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1. X EXECUTIVE BOARD OF THE CIP MEETS IN BUENOS AIRES

More than one hundred and sixty participants attended the X Meeting of the CECIP. Among those in attendance were delegates from OAS Member States and Permanent Observers as well as representatives of international organizations and guests. During this meeting, twenty-four (24) resolutions were adopted of which the work plan for the twelve subcommittees and the four Technical Advisory Groups (TAG) of the CIP for the 2009 period was approved as well as others issues. The following points were emphasized: The final project of the "Declaration of Panama on Guidelines for Environmental Port Protection" was subscribed in which diverse recommendations to the port sector were formulated in order to preserve the environment and the surroundings of the ports of the continent. This document will be presented to the Committee at the next meeting.

It was agreed to strengthen cooperation with the Inter-American Development Bank (IADB) and eventually with the World Bank.

Additionally, the Anuario Portuario y Marítimo- Global Ports was awarded the bid for the publication of the CIP Magazine.

Furthermore, it was agreed upon the celebration of the First Convention on Environmental Port Protection to be held in Foz de Iguazú (Brazil) in July 2009 and First Hemispheric Convention on Port Logistics and Competitiveness, to be held in Mexico in 2010 was agreed upon.

Finally, the panel on "Financial crisis impact on the port sector" took place and it was concluded that cargo movement in the ports are decreasing as well as some investment projects and job creation are being affected.

Paradoxically, it was also mentioned that the port infrastructure investment can be the key for the reactivation of the economy. Among the specialists presented, we are able to identify delegates from Argentina, Chile, Mexico and Peru as well as a representative of the Andean Development Corporation (CAF).

2. THE CRISES IMPACT IN THE PORT OF BUENOS AIRES

The ports of the globe are facing drastic falls in the commercial activity levels and Buenos Aires is not the exception, stated several sources from the terminal of Rio de la Plata (TRP) (concessionary of terminals 1, 2 and 3 of Puerto Nuevo). "The volume of the last two months fell by 35%. We were not prepared for such a fall", they pointed out.

TRP closed 2008 with a fall of 5% compared with 2007, and the perception for 2009 are not better. "Day after day the volume continues to lower. Fewer vessels and containers for import and export arrives", they added. In spite of the critical situation, the investments for the terminal (a post panamax super crane, bought in 2008 that will be operating in November) will continue.

The situation is identical in Exolgan. "We had a fall of 28%. We closed 2008 with 370,000 TEU, compared to the 350,000 in 2007. This year if we are lucky we will able to move 290.000", said the manager of the terminal of Dock Sud. The terminal of Dock Sud also is also expanding. By the beginning of 2010 the arrival of two post panamax super cranes is expected, an advance payment has been made. Also a loan plan for the construction of 400 additional meters of port front is being studied. Two banks already denied the loan, but the International Financial Corporation (IFC), of the World Bank, is still considering a \$ 50 million loan. The expansion operation, which includes dredging works, is supposed to have an investment superior to \$ 100 million.

Source: La Nación, Argentina



3. THE PORT OF NASSAU WILL RECEIVE THE WORLD'S BIGGEST VESSELS

Robert Garraway, an Engineer at the Ministry of Labor and Transport of the Bahamas mentioned that the Dutch company Royal Boskalis Westminster NV. has won a contract to dredge 1,53 million cubic meters of sand and mud in the port of Nassau. This construction work will allow the reception of the greatest vessels in the world. It is going to be a \$45 million dollar contract.

Eng. Garraway said that the dredging of the port must be concluded by November in order to allow the arrival of the mega cruise ships of the Royal Caribbean "Project Génesis" and "Oasis of the Seas"; a 5,400 passengers vessel that are expected to arrive in December.

The company Royal Boskalis is well-known for its dredging works, its construction of ports and channels, as well as provides terminal transportation services.

Source: Jamaica Gleaner

4. ECONOMIC CRISIS IN THE CHILEAN MARITIME PORT ACTIVITY

The growth that has been registered in the Chilean maritime port activity, with an increase in the last three years of 12% to 40% in the annual cargo movement in Valparaíso, came to an end due to the international economic crisis.

