said that increasing port efficiency is a permanent task, in view of the sustained growth of Asian international trade and that it could be facilitated through the participation of transnational port operators. He also indicated that ports should seek to establish large, uncongested land interconnections with an eye to the future and to the development of their zones of influence, strengthening, where feasible, the use of the railroad. He also added that the use of computer systems for follow-up, security, and protection of freight, as well as transparency in logistics chains, is essential. Among the recommendations, he drew particular attention to holding similar seminars in view of their significant contribution to improved planning and management of port activity; adoption of the format selected, namely a seminar in conjunction with a meeting of CECIP; and the use of the web segment made available by State Ports of Spain for sharing experience.

Next, the closing session of the seminar was held, with remarks from Mr. Carlos Borja, Vice Chair of CECIP; Mr. Carlos M. Gallegos, Secretary of the CIP, and Mr. Frank Boyle, President of APN, all of whom thanked State Ports of Spain for its valuable support in holding this event. In turn, Mr. Julián Maganto thanked APN and the CIP for the opportunity offered to State Ports to continue to support efforts toward port development in the hemisphere.

H. Sixth Plenary Session

The sixth plenary session came to order at 15:15 on December 5, 2007, and was presided over by Carlos Borja, Vice Chair of CECIP. The following items on the agenda were addressed:

CIP Magazine: implementation of alternatives for publicity (Item 7 on the agenda)

The Secretary briefed those present on the informal meeting between the members of the Editorial Committee and Mike Zellner and Eduardo Coronado of Latin Trade, the company that publishes the CIP Magazine, at which the strategy was agreed for the magazine's publication in 2008, which would be by regions (April- 1: North America; August- 2: Caribbean and Central America; and December- 3: South America). Next, Mr. Zellner introduced the new editor of the magazine, Mr. Coronado. He also requested the audience to provide ideas for improving a product with is designed especially for the ports in the hemisphere and in which room should be made for the Internet as a source of reference but not as a news portal. He mentioned that it was important for the magazine to be published in Portuguese and that it was entirely possible to do so, but that it was essential to examine the financial ramifications of such a measure in order to make a decision.

Next, the Vice Chair of CECIP drew attention to the importance of the Magazine and reminded those present of resolution 86 (CIDI/CIP/RES. 86(V-07)) on the CIP Magazine and of the need to reflect on ways to contribute to its improvement, for example by means of topic selection, production of issues focused on particular regions in the hemisphere, and its circulation. He explained that this reflection was necessary before the relevant item on the agenda was formally discussed later in the meeting. Subsequently, a number of participants mentioned the high cost of the advertisements and the relationship between the size of the print run and costs.

The Vice Chair of CECIP expressed his thanks for the valuable contributions and said he felt sure that this successful initiative would continue. In that regard, the Committee subsequently adopted resolution CECIP/RES. 14 (IX-07).

Preliminary Draft of the “Declaration of Panama on Guidelines for Environmental Port Protection” (Item 8 on the agenda)

The Vice Chair of CECIP mentioned the working group set up at the beginning of the meeting to move forward on this issue, that is, to draft a consensualized text for a preliminary draft Declaration of Panama on Environmental Port Protection and, accordingly, requested that it present its report. Mr. Carlos Sagrera, of the delegation of Panama, presented the document agreed on by the working group (see document CECIP/doc.34/07), thanked the members of the group for their contributions, and confirmed to the delegate of the United States that all the suggestions made had been included in the text. The meeting expressed its thanks for the contribution. Then, the Secretary described the procedure to be followed: officially convey the draft declaration prepared to all countries for comment by the end of May 2008; then distribute those comments among all the countries 90 days before the next meeting of CECIP so that it might recommend the adoption of the declaration of Panama to the CIP. In addition, the Secretary informed that work continues with the Paranagua and Antonina Port Administration (APPA) on the organization of the Second Hemispheric Conference on Environmental Port Protection, and that it was possible that said Administration would organize an informal meeting in 2008 to draw up the terms of reference of the conference; and that, at all event, the arrangements would be made through the Special Ministry for Ports of Brazil. In that regard, the Committee subsequently adopted resolution CECIP/RES. 15(IX-07).

Report on the organization of the Third Hemispheric Conference on Port Security (Item 9 on the agenda)

Mr. Homero Lajara, Director of the Dominican Republic’s Specialized Port Security Force (CESEP), delivered a presentation on progress in the organization of the Third Hemispheric Conference on Port Security (see document CECIP/doc.17/07) to be held in Punta Cana from April 7 to 10, 2008. He provided details of the technical and logistical progress to date together with information about the agreement reached with the five-star Ocean Blue Hotel, the venue of the event, a video about which was subsequently shown. He explained that CESEP is a specialized agency of the Armed Forces which, in coordination with the Dominican Port authority (APORDOM), combats the threats of terrorism, illicit trafficking, and piracy. The meeting, he explained, would focus on three main issues: the state of the standards of the IOM, WCO, ILO, and INTERPOL and of certain specific standards of the United States and European Union; the state of port security in each country in the hemisphere, for which purpose each country would designate an expert to deliver a presentation; and, finally, identification and solution of common problems as well as best practices in the technology, human-resources, financial, and cooperation dimensions of port security (see document CECIP/doc.18/07). These latter presentations would be given by port security officials. Finally, he clarified that the meeting would only examine security-related topics, that the sessions would be held according to an appropriate schedule, and that the dress code would be informal. In that regard, the Committee subsequently adopted resolution CECIP/RES. 16 (IX-07).

Report on the organization of the First Hemispheric Conference on Port Logistics and Competitiveness (Item 10 on the agenda)

Mr. Francisco Pastrana, delegate of Mexico, reported on progress in the organization of the First Hemispheric Conference on Port Logistics and Competitiveness, which would be held in Manzanillo, Colima State, Mexico, from September 8 to 12, 2008, at the Barceló Hotel. He mentioned that simultaneous interpretations services would be available in English and Spanish, as well as in Portuguese should a significant number of Portuguese-speaking participants attend. The conference would be organized by the Office of the General Coordinator of Ports and Merchant Marine in conjunction with the Manzanillo Port Authority and the CIP, and its principal objective would be to share experience in port logistics and devise

strategies and mechanisms for its improvement and to boost competitiveness. He urged all those present to attend this important event. In that regard, the Committee subsequently adopted resolution CECIP/RES. 17 (IX-07).

Place and date of the Tenth Meeting of CECIP (2008) (Item 11 on the agenda)

Mr. Eduardo Kluz, representative of Argentina, confirmed the offer of the Office of the Under-Secretary for Ports and Waterways and of the General Port Administration of his country to hold the Tenth Meeting of CECIP in Buenos Aires from December 1 to 5, 2008. The meeting thanked him and subsequently adopted resolution CECIP/RES.18 (IX-07).

Place and date of the Eleventh Meeting of CECIP (2009) (Item 12 on the agenda)

Ms. Zoila Yanizelli, representative of Panama informed those present of the offer of the Panama Maritime Authority to organize the Eleventh Meeting of CECIP in 2009. The meeting thanked him and subsequently adopted resolution CECIP/RES.19 (IX-07).

Place and date of the Twelfth Meeting of CECIP (2010) (Item 13 on the agenda)

Mr. Andrés Rengifo, representative of Chile, informed those present of the offer of the State Enterprise System (SEP) of his country to organize the Twelfth Meeting of CECIP in 2010. The meeting thanked him and subsequently adopted resolution CECIP/RES.20 (IX-07).

Place and date of the Thirteenth Meeting of CECIP (2011) (Item 14 on the agenda)

Ms. María Isabel Fernández, representative of Guatemala, informed those present of the offer of the National Ports Committee (CPN) of her country to organize the Thirteenth Meeting of CECIP in 2011. The meeting thanked him and subsequently adopted resolution CECIP/RES.21 (IX-07).

Other business (Item 15 on the agenda)

- a. Communiqué from the PPM Latino Program Committee to the CIP

The Secretary reminded the meeting that the CIP offered scholarships for port experts in the region to earn an AAPA Project and Program Management (PPM) Certificate. He announced that he had received a letter from the Coordinator of the AAPA (see document CECIP/doc. 11/07) and of that program informing him of the fee increase for new enrollees from US\$1,500 to US\$6,000 per student. The representative of Mexico noted the irregular procedure for notifying this modification of the fee and proposed that the Secretariat send a letter to the Secretariat of the AAPA informing it of that fact, explaining that, if anything, the appropriate rate was the difference between the fees charged to members and nonmembers for AAPA activities (in which case the new fee would be at around US\$1,800), and that if the proposal did not meet with approval, the cooperation agreement with the AAPA should be amended. The meeting agreed.

Consideration of draft resolutions (Item 16 on the agenda)

The Chair turned to the matter of the draft resolutions (see document CECIP/doc.35/07), in Spanish and English, which had been prepared by the various delegations and distributed among the participants. The United States Delegate, Jean Clark, requested the floor and after thanking APN and the CIP for organizing the

meeting, announced that she was unable to approve the draft resolutions to be considered because they had not been circulated 24 hours in advance, nor were they in English, as Article 34 of the Rules of Procedure required.

The delegate of Brazil José N. Gama, concurred with this position and suggested that this could be an appropriate juncture to propose an amendment of the procedure followed, given that a similar situation had arisen at the meeting in Salvador, Bahía two months earlier. He expressed his concern because a number of resolutions appeared to require the participation of the Ministries of Foreign Affairs and, therefore, he proposed that henceforth time be set aside during the meeting to hold an in-depth discussion on the drafts, in order to ensure comprehensive understanding of the issues upon taking up the resolutions. He also mentioned the advisability of including Portuguese as a language at CIP meetings.

