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1. CIP and CECIP: Successful Port Meetings in Panama

The Sixth Meeting of the Inter-American Committee on Ports (CIP) and the Eleventh Meeting of its Executive Board (CECIP) were carried out between March 22 and 26 in Panama City, in response to the cordial invitation extended by the Panama Maritime Authority (AMP) to this specialized organ of the OAS. It was the first time that both meetings were held consecutively, which led to a positive dynamic between the 19 delegations present to discuss in depth topics that will contribute to the improvement of the ports in the hemisphere. The Sixth Meeting of the CIP was chaired by Mr. Roberto Linares, AMP Administrator

Among the major outcomes of both meetings, was the approval of the resolutions that will guide the work of the CIP during 2010 and 2011. Among the main ones are:

- The election of the CECIP authorities, body responsible for leading the activities until the next meeting of the CIP to be held in Jamaica in 2012. The Chair of the CECIP went to Mr. Ricardo Lujan, Assistant Secretary for Ports and Waterways of Argentina, and the Vice-Chair, rotary and every six months, went to the representatives of Panama, Mexico, Peru and Barbados, in that order. The Executive Board shall be composed of the following 15 Member States: Argentina, Barbados, Brazil, Chile, Dominican Republic, Ecuador, Guatemala, Jamaica, Mexico, Panama, Paraguay, Peru, United States, Uruguay and Venezuela.
- The following Subcommittees were created with their respective functions, objectives and work groups for the 2010-2011 period: i) Subcommittee on Policy and Coordination; ii) Subcommittee on Cargo Services; iii) Subcommittee on Vessel Services ; iv) Subcommittee on Port Safety and Security; v) Subcommittee on Environmental Port Protection; vi) Subcommittee on Port Legislation and Investments; vii) Subcommittee on Women in Ports.
- The Technical Advisory Groups (TAG) for the 2010-2011 period and their respective functions and objectives were established: i) TAG on Logistics and Competitiveness; ii) TAG on Port Security; iii) TAG on Navigation Safety; iv) TAG on Environmental Port Protection.

In addition, presentations were given on the current issues on the sector, among which, the delegates reviewed the substantial fall in world seaborne trade that negatively affected port movement in several major ports in the world; fortunately, it was felt in a mitigated way in most ports in the Caribbean, Central and South America. They agreed to continue the main activity of training port quads coordinated by the CIP and funded by the hemispheric port authorities, the training funds from the OAS and *Puertos del Estado* of Spain. They also agreed to continue promoting cooperation between hemispheric countries under the leadership of the United States, to harmonize legislation and the implementation of safety and security measures at ports, which are essential to maintaining the integrity of supply chains for the access of goods to the main world markets.

The topics discussed, among others, were related to the productivity and quality of port services, such as the dissemination of branding experiences to other ports, including Caribbean cruises, corporate social responsibility, the management of catastrophic risks for port facilities and the rehabilitation of ports affected by natural disasters. Resolutions were adopted for the actions that would be carried out in the upcoming months, as well as solidarity with the people of Haiti and Chile that were hit by the recent earthquakes.

Among the most significant internal measures taken by the CIP, is the organization of the CECIP through a limited number of Subcommittees under the priority areas of its 2008-2011 Action Plan. Following Brazil's proposal, there was an in depth discussion on ways to promote a narrower hemispheric cooperation, that could even lead to a more dynamic participation in international forums on maritime transportation, customs, etc.. In this regard, the CECIP was instructed to examine and propose reforms to the Rules of Procedure that would enable an increase in cooperation. The significance of the environmental work carried out by the CIP was seen when the "Declaration of Panama on Guidelines for Environmental Port Protection" was put forward to the highest body of the OAS, which originated in the First Hemispheric Conference on Environmental Port Protection, held in Panama in April 2007. During the visit to the Canal's facilities, the

special symbolism of this Declaration, drafted in a country of great biological diversity that is pursuing the significant expansion of the Canal with a very precise agenda on environmental protection, did not go unnoticed among the attending delegations

It is in this context that the CIP will implement its projects and activities for 2010-2011.

Source: The CIP Secretariat.

2. Cruise season ends with record figures in Argentina

Compared to previous cruise seasons, for 2009-2010 Argentina ended the season with figures never achieved in the past regarding the number of passengers arriving to the country by this touristic mean. According to the Secretary of Tourism Enrique Meyer, during the closing ceremony of the season held at the Terminal Benito Quinquela Martin, he stated that approximately 336,000 passengers arrived, a figure that "exceeded expectations and tripled arrivals registered five years ago." Comparatively, in the last two seasons, 86 ships arrivals were recorded, in the following one 120, and in the recently closed one, there were 140.