Between November 2008 and January 2009 the cargo transfer fell to by an average of 18%. The exportation of industrial products dropped by 34% and the importation of vehicles dropped by 24%. Fruits have risen compared to the previous period, but also it is certain that sales have suffered due to frosts and drought in 2007.

The sector faces a difficult year as a result of the international crisis which means a smaller demand for the maritime transportation and port operations. The financial crisis strike the world-wide demand and therefore the Chilean foreign trade: the last monthly survey of the Central Bank revealed a decrease of 41.7% in the contribution of the exports of the product and by 29% of the imports in first months of the year compared to the same period in 2008.

In South Pacific Terminal (TPS), the concessionaire of the Empresa Portuaria Valparaíso (EPV) which transfers 85% of the load that moves through this complex has lowered its volume since November 2008. "I don't think that this situation is going to change, at least not in the first semester", the general manager, Mr. Roberto Zilleruelo pointed out. Nobody dares to foretell that the volumes are not going to lower. Without a doubt, we are going to have a shortage of cargo volumes in 2009. The exports are being affected as much as the imports".

Source: El Mercurio de Valparaíso

5. THE BIDDING PROCESS OF THE SAN ANTONIO PORT IS PROCEEDING ACCORDING TO PLAN

After a meeting held by leaders of the port sector with the president of the directory of the Empresa Portuaria San Antonio, EPSA, Mr. Patricio Arrau, the chief of the Maritime Port Workers Federation of San Antonio, FETRAMAPORSA, Mr. Sergio Vargas, commented on the achievements of this meeting, confirming that the bidding process of the concession of Frente Multioperado Espigón will remain in the hands of the private sector and this will not affect the plans.



The strategy given by the government to the port company is to work on the bidding process of the port of San Antonio. It is necessary to clearly know that these processes are not binding among the ports of the region nor for Chile; each company has the autonomy to manage its own businesses and processes, so that the bidding process goes on”, he said.

Source: Diario El Proa

6. THE GOVERNMENT WILL DETERMINE THE FUTURE OF THE PORT OF MANTA

The managers of Port Authority of Manta (APM) discussed about the future of the port and the irregularities of the TIDE, subsidiary of the Chinese company Hutchinson, which abandoned the port terminal on February 28th. Mrs. Lucia Fernandez, president of the Directory of APM, pointed out that one of the solutions for the port is that it turns into a public terminal, even though the most probable outcome, the authorities said, is to sell the concession of the contract to another company. Hélice Angulo, Manager of APM, said that they have already had conversations with port companies of first level of Spain, Venezuela and China. However, he will not mention the companies’ names “until the dialogue is official”.

The Chinese Company decided to leave their operations due to a disagreement with the Ecuadorian Government, which retired an addendum to the contract for the construction of a fishing port adjacent to the cargo terminal, which was not covered by the \$55 million dollar concession.

A couple of days after, Ms. Angulo mentioned that the Chinese company Hutchison submitted a letter to her dependency with the objective to retake conversations in respect to the construction of the Transference Port in this city, in order to maintain the concession or at least to be in good terms in regards to the agreement. Ms. Fernandez expects that the President of the Republic, whom decides, establishes the conditions for the submittal for a new concession.

Source: Ecuador Inmediato

7. GUAYAQUIL PORT HAS TWO NEW DOCKS

A tourist terminal and a dock for vessels are the new services offered by the Port Authority of Guayaquil (APG). CONTECON, the company that controls the seaport, inaugurated the construction works and the access of the multi-task terminal where more than 300 trucks that transport fruits (for exportation) will be able to park.

The investment surpasses \$8 million which will improve the services for the shipping companies and the tourist sector since it will have an area to berth and visit the commercial activities (duty free) and the city.

Eng. Luis Cao, Manager of CONTECON, mentioned that these works will improve the dock capacity to receive vessels; it will also help the development of the transport service of the banana tree.

