



INTER-AMERICAN COMMITTEE ON PORTS NEWSLETTER

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1. LIMA PREPARES FOR THE NINTH MEETING OF THE EXECUTIVE BOARD OF THE CIP AND THE SEMINAR OF THE IBERO-AMERICAN FORUM ON PORTS AS A LOGISTICAL PLATFORM

The National Port Authority of Peru (APN) is concluding the preparations to welcome the delegates that will assist at the Ninth Meeting of the CECIP, which will be held in Lima from December 2 to 5. This meeting, the first of the new Executive Board elected in Salvador, Brazil, has as the main objective to approve the Program of Activities 2008-2009 of the CIP, the same that will be executed through the eleven subcommittees created by the CIP. The fifteen selected Member States that integrate the CECIP will attend this meeting as well as all those member States of the OAS that are interested in participating in the meetings of the main hemispheric port organism.

In order to cover thoroughly the current port topics, a seminar of the Ibero-American Port Forum will be held simultaneously, covering as a topic "Ports as a Logistical Platform". Some of the topics that will be discussed in the seminar are: The logistic and strategic context of the port; The logistic function of the ports – land connections ; Train-port Intermodality; The Logistic Activity Zones (LAZ) as specialized logistic platforms; Analysis of the logistic chains with the effects on ports; Functional design and orientation of the port LAZ; Aspects for the promotion of the port LAZ; Management of the port LAZ; The effect of the implantation of the port LAZ; Significant study case of LAZ in Spain. Important speakers from Spain and Latin America will cover these topics.

Both meetings will be held at the Sheraton Lima Hotel in Lima and will count on simultaneous interpretation services Spanish-English. On the CIP website (www.oas.org/cip/) there is the necessary information for the port authorities interested in attending the meetings. These meetings are opened to professionals of the private sector involved in the port maritime field who are interested in attending (information about the registration and forms can be found on the CIP website).

2. THE CIP CELEBRATED ITS FIFTH MEETING IN SALVADOR, BRAZIL

The Fifth meeting of the Inter-American Committee on Ports (CIP) was held in Salvador, Bahia, Brazil, from September 11 to 14, to which more than 200 delegates from 25 Member States of the Organization of American States (OAS) assisted. The agenda of the meeting included the approval of the CIP Action Plan 2008-2011; the election of the new Executive Board of the CIP (CECIP); the reports from different meetings held by the Committee within the framework period of 2006 and 2007; as well as the appointment of host cities for the following meetings of the CIP, the meetings of the Executive Board and the celebration of the next Hemispheric Conferences on Port Security, Environmental Port Protection and Logistics and Ports. The encounter included many expositions about the main areas of the new Action Plan, which were presented by renowned experts in Port issues in the continent and Spain.

The Executive Board of the CIP was also elected and is now integrated by Argentina, Barbados, Brazil, Chile, Dominican Republic, Ecuador, El Salvador, United States, Guatemala, Jamaica, Mexico, Panama, Peru, Uruguay and Venezuela. The new members of the CECIP decided to maintain Mexico as the chair of the Executive Board, and designated El Salvador, Uruguay, United States and Barbados as the vice-chairs in accordance with the rotation approved.

Furthermore, the Committee evaluated the function of the Technical Advisory Groups (TAG), which had previously met on September 10 and 11. As a result of this analysis, the CIP considered to maintain the four existing TAG, modifying the area of the Port Operations TAG by establishing the topics of Logistic and Competitiveness as main topics of its work. In this sense, the TAG for the next two-year period will be: TAG on Logistic and Competitiveness chaired by Mexico; TAG on Environmental Port Protection chaired by Venezuela; TAG on Navigation Control chaired by Argentina and TAG on Port Security chaired by the United States.