The delegate of Canada, Terry Baten, observed that on this occasion, he had not noticed any improvement in the standard of these meetings, given both the procedures as regards resolutions and the inadequate simultaneous interpretation service.

In light of the comments made, the delegate of Argentina, Eduardo Kluz, appealed for common sense, since one could scarcely expect to have a translation in every language of a document agreed on mere minutes before the start of the meeting.

The delegate of Uruguay, Mario Montemurro, suggested minimizing the drama and importance of the situation and offered a number of comments on the process followed in drawing up resolutions. He said that some resolutions were submitted in sufficient time to be discussed in depth, such as the one made ready by the working group to prepare the preliminary draft Declaration of Panama (in which the United States delegate had taken part), or others, such as the one drafted by Chile for the Subcommittee on Planning and Port Management. He added that others, including those announcing the venue of the forthcoming meetings of CECIP, were of a routine nature.

The delegate of Panama, Zoila Yanizelli, agreed with the delegate of Uruguay and reiterated that most of the text considered for the draft declaration of Panama had been known since April.

Then the delegates of Peru, Frank Boyle and Andrés Rengifo of Chile said that all the delegates had had sufficient time to examine and discuss the resolutions submitted.

For his part, the representative of Mexico, Ángel González Rul, noted that they were not acting in breach of the CIP Rules of Procedure as Article 34 provided that by a two-thirds majority vote proposals may be discussed that have not been submitted with the requisite timeliness (at least 24 hours prior to the session) and that that had been the case at a large number of CIP meetings. He said that in essence practically all resolutions were of a technical nature and, therefore, he underscored what it said in the CIP Rules of Procedure to the effect that delegates attending its meetings should be port sector specialists, which was not the case on this occasion. Accordingly, he proposed a vote on whether or not to proceed with the consideration of draft resolutions.

The delegate of Barbados noted that the CECIP was divided, which warranted an explanation, ideally from the Secretariat, and that he agreed with the observations of the delegate of Canada on the simultaneous interpretation.

Next, the delegations of Uruguay, El Salvador, Panama, Peru, and Chile supported the motion of Mexico to hold a vote in accordance with Article 34 of the CIP Rules of Procedure.

The Chair, therefore, convened a vote on whether or not to proceed with consideration of the draft resolutions. An 86% majority of those present voted in favor. The meeting, therefore, then proceeded to consider each of the draft resolutions, which were adopted by a majority vote and are included in section VIII of this report. The United States delegate requested that each resolution include a note on the misgivings raised about the procedures followed.

I. Closing Session

The closing session was held at 18:30 on December 5, 2007. The Chair of CECIP, Ángel González Rul, said that as port sector professionals they came across issues that divided them and others that united them, and that the former should be the spur that helped them to find the way to move forward in unison. He recalled that the new period beginning ought to be guided by a vision of a common future and that it involved CECIP members and non-members alike, as in the case of the cooperation with State Ports of Spain. In particular, he recalled Article 57 of the Rules of Procedure, which requested governments to appoint port sector specialists to attend CIP meetings, which would make internal document processing more effective, with fewer administrative delays. He acknowledged the existence of a number of problems in the treatment of the different languages, which unquestionably necessitated looking at ways to overcome them. He finished by thanking the organizers and expressing his appreciation to the CIP Secretariat for its work. The Committee had earlier adopted resolution CECIP/RES. 22 (IX-07) in that regard.

The Secretary of the CIP, Carlos M. Gallegos, thanks all those present, particularly those who had enriched the meeting from a technical point of view and made it possible for the CIP to move forward with its work. In closing, he thanked the APN and State Ports for their significant contributions in the organization of this event.

Finally Mr. Frank Boyle, President of the APN, Peru, thanked the delegates and guests for attending and made an observation on the cultural differences that ought to enrich them rather than divide them. He also wished all the foreign visitors an enjoyable stay in the country and thanked the CIP Secretariat and State Ports of Spain for their support at this meeting. Finally, he officially declared this meeting of the CECIP adjourned.

RESOLUTIONS

CECIP/RES. 01 (IX-07)

REPORT OF ACTIVITIES OF THE SUBCOMMITTEES OF THE EXECUTIVE BOARD

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

HAVING SEEN:

The documents on the activities fulfilled in the year 2007 by: the Subcommittee on Statistics, Costs, and Tariffs (CECIP/doc.21/07), the Subcommittee on Training (CECIP/doc.24/07), the Subcommittee on Port Development for Cruise Ships (CECIP/doc.29/07), the Subcommittee of River and Lake Port Development (CECIP/doc.32/07) and the Subcommittee on the Participation of Women in Port Affairs of the Hemisphere (CECIP/doc.33/07); and

TAKING INTO ACCOUNT:

The reports presented by the Chairs of the eight Subcommittees on their activities developed in the year 2007,

CONSIDERING:

That by resolution CIDI/CIP/RES. 37 (III-03) the Subcommittees of the Executive Board were created: Subcommittee on Policy and Coordination, Port Planning and Management, Statistics, Costs, and Tariffs, Port Development for Cruise Ships, River and Lake Port Development, Training, and Regional Port Development and that resolution CIDI/CIP/RES. 13 (VII-05) created the Subcommittee on the Participation of Women in Port Affairs of the Hemisphere; and

That by resolution CECIP/RES. 14 (VII-05) the Inter-American Committee on Ports (CIP) resolved to request that the Chairs of each Subcommittee elaborate an annual report which details the activities achieved, including an evaluation of the results, strategies followed, and measure of the goals achieved,

RESOLVES:

1. To approve the Reports of the 2007 activities of the eight Subcommittees of the Executive Board.
2. To thank the Chairs and Member States of the Subcommittees of the Executive Board for the work fulfilled.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

SUBCOMMITTEE ON POLICY AND COORDINATION

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

HAVING SEEN:

The Proposal of the 2008-2009 Work Plan of the Subcommittee on Policy and Coordination of the Executive Board (document CECIP/doc. 36/07); and

CONSIDERING:

That by resolution CIDI/CIP/RES. 75 (V-07) the Inter-American Committee on Ports (CIP) approved the creation of the Subcommittee on Policy and Coordination presided by Mexico and as Vice Chairs Barbados, El Salvador, United States and Uruguay, and that by resolution CECIP/RES. 2 (V-03) its objectives and functions were approved;

That by resolution CIDI/CIP/RES. 82 (V-07) the 2008-2011 Action Plan of the CIP was approved, which is executed through the Executive Board (CECIP) and its Subcommittees; and

That it is necessary to define the 2008-2009 Work Plan of the Subcommittee on Policy and Coordination,

RESOLVES:

1. To approve the following 2008-2009 Work Plan of this Subcommittee:
 - a. Evaluation of the Technical Advisory Groups (TAG)
 - (i) Evaluation report of the work of the four current TAG in 2008 (Buenos Aires) and in 2009 (El Salvador).
 - (ii) Ensure the implementation of recommendations from the CIP for improving the management of the TAG.
 - b. Strengthen cooperative relations with Observer States and international organizations
 - (i) Sign agreements with the Port of Le Havre. First Trimester of 2008.
 - (ii) Consider new agreements with other international organizations and ports. 2009.
 - (iii) Maintain ties of cooperative relations with organizations and agencies that have signed agreements of cooperation.
 - c. Follow up with the management of CIP Magazine
 - (i) Ensure the implementation and recommendations for the 2008 editions and submit new recommendations for the 2009 editions.
 - (ii) Monitor the active participation of the Editorial Committee and its coordination with the editor.
 - d. Follow up CIP actions with reference to:
 - (i) Consent, signature, and ratification by Member States (as applicable) of the Agreement on Cooperation and Mutual Assistance Among Inter-American Port Authorities. Additionally, action proposals for its activation.

- (ii) Strengthening the CIP within the structure of the General Secretariat of the OAS (elaboration of a justifiable study, requests before foreign affairs offices, requests before forums of the OAS, among others).
 - (iii) Requests to approve the Draft Declaration of Panama on Guidelines for Environmental Port Protection.
- e. Follow up to ensure the successful organization of the following activities:
- (i) Tenth Meeting of the Executive Board, Buenos Aires, December 2008.
 - (ii) Eleventh Meeting of the Executive Board, Panama, December 2009.
 - (iii) Sixth Meeting of the Inter-American Committee on Ports, El Salvador, September 2009.
 - (iv) Third Hemispheric Conference on Port Security, Dominican Republic, April 2008.
 - (v) First Hemispheric Conference on Port Logistics and Competitiveness, Manzanillo, Mexico, September 2008.
 - (vi) Second Hemispheric Conference on Environmental Port Protection, Paranaguá, Brazil, 2009.
- f. Celebrate the following meetings of this Subcommittee: Punta Cana, April 7, 2008 and Buenos Aires, December 2008. Additionally two meetings in 2009.
2. To entrust the delegation of Mexico, which presides this Subcommittee, and the delegations of Barbados, El Salvador, United States, and Uruguay as Vice Chairs, to remain vigilant for the fulfillment of this resolution.
3. To urge Member States and particularly members of this Subcommittee, to actively collaborate in the development of activities for this Subcommittee.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 03 (IX-07)

SUBCOMMITTEE ON CARGO SERVICES

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

HAVING SEEN:

The Proposal of the 2008-2009 Work Plan of the Subcommittee on Cargo Services (document CECIP/doc.37/07); and

CONSIDERING:

That by resolution CIDI/CIP/RES. 75 (V-07) the Inter-American Committee on Ports (CIP) approved the creation of the Subcommittee on Cargo Services, presided by Brazil, with Mexico as Vice Chair, and also integrated by Barbados, Bolivia, Chile, Costa Rica, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Nicaragua, Peru, Saint Lucia, Suriname, United States, Uruguay, and Venezuela;

That by resolution CIDI/CIP/RES. 82 (V-07) the 2008-2011 CIP Action Plan was approved, which is executed through the Executive Board (CECIP) and its Subcommittees; and

That it is necessary to define the 2008-2009 Work Plan of the Subcommittee on Cargo Services,

RESOLVES:

1. To approve the following 2008-2009 Work Plan of this Subcommittee:
 - a. Promote the application of productivity concepts, excellence, quality, and marks of guarantee to contribute to the competitiveness of companies in the port community.
 - (i) Organize the Hemispheric Conference on Port Logistics and Competitiveness in Manzanillo, Mexico, September 8-12, 2008.
 - (ii) Ibero-American Course on Port Operation and Technology, Santander, Spain, May 2008 and May 2009.
 - b. Disseminate the use of information systems for the port community that allows information on commerce to be processed electronically.
 - (i) Seminar on platforms of information for port communities that provide services to vessels and cargo.
 - c. Disseminate the Normative Framework of the World Trade Organization (WTO) and the measures endorsed by the United States Custom and Borders Protection Agency, look for unique referential guidelines for improving the security of logistical chains and evaluate its impact in port competitiveness with tangible indicators.
 - (i) Regional seminar to promote the WTO Normative Framework and present measures endorsed by the United States Custom and Borders Protection Agency.
 - (ii) Working Group that elaborates a study model on costs, time, quality and protection in the logistical chain of specific products.