“Now the small vessels that used to occupy spaces in the docks will have their own docking area”. The concessionary company has predicted to invest \$40 million in 2009 in order to expand the docks and the patios for the containers. So far the company has incorporated crane equipment, container vessels and reinforced the patios floors.



Eng. Caesar Humberto Palacios, the APG president, said that they are preparing the contract for the construction of food court, with 14 stores, green areas and offices valued in \$4 million. “The banana sector will have its own offices in the port to facilitate the proceedings”.

Eng. Cao expressed that the world-wide crisis reduced the cargo mobilization by 20% in the last two months. “No port in the world was free from a diminution of the volumes of load in vessels and port terms. The import and exports cargos have been reduced”.

Source: El Comercio (Ecuador); CRE Satelital

8. PUERTO SECO IN LOJA, ECUADOR IS MAKING LONG TERM PROJECTS

Eng. Alex Villacrés, undersecretary of Maritime Ports and Transportation; lawyer Edwin Ayora, member of the Commission of Port Regulation; and the mayor of Loja, Mr. Jorge Bailón Abad, held a work meeting, in order to analyze the possibilities to build a “Puerto Seco” in Loja, which would be the first in the country.

The idea of establish this long term project will not only help this city but also Oro and Zamora, said Edwin Ayora, member of the Commission on Port Regulation. The first connection will be made with Port Bolivar, the second will be with a mining site and the third one will connect a nonmetallic national company in order to help its development. According to Ayora, the necessary geographic context and viability are good enough in order to begin the constriction work.

The authorities specified that is long term project, and if the project is executed, this will allow to maintain commercial connections not only with the inner part of the region, but as well with Brazil and the rest of the river basin of the Pacific. The Undersecretary of Maritime Ports and Transportation showed his predisposition in making this initiative real, through his office. He stated that the ports Bolivar, Loja and Morona are considered within an integral system, under which this idea will be analyzed.

Source: Diario Crónica (Loja, Ecuador)

9. SEATRADE 2009 IN MIAMI

Seatrade 2009 was celebrated with the objective to create a reaction to the present economic situation that the cruise sector is facing. Representatives from the cruise sector meet during one of the most important forums in the world.

This year’s most notorious feature was an extensive program of presentations about the challenges that ports and shipping companies are facing. During the panel on “The state of the industry” the following delegates intervned: president of Carnival Cruise Lines, Gerald Cahill, president of Royal Caribbean International, Adam Goldstein, the president of Azamara Cruises, Daniel Hanrahan, the president of Holland America Line, Stein Kruse and the president of NCL Corporation, Kevin Sheeman.

Moreover, the round table on "Upscale cruise market " analyzed the increase of demand with the participation of executives as the managing director of Hapag Lloyd Cruises, Sebastian Ahrens, the president of Seabourn Cruise Line, Pam Conover, the president of Cristal Cruises, Gregg Michel, the president of Silversea cruises, Amerigo Perrazo and the president of American Cruise Lines, Charles Robertson.



The needs of the cruise sector regarding vessels of new manufacture and the modernization of nowadays capacity in a medium term has been the subject of debate among representatives of several shipping companies such as the president of Fincantieri Cantieri Navali Italiani, Corrado Antonioni, the vice-president of R.S. Platou, Gustave Brun-Lie and the managing director of Lloyd Werft Bremerhaven, Werner Lüken, besides the delegates of several marine consultants.

The panel "The mood of the market" analyzed issues related to the current market conditions affecting the major markets of North America and Europe, and the prospects from emerging markets in Latin America and Asia counting with the participation of the vice-president of Royal Caribbean Cruises, Michael Bayley, the analyst Tony Peisley and the executive manager of TUI Cruises, Richard Vogel. Under the inscription "A new geography for the cruise industry" matters that was discussed were the revision of the strategies for companies itineraries and the effects that these plans will have for transport in the next two or three years. The last day, a four sessions took place were the potential cruise traffic in Mexico, the groups development, the promotion of tourist attractions in destination and the environmental sustainability of the industry, respectively were analyzed.