In order to implement the agenda of activities of the CIP, the creation of the following subcommittees was approved: Subcommittee on Policy and Coordination (Chair: Mexico; vice-chair: El Salvador); Subcommittee on Cargo Services (Brazil/ Mexico); Subcommittee on Vessel Services (Argentina / Jamaica); Subcommittee on Port Security (United States / Guatemala); Subcommittee on Environmental Port Protection (Venezuela / Panama); Subcommittee on Port Investments (El Salvador / Bahamas); Subcommittee on Port Legislation (Panama / Argentina); Subcommittee on Port Planning and Management (Chile / Uruguay); Subcommittee on Statistics, Costs, and Tariffs (Peru / Chile); Subcommittee on Port Development for Cruise Ships (Barbados / Honduras); Subcommittee on the Participation of Woman in Port Affairs of the Hemisphere (Dominican Republic / Ecuador).

Regarding the following meetings of the Committee it was decided to hold the First Meeting of the new Executive Board from December 2 to 5 of the current year in Lima, Peru. Also, it was agreed to carry out the Sixth Meeting of the CIP in 2009 in El Salvador and the Seventh Meeting in 2011 in Jamaica.

Likewise, it was approved to celebrate the Third Hemispheric Conference on Port Security in the Dominican Republic in 2008; the Second Hemispheric Conference on Environmental Port Protection in Brazil in 2009 and the First Hemispheric Conference on Logistic and Competitiveness in Mexico, 2008.

Finally, the present delegations unanimously approved to request the General Assembly of the OAS to designate the CIP as the consultant organism of the Organization, establishing a direct dependency of the General Assembly and the Permanent Council of the OAS.

3. THE CIP ACTION PLAN 2008-2011 IS APPROVED

The approval of the Inter-American Committee on Ports' Action Plan 2008-2011 at the Fifth Meeting has signaled the new priority areas of the hemispheric port organization. These are:

- (i) **Cargo services.** This consists of services provided by port companies and organizations to cargos transiting through the port, from the vessel's cargo hold to departure from the port perimeter, with the aim of ensuring that these services are provided efficiently, reliably, safely, and at a reasonable cost.
- (ii) **Vessel services.** This consists of services provided by port companies and organizations to vessels in transit through access canals and during their stay in port waters, with the aim of ensuring that such services are provided efficiently, reliably, safely, and at a reasonable price.
- (iii) **Legislation on port administration, economic regulation, and the implementation of labor agreements.** This encompasses the fundamental national and international legislation that regulates port activity. The comparative analysis of the learned normative from regulatory organisms created to supervise port operations. Also, it includes the homogeneous application of international norms to the port labor.
- (iv) **Protection of facilities and ports.** This encompasses the protection of maritime transport and world trade as prescribed by the amendment to the SOLAS Convention and the ISPS Code. The main thrust of this area is to ensure strict and ongoing compliance with protection standards for ports and facilities, while seeking ways to implement them at a reasonable cost.
- (v) **Port and related investments.** The planning and placement of infrastructure in operation that will enable ports to adapt to technological change in maritime transport and to benefit from the globalization of production and distribution of goods. The globalization of production and consumption favors the establishment of production and distribution activities in port areas, as attested by the industrial zones and logistical areas that are increasing the profitability of strictly port-related investments. These industrial and logistical investments connected with ports help to increase foreign direct investment in a country, which results in job creation and improved business capacity.
- (vi) **Port environment and sustainable development,** to achieve compatibility between environmental concerns, daily port activities, and the implementation of port expansion plans. This area



encompasses activities conducive to the ratification and application of current international conventions.

The principle objectives of the Action Plan 2008-2011 are:

- (i) Assist in the strengthening of hemispheric port competitiveness by promoting complementarity between the public and private port sectors of Member States in the framework of multilateral and hemispheric security and safety provisions.
- (ii) Contribute to the improvement and modernization of port systems in the hemisphere, on the basis of efficiency and safety criteria and with a view to ensuring the harmonious economic and social development of Member States, as well as their regional integration
- (iii) Contribute to the promotion of port, industrial, and logistical investment, and investment in transport routes vital to ports, with the help of their public and private users and in conformity with environmental protection standards.
- (iv) Strengthen actions in cooperation with international and regional organizations and agencies and with the governments and government agencies of developed countries.