- d. Strengthen the formation and training of human resources of the port companies that provide cargo services in collaboration with organizations from developed states.
 - (i) National courses for port service companies.
 - (ii) Seminars on Port Marketing for the development of alternative outlines of traffic during the process of expanding the Panama Canal.
2. To entrust the delegation of Brazil, which presides this Subcommittee and the delegation of Mexico as Vice Chair, to remain vigilant for the fulfillment of this resolution.
3. To urge Member States and particularly members of this Subcommittee, to collaborate actively in the development of activities for this Subcommittee.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

SUBCOMMITTEE ON VESSEL SERVICES

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

HAVING SEEN:

The Proposal of the 2008-2009 Work Plan of the Subcommittee on Vessel Services (document CECIP/doc. 41/07); and

CONSIDERING:

That by resolution CIDI/CIP/RES. 75 (V-07) the Inter-American Committee on Ports (CIP) approved the creation of the Subcommittee on Vessel Services, presided by Argentina, with Jamaica as Vice Chair, and also integrated by Barbados, Brazil, Chile, Ecuador, El Salvador, Mexico, United States and Venezuela;

That by resolution CIDI/CIP/RES. 82 (V-07) the 2008-2011 CIP Action Plan was approved, which is executed through the Executive Board (CECIP) and its Subcommittees; and

That it is necessary to define the 2008-2009 Work Plan of the Subcommittee on Vessel Services,

RESOLVES:

1. To approve the following 2008-2009 Work Plan of this Subcommittee:
 - a. To promote simplifying reception processes and the dispatch of vessels through the circulation of the 1965 Convention on Facilitation from the IMO and analysis of the feasibility of creating a unique document of this scale.
 - (i) Working Group to define a strategy to circulate the 1965 Convention on Facilitation of International Maritime Traffic of the IMO and analyze the creation of this unique document.
 - b. Circulate new technologies and its hemispheric application in maritime and river routes.
 - c. Cooperate in standardizing navigation safety between Member States.
 - d. Identify technological advances for navigation protection and simulation models that are in function.
2. To entrust the delegation of Argentina, which presides this Subcommittee, and the delegation of Jamaica as Vice Chair, to remain vigilant for the fulfillment of this resolution.

3. To urge Member States and particularly members of this Subcommittee, to collaborate actively in the development of activities for this Subcommittee.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 05 (IX-07)

SUBCOMMITTEE ON PORT SECURITY

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

HAVING SEEN:

The Proposal of the 2008-2009 Work Plan of the Subcommittee on Port Security (document CECIP/doc. 40/07); and

CONSIDERING:

That by resolution CIDI/CIP/RES. 75 (V-07) the Inter-American Committee on Ports (CIP) approved the creation of the Subcommittee on Port Security, presided by the United States and with Guatemala as Vice Chair, and also integrated by Argentina, Bahamas, Barbados, Brazil, Canada, Chile, Colombia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Guyana, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, and Venezuela;

That by resolution CIDI/CIP/RES. 82 (V-07) the 2008-2011 CIP Action Plan was approved, which is executed through the Executive Board (CECIP) and its Subcommittees; and

That it is necessary to define the 2008-2009 Work Plan of the Subcommittee on Port Security,

RESOLVES:

1. To approve the following 2008-2009 Work Plan of this Subcommittee:
 - a. To compile a training database in security matters that will give Member States a list of training opportunities throughout the hemisphere.
 - b. To assess conditions for a CIP/ISPS implementation assistance program to provide experts in other OAS States, and seek assistance to determine the implementation status of the ISPS Code in their countries, as adopted by resolution CECIP/RES. 13 (VI-04).
 - c. To provide appropriate support, including the development of the program and speakers, for the Third Hemispheric Conference on Port Security to be held in the Dominican Republic in April 2008.
 - d. To promote, identify and circulate Port Security training activities and information needs in the region. This task will include cooperation and coordination with other international organizations (IMO, APEC, ILO, Western Hemisphere Travel Initiative, and the WCO).
 - e. To determine a Working Group to elaborate a port security database and recommend its use and accessibility.
 - f. To determine a focus point which consolidates training available in the hemisphere.

- g. To determine a Working Group to analyze the feasibility of implementing the guidelines in a pilot port, the entry into force of strict security measures and the most advanced technical services of protection.
 - h. To execute a seminar for English instructors in order to implement the repertoire of IMO-ILO security and elaborate a sketch for its circulation in Spanish for ports of the hemisphere.
2. To entrust the delegation of the United States, which presides this Subcommittee, and the delegation of Guatemala as Vice Chair, to remain vigilant for the fulfillment of this resolution.
 3. To urge Member States and particularly members of this Subcommittee, to collaborate actively in the development of activities for this Subcommittee.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 06 (IX-07)

SUBCOMMITTEE ON ENVIRONMENTAL PORT PROTECTION

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

HAVING SEEN:

The Proposal of the 2008-2009 Work Plan of the Subcommittee on Environmental Port Protection (document CECIP/doc. 42/07); and

CONSIDERING:

That by resolution CIDI/CIP/RES. 75 (V-07) the Inter-American Committee on Ports (CIP) approved the creation of the Subcommittee on Environmental Port Protection, presided by Venezuela and with Panama as Vice Chair, and also integrated by Argentina, Barbados, Brazil, Chile, Dominica, Ecuador, El Salvador, Haiti, Jamaica, Mexico, Nicaragua, Suriname, Trinidad and Tobago, United States, and Uruguay;

That by resolution CIDI/CIP/RES. 82 (V-07) the 2008-2011 CIP Action Plan was approved, which is executed through the Executive Board (CECIP) and its Subcommittees; and

That it is necessary to define the 2008-2009 Work Plan of the Subcommittee on Environmental Port Protection,

RESOLVES:

1. To approve the following 2008-2009 Work Plan of this Subcommittee:
 - a. To complete in 2008 the elevation of information necessary to understand the current environmental profile in each of the ports of the hemisphere, in addition to the status of their Contingency Plans and that of port authorities. Venezuela.
 - (i) Working Group to complete an environmental profile and hemispheric contingency plans (First semester).
 - (ii) Workshop on hemispheric port environment profiles and mitigation examples in ports of the hemisphere (Second semester).
 - b. To promote the fulfillment of International Conventions related to the Protection of the Marine Environment (MARPOL 73/78) and its Annexes, in addition to the International Convention for the control and management of ballast water and deposits of vessels.
 - (i) To celebrate the Second Hemispheric Conference on Environmental Port Protection in Paranaguá, Brazil, March 2009.

2. To entrust the delegation of Venezuela, which presides this Subcommittee, and the delegation of Panama as Vice Chair, to remain vigilant for the fulfillment of this resolution.
3. To urge Member States and particularly members of this Subcommittee, to collaborate actively in the development of activities for this Subcommittee.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 07 (IX-07)

SUBCOMMITTEE ON PORT INVESTMENT

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

HAVING SEEN:

The Proposal of the 2008-2009 Work Plan of the Subcommittee on Port Investment (document CECIP/doc. 44/07); and

CONSIDERING:

That by resolution CIDI/CIP/RES. 75 (V-07) the Inter-American Committee on Ports (CIP) approved the creation of the Subcommittee on Port Investment, presided by El Salvador and with Bahamas as Vice Chair, and also integrated by Brazil, Dominican Republic, Guatemala, Mexico, and Venezuela;

That by resolution CIDI/CIP/RES. 82 (V-07) the 2008-2011 CIP Action Plan was approved, which is executed through the Executive Board (CECIP) and its Subcommittees; and

That it is necessary to define the 2008-2009 Work Plan of the Subcommittee on Port Investment,

RESOLVES:

1. To approve the following 2008-2009 Work Plan of this Subcommittee:
 - a. Elaborate geographic scenarios of infrastructure investment for the ports located in maritime and river facades in the areas seen in IIRSA.
 - (i) A report of the diagnostic areas of IIRSA and its ports. Responsible Brazil, 2008.
 - (ii) A seminar for South America on investment requirements for IIRSA ports. Responsible Brazil, 2009.
 - b. Elaborate investment scenarios in port infrastructure compatible with sector investments considered in the PPP.
 - (i) Diagnostic report on investment scenarios in port infrastructure for each of the regions. (2008) Responsible for Central America: Guatemala, Caribbean: Dominican Republic, South America: Brazil.
 - (ii) A regional seminar, to be determined according to the diagnostic, on scenarios for port investment, mechanisms of public/private financing of port infrastructure (2009) (El Salvador will identify the host country).
 - c. Elaborate maritime-port investment scenarios to improve the connectivity of small island states of the Caribbean.