Source: Veintepies

10. USA: OBSCURITY IN THE REVISION OF CONTAINERS THAT ENTERS THE COUNTRY

US National Security Secretary, Janet Napolitano, stated that the US Government will not be able to fulfill its goal to screen all the shipments that enter the country by 2012 in order to detect radioactive materials, and she requested "new technologies" in order to improve the border monitoring.

On the other hand, Mrs. Napolitano, emphasized that the US Government will not be able to control by 2012, as previously claimed, the detection of radioactive materials on the vessels that enters through the ports of the country. Besides the infrastructure problems, Napolitano pointed out that the achievement of those goals requires agreements with many countries.

The 2012 goal is, in fact, an exigency of a law approved by Congress in 2007, and the predecessor of Neapolitan, Michael Chertoff, also maintained at the time that Government could not fulfill that term. About 11.5 million containers enter through the US ports every year. Even, the Alliance of Customs and Commerce, a voluntary exporter network, committed itself to provide information on the containers to make the control procedures easier. Unfortunately, Congress approved in 2007 a law that demands the total screening of all the containers, that according to its detractors, this is very expensive and it's not helpful in terms of security improvement.

According to the Heritage Foundation, the requirement of the Congress will negatively affect more than 700 ports and more than 2,100 maritime routes. Just the equipment to control the vessel would cost approximately eight million dollars for each route, recently stated Mrs. Jena Baker McNeill, analyst on national security of the Foundation.

Heritage is not the only one that criticizes the 2012 term, since twenty countries and the principle associations related to this sector have expressed concern about the impact that the 2007 law may have.

During the X Meeting of the CECIP the delegation of the United States committed itself to attend all concerns from CIP Member States on these issues. For this matter take contact with to the representative of the US to the CIP.

Source: ADN.es (Spain)



11. SHADY SCENERY FOR THE WORLD-WIDE MARINE TRANSPORT

Analysts stated that the economic crisis has arrived in a faster and harsher manner compared to the previous ones, and expressed that the current one will last longer than expected.

An apocalyptic vision for the future, in which an upraising of protectionist policies for the commerce and for the creation of national fleets could be created due to the loss of functionality in the maritime transport market. This situation is described in a review of the current crisis presented by an independent consultant of Consultants on Maritime Transport (COMT).

The analysis provides one of the most pessimistic evaluations that have been written, about the damage of the “shipping”. The COMT team composed by four professionals includes William Cooper, an ex- banker who worked in marine transport sector, with experience in the economic cycles since the beginning of 70’s.

The analysts argue that the present crisis has stroked “quicker and harder” than the previous ones, and that it threatens to be longer than the depression of the 70’s. “We think that its effects on the other global markets will be considerable”, stated the report.

The report points out that it is inevitable that many shipyards that operated in free market economies such as Japan or South Korea may fail due to a combination of cancellations and lack of payment. Despite of what the experts may believe of China; best on the serious problems in guarantying long term sources of raw materials supplies, and of which it is planning an expansion of its steel production and its vessel construction capacity, they will probably take a different approach.

“Against the same factors (cancellations and lack of payment), China will probably continue in the construction of the vessels, that were already agreed upon for 2009 and 2012, but now exclusively by itself. As its national fleet grows, China will give priority to its own vessels of tons detriment of the free market”. As a result, the experts believe that China will probably control directly or indirectly by 2012, more than a third of the world-wide fleet of dry loads.

Source: Nuestromar

12. DECREASE OF LOADS IN PANAMANIAN PORTS

The number of vessels that arrive weekly at the port of Balboa has reduced from 35 vessels in high season to the 18 vessels in the last months. In order to face the international economic crisis, port operators have adopted drastic measures as dismissals and reduction of the daily work hours.

The merchandise movement from the Asian ports to ports of the United States has been strongly affected, wakening the consumption due to the economic crisis, commented a source. Nevertheless, in the ports where cargo was transported to Latin America, the effects haven’t been so strong, since in this region there has been a greater commercial movement.