4. THE NAVY WILL ASSUME SECURITY CONTROL OVER PORTS IN MEXICO

Within the framework agreement subscribed by the Secretaries of Marine, Communications and Transshipment, personnel from the Navy of Mexico will be in charge of the security endeavors of the 16 most important ports of the country. Initially, this program will be carried on in the ports of Altamira, Veracruz, Manzanillo y Lázaro Cárdenas.

The agreement encompasses the creation of the Unified Centers for the Attention of Maritime and Port Incidents (CUMAR), in which the Immediate Reactionary Forces of the Infantry Navy will participate, and specialized inspection groups in the combat against drug trafficking and illicit merchandise.

The General Coordinator of Ports and Merchant Marine of the SCT, César Patricio Reyes Roel, informed that the agreement involves elements of the Marine Secretary (SM) that need to stay in the port security offices, in permanent and direct connection to other security forces to respond with efficiency before any situation that may put at risk the security of port terminals. Reyes affirmed that the Mexican port system fulfills the requirements that international agreements follow to protect their terminals, and that each port counts with its own security program.

The agreement is part of the framework of the North America Security Agreement (ASPAN) and the International Maritime Organization (IMO), which requires signing countries to take control measures on ports, maritime companies, vessels and maritime artifacts to protect the maritime trade.

5. PORT CONCESSION PROCESS MOVES FORWARD IN EL SALVADOR

The Autonomous Executive Port Commission (CEPA) defined the master plan for the ports concession of Acajutla and La Unión. The proposal of CEPA is to use the outline of the master concession, meaning that only one operator will manage all the services and the management of both ports in order to enable a better control of the port system and to avoid competition among terminals.

Many international operators have already expressed their interest. Among them is the Belgian company Katoen Natie, which provides integral and global logistic services and operates in Belgium, Holland, France and in Latin America, in Uruguay. Another company which has expressed its interest is Ports World (DP World). Its interest does not only target the operation of the two ports of La Unión and Acajutla but also the airport operations and railway reactivation. Representatives of the company have pointed out that their



interest focus only on the master concession that enables both ports to operate. They are waiting for the government to decide the procedure and the Legislative Assembly to ratify it.

Government spokespersons said that there are more companies, like Marubini from Japan and Hutchinson Port Holdings (HPH) from Hong Kong, interested in participating in the Salvadorian port system and expressed their intention of visiting the country.

6. CONTROVERSY OF THE PROGRAM “CLEAN TRUCKS” FOR PORTS IN LOS ANGELES

The Clean Trucks Program (CTP), which is part of the “Action Plan for Clean Air in the Ports”, expected to reduce contamination to 80% within five years in Los Angeles, U.S., has caused some controversies.

The ports of Long Beach and Los Angeles are the fifth point of trans-shipment of merchandise in the world, after Singapore and the ports of Hong Kong, Shanghai and Shenzhen, in China. Their operations have caused contamination increasing the cases of asthma in communities near the ports.

According to the PCL, at the beginning of February of next year, more than 16 thousand truck drivers who operate in the Los Angeles and Long Beach ports would have to replace or change their old units for anti-contamination vehicles. This means, to substitute their current vehicles for models made in 2007 or to be employed by transportation companies in order for the companies to be in charge of providing the substitute vehicles.

Most truck drivers and independent contractors obtain gains on the basis of distance, weight and type of transported merchandise. However, they lack health insurance and do not contribute to Social Security and cover the expenses of their units' maintenance independently.

The promoters of CTP point out that the region will see direct and indirect economic improvements of more than 4,200 million of dollars in tax savings, greater earnings for the drivers and productivity, and savings in health spending. However, the proposal has been questioned for the increase of the container price from 200 to 500 dollars to which users explained would be excessive and could paralyze the merchandise movement in the south of California.

On the other hand, drivers who own vehicles and have been hired by transportation companies, consider that these companies have violated their labor rights. Drivers argue that they fail to provide their respective benefits and that the situation could get worse if they are forced to be part of the payroll of these companies. Furthermore, transportation companies feared that the admission of drivers to their payroll could lead to labor unions and the adoption of conflicting positions.