- (i) A diagnostic report on the requirements of investment in ports of the Caribbean. Responsible Dominican Republic.
- d. Circulate existing mechanisms of public and private participation in investments and its adequacy in these scenarios.
 - (i) A workshop to elaborate and publish periodically the indicators that permit to profile and update the investment scenarios selected in a geographic area. Responsible El Salvador.
 - (ii) A regional seminar, to be determined according to the diagnostic, on investment opportunities in ports. (El Salvador will identify the host country).
- e. In collaboration with organizations of developed states, to strengthen human resources formation and training in port service companies specializing in infrastructure and facilities.
 - (i) A national course on public-private participation in the private sector.
 - (ii) An international course on public – private participation in the private sector.
- 2. To entrust the delegation of El Salvador, which presides this Subcommittee, and the delegation of Bahamas as Vice Chair, to remain vigilant for the fulfillment of this resolution.
- 3. To urge Member States and particularly members of this Subcommittee, to collaborate actively in the development of activities for this Subcommittee.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 08 (IX-07)

SUBCOMMITTEE ON PORT LEGISLATION

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

HAVING SEEN:

The Proposal of the 2008-2009 Work Plan of the Subcommittee on Port Legislation (document CECIP/doc. 45/07); and

CONSIDERING:

That by resolution CIDI/CIP/RES. 75 (V-07) the Inter-American Committee on Ports (CIP) approved the creation of the Subcommittee on Port Legislation, presided by Panama and with Argentina as Vice Chair, and also integrated by Barbados, Dominican Republic, Ecuador, Uruguay, and Venezuela.

That by resolution CIDI/CIP/RES. 82 (V-07) the 2008-2011 CIP Action Plan was approved, which is executed through the Executive Board (CECIP) and its Subcommittees; and

That it is necessary to define the 2008-2009 Work Plan of the Subcommittee on Port Legislation,

RESOLVES:

1. To approve the following 2008-2009 Work Plan of this Subcommittee:
 - a. Collect port laws, regulations, and other administrative laws of Member States in order to place them in the CIP web page. Responsible Panama.
 - b. Elaborate points of reference that should take into account:
 - Development of dredging resolutions and regulations.
 - Requisites that administrations should demand from waste reception companies.
 - Analyze the norms and regulations relative to waste reception at the point of entry of vessels in ports.
 - Guidelines or outlines that should be contained in industrial safety, contingency and protection plans.
 - Guidelines to elaborate a Law of Ports.
 - c. Request Member States of this Subcommittee to recommend presentations for subsequent meetings of this Subcommittee.
 - d. Request that specialized institutions in port legislation matters participate in this Subcommittee.

2. To entrust the delegation of Panama, which presides this Subcommittee, and the delegation of Argentina as Vice Chair, to remain vigilant for the fulfillment of this resolution.
3. To urge Member States and particularly members of this Subcommittee, to collaborate actively in the development of activities for this Subcommittee.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 09 (IX-07)

SUBCOMMITTEE ON PORT PLANNING AND MANAGEMENT

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

HAVING SEEN:

The Proposal of the 2008-2009 Work Plan of the Subcommittee on Port Planning and Management of the Executive Board (document CECIP/doc. 43/07); and

CONSIDERING:

That by resolution CIDI/CIP/RES. 75 (V-07) the Inter-American Committee on Ports (CIP) approved the creation of the Subcommittee on Port Planning and Management, presided by Chile and with Uruguay as Vice Chair, and also integrated by Bahamas, Brazil, Canada, Costa Rica, Dominican Republic, Ecuador, Mexico, and Trinidad and Tobago and that its objectives and functions were approved by resolution CECIP/RES. 3 (V-03);

That by resolution CIDI/CIP/RES. 82 (V-07) the 2008-2011 CIP Action Plan was approved, which is executed through the Executive Board (CECIP) and its Subcommittees; and

That it is necessary to define the 2008-2009 Work Plan of the Subcommittee on Port Planning and Management,

RESOLVES:

1. To approve the following 2008-2009 Work Plan of this Subcommittee:
 - a. A workshop evaluating the trends of regional maritime growth and the impact of port infrastructure planning, coordinated by the delegation of Chile, and in collaboration with ECLAC.
 - b. To hold the Ibero-American Course on Port Management with the support of Puertos del Estado of Spain; Madrid, Spain, October 2008 and October 2009.
 - c. To hold the Second Course on Port Management in the Dominican Republic in January 2008.
 - d. To ratify, a Seminar on Port Management in the CARICOM area, as requested in the meeting of the CIP held in Salvador, Brazil, once a delegation has agreed to its coordination.
2. To entrust the delegation of Chile, which presides this Subcommittee, and the delegation of Uruguay as Vice Chair, to remain vigilant for the fulfillment of this resolution.
3. To urge Member States and particularly members of this Subcommittee, to collaborate actively in the development of activities for this Subcommittee.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 10 (IX-07)

SUBCOMMITTEE ON STATISTICS, COSTS, AND TARIFFS

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

HAVING SEEN:

The Proposal of the 2008-2009 Work Plan of the Subcommittee on Statistics, Costs, and Tariffs of the Executive Board (document CECIP/doc. 46/07); and

CONSIDERING:

That by resolution CIDI/CIP/RES. 75 (V-07) the Inter-American Committee on Ports (CIP) approved the creation of the Subcommittee on Statistics, Costs, and Tariffs, presided by Peru and with Chile as Vice Chair, and also integrated by Argentina, Barbados, Costa Rica, Ecuador, El Salvador, Guatemala, México, Suriname, Uruguay, and Venezuela and that its objectives and functions were approved by resolution CECIP/RES. 4 (V-03);

That by resolution CIDI/CIP/RES. 82 (V-07) the 2008-2011 CIP Action Plan was approved, which is executed through the Executive Board (CECIP) and its Subcommittees; and

That it is necessary to define the 2008-2009 Work Plan of the Subcommittee on Statistics, Costs, and Tariffs,

RESOLVES:

1. To approve the following 2008-2009 Work Plan of this Subcommittee:

2008

- a. Collect information from Member States with respect to models used for establishing and setting port tariffs in a Container Terminal (Working Group 1: Responsible Peru, and integrated by Chile and Uruguay). III Trimester.
- b. Collect information from Member States with regards to experts in issues of Statistics, Costs, and Tariffs in Member States (Working Group 2: Responsible Uruguay, and integrated by Ecuador and Peru). IV Trimester.
- c. Organize a seminar on Port Tariffs in Peru. III Trimester.

2009

- a. Collect information from Member States with respect to the principal factors that constitute high port costs that affect foreign trade in Member States (Group 3, responsible El Salvador and integrated by Argentina and Peru). II Trimester.
- b. Organize the following seminar:
 - Port Statistics in Chile. II Trimester.

2. To entrust the delegation of Peru, which presides this Subcommittee, and the delegation of Chile as Vice Chair, to remain vigilant for the fulfillment of this resolution.
3. To urge Member States and particularly members of this Subcommittee, to collaborate actively in the development of activities for this Subcommittee.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 11 (IX-07)

SUBCOMMITTEE ON PORT DEVELOPMENT FOR CRUISE SHIPS

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

HAVING SEEN:

The Proposal of the 2008-2009 Work Plan of the Subcommittee on Port Development for Cruise Ships (document CECIP/doc. 38/07); and

CONSIDERING:

That by resolution CIDI/CIP/RES. 75 (V-07) the Inter-American Committee on Ports (CIP) approved the creation of the Subcommittee on Port Development for Cruise Ships, presided by Barbados and with Honduras as Vice Chair, and also integrated by Argentina, Bahamas, Chile, Costa Rica, Dominican Republic, Ecuador, Jamaica, Mexico, Nicaragua, and Trinidad and Tobago and that its objectives and functions were approved by resolution CECIP/RES. 5 (V-03);

That by resolution CIDI/CIP/RES. 82 (V-07) the 2008-2011 CIP Action Plan was approved, which is executed through the Executive Board (CECIP) and its Subcommittees; and

That it is necessary to define the 2008-2009 Work Plan of the Subcommittee on Port Development for Cruise Ships,

RESOLVES:

1. To approve the following 2008-2009 Work Plan of this Subcommittee:
 - a. To organize a seminar on the strategies and minimum requirements of countries to reach an adequate position for themselves and touristic zones when negotiating tourism cruise line plans. Seminar planned for 2008 with the support of Barbados.
 - b. Work Group to develop a catalogue of events in the sector of port-city connections for cruise ships.
2. To entrust the delegation of Barbados which presides this Subcommittee, and the delegation of Honduras as Vice Chair, to remain vigilant for the fulfillment of this resolution.
3. To urge Member States and particularly members of this Subcommittee, to collaborate actively in the development of activities for this Subcommittee.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 12 (IX-07)

SUBCOMMITTEE ON THE PARTICIPATION OF WOMEN IN PORT AFFAIRS OF THE
HEMISPHERE

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

HAVING SEEN:

The Proposal of the 2008-2009 Work Plan of the Subcommittee on the Participation of Women in Port Affairs of the Hemisphere (document CECIP/doc. 39/07); and

CONSIDERING:

That by resolution CIDI/CIP/RES. 75 (V-07) the Inter-American Committee on Ports (CIP) approved the creation of the Subcommittee on the Participation of Women in Port Affairs of the Hemisphere presided by the Dominican Republic and with Ecuador as Vice Chair, and also integrated by Argentina, Bahamas, Guatemala, El Salvador, Mexico, Nicaragua, Panama, Suriname, Uruguay, and Venezuela;

That by resolution CIDI/CIP/RES. 82 (V-07) the 2008-2011 CIP Action Plan was approved, which is executed through the Executive Board (CECIP) and its Subcommittees; and

That it is necessary to define the 2008-2009 Work Plan of the Subcommittee on the Participation of Women in Port Affairs of the Hemisphere,

RESOLVES:

1. To approve the following 2008-2009 Work Plan of this Subcommittee:
 - a. To establish a network, that is, the identification of the national focal point in order to create a database on women in ports by country at the hemispheric level.
To do so, each CIP Member State shall indicate the person in charge to organize the activities of this Subcommittee in its country. Responsible: The Chair – Dominican Republic
 - b. Update and improve the women in ports website including information on formation and training.
Coordination: Venezuela. A responsible group will be created to update the web page.
 - c. The organization of a seminar "The inclusion of women's labor in the maritime port sector."
Responsible: Maritime and Port Authorities of Uruguay and Ecuador. Host country Uruguay. Alternate host Argentina.
 - d. Establishment of Memorandum of Understanding between the CIP and the Spanish centers of formation and training with experience in "online" studies.
2. To entrust the delegation of the Dominican Republic, which presides this Subcommittee, and the delegation of Ecuador as Vice Chair, to remain vigilant for the fulfillment of this resolution.