The movement of containers in 2008 ended with 4, 6 million TEU, 600 thousand more than in 2007. During the first months of 2009 there has been a diminution in the cargo movement, although the official numbers have not been published yet.



“The cargo volume has lowered compared to that of the same period in 2008. Nevertheless, it must be said that the first four months of the year are usually less productive”, said the Marketing Director of Panama Ports Company (PPC), Mr. Rommel Troetsch.

PPC is planning a \$ 300 million dollars investment for the expansion of the Balboa port. The contract with the Chinese shipping company Cosco was one of the main reasons for the extension project. “The port expansion was a project related with the contract with Cosco, but now all these plans collapsed”, pointed out a source close to the company. The economic crisis has affected Balboa in terms of diminishment of cargo from Asia and South America.

In the Atlantic, the ports of Manzanillo and Evergreen have also felt the affect of the economic situation, even though the impact has not been so strong since both the Caribbean countries and the rest of Latin America have a better economic situation.

Source: La Prensa (Panama)

13. THE PANAMA CANAL: PROJECTS TO BUILD NEW FLOODGATES

Panama have received three projects for the design and construction of new floodgates for the inter-oceanic channel which crosses the country, the main contract for the extension project is planned in \$ 5.250 million dollars.

The Contactor Director of the Authority of the Panama Canal (the ACP), Mr. Adriano Espino, headed the public ceremony, in which three out of the four approved partners to compete for the project presented the required documentation and an estimation cost for the work.

The proposals were made by Bechtel, Taisei and Mitsubishi Corporation; C.A.N.A.L. (integrated by ACS Servicios, Comunicaciones y Energía; Fomento de Construcciones y Contratas, Acciona Infraestructuras; Hochtief Construction Ag and Constructor ICA) and Unidos por el Canal (Sacyr Vallehermoso, Impregilo, Jan de Nul and Constructora Urbana).

According to Mr. Espino, Panama, “a small country, confronts therefore a project of world-wide ambition”. The representative of C.A.N.A.L., Mr. Miguel Manchón, showed the satisfaction of the group to participate in this process that he described as “ambitious and time taken”.

He also expressed his doubts about the so called Law 58; which Panama can restrict the public infrastructure participation of companies from countries like Spain which consider this nation a fiscal paradise.

Mr. Antonio Zaffroni, from the Grupo Unidos por el Canal, emphasized that the participation in the expansion of the Panamanian inter-oceanic route is a symbol of prestige and solidity in the construction market; he also affirmed that the bidding has been developed under demanding requirements and international guarantees.

The elaboration process for project proposal extended during 18 months. The documents submitted with the original design and the work projection for each partnership including the budget that has to be compared with the final estimation of the ACP, all will be kept disclosed until the revelation day of the technical evaluation of the proposals, approximately in June. The initial ACP estimation for the Project was about \$3.350 millions, including the bathtub for water storage that will allow recycling.

The evaluation of technical designs began with a technical team of 15 experts from the ACP and about 40 international consultants.



The expansion Project of the Canal, which anticipates a cargo capacity increase from 300 to 600 tons per year, begun in June 2009 and it is supposed to conclude in 2014.

Source: Diario del Puerto (Spain)

14. UNDERGROUND PORTS OPERATE IN PARAGUAY AND BRAZIL

About 300 clandestine ports were located by the Federal Reserve around the perimeter of Lake Itaipu. Most of the contraband in Paraguay originates from these ports and from the border in Canindeyu.

“More than 300 clandestine ports in Lake Itaipu had been identified by field workers and through satellites, said Gilberto Tragancin, delegate of the Federal Reserve of Foz de Iguazú. He pointed out that the majority of contraband that comes from Paraguayan ports is those that are close to the border located in the area of Saltos del Guairá (Canindeyú).