7. EUROPEAN UNION AND ESPO DISAGREE WITH ANTI-TERRORIST NORTH AMERICAN LAW

The European Sea Ports Organization (ESPO) has made public its support to the European Union to disapprove the new anti-terrorist law. This law, which was passed on August 3, will force to control 100% of the containers that enter North American ports. The “Implementing Recommendations of the 9/11 Commission Act of 2007”, how the law is officially known, was questioned by Lászlo Kovács, the European Commissioner on Fiscal and Customs Union. He condemned the United States authorities for the unilateral decision that will be applied in 2012.

Through a note from ESPO addressed to Commissioner Kovacs, it mentioned its support to the Commissioner's objections to the North American policy that assumes strict control measures to European ships but not to American ones.



In addition, Commissioner Kovács stressed that the law transfers the security responsibility of the United States to its trade allies, which will produce negative consequences in European ports. According to the European representative, the approved measure by the North American congress could bring serious problems and difficulties to the international trade. It would create unfair discrimination against foreign companies and leave Europe's taxpayers footing the bill for US security.

Private companies have expressed their intention to provide maximum security to the maritime transportation but have stressed that 100% control of containers in their ports of origin will obstruct the port work. As a result, this could produce excessive delays in the trans-shipment of the merchandise. Private companies pointed out that the control should be carried on according to the levels of risk. They have demanded to prioritize this issue in the agenda for the conversations between the European Union and the United States.

8. GREAT DYNAMISM IN PANAMANIAN PORTS AND THE CANAL

Panamanian ports have been registering a constant increase of movement of cargo since the last seven years, the increase being mostly related to container cargos. During the year 2000, the Panamanian ports moved a total cargo of 1,357.499 TEU, for the year 2004 the total cargo exceeded the two millions of TEU, in 2006, it reached 3 million and the total projected by the Panamanian Maritime Chamber and the Maritime Authority of Panama for the year 2007 is of 4 million.

In 2004, Panama was moving more containers than the Ports of Santos (Brazil) and Kingston (Jamaica). In fact, with the retreat of the Maersk ship from the Port of Kingston and the transfer of its operations to the Panamanian port of Manzanillo, the increase of cargo defied all the expectations.

Ports with larger movement have been the Panama Ports Company (PPC) and the Manzanillo International (MIT). The growth of PPC has been due to the modernization of the Port of Balboa, where the yard was enlarged 420 meters and four postpanamax gantry cranes were installed. But Manzanillo also undertook a plan of expansion that will increase the yard by 41 hectares, which is planned for next year. The terminal of Colon also intends to enlarge its operations.

On the other hand, Panama also aspires to a larger increase of cruise tourism since it is expecting 235 ships for the 2007-2008 seasons. Colon terminal expects 85 cruises until the end of the season in May 2008. Next year, this port will become the homeport of some of the routes of the Royal Caribbean.

The Panama Canal also closed its fiscal year (from October 1st, 2006 to September 30th, 2007) with a record transit of 300 millions tons. The canal registered the passage of 14,721 ships; Port-container ships also registered an increase from 3,290 ships in 2006 to 3622 in 2007. The canal increased transit by day registering a transit of 43 ships with more than 1,100,000 tons and 25 panamax ships passing through its locks.

9. NICARAGUA WILL INVEST 60 MILLIONS OF DOLLARS IN ITS PORTS IN 2008

Representatives of the National Ports Company (ENAP) of Nicaragua informed that Nicaragua has projected to invest approximately 60 million dollars to improve its ports. These investments will count on national and foreign capitals and the financial support of the Bolivarian Republic of Venezuela.

The investments are settled to solve unloading, storage and transport logistic limits that exist in Nicaraguan ports. In many cases, such limits have forced exportations to exit from Port Cortés, in Honduras, or Port Limón, in Costa Rica, involving much larger costs.