Given this significant growth in the tourism industry, Argentina seeks to optimize its services to meet the cruise demand for the upcoming seasons. Among its objectives is the expansion of the Cruise Terminal Benito Quinquela Martin which was announced by Mr. Gustavo Fuiguerola, President of the *Concesionaria Terminales Río de la Plata S.A.*, in charge of the cruise tourism reception of said terminal. The announcement was made coinciding with the closing ceremony of the last cruise season.

The above-mentioned expansion will require an investment of approximately US 23 million dollars for the 2,500 square meter extension of the existing terminal in order to "optimize services, expand facilities and thus provide a better stay in the terminal, both for passengers arriving at the port of Buenos Aires as well as those departing from it. The goal is to serve 12,000 people a day," said Mr. Fuiguerola.

Source: Port of Buenos Aires / www.noticiasdecruceiros.com

3. ISO 9001:2008 Certification for the Caribbean Maritime Institute (CMI)

The Caribbean Maritime Institute (CMI) was certified with the ISO 9001:2008 hallmark granted by the well-known firm Lloyd's Register Quality Assurance Inc. This is a recognition given to institutions for excellence in the delivery and management of the programs on the Standards of Training, Certification and Watchkeeping 95 (STCW), courses of the International Maritime Organization (IMO) and other academic services.

With this certification, the CMI is the only institution in Jamaica approved by the IMO for training and education programs in the maritime area.

Among the programs and certificates offered by the CMI are the Master in Logistics and Supply Chain Management, and Bachelors of Science Degrees in Logistics and Supply Chain Management, Cruise Shipping and Tourism Management, Port Management, Security Administration and Management, and Industrial Systems.

Source: P.M.A.C. Port Management Association of the Caribbean.

4. Bolivia and Uruguay seek to accelerate gas export and port usage

The presidents of Uruguay José Mujica and Bolivia Evo Morales, met in the city of Cochabamba, Bolivia, to sign a joint statement seeking to ratify and accelerate the processes to define, among others, the exportation of Bolivian gas to Uruguay, and the usage of Uruguayan ports by Bolivia.

In turn, President Mujica stated in the meeting that "His small country has no mining energy and recognizes that this is a limitation. Bolivia has plenty of that for now. The problem will come later, but we have to understand that we have to ask for help from other components of the 'big region' to let us transport gas, to which President Morales expressed his "full disposition to start gas exportation to Uruguay."

On the other hand, about the issue of port usage, the Uruguayan president said that "a long time ago Uruguay granted Bolivia a port and a free zone with a storehouse, and if we have not done more it's because our resources and our knowledge are not in sync with the speed of the people".

The statement includes, among others, the interest of the leaders to continue strengthening relations between both countries. Additionally, within the text, they reiterated their interest to "consolidate and deepen the trilateral mechanism URUPABOL through physical, energetic, transportation and logistic service integration between Bolivia, Paraguay and Uruguay. For this reason, they highlighted the importance of promoting the development of the Paraguay-Parana waterway to encourage the development of this region by facilitating its free navigability. To meet this objective, the dredging of the Tamengo Canal and the Internationalization of the Sailing Agreement by all signing countries of the Fluvial Transport Agreement by the Paraguay - Parana Waterway (Caceres Port- Nueva Palmira Port) are vital."

In the declaration, they also agreed on instructing the authorities responsible of energy matters of both countries to hold a meeting to discuss the feasibility of starting gas exportation to Uruguay.

Moreover, "they recognized the work being carried out by the Bolivian Port Services Administration - (ASP-B) and the National Port Administration of Uruguay and ratified the interest of both governments to allow Bolivia to use the ports of Montevideo and New Palmira... for which they instructed their respective foreign ministries to formalize the agreements and implement the necessary measures to specify the port and operational facilities in favor of Bolivia."

Source: Ministry of Foreign Affairs of Bolivia / www.lostiempos.com

5. New transatlantic route Russia - Ecuador begins operating

The new transatlantic route between Russia and Ecuador for merchandise transportation, which includes bananas, fresh fruit, and fish products among others, was inaugurated in St. Petersburg, Russia. The route will be covered by six container ships capable of carrying 2,500 tons, owned by the Danish shipping company Maersk Line.