The numbers are alarmingly for both countries: In the last 8 years and 2 months the illicit activity has gained about \$424 millions in goods. The rankings is headed by cigarettes, about \$12 millions in seizures, electronic devices reaching approx. \$14 millions last year and the computer science equipments has grown reaching \$12,400 millions in 2007.

It was questioned the reason why this area which is considered the most affected was not controlled, they replied that such operation is impossible: “For each port closed by authorities another one is opened”, it is confirmed that in the case of cigarettes contraband, more of the 70% of the infrastructure is handled by Brazilians.

Source: ABC Color (Paraguay)

15. PERUVIAN PORT TERMINAL OF PAITA HAS BEEN GRANTED TO TPE PARTNERSHIP

The Promotion Agency of the Private Investment “Proinversion” granted the concession of Port Terminal of Paita to the Euroandinos Port Terminal (TPE), in the political framework of ports modernization and economic development which the government of Peru promotes.

The TPE Partnership (integrated by Tertir Terminais Portugal S.A. (Portugal) Company, Cosmos Agencia Marítima S.A.C. (Perú) and Translei S.A. (Perú)), presented a fee proposal of \$120.00 for 20 foot containers and \$151.43 for 40 foot containers, (this represents the minimum rate established in the contest basis). The winner company will grant an extra investment of \$100.8 million.

According to the public bidding process, the partnership TPE is committed to build in the first stage, a new container wharf, twelve hectares of containers courtyards and a dredging of at least 13 meters of depth. Also, it is committed to acquire a mobile crane and two patio cranes.

According to the concession agreement, once reached the 180,000 TEU, the winner partnership will additionally acquire a mobile crane and two patio cranes. In the third stage, once the containers traffic reaches 300 thousand TEUs it must reinforce the current groyne wharf, built a support area and acquire two mobile cranes.

Proinversion informed that according to the agreement, the winner partnership is required to hire ENAPU employees that are working at Paita (43 in total), as well as upholding the environmental and security regulations that are demanded for all the port terminals at a global level.

Source: Andines Agency (Peru)



16. PERU REPORTS PORT PROJECTS WITH PRIVATE INVESTMENT OF \$2,000 MILLION

The port projects, among concessions and private enterprise that would be carried out with the private investment during the next years sum approx. \$ 2000 millions, informed Vice Almirante (r) Frank Boyle, president of the National Port Authority (APN). “We have more than a dozen of port projects and we hope we can start them this year; the investment involved is higher than \$2000 millions”, he said.

He mentioned that the port project closest to be started is of the Vale Company of Brazil, previously called Compañía Vale do Rio Doce (CVRD) in Bayóvar - Piura region, which has as its objective the exporting phosphates of the zone. “The port terminal has already received the approval of the APN for the beginning of the construction work and we are estimating that it could be ready by the end of 2011, and we are talking about an investment between the \$60 and \$ 80 millions”, he comment.

“The investment that was calculated with the concessions in the Salaverry Ports are between the \$60 and \$80 millions, in San Martin de Pischo (Ica) it is about \$50 millions and in San Juan de Marcona (Ica) it is of \$150 millions, all are estimations for the first stage”, said Mr. Boyle.

He added that \$40 millions are expected to be raised with the concession of Puerto Llo (Moquegua), \$55 millions with the fluvial port of Yurimaguas (Loreto), \$29 millions with the Pucallpa (Ucayali) Port and \$20 millions with the Iquitos (Loreto) Terminal.

He also stated that the mineral ports project in the port of Santa Sofia, Chancay and Oporosa, the north zone of Lima and Callao regions will invested \$160, \$ 500, and \$ 200 millions respectively.

“We have a Project in Acon (Lima) of the port of Santa Sofia where the investment is about \$ 200 millions”, he mention.

In addition, he asserted that the Mineral Company “Shougang” plans to invest \$250 millions in order to improve the port of San Nicolas (Ica), so they can implement a new system of mineral loading.

Source: Agencia Andina (Perú)

17. NEW NATIONAL PORT SYSTEM IN VENEZUELA

President Hugo Chavez signed two acts that created national companies which will oversee the Venezuelan ports and airports. The acts turned into laws after they were published in the Official Gazette of Venezuela.