For the Port Corinto, the more important of the country located in the Pacific at 120 kilometers from Managua, there are plans to invest in the construction of two docking quays and one other dock for liquid cargos, which will allow the enlargement and modernization of the terminal. The investments predicted are approximately of 36 million dollars of which 80% will be Venezuelan capital.

The fluvial Port el Rama, on the East coast, has allocated one million dollars for the reconstruction of a floating dock, which is actually damaged, and for the improvement of its operations. In order to offer a 24 hour service, the port's signaling system is also being installed and will be established until the port's Bluff zone.

Port Sandino is considering four million dollars to facilitate liquid cargo and allow the port to also serve for general cargo, as for iron and cement.

With regards to Port Cabezas, in the north Caribbean, whose jetty was recently partially damaged by the Felix hurricane, it plans the construction of a new facility in an other coastal site. The Government has mentioned the possibility to construct a modern port capable of receiving 10,000 tons ships in this zone.

The Nicaraguan government is acknowledging its intent to administer resources (that would require approximately 350 million dollars) before investors of Dubai, Spain, China or Venezuela with the possibility to construct a new port of profound water in 2009 in Monkey Point, in the southern Caribbean.

10. MEXICO APPROVES NORM TO THE MARITIME TRANSPORT OF DANGEROUS SUBSTANCES

A norm recently approved by the National Consultative Committee of Normalization of Maritime Transport and Ports of Mexico will be effective within some weeks. This norm, called "Guidelines for the elaboration of a Plan of Contingency for Ships Transporting Dangerous Merchandise", points out procedures in order to evaluate and respond to potential situations of contingency in the maritime movement of dangerous substances in Mexican waters. The General Director of Merchant Marine is entrusted to proctor the application of the norm. This norm will need to be revised every five year from the date of its entry into force.

11. PORT OF BUENAVENTURA AIMS TO MODERNIZATION

The Colombian port of Buenaventura is up to its reinforcement in order to become the more modern and important port of Colombia, attending 60% of the exporting and importing cargo of the country. Within this objective, the port has planned an ensemble of investments for more than 70 millions of dollars for 2008. From this estimation, 33 million will be attributed to improve port equipment which will count on 23 cranes (16 RTG yard cranes, four other gantry cranes and three mobile cranes. Two gantry cranes are new as other ten yard cranes) and 30 million more will be reserved for infrastructure work.

The Port Society will need to extend its contract by the end of the year, hoping that the next one lasts until the year 2033. Within this period of time, the operator would realize investments of 450 millions of dollars. The plan of modernization will permit to attend 35 port-container ships per hour by May 2008, 39 by 2010 and, 43 by 2012. The port is actually attending 25 ships per hour.

Buenaventura has registered important figures during the present year: since September, about 68 thousand imported vehicles have entered, which illustrates an increase of 43%. During this period, 973 ships have reached port, with an average permanency of 13 hours per port-container ship.



12. DUBAI PORTS DELIVERED TECHNICAL PLAN OF CALLAO'S SOUTH DOCK

The consortium Dubai Ports World (DPW), who will win the concession for the construction of the dock on the Peruvian Port of Callao, delivered the technical plan for the initiation of the construction of mentioned dock to the National Port Authority (APN) of Peru.

The in-depth documentation, which represents an important step into the project, will need to be analyzed by APN's experts in order for the dossier to be approved. The Study of Environmental Impact will be achieved by the Peruvian Environmental Authorities. DPW has 30 days to initiate the work. The new container terminal, previewed to be built on the south dock of Callao, will allow a considerable amplification of the capacity of this port.

The DPW Company has pointed out that this terminal will count on the more modern port technology, strict quality control and environment security and protection, becoming more attractive to ships and contributing favorably to Peru's foreign trade.

13. SERIOUS CONCERNS REGARDING THE DECREASE OF THE PARAGUAY RIVER

The flow of the Paraguay River is continually decreasing which seriously affects navigation and movement of cargo. In fact, more than 60 difficult passages have been localized and about thirty are considered as "very critical".