3. To urge Member States and particularly members of this Subcommittee, to collaborate actively in the development of activities for this Subcommittee.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 13 (IX-07)

SUBCOMMITTEE ON RIVER AND LAKE PORTS

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

CONSIDERING:

That Article 67 of the Rules of Procedure of the Inter-American Committee on Ports (CIP) establishes that the Executive Board create subcommittees in order to expedite the work and improve the efficiency of the Committee;

That by resolution CIDI/CIP/RES. 82 (V-07) the 2008-2011 CIP Action Plan was approved, which includes the areas of priority of the Committee;

That the Executive Board elected for the 2008-2009 period, should fulfill the referred to Action Plan through the Subcommittees; and

That it is necessary to define the 2007-2009 Work Plan of the Subcommittee on River and Lake Ports,

RESOLVES:

1. To create the Subcommittee on River and Lake Ports which will be presided by Paraguay, with Vice Chair as Colombia and integrated by Argentina, Barsil, Peru and Uruguay.
2. To determine the objectives and functions of this subcommittee:
 - a. Objectives
 - Encourage river port cooperation.
 - Promote river port traffic.
 - River port development of Member States.
 - Create the conditions necessary to adopt common norms of river port transportation among Member States.
 - b. Functions
 - Interact with the Subcommittees of the Executive Board and other organs created by the CIP in order to make compatible the work of the Board with the Areas defined in the 2008-2011 Action Plan, in particular the work concerning river port traffic and lake port facilities.
 - Identify, collect, and circulate information on river port logistics.
 - Design and organize international meetings, conferences, and seminars or technical sessions that gather expert speakers, delegates, and special guests interested in the matter.
 - Promote the elaboration, circulation, and discussion of studies, articles, and documents that analyze river port logistics, operations and river and lake port facilities.

- Design and maintain a database with information on their work.
 - Identify and promote the training needs around the central issues of the Board.
 - Elaborate pertinent written reports for presentation to the Chair of the Executive Board.
 - Promote the incorporation of Member States.
 - Elaborate proposals and recommendations on policies and strategies for presentation to the Inter-American Committee on Ports, through the Executive Board.
3. To approve the following 2008-2009 Work Plan of this Subcommittee:
 - a. Organize the following Seminars:
 - Handling of solid and liquid bulk and its environmental impact to be held in Colombia.
 - Container operations to be held in Uruguay.
 - Maritime/river port interface to be held in Paraguay.
 - Navigation, dredging, and signaling, to be held in Peru.
 - b. Organize an inventory of navigable river routes related to quantity, types of ports, and regional and national floats.
 4. To entrust the delegation of Paraguay which presides this Subcommittee, and the delegation of Colombia to remain vigilant for the fulfillment of this resolution.
 5. To urge Member States to collaborate actively in the development of activities for this Subcommittee.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

MAGAZINE OF THE INTER-AMERICAN COMMITTEE ON PORTS

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

CONSIDERING:

That in the Fifth Meeting of the Inter-American Committee on Ports (CIP) the proposal for the publication of CIP Magazine for the 2008-2009 period was approved (Resolution CIDI/CIP/doc.13/07), in addition to extending Latin Trade Media Management, LL.C., with the publication and distribution of the magazine for the year 2008;

That the Editorial Committee of CIP Magazine has been appointed, integrated by the Dominican Republic, El Salvador, Mexico, Peru and Uruguay; and

That it is necessary to set the terms of the publications to be produced in 2008,

RESOLVES:

1. To approve the following general criteria for the publication of the Magazine:
 - a. To include an editorial note of responsibility from the CIP Secretariat.
 - b. To modify the section on statistics including exclusively those that refer to port information.
 - c. To include sections on exchanges of information with the publications edited by the national port authorities.
 - d. To include additional information on the columnists of each number, in addition to pictures and references on their experience and work.
2. To assign the three regions of the continent with the responsibility and contents of each Magazine number to be produced in 2008 in the following order:
 - Number in April: Region of North America. Responsible: Mexico
 - Number in August: Region of Central American and the Caribbean. Responsible: El Salvador and the Dominican Republic.
 - Number in December: Region of South America. Responsible: Peru and Uruguay.

The central contents could cover issues on environment and sustainable development, port administration, competitiveness, training and education and cruise ships, among others. In these cases, it would be preferred to present the projects that are being managed and executed; presentation of examples of best practices that are useful for other countries; analysis of specific cases to solve problems or eventualities.

3. To propose the following alternatives for implementing publicity:
 - a. To coordinate with governmental authorities the creation of a database indicating the companies that would be interested in being advertised in the Magazine.
 - b. To identify companies that offer construction and port development services; especially those in Brazil interested in reaching other markets of the continent.
 - c. To invite companies that compete in offering services linked to the port sector and its development (for example in dredging), in addition to companies that offer services in the regions (cargo and passengers).

4. To entrust members of the Editorial Committee to actively collaborate in the publication of the Magazine, through which an open dialogue should be established among its members, the Secretariat, and the publishing company.
5. To request Member States to collaborate with the magazine by supplying information and preparing articles conforming to the proposed topics.
6. To entrust the Secretariat of the CIP to study the possibility to include the Portuguese language in articles published in the Magazine.
7. To urge the Secretariat of the CIP to regularly request Member States to support Magazine production through acquiring advertising spaces, in addition to supplying information and producing articles.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 15 (IX-07)

DECLARATION OF PANAMA ON GUIDELINES FOR
ENVIRONMENTAL PORT PROTECTION

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

HAVING SEEN:

The conclusions and recommendations of the First Hemispheric Conference on Environmental Port Protection of the CIP celebrated in April 2007 (CECIP/doc. 15/07);

The suggestions and observations of Member States in reference to the above noted document (CECIP/doc. 23/07);

The Report from the Working Group established during this meeting, which has developed the proposal for a Preliminary Draft Declaration of Panama on Guidelines for Environmental Port Protection (CECIP/doc.34/07); and

CONSIDERING:

That through resolution CIDI/CIP/RES. 85 (V-07) the Committee instructed the Executive Board to elaborate a Draft Declaration of Panama on Guidelines for Environmental Port Protection,

RESOLVES:

1. To approve the “Draft Declaration of Panama on Guidelines for Environmental Port Protection” (CECIP/doc. 34/07), hereby attached.
2. To urge the Secretariat to transmit to Member States the “Draft Declaration of Panama on Guidelines for Environmental Port Protection.”
3. To request Member States to present observations and suggestions to the mentioned draft before May 31, 2008.
4. To instruct the Secretariat of the CIP to use the observations and suggestions received to elaborate a text of the Declaration of Panama on Guidelines for Environmental Port Protection and that will be elevated to Member States for their consideration at the Sixth Meeting of the Inter-American Committee on Ports.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

DRAFT DECLARATION OF PANAMA
ON GUIDELINES FOR ENVIRONMENTAL PORT PROTECTION

The Member States of the Organization of American States,

CONSIDERING:

1. That communities of the hemisphere depend in great measure on the natural resources of the oceans, coasts, and inland waters for their survival and well being. That port activities and the maritime industry play significant roles in coastal-area economies. That in many areas of the hemisphere health, security, and economic sustainability depend on the resources available in maritime coastal areas, rivers, and lakes.

2. That the use of coastal zones is growing more intense and that a higher percentage of the hemispheric population reside in these zones and that port activities contribute to the increase of environmental pressures on coastal marine ecosystems, rivers and lakes, in addition to the health of these coastal populations.

3. That environmental impacts on coastal areas of the hemisphere that accrue from growing populations and port activities can, in part, be reduced incorporating measures that protect the environment in the planning process for port development. That Member States of the OAS should consider these measures as an immediate starting point for establishing innovative strategies that care for and preserve the marine environment and coastal zones. That in this manner it will contribute significantly to the achievement of the development objectives agreed to in Agenda 21 of the United Nations Conference on Environment & Development (Rio de Janeiro, June, 1992), and the Plan of Implementation of the World Summit for Sustainable Development (Johannesburg, August-September, 2002), in addition to other multilateral agreements on environmental protection applicable to ports and coastal protection in the hemisphere.

4. That various countries of the hemisphere have achieved significant progress in promoting institutional capacity and elaborating legislative frameworks, and sustainable environmental policies for the marine environment, rivers and lakes and coastal zones. Nevertheless, the differences existing in small island states and landlocked countries should require different treatment in environmental cooperation materials.