The new route makes stops in the ports of Guayaquil, Puerto Balboa in Panama, Rotterdam in Holland, St. Petersburg, Bremen in Germany, Manzanillo, Panama returning to Ecuador.

The new transatlantic route will contribute in reducing the prices of Latin American products, in particular the ones sold in Russia such as fresh fruit, bananas, among others; products that during the previous transport conditions with several stops raised their costs. Now, it is expected that this new route will reduce prices and better position the products in the Russian market.

Maersk Line informed that "the opening of this route is due to customer demands for the transportation of fresh fruit, and will also open new markets for Russian exporters, which in particular may provide

equipments to the coalmining areas in Chile, fertilizers for the agricultural regions of Ecuador and Colombia, and food for Central America and the Caribbean countries.”

Source: El Mercurio

6. El Salvador’s Maritime Port Authority (AMP) launches prevention manual in navigation

Recently, the Maritime Port Authority of El Salvador officially launched its Handbook on Navigation Prevention, aimed "to instruct users of different types of boats on the correct and safe way to navigate in El Salvador."

This initiative was undertaken by the AMP with the cooperation of other institutions, the National Civil Guard and the Ministry of Tourism of that country.

The Manual includes regulations and safety recommendations that the users of different types of ships have to take into account when navigating in Salvadorian waters, especially sport and tourist boats. The manual, which was written in a didactic language, can be accessed through the web page www.amp.gov.sv.

Source: AMP of El Salvador.

7. United States and Canada unify efforts to reduce vessel pollution

The International Maritime Organization (IMO), United Nations agency responsible for the international regulation of maritime transport, adopted its Plan to reduce air pollution from vessels, in a 200 nautical-mile area of the United States and Canada.

The Plan aims to establish an emissions’ control area to require ships transiting to use cleaner fuels in that area. Specifically, the goal of this Plan for 2010 is to oblige ships to burn fuel containing less than 1% of sulfur and less than 0.1% by 2015.

This "will reduce sulfur dioxide, nitrogen oxide and particle matter emitted by 90% in 2010," said the President of the Chamber of Shipping of British Columbia, Mr. Stephen Brown.

The Emission Reduction Plan approved by the IMO was preceded by the request of the Environmental Protection Agency (EPA) for the establishment of strict rules for fuel consumption by vessels.

The rules will be adjusted gradually, hoping that by 2012 air pollution produced by ships can be considerably reduced and achieve, according to EPA, the reduction of illnesses and premature death.

Source: The New York Times / www.infotransportes.com

8. Long Beach and LA Ports update Clean Air Action Plan

In the past days, the Ports of Long Beach and Los Angeles presented a proposal to update the Clean Air Action Plan that includes long-term objectives on the subject.

Specifically, the update would include an 85% reduction in cancer risk from diesel pollution by 2020, among other objectives that must be updated periodically, to include new threats and possible solutions on time.

The original plan approved in 2006 was launched as a strategy to reduce atmospheric pollution resulting from port pollution. One of the best known initiatives of this plan is the Clean Trucks Program, which uses environmentally sustainable technology.

The Executive Director of the Port of Long Beach, Mr. Richard Steinke said: "The Clean Air Action Plan forged from the cooperation of port and regulatory agencies has been extremely successful. Much of this success is due to the industrial partners, which have accepted the challenge and responded with diligent efforts to clean the air.... Now is the time to review, strengthen and update our programs and long-term goals. "

The proposal will be analyzed in two public meetings and opened for comments until May 7, 2010, with the purpose of gathering opinions on the topic. The ports of Long Beach and Los Angeles believe that the updated plan can start its adoption process this coming summer.

Source: Port of Long Beach.

9. Guatemala and Russia strengthen economic, trade and investment cooperation ties

The presidents of Guatemala Álvaro Colom Caballeros and Russia Dmitriy A. Medvedev, recently gathered in Russia, signed a joint declaration with the occasion of the 65th Anniversary of the establishment of diplomatic relations between the two countries. The Presidents expressed their interest in activating the bilateral ties for economic and trade promotion and the search for new lines of cooperation. For this reason, in paragraph 4 of declaration, they "instructed the relevant ministries and economic entities of both countries to hold as soon as possible work meetings to agree on the cooperation guidelines, ways and perspectives on economic, trade and investment matters".

For Guatemala, one of the main objectives of strengthening bilateral relations is to attract Russian investment to improve infrastructure and transportation. This includes the construction and adjustment of roads, ports and airports.