Under an anonymous society the Bolivarian Port and Airport Corporations, “has been registered under the Ministry of Housing and Public Work”. They are a Corporation”, Chavez, addressing to the nation thorough radio and television. When establishing the creation of the Bolivarian Ports and Airport Corporations, the president Chavez criticized the current condition of the maritime and airport terminals which looked like deserts. He also pointed out that most of the runaways were in bad condition due to a lack of maintenance.

At the beginning of March, the National Assembly approved a political reform for the decentralization that authorizes the Executive to invest in highways, ports and airports that are under government control.

Since then, President Chavez has being taken military actions in order to get control over the ports and airports basing these actions in the new regulation which the opposition stated as violation of the Constitution, affirming that the administration of national highways and freeways as well as ports and airports are “exclusively a state matter in coordination with the Executive”.

Source: Associated Press; El Financiero en Línea



18. NEW PORT LAW IN SPAIN

The Council of Ministers of Spain approved the Law Project for the modification of Law 48/2003 which deals with the economic regime and the benefit of services on the ports of general interest which is presupposed that it boosted modernization and the improvement of the ports competitiveness.

This change will reinforce the autonomy of management and operation of the port authorities, which have their own rates because of the infrastructure use, in accordance with their spending structures.

The Council of Ministers considers that this law will provide the port system with the necessary tools to increase their competitiveness, in quality and price, so that the port sector could provide a higher quality, counting with the participation of the private sector coordinated by the port authorities, which would mean a greater recovery of management and operative autonomy.

The Council of Ministers agreed to modify Title I and II; which are in the first and second article of the Project Law; other titles in the third article were also modified. The approved measures aim to the diversity of supply services of the companies and to stimulate the competition among them. In this way, the sea highways will be promoted with the goal of having a more attractive marine transport. Also, it allows for the adapting of conditions of the benefit services of gathering the waste products of the traffic of each port authority.

Regarding the changes of the 3rd title, related to the benefit services, the most important changes are:

1. Measures to guarantee that shipping companies have enough personnel to cover at least 25% of working days.
2. Measures to promote the hiring of personnel in common work relation by the shipping companies, including this among the possibilities of the elements that establish the term authorization for the manipulation service.
3. Qualify the autonomy's communities in order to increase the hiring personnel above the threshold determined by general characteristics.

Source: Veintepies

19. THE ESPO HELD A MEETING IN BARCELONA, SPAIN

The meeting on Intermodal and Logistics Committees of the European Sea Ports Organization (ESPO), which reviewed the Trans-European Network for Transport (TEN-T) took place at the port of Barcelona.

The objective of the seminar was to agree upon the position of the ports on the Trans-European Network for Transport that the European Commission (EC) is promoting. In the 90s the EC defined the Trans-European Network for Transport in order to connect the European common market and territory through efficient transport infrastructures. After 15 years, the EC wants to adapt the strategic lines of this network to the reality and to the future challenges, based in the extension of the European Union, the new necessities about the environmental change, the necessity to improve the connections between neighbor's countries and the reinforcement of the competitiveness and the intermodal.

The position taken by the ESPO Committee, during its meeting in Barcelona, will be decisive in defining the new European transport policy, since this organ is the main interlocutor of the EC on logistic and intermodal issues. As representative of the European Union, Dimitrios Theologitis and Gudren Schulze have exposed the objectives that the documents seek and have collected the offers proposed by the representatives of ESPO.



The ports position in the European transport strategy will be presented in the General Assembly of the ESPO, held in Marseille, in May. This strategy implies to overcome the last transport model, based in a network with many state's projects and not always connected between them. However, the central networking model will be based on priority projects that would eventually lead to attain the advantages and common benefits.

The General Secretary of the ESPO, Patrick Verhoeven said that the new transport strategy of the European Union pretends to be oriented in a decisive way in the economic necessities of the European Union: "So far it has been imposed the way to prioritized the transportation of passenger and the high speed, but the moment to increase the transport of goods as a main instrument is here and this needs to be more competitive. It is also necessary to incorporate sustainability elements so we can face the new necessities that the process of environmental change implies".