5. That a key point for the protection of the environment in the hemisphere is the lack of capacity for the disposal generated by vessels. That existing facilities for the reception of waste should be better identified in the online database of the Global Integrated Shipping Information Systems (GISIS) maintained by the International Maritime Organization (IMO), and that it supply information relative to facilities for the reception of waste generated by vessels.

6. That many important environmental concerns are shared by many nations and are related with the increase of commerce in the hemisphere. Among these, it is important to emphasize: a) increased air pollution from marine vessels and port activities, b) port dredging operations, c) ballast water discharge, d) development of invasive species arriving unexpectedly from the hull of vessels, e) contamination from ship maintenance operations, f) contamination from spills of hydrocarbons and other hazardous and toxic chemicals, g) management of marine debris and remains of shipwrecks, and h) visual and sound contamination in the port environment. That the ability of nations, their ports, the shipping industry, and transport to address these

issues can be increased with environmental cooperation and the development of training, which will permit to identify and implement best management practices.

7. That the Inter-American Committee on Ports (CIP) of the Organization of American States (OAS), particularly through the Technical Advisory Group on Navigation Safety and Environmental Protection, and subsequently Environmental Protection, has made a significant contribution in the collection and circulation of information for optimal decision making in order to implement sustainable port development.

DECLARE

1. To express our appreciation to the Inter-American Committee on Ports (CIP) of the Organization of American States (OAS) for its efforts to contribute in promoting the sustainable development of port activities and urge the organization to increase its support in the application of methods that contribute with environmental protection for port activities, improve its coordination with multilateral environment agreements applicable to the port sector, related port sector industries and transport and intensify cooperation with all who are interested, including international and regional multilateral development mechanisms.

2. To intensify the efforts destined to elaborate and apply action programs, in regional, national, and local levels for environmental protection in marine environments, rivers, and lakes affected by contamination from port activities.

3. To re-affirm the relevance and importance of environmental protection measures in port activities and the necessity to incorporate these measures in all public and private levels associated with the maritime port industry. Recognizing that the protection of the environment is strengthened through inter-governmental organizations like the Organization of American States, the United Nations and multilateral environmental agreements ratified by Member States.

4. Necessary to drive the elaboration and application of integrated, long-term strategies for sustainable management of port and related activities that contribute to improving the protection of the environment and address social and economic concerns.

5. That it is necessary to improve monitoring systems in addition to environmental information gathered at all levels of government and the private sector, to identify contamination that affects the marine environment and public health, contributing to planning and implementing efficient measures to prevent, reduce, or limit the contamination in coastal zones with the cooperation of ports and maritime industries.

6. The necessity to strengthen, as appropriate, international law frameworks that promote the protection and sustainable use of the marine environment, coasts, rivers and lakes, through elements such as creation and implementation of protocols on contamination caused by port and related maritime activities.

7. To agree to work in coordination with other organizations, regional, and international processes to apply international protocols, conventions, and guidelines that are related to port and navigation activities strengthening in this manner strategic associations that improve the cooperation and coordination in the exchange of international knowledge, experiences and technology, particularly for dredging activities.

8. It is necessary that national, regional, and international organizations related to the maritime port sector, incorporate at the adequate level the objectives of environmental port protection in their respective work plans, activities, policies and programs. To urge the strengthening of relations with all sectors of civil society as decisive mechanisms for the protection of marine zones and coasts.

9. To emphasize the protection of the environment in port activities through:

- a. Strengthening consultations, dialogue, and extended collaboration with port administrations and maritime industries and local communities interested in facilitating the integration of environmental protection plans, activities, policies and programs applicable to the operation and development of ports.
- b. Generating and promoting clean technologies that combine efficient and sustainable environmental management with reasonable cost-effectiveness while preserving natural resources and the environment.
- c. Improving cooperation among port administrators in environmental matters and facilitating the exchange of experiences and application of environmental management systems that involve port and related activities.
- d. Promoting and establishing through applicable international legal frameworks the regionalization of “Contingency Plans for Hydrocarbon Spills and other Substance Contamination,” and seeking to establish a cooperative focus to share knowledge, information, monitoring practices, environmental management systems relative to land-based sources of marine pollution, and applicable IMO agreements addressing air quality issues.
- e. Promoting the use, monitor and control of environmental indicators and methods of assessment of environmental aspects that permit to objectively measure the progress of environmental practices in hemispheric port activities regarding water, land and air quality in the port environment.

10. To designate the following declaration as a “Declaration of Panama on Guidelines for Environmental Port Protection” in honor of the City of Panama, Republic of Panama, host of the First Hemispheric Conference on Environmental Port Protection of the Inter-American Committee on Ports.

CECIP/RES. 16 (IX-07)

THIRD HEMISPHERIC CONFERENCE ON PORT SECURITY

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

HAVING SEEN:

The resolution CIDI/CIP/RES. 90 (V-07) which resolves to celebrate the Third Hemispheric Conference on Port Security of the OAS in the Dominican Republic; and

Documents CECIP/doc. 17/07, CECIP/doc. 18/07, CECIP/doc. 19/07 regarding the issues presented in this meeting; and

CONSIDERING:

That it is of relevant interest to the port community to celebrate such an important event in order to share knowledge and experiences in the issue,

RESOLVES:

1. To celebrate the Third Hemispheric Conference on Port Security of the OAS in the city of Punta Cana, Dominican Republic, from April 7-10, 2008.
2. To take into consideration the recommendations of the Technical Advisory Group (TAG) on Port Security in order to incorporate them in the definitive program of the referred to Conference.
3. To thank the Specialized Port Security Force (CESEP) of Secretariat of State of the Armed Forces (SEFA) and the Dominican Port Authority (APORDOM), both of the Dominican Republic, for its management to organize the mentioned Conference.
4. To entrust the Secretariat of the CIP in coordination with CESEP, APORDOM, and the Chair of the TAG on Port Security to elaborate the draft agenda and schedule, in addition to the definitive newsletter.
5. To urge Member States to collaborate in the organization and participation of such an important event.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

FIRST HEMISPHERIC CONFERENCE ON PORT LOGISTICS AND COMPETITIVENESS

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

HAVING SEEN:

The resolution CIDI/CIP/RES. 92 (V-07) (Salvador de Bahía, Brazil, September 2007) which resolves to celebrate the First Hemispheric Conference on Port Logistics and Competitiveness in the city of Manzanillo, Mexico, in the year 2008; and

CONSIDERING:

That it is of relevant interest to the port community to celebrate such an important event in order to share knowledge and experiences in the issue;

RESOLVES:

1. To celebrate the First Hemispheric Conference on Port Logistics and Competitiveness in the city of Manzanillo, Mexico from September 8 to 12, 2008, to be sponsored by the General Coordinator of Ports and Merchant Marine of the Secretariat of General Communications and Transportations and the Integral Port Administration of Manzanillo, with the objective of exchanging information and knowledge regarding the situation of port logistics and competitiveness in the Hemisphere and to identify strategies and mechanisms for their improvement.
2. To instruct the delegation of Mexico, jointly with the Technical Advisory Group (TAG) on Logistics and Competitiveness, and the Secretariat of the CIP, to elaborate a preliminary draft agenda and schedule, as well as the newsletter of the conference.
3. To thank the delegation of Mexico for its kind offer to host said conference.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 18 (IX-07)

DATE AND LOCATION OF THE TENTH MEETING
OF THE EXECUTIVE BOARD

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

CONSIDERING:

That Article 63, numeral 2 of the Rules of Procedure of the Inter-American Committee on Ports (CIP) establishes that the Executive Board shall meet once a year; and

That the Government of Argentina through the Subsecretariat of Ports and Navigable Routes has kindly offered to be the host of the Tenth Meeting of the Executive Board to be celebrated in the year 2008;

RESOLVES:

1. To celebrate the Tenth Meeting of the Executive Board of the Inter-American Committee on Ports in Buenos Aires, Argentina, from December 1 – 5, 2008.
2. To entrust the Secretariat of the CIP to coordinate with the office of the Chair of the Executive Board of the CIP and the Sub secretariat of Ports and Navigable Routes to elaborate a preliminary draft agenda and schedule, as well as the newsletter of this meeting.
3. To thank the Subsecretariat of Ports and Navigable Routes for its kind offer to host such an important event.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES. 19 (IX-07)

DATE AND LOCATION OF THE ELEVENTH MEETING
OF THE EXECUTIVE BOARD

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

CONSIDERING:

That Article 63, numeral 2 of the Rules of Procedure of the Inter-American Committee on Ports (CIP) establishes that the Executive Board shall meet once a year; and

That the Government of Panama through the Panama Maritime Authority has kindly offered to be the host of the Eleventh Meeting of the Executive Board to be celebrated in the year 2009;

RESOLVES:

1. To celebrate the Eleventh Meeting of the Executive Board of the Inter-American Committee on Ports in Panama in the year 2009.
2. To entrust the Secretariat of the CIP to coordinate with the office of the Chair of the Executive Board of the CIP and the Panama Maritime Authority to initiate their work to elaborate a preliminary draft agenda and schedule, as well as the newsletter.
3. To thank the Panama Maritime Authority for its kind offer to host such an important event.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES.20 (IX-07)

PLACE AND DATE OF THE TWELFTH MEETING OF THE EXECUTIVE BOARD

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

CONSIDERING:

That the article 63, numeral 2 of the Rules of Procedure of the Inter-American Committee on Ports (CIP) provides that the Executive Board shall meet once a year; and

That the Government of Chile through the Sistema de Empresas (SEP) has kindly offered to host the Twelfth Meeting of the Executive Board to be celebrated in the year 2010;

RESOLVES:

1. To hold the Twelfth Meeting of the Executive Board of the Inter-American Committee on Ports in Chile in the year 2010.
2. To instruct the Secretariat of the CIP to coordinate with the office of the Chair of the Executive Board of the CIP and the Sistema de Empresas (SEP) of Chile to elaborate a preliminary draft agenda and schedule, as well as the newsletter.
3. To express its appreciation to the Government of Chile for its kind offer to host such important event.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES.21 (IX-07)

PLACE AND DATE OF THE THIRTEENTH MEETING OF THE EXECUTIVE BOARD

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

CONSIDERING:

That the article 63, numeral 2 of the Rules of Procedure of the Inter-American Committee on Ports (CIP) provides that the Executive Board shall meet once a year; and

That the Government of Guatemala has kindly offered to host the Thirteenth Meeting of the Executive Board to be celebrated in the year 2011;

RESOLVES:

1. To hold the Thirteenth Meeting of the Executive Board of the Inter-American Committee on Ports in Guatemala in the year 2011.
2. To instruct the Secretariat of the CIP to coordinate with the office of the Chair of the Executive Board of the CIP and Government of Guatemala to elaborate a preliminary draft agenda and schedule, as well as the newsletter.
3. To express its appreciation to the Government of Guatemala for its kind offer to host such important event.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

CECIP/RES.22 (IX-07)

VOTE OF THANKS

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

CONSIDERING:

That the Ninth Meeting of the Executive Board of the Inter-American Committee on Ports (CIP), held in the city of Lima, Peru and hosted by the National Port Authority (APN), was a great success;

That the General Secretariat of the Organization of the American States (OAS), through the Inter-American Committee on Ports (CIP), contributed to the success of this meeting; and

That other public and private institutions from Peru contributed effectively to the development of the above mentioned meeting;

RESOLVES:

1. To express its sincere appreciation to the Government of Peru and, in particular, to the National Port Authority, for the excellent contribution to the organization and celebration of this meeting.
2. To thank the OAS General Secretariat, especially the Secretariat of the Inter-American Committee on Ports, for the valuable and important contribution to the success of the work of this Executive Board meeting.
3. To express its appreciation to all the international organizations, institutions and companies whose participation contributed to the success of this meeting.

Note: The U.S. delegation assigns high priority to the issues covered by the Ports Committee and has actively participated in all meetings. We would like to register a formal, official complaint that the English version of the resolutions has not been made available in time for review. Our delegation will follow-up on this issue at higher levels of the OAS to ensure that this is not repeated at future meetings.

IX. ANNEX

ANNEX A

LISTA DE PARTICIPANTES / LIST OF PARTICIPANTS

I. PAÍSES MIEMBROS DEL COMITÉ EJECUTIVO/ MEMBER STATES OF THE EXECUTIVE BOARD

ARGENTINA

Héctor NIKI

Ministro Encargado de Negocios
Embajada de la República Argentina en Perú

Roberto E. POTENTE V.

Consejero
Embajada de la República Argentina en Perú

Eduardo L. KLUZ

Coordinador de Modernización Portuaria
Sub Secretaría de Puertos

Jorge P. FALCÓN

Gerente de Relaciones Institucionales
Administración General de Puertos

BARBADOS

Everton WALTERS

Chief Executive Officer
Barbados Port INC.

Kenneth ATHERLEY

Divisional Manager
Barbados Port INC.

BRASIL

José Newton BARBOSA

Assessor Especial
Secretaria Especial de Portos

CHILE

Andrés RENGIFO

Director Empresas Portuarias
Sistema de Empresas Portuarias

Teodoro WIGDOSKI

Presidente del Directorio
Empresa Portuaria Puerto Montt

ECUADOR

Tomás LEROUX
Gerente General
Autoridad Portuaria de Guayaquil

EL SALVADOR

Carlos BORJA
Director Ejecutivo
Autoridad Marítima Portuaria

Freddy VILLALTA
Director del Consejo Directivo
Autoridad Marítima Portuaria

Carlos G. MEJIA
Director
Autoridad Marítima Portuaria

GUATEMALA

María I. FERNANDEZ
Directora Ejecutiva
Comisión Portuaria Nacional

JAMAICA

Hopeton DELISSER
Captain
Port Authority of Jamaica

MÉXICO

Ángel GONZÁLEZ RUL
Director General de Puertos
Secretaría de Comunicaciones y Transportes

Francisco PASTRANA
Director de Tarifas y Estadísticas
Dirección General de Puertos

Manuel A. MONDRAGÓN
Jefe de Departamento de Asuntos Internacionales
Dirección General de Puertos

PANAMÁ

Fernando SOLÓRZANO

Administrador
Autoridad Marítima de Panamá

Zoila YANISELLI

Subdirectora General de Puertos
Autoridad Marítima de Panamá

Carlos SAGRERA

Gerente de operaciones
Ocean Pollution Control

Fernando HAURADOU

Gerente Administrativo
Ocean Pollution Control

Juan D. REYNA

Proyectos Marítimos
Ocean Pollution Control

PERÚ

Frank T. BOYLE

Presidente
Autoridad Portuaria Nacional

Eusebio VEGA

Director de Planeamiento y Estudios Económicos
Autoridad Portuaria Nacional

Gerardo PÉREZ

Gerente General
Autoridad Portuaria Nacional

Luz María RAMOS

Directora de la Oficina General de Administración
Autoridad Portuaria Nacional

Cesar VENEGAS

Director de Operaciones y Medio Ambiente
Autoridad Portuaria Nacional (APN)

Juan POZO

Jefe Unidad de Protección y Seguridad
Autoridad Portuaria Nacional

Manuel QUIROGA

Jefe de la Unidad de Asesoría Jurídica
Autoridad Portuaria Nacional

Guillermo FELDMUTH
Asesor Alta Dirección
Autoridad Portuaria Nacional

Guillermo ACOSTA
Gerente General
Asociación Marítima del Perú

REPÚBLICA DOMINICANA

José LOZANO
Sub. Director Ejecutivo
Autoridad Portuaria Dominicana

Homero LAJARA
Director
Cuerpo Especializado de Seguridad Portuaria, Fuerzas Armadas

Lludelis ESPINAL
Asesora
Autoridad Portuaria Dominicana

Julissa CORDONES
Asistente del Director
Cuerpo Especializado en Seguridad Portuaria, Fuerzas Armadas

UNITED STATES OF AMERICA

Evie CHITWOOD
International Marine Specialist
U.S. Department of Transportation, Maritime Administration

Jean CLARK
Alternate Representative
U.S. Permanent Mission to the OAS

Jan GILBREATH
United States Environmental Protection Agency

URUGUAY

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Vicepresidente
Administración Nacional de Puertos

Alejandro ANTONELLI
Subgerente General
Administración Nacional de Puertos

Mario MONTEMURRO
Unidad de Relaciones Internacionales
Administración Nacional de Puertos

II. OTROS PAÍSES MIEMBROS DE LA OEA / OTHER OAS MEMBER COUNTRIES

CANADA

Terry BATTEN
Senior Advisor Port Operations
Transport Canada

COLOMBIA

Álvaro PAVA
Embajador
Embajada de Colombia en Perú

Álvaro H. CARDONA G.
Superintendente de Puertos y Transporte
Superintendencia de Puertos y Transporte

HONDURAS

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Empresa Nacional Portuaria

PARAGUAY

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Asociación Nacional de Navegación y Puertos

Fernando ZARATE M.
Asesor jurídico
Administración Nacional de Navegación y Puertos

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John DEFARES
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Suriname Ports Management Company

Charle GETROUW
Manager Operations
Suriname Ports Management Company

III. PAÍSES OBSERVADORES PERMANENTES DE LA OEA / OAS PERMANENT OBSERVER STATES

ESPAÑA

Julián MAGANTO

Director de Coordinación de Gestión y Relaciones Externas
Puertos del Estado

Santiago MONTMANY

Jefe del Departamento de Cooperación
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III. ORGANISMOS INTERNACIONALES / INTERNATIONAL ORGANIZATIONS

CORPORACIÓN ANDINA DE FOMENTO

Julián VILLALBA

Director de Programas Portuarios

INSTITUTO IBEROAMERICANO DE DERECHO MARÍTIMO

Katerina VUSKOVIC

Vicepresidente de la Rama Peruana

IV. INVITADOS/GUEST

Thierry ACCA

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Consortio CDB - Melchorita
PERÚ

Rubén A. ALEJO V.