Voices from the private sector have expressed their preoccupation on the situation and asked for an intensification of dredging work, which they considered have been going slowly. They also claimed that authorities should concentrate their budget in order to resolve the situation while authorities of the National Administration of Navigation and Ports (ANNP) are concentrating their efforts in acquiring machinery for ports, principally portcontainer cranes. Authorities recognize that the situation of navigation goes through a very difficult moment, a situation that will remain complicated until the first days of November, when the period of rain is expecting to come. For the moment, they are preparing the ground, jointly with the Argentine Authority, and placing buoys in the more affected zones to mark the low depth of rivers shared by both countries.

14. URUGUAYAN PORTS ARE EXPECTING AN IMPORTANT INCREASE OF CRUISE SHIPS

Ports of Montevideo and Punta del Este are expecting 143 cruise ships during the 2007-2008 period while 98 passenger ships boarded during the previous period. For the first time, up to three ships are expecting to board in a same day, with more than eight thousand passengers, which will generate important tourist impact to the eastern country.

Uruguayan port authorities mentioned that this increase has been caused by the offer of good quality port services, low prices and the depth for large capacity ships; factors that with the attractions of the Uruguayan capital and the Punta del Este resorts, make this country attractive enough to be included in the cruise's routes.

15. ECUADORIAN NAVY WILL DREDGE THE ACCESS TO THE PORT OF GUAYAQUIL

The Port Authority of Guayaquil (AGP) entrusted through an agreement the General Direction of Maritime Interests (DIGEIM) of the Ecuadorian navy the dredge work of the Port of Guayaquil. The agreement counts on the support of the Government of Spain.



The AGP will assign 18 million dollars to the discard of sediments in the access canal of the port terminal, the same task on which the Philippine Company International Container Terminal Services Inc. (ICTSI) has been working, a company that recently obtained the concession of this port.

The Board of AGP engaged to contract for 5 renewable years the permanent dredge work of the navigation canal. The idea is to maintain the canal free with sufficient profoundness to facilitate the traffic of high draft ships. To do so, both entities have acquired a Tolva dredge with a capacity of 1500 cubic meters which will arrive in Ecuador next march.

AGP authorities pointed out that they count on the technical capacity of the Dredge Service (SERDRA) of the DIGEIM to facilitate cleaning work on the port's navigable lines.

16. CRUISE TOURISM INCREASES IN MEXICO, BUT NEW TAXES WILL BE CHARGED

During the first seven months of 2007, 4.27 millions of tourists boarded Mexico on cruise ships, which represents an increase of 23.9% from the same period last year, as official sources informed. Cozumel is becoming the most popular port for tourist cruises.

The Secretary of Tourism, Rodolfo Elizondo, stressed out that even when this industry increases sustainably in Mexico, "it's necessary to emphasize the strategic plan to improve tourist service quality" in ports, to promote sustainable development and to incorporate local communities for them to benefit from the arrival of these kinds of tourists.

The Commission of Budget and Public Account of the Chamber of Deputies of Mexico has presented a bill establishing that cruise ship lines will need to pay five dollars for each tourist coming to Mexico. It is estimated that this project will be approved. The initiator of this idea, congressman Antonio Soto, argued that the increase of foreign tourists coming through cruises to Mexico must be charged a tax, similar to the one charged to a passenger when flying.

Members of the Florida- Caribbean Cruise Association (FCCA) manifested against this tax. Micky Arisson, president of the FCCA and the Carnival cruise, considered that this tax is "unfortunate" for the cruise tourism industry and the country. He mentioned that in accordance to official data, cruises generated incomes of 565 million dollars between 2006 and 2007 in Mexico, and created 16 thousand jobs. "Mexican ports are one of the most expensive in the world. A company like ours pays more than 20 million dollars per year in Mexican ports and the new fee will aggravate it", expressed Arisson.

17. NEW PRESIDENT OF AAPA'S DELEGATION IN LATIN AMERICA

The American Association of Port Authorities (AAPA) named as president for the Latin America delegation José Luis Iberri Martínez of Mexico, who is actually the director of the API Port of Manzanillo, the biggest containerized cargo hub on the Mexican west coast to maritime routes from the Orient.