Among other topics covered in the declaration are the strengthening of bilateral cooperation in the fight against drug trafficking, terrorism, cultural cooperation, and coordination efforts for the protection of Human Rights, among others.

Source: Ministry for Foreign Affairs of Guatemala, EFE Agency.

10. Mexican Port Authorities committed with the environment

The ISO 9001:2008 and ISO 14001:2004 hallmark was given to the *Administraciones Portuarias Integrales Federales* (APIs) of: Altamira, Coatzacoalcos, Dos Bocas, Ensenada, Guaymas, Lazaro Cardenas, Manzanillo, Mazatlan, Progreso, Puerto Madero, Puerto Vallarta, Salina Cruz, Tampico, Topolobampo, Tuxpan and Veracruz, in Mexico.

The first of the certifications given to the administrations refers to the standards for Quality Management System and the second is related to the standards for Environmental Management System. This recognition was awarded by the great effort the Mexican administrations have put to improve management in all port processes and the integration of environmental programs to their activities.

According to the General Coordination of Ports and Merchant Marine of the Ministry of Communications and Transportation of Mexico, the integration of environmental programs to the port activities in the administrations are directed toward topics of "reforestation, preventing the emission of greenhouse gases, the dissemination of good environmental practices, the formation of environmental committees with the participation of transferees and service providers, among others, that assist in the sustainable development of ports and strengthen among the port community a culture of respect for the environment".

Source: General Coordination of Ports and Merchant Marine in Mexico.

11. Infrastructure improvements at the Mazatlan Port

With the arrival of new large ships, the Port of Mazatlan in Mexico is under construction to improve its infrastructure and allow the arrival of these vessels to its facilities. The investment for this project by the Mexican Federal Government amounts to approximately \$ 18.7 million.

Enhancements include "the alignment of piers 1 to 5 and dredging to increase the depth of pier 1 and 2 by 40 meters." The progress made thus far has allowed large ships like the 285 meter-long Oosterdam Cruise, the 194 meter-long Radiance of the Seas Cruise and the 270 meter-long Norwegian Star Cruise to travel through the port. The works at the port are expected to be completed by mid-2011.

The improvements in the infrastructure of the ports is one of the greatest challenges facing the sector, in order to achieve compliance with the demand for new and existing large ships today. The expansion brings along benefits for trade, tourism and in general for the economic development of the country and the region.

Source: Port Authority of Mazatlan S.A. of C.V.

12. The Panama Maritime Authority (AMP) installs a modern communication system for ports

The Panama Maritime Authority installed a modern communications system that will improve access and communication of the minor ports with the central ones. With this new resource, the AMP will improve management and integrate information improving port activity throughout the country.

Cesar Altuna, AMP I.T. Director, said that "with this systematization, users who are inside the country will receive good attention, without having to appear personally at the institution's headquarters to carry out the procedures and registration of their fishing ships, for pleasure or commercial, which will bring savings in costs, efficiency and time".

The system has an approximate cost of \$ 15 million and according to AMP "is intended to ensure that all ports nationwide, consulates and operational directorates are connected through the network, in order to offer users an effective and efficient service, since this is a national institution at the service of the international community".

Source: Maritime Authority of Panama.

13. Port infrastructure modernization in Peru

The Peruvian port sector has shown an increasing modernization in its infrastructure to meet global demands. New concessions for port construction and expansion are a clear example of the importance for Peruvians to boost its economic development through this sector.

Recently, the President of Peru's National Port Authority (APN), Frank Boyle, announced that the concession for the construction of a dock for minerals in the Port of Callao will be made through a competitive bid and will be defined no later than August of this year to start with the construction works in 2012.

The construction of this pier in the port of Callao is important because of the high flow of minerals that is transported in this area, since almost 70% of these exports and imports are concentrated in this region. The current dock has no capacity and infrastructure to meet that demand.

Vice Admiral Boyle stated that "it is estimated that in 18 months the works can be ready. We're talking about the remainder of 2010 and 2011, so for the summer of 2012, the infrastructure is available to start operations".

On the other hand, private investment in Peruvian ports must be emphasized, which reached U.S. \$ 1,500 millions, "of which U.S. \$ 617 million correspond to DP World at the South Pier of Callao, U.S. \$ 250 million to Shougang in San Nicolas to modernize the shipping of minerals, U.S. \$ 332 million from Peru LNG for the shipment of gas in Playa Melch, U.S. \$ 228 million from the *Terminales Portuarios Euroandinos (TP Paíta)*, and between \$60 and \$80 million for Bayovar's boarding terminal of bulk phosphates among others", according to an ADEX publication.