Comandante BAP Rio Ocoña
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Anuario Portuario y Marítimo
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EUROLATIN S.A.C.
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REPUBLICA DOMINICANA

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Abastecimientos Internacionales S.A.C.
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Luis ROMÁN
Gerente
TRAMARSA
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OCAMAR
VENEZUELA

Miriam SAAVEDRA
Jefe de Proyecto
Cosmos Agencia Marítima SAC
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David SAAVEDRA G.
Secretario General
SUTRAMPORPC – Sindicato Estibadores
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Jorge A. D. SAAVEDRA
SUTRAMPORPC – Sindicato Estibadores
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Carlos A. SCARNEO
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Asociación Peruana de Agentes de Carga
PERÚ

Monica TIRADO
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Autoridad Portuaria Nacional
PERÚ

Enrique URIBARRI
Gerente Señor Corporativo
ALATEC
ESPAÑA

Walter VERA
Asesor Alta Dirección
Dirección General Capitanas Guardacostas
PERÚ

Martin VILLAFUERTE
Director Regional de Transportes de Ucayali
Dirección Regional Sectorial de Transportes y comunicaciones de Ucayali
PERÚ

Mike ZELLNER
Director Ejecutivo
Latin Trade
UNITED STATES

Sergio ZIMIC E.
Jefe de Proyectos
Pesquera Ribbudo
PERÚ

V. SECRETARÍA DE LA REUNIÓN / MEETING SECRETARIAT

Carlos M. GALLEGOS
Secretario
Comisión Interamericana de Puertos

Carlos CAÑAMERO
Consultor
Comisión Interamericana de Puertos

ANNEX B

LISTA DE DOCUMENTOS / LIST OF DOCUMENTS

Número de Documento/ Document Number	Título/Title	Idioma/Language
CECIP/doc. 1/07	Lista Preliminar de Documentos	Textual
CECIP/doc. 1/07 rev. 1	Lista de Documentos	Textual
CECIP/doc. 2/07	Proyecto de Temario	E, I, P, F ¹
CECIP/doc. 2/07 rev. 1	Temario	E, I, P, F
CECIP/doc. 3/07	Proyecto de Calendario	E, I, P, F
CECIP/doc. 3/07 rev. 1	Calendario	E, I, P, F
CECIP/doc. 4/07	Lista Preliminar de Participantes	Textual
CECIP/doc. 4/07 rev. 1	Lista de Participantes	Textual
CECIP/doc. 5/07	Informe Final Seminario sobre Reformas Portuarias en América Latina (19 de marzo de 2007, San Salvador, El Salvador)	E
CECIP/doc. 6/07	Informe Final Seminario Internacional sobre Costos y Tarifas Portuarias (20 al 23 de marzo de 2007, San Salvador, El Salvador)	E
CECIP/doc. 7/07	Informe Final Seminario Sobre Estrategia Hemisférica para Incentivar la Participación de la Mujer en los Asuntos Portuarios (19 al 22 de junio de 2007, Santo Domingo, República Dominicana)	E, I

¹ E = Español, I = English, P= Português, F = Français

CECIP/doc. 8/07	Final Report Seminar on Port Statistics, Costs and Tariffs (August 27 – 31, 2007, Kingstown, Saint Vincent)	I
CECIP/doc. 9/07	Informe Final VIII Curso Iberoamericano de Tecnología, Operaciones y Gestión Medioambiental en Puertos (16 septiembre al 13 de octubre de 2007, Santander, España)	E
CECIP/doc. 10/07	XII Curso Iberoamericano sobre Gestión Portuaria (1 al 26 de octubre de 2007, Madrid, España)	E
CECIP/doc. 11/07	Comunicado del Comité del Programa PPM Latino a la CIP/OEA	E
CECIP/doc. 12/07	Informe Final de la Quinta Reunión de la Comisión Interamericana de Puertos (11-14 de septiembre de 2007, Salvador, Brasil)	E
CECIP/doc. 13/07	Resoluciones Aprobadas por la Quinta Reunión de la Comisión Interamericana de Puertos (11-14 de septiembre de 2007, Salvador, Brasil)	E, I, P, F
CECIP/doc. 14/07	Plan de Acción de la CIP 2008-2011	E, I, P, F
CECIP/doc. 15/07	Conclusiones y Recomendaciones Presentadas por la Autoridad Marítima de Panamá (AMP), presentada en la Primera Conferencia Hemisférica sobre Protección Ambiental Portuaria	E, I, P, F
CECIP/doc. 16/07	Resoluciones Aprobadas por la Asamblea General sobre la Participación de la Mujer en la Organización de los Estados Americanos (Trigésimo Séptimo Período Ordinario de Sesiones, 5 de junio de 2007, Panamá, República de Panamá)	E, I
CECIP/doc. 17/07	Tercera Conferencia Hemisférica sobre Protección Portuaria (del 7 al 10 de abril de 2008, Punta Cana,	E, I

Republica Dominicana)
Boletín Informativo

CECIP/doc. 18/07	Tercera Conferencia Hemisférica sobre Protección Portuaria (del 7 al 10 de abril de 2008, Punta Cana, Republica Dominicana) Anteproyecto de Temario	E, I
CECIP/doc. 19/07	Tercera Conferencia Hemisférica sobre Protección Portuaria (del 7 al 10 de abril de 2008, Punta Cana, Republica Dominicana) Anteproyecto de Calendario	E, I
CECIP/doc. 20/07	Informe Final Actividades de Capacitación Realizadas en el Año 2007	E, I
CECIP/doc. 21/07	Informe Final del Presidente del Subcomité de Estadísticas, Costos y Tarifas	E
CECIP/doc. 22/07	Información sobre los Comités Técnicos Consultivos	E, I
CECIP/doc. 23/07	Observaciones a las Conclusiones y Recomendaciones de la Autoridad Marítima de Panamá (AMP), presentada en la Primera Conferencia Hemisférica sobre Protección Ambiental Portuaria	E, I
CECIP/doc. 24/07	Final Report of the Chair of the Subcommittee on Training	E, I
CECIP/doc. 25/07	Plan de Trabajo del CTC sobre Logística y Competitividad para el periodo 2008-2009	E, I
CECIP/doc. 26/07	Plan de Trabajo del CTC sobre Control de la Navegación para el periodo 2008-2009	E, I
CECIP/doc. 27/07	Plan de Trabajo del CTC sobre Protección Ambiental Portuaria para el periodo 2008- 2009	E, I
CECIP/doc. 28/07	Work Plan for the Technical Advisory Group on Port Security for the 2008-2009 Period	E, I
CECIP/doc. 29/07	Final Report of the Chair of the Subcommittee on Port Development for Cruise Tourism	I

CECIP/doc. 30/07	Acreditación de los Representantes de los Estados Miembros del Comité Ejecutivo de la Comisión Interamericana de Puertos (2007-2009)	E, I
CECIP/doc. 31/07	Programa del Seminario “El Puerto como Plataforma Logística” (3 al 5 de diciembre de 2007)	E, I
CECIP/doc. 32/07	Relatoria Final do Presidente de Desenvolvimento de Portos Fluviais e Lacustres	E, P
CECIP/doc. 33/07	Informe Final del Presidente del Subcomité de Participación de la Mujer en los Asuntos Portuarios del Hemisferio	E
CECIP/doc. 34/07	Proyecto de Declaración de Panamá sobre Lineamientos para la Protección Ambiental Portuaria	E, I
CECIP/doc. 35/07	Proyecto de Resoluciones	E, I
CECIP/doc. 35/07 rev. 1	Resoluciones	E, I
CECIP/doc. 36/07	Propuesta del Plan de Trabajo 2008-2009 del Subcomité de Política Coordinación	E
CECIP/doc. 37/07	Propuesta del Plan de Trabajo 2008-2009 del Subcomité de Servicios a las Cargas	E
CECIP/doc. 38/07	2008-2009 Work Plan of the Subcommittee on Port Development	I
CECIP/doc. 39/07	Propuesta del Plan de Trabajo 2008-2009 del Subcomité de la Participación de la Mujer en los Asuntos Portuarios del Hemisferio	E
CECIP/doc. 40/07	2008-2009 Work Plan of the Subcommittee on Port Security	I
CECIP/doc. 41/07	Propuesta del Plan de Trabajo 2008-2009 del Subcomité de Servicios a las Naves	E
CECIP/doc. 42/07	Propuesta del Plan de Trabajo 2008-2009 del Subcomité de Protección Ambiental Portuaria	E
CECIP/doc. 43/07	Propuesta del Plan de Trabajo 2008-2009 del Subcomité de Planificación y Gestión	E

Portuaria

CECIP/doc. 44/07	Propuesta del Plan de Trabajo 2008-2009 del Subcomité de Inversiones Portuarias	E
CECIP/doc. 45/07	Propuesta del Plan de Trabajo 2008-2009 del Subcomité de Legislación Portuaria	E
CECIP/doc. 46/07	Propuesta del Plan de Trabajo 2008-2009 del Subcomité de Estadísticas, Costos y Tarifas	E
CECIP/doc. 47/07	Informe Final	E, I
CECIP/INF.1 /07	Perspectivas de desarrollo de zonas de actividades logísticas (ZAL) en el Perú (Presentado por Frank Boyle)	E
CECIP/INF. 2/07	El papel logístico de los puertos (Presentado por Julian Maganto)	E
CECIP/INF. 3/07	La logística en un puerto industrial: Caso del Puerto de Gijón (Presentado por José Luís Baretino Coloma)	E
CECIP/INF. 4/07	El papel de la logística portuaria como elemento diferenciador en el mercado marítimo del Pacífico Sudamericano (Presentado por Rafael Farromeque)	E
CECIP/INF. 5/07	La integración del puerto en la red ferroviaria (Presentado por Jesús Azpeitia)	E
CECIP/INF. 6/07	Ventanilla única portuaria (Presentado por Fernando Melle)	E
CECIP/INF. 7/07	Los puertos como un eslabón en la cadena logística (Presentado por Julián Villalba)	E
CECIP/INF. 8/07	Los accesos por carretera en el puerto y en las zonas de actividad logística (Presentado por Pascual Pery)	E
CECIP/INF. 9/07	Los servicios ambientales en las plataformas logísticas portuarias del Siglo XXI (Presentado por Carlos Sagrera)	E

y Juan Diego Reyna)

CECIP/INF. 10/07	La Zona de Actividad Logística del Puerto de Valencia (Presentado por Leandro García)	E
CECIP/INF. 11/07	La Zona de Actividad Logística del Puerto de Veracruz (Presentado por Irene Canalejo)	E
CECIP/INF. 12/07	Caso Exitoso: Uruguay y la Exportación de Servicios Portuarios – Logísticos (Presentado por Juan Operti)	E
CECIP/INF. 13/07	Proyecto Puerto Multimodal Caicedo (Presentado por Thierry Acca)	I
CECIP/INF. 14/07	Proyecto Djibouti (Presentado por Joao Moreira)	I