This election was held during the 96th Annual Convention of the Association, hosted in Norfolk, Virginia, EEUU, where the 2007-2008 board was elected, which is integrated by Iberri as president and as vice-president by Armando Duarte from the Santa Marta Port Society of Colombia.

AAPA was founded in 1912 and integrates 150 ports of the western hemisphere with the objective to offer support, formation, relations with the community and the environment, security, and international logistics as well as to develop ideas to improve port operations in America.



AAPA, as an alliance of leader ports of the Western Hemisphere, concentrates its efforts in representation and advocacy, professional development, education and construction of relations and public information. As such, AAPA and the CIP have a memorandum of understanding with the objective to cooperate in matter of common interests.

It is important to point out that the Port of Manzanillo is preparing the bases for the amplification of its installations. The three steps project includes the construction of new container terminals, located in the western state of Colima, with a capacity of 2 million containers TEU (the equivalent of 20 feet) per year, as well as the construction of multiple uses installation principally for mineral and grain cargo, and a 5 docks site, which will allow the operation of 360 m long ships.

The first step, which is planned to start in 2009 and to be in function in 2011, requires the construction of multiple use installations and two correspondent docks, as well as a terminal of containerized cargo in a sector of 25ha, with its corresponding dock position. The second and third step will consist in the construction of an additional zone of 20ha and a dock position for the container terminals. Its final conclusion is planned to be at the end of 2013.

The project could cost over US\$ 91 million and funds will come from public and private sources. Up to now, the necessary environmental permits and analysis of cargo were already concluded.

18. EUROPEAN COMMISSION APPROVED “BLUE BOOK” ON ITS MARITIME POLICY

The large document establishes objectives and a mid term plan of concrete activities related to the maritime transport which are to be realized in the European Union Member countries. The Commission published in 2006 a Green Book on the Future Maritime Policy of the EU, which has faced a large process of public consultation ending on June 30th 2007. The EU has planned to publish next year a “White Book” which will resume long term objectives and activities on the same theme for the 2008-2018 period.

The new “Blue Book” is based on an analysis of answers received. The objective planned is to “maintain a competitive position of leadership in an increasing and integrated world economy and be a model of sustainable development that generates high quality of life for its citizens”.

The concept of European Maritime Common Space was also detailed which is now called the European Common Space of Maritime Transport. The Commission wants to insist in the fact that the reason for its planning is exclusively facilitating Short Sea Shipping –SSS-, simplifying its process and bureaucracy. The EC will also start a consultative process on this theme.

19. RECENTLY NAMED PORT AUTHORITIES

Brazil: Pedro Brito, Minister, Special Secretary of Ports of the Presidency of the Republic (*Secretaria Especial de Portos da Presidência da República*), Email: pedro.brito@planalto.gov.br

Brazil: Carlos Alberto La Selva, Subsecretary of port planning and development, Special Secretary of Ports of the Presidency of the Republic (*Secretaria Especial de Portos da Presidência da República*), E-mail: carlos.laselva@planalto.gov.br

Brazil: Jose Newton, International adviser, Special Secretary of Ports of the Presidency of the Republic (*Secretaria Especial de Portos da Presidência da República*), E-mail: josenewton.gama@planalto.gov.br

Nicaragua: Lic. Virgilio Romel Silva Murguía, Executive President, National Port Company (EPN) (*Empresa Portuaria Nacional*) / Port of Corinto, Email: vsilva@epn.com.ni



Panama: Fernando Solórzano, Administrator, Maritime Authority of Panama (*Autoridad Marítima de Panamá*), Email: ampadmon@amp.gob.pa

Paraguay: Ing. Vicente Sanchez, President, National Administration of Navigation and Ports (ANNP) (*Administración Nacional de Navegación y Puertos*), E-mail: presidencia@annp.gov.py / jcmm@conexion.com.py

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