Similarly, new investment proposals have been received for the improvement of terminals such as San Juan de Marcona, new concessions have been predicted such as the river ports of Yurimaguas River Port, Pucallpa and Iquitos, and in the study phase there are the terminals of Salaverry e Ilo.

Source: Reuters, ADEX (Exporters Association of Peru)

14. Uruguayan Government: Huge investment in port infrastructure

The Uruguayan government led by the President José Mujica, plans to invest an estimated \$ 350 million annually to improve its port infrastructure, among which it includes the upgrade of roads, ports and railway recovery, according to the Minister of Transportation and Public Works of Uruguay, Enrique Pintado. This objective has been compiled in what they called the 2030 Strategic Plan with the aim of strengthening the National Ports System.

Among this administration's goals is the construction of a second terminal at the Port of Montevideo, and the expansion and investment of the docks of Nueva Palmira and La Paloma. Regarding the latter, President Mujica expressed his interest of installing a deepwater port in the region of La Paloma, "to be managed and operated by the countries of the Southern Common Market (MERCOSUR) and Bolivia."

The idea of the new port aims to benefit in addition Paraguay and Bolivia for its river transportation limitations and to create a route to facilitate trade and the region's development. This would be an initiative to be framed within the joint declaration signed recently in Cochabamba by the presidents of Bolivia and Uruguay, to accelerate the cooperation processes on bilateral economic and transportation topics.

Source: The Nation, Newspapers Latina.com

15. Venezuela performs a study of marine plants from ballast water

In collaboration with the National Institute of Aquatic Spaces (INEA), the National Army of Venezuela, and the Group of the Globallast program, the Venezuelan government performed the first sampling of marine plants in order to know the extent of these species coming from ballast water.

This first initiative was held in Puerto Cabello by experts in biology. According to Professor Gerard Haiek, an expert in marine biology, "with this first inspection in one of the pilot ports, the sampling methodology, to be employed by the multidisciplinary team of researchers to establish the foundations of the National Program of Introduced Species in Venezuela, which will also allow creating a database, is being refined".

Source: INEA.

16. Port Activities

- *MAEC-AECI Scholarships- Transportation Course 2011*, organized by the Ministry of Foreign Affairs and Cooperation of Spain. Place and date: Madrid, Spain from April 1 to June 30, 2010.
http://www.oas.org/CIP/docs/cursos/detalles_convocatoria_espanabecas10.doc

- *International Seminar on Transport Solutions for Emerging Cities*, organized by the *Centro Iberoamericano para el Desarrollo Integrado del Transporte (CIDITRANS)* and the Spanish Agency for International Development Cooperation (AECI). It will be held in Cartagena de Indias, Colombia, from May 4 - 7, 2010.



- *VI Argentine Congress of Port Engineering - PIANC Latin American Seminar "Sustainable Development of River and Maritime Port Infrastructure in Latin America"*, organized by the Argentine Association of Port Engineers (AADIP) and PIANC Argentina. It will be held in Buenos Aires, Argentina, from April 5 - 7, 2010. <http://aadipcongresos.com.ar/>

- *XIX Meeting of the Special Committee on Transport*, organized by the *Transport and Disaster Risk Reduction* of the Association of Caribbean States (DTDRR). It will be held in Paramaribo, Suriname from April 22- 24, 2010. <http://www.acs-aec.org/>

- *Infrastructure Investment World Americas 2010* will be held from April 26-29, 2010, in Bridgewater, New York, USA. <http://www.terrapinn.com/2010/IIWA/index.stm>

- *II Encuentro Internacional de la Industria Naval*, organized by *the Asociación Bonaerense de la Industria Naval (ABIN)*. It will be held in Mar del Plata, Argentina, on May 5th, 6th and 7th, 2010. <http://www.einaival.com.ar/>

- *Port Customs Facilitation Forum*, organized by the Dominican Port Authority (APORDOM), the Dominican Republic Customs Department and the Inter-American Committee on Ports (CIP). It will be held in Santo Domingo, Dominican Republic, from May 25-27, 2010. www.oas.org/cip

- *XIX Congress of Latin American Ports*. Organized by the American Association of Port Authorities (AAPA). It will take place in Manta, Ecuador, from July 6- 9, 2010.

- *MBA Maritime, Transport and Logistics*. Organized by the Normandy School of Management, France. It will take place from September 2010 to September 2011. http://www.oas.org/CIP/docs/cursos/mba_mar_trans_log.pdf