Source: Veintepies

20. NEW ASSOCIATED MEMBERS OF THE CIP

Two new Associated Members have been added to the Technical Advisory Groups (TAG) on Logistics and Competitiveness of the Inter-American Committee on Ports (CIP) of the Organization of American States (OAS).

The first is the Asociación de Terminales y Operadores Portuarios A.C. of Mexico, which is a company that was funded in 1996, and has been recognized as "the interlocutor of the port sector of terminals and operators; validation given by the representatives of the 40 associated terminals of in country which organizes the management of containers, agricultural, mineral and liquid bulks; general shipment and attendance to cruises.

www.terminalesportuarias.com

The second is Miami Ports, which recently has been incorporated to the TAG; it is known as the "Main Cruise Port in the world and the biggest container Port in Florida. This port also contributes to the local economy as well as to the State's economy. By the 2008 fiscal year it has received more than 4.1 millions of cruises passengers and approximately 7.4 millions of cargo tons were moved through the Miami Port. The cruise and shipment business includes approximately 176,000 employees and its economic impact in the Miami-Dade County reaches almost to \$17 billions". www.miamidade.gov/portofmiami/

21. PORT ACTIVITIES

- Third Course on "International Maritime Law Specialists, organized by the Spanish Maritime Institute, which will be held on April 14 to December 18, 2009. www.ime.es/ime/ime_formacion_online_derecho_maritimo_internacional_introduccion.php
- III Encounter of the Argentine Fluvial Transport, organized by the Regional Development Institute and the Inter-American Committee on Ports (CIP) of the Organization of American States (OAS), which will be held on April 27, 2009 in Rosario, Santa Fe Province, Argentina. www.transportefluvial.com/main.html
- APPA's 2009 Executive Management Conference, which will be held on May 4-8, 2009 in Tampa, Florida, organized by the American Association of Port Authorities (AAPA). www.aapa-ports.org/Espanol/seminario.cfm?itemnumber=11181
- II Maritime Economy Course, organized by the Spanish Maritime Institute, which will be held on May 4th to July 24, 2009. www.oas.org/cip/docs/cursos/29_curso_online_ecomar_esp_mayjul09/convocatoria.pdf



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- XXXI Conference of the Caribbean Customs Law Enforcement Council (CCLEC), organized by the French Customs in Martinique FWI in collaboration with the CCLEC Secretariat, which will be held at Hotel La Batelière from May 12 -14, 2009. www.cclec.net/
- X Iberoamerican Course on Port Technology, Operations and Environmental Management, organized by Puertos del Estado of Spain, Santander Port Authority, Menéndez Pelayo International University, Cantabria's University and the Inter American Committee on Ports (CIP) of the Organization of American States (OAS), which will be held on Monday, May 18 to Friday June 12, 2009, in Santander, Spain. www.oas.org/cip/docs/cursos/10_curso_tecyamb_santander/convocatoria.pdf
- XXVI IAPH World Ports Conference, title of Conference: "Oriented to trade, open to future". This will be organized by the Genoa Port and will take place from May 23 - 29 in Genoa, Italia. www.iaphconference.com/
- 20th International Port Training Conference (IPTC), organized by Puertos del Estado of Spain, which will be held on May 31 to June 3, 2009 in Constanza, Rumania. www.iptc-online.net/main/mprofile.html
- 2009 Scholarship Program for Internship in Spanish Entities and Harbor Companies 2009" organized by Puertos del Estado, which will be held in Spain from September 25 to October 23 2009. www.oas.org/cip/docs/cursos/30_pasantias_espana_09/convocatoria.pdf
- Sea Cargo Americas & Air Cargo Americas organized by the World Trade Center of Miami and Miami Port, from November 4 - 6 2009 in Miami, Florida. <http://www.seacargoamericas.com/>