

**ORGANIZATION OF AMERICAN STATES**  
**Inter-American Committee on Ports**

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**REPORT OF THE SECRETARIAT**

The Secretariat of the Inter-American Committee on Ports (CIP) hereby presents its 2002-2003 activities report. Its principal activities have been geared toward achieving the following key CIP objectives.

**1. Strengthening inter-American port dialogue**

This major CIP objective is intended to organize technical and policy-making opportunities so as to enrich the only forum available for dialogue in the area of port cooperation among the highest-level government authorities of the Americas. To that end, the Secretariat organized and held the following: the Third Meeting of the CIP Executive Board in Santo Domingo (December 2001) and the Fourth Meeting of the CIP Executive Board in Montevideo (December 2002), as well as a Special Meeting of the Executive Board, in Mérida (September 2003). In addition, the three Technical Advisory Groups—the Committee's advisory groups in such technical areas as Port Operations, Port Security, and Navigation Control and Environmental Protection—held their second and third meetings in Santo Domingo in 2002 and Montevideo in 2003, respectively. The IX Meeting and the XI Meeting of the Subcommittee on Policy and Coordination were held in Washington, D.C. in March 2002 and March 2003, respectively. Lastly, the Secretariat planned and organized the present Third Meeting of the CIP in Mérida, with the valuable support of the Secretariat for Transportation of Mexico.

**2. Cooperation for inter-American port development**

This major objective is intended to ensure implementation of cooperation projects and activities to enhance port development. In this regard, the Secretariat did the following:

- (a) Agreement on Cooperation and Mutual Assistance among Inter-American Port Authorities. This Agreement, adopted by the CIP in 2001, is open for signature by the member countries, whereby they consent to be parties thereto. To date, it has been signed by 13 countries. It is the Secretariat's role to disseminate and promote the Agreement in countries that have not yet signed it. Likewise, it sees to it that signatory countries ratify, accept, or accede to it, as the case may be, and subsequently present their credentials to the General Secretariat.
- (b) Training and skills development Because training and skills development is the priority among CIP cooperation activities, it has been assigned the largest share of resources. It was therefore incumbent on the Secretariat to plan activities and seek external funds, in addition to CIP resources, to execute the annual training programs approved by the Executive Board.
  - (i) *Courses:* The following training activities were thus programmed, organized, and carried out: *Port Security:* Barbados (2002 and 2003), Lima (2002 and 2003), Montevideo (2002), Buenos Aires (2003), Guatemala (2002) and Santo Domingo (2002 y 2003). *Port Management:* Madrid (2002 and 2003) and Miami (2003). *Engineering:* Santander: (2002 and 2003). *Fees:* Lima (2002), *Efficiency and Security:* Montevideo (2002). *Port Concessions:* Mérida (2003). Special recognition is given to the complementary support received from the following official counterpart entities that combined efforts and resources with CIP inputs to carry out these activities: the Maritime Administration of the United States, the Port Authority of Barbados, the Port Authority of the Dominican Republic, the National Port Authority of Uruguay, the National Port Authority of Uruguay, the National Port Commission of Guatemala,

the Ministry of Transportation of Peru, the Spanish *Puertos de Estado* and Port of Santander, and the Port of Miami, among others. (ii) Another important project on this topic is support from the *Fundación Instituto Portuario de Estudios y Cooperación (IPEC)* (Foundation of the Port Institute for Research and Cooperation) of Valencia, which is providing resources to fund the participation of two port executives in the annual master's program in multimodal transport and port management, offered jointly with the *Universidad Pontificia de Comillas*, both of which are in Spain. (iii) Lastly, funding was provided for port executives from the English-speaking Caribbean countries to attend the port planning and management program at the University of New Orleans.

By the end of the year, more than 600 civil servants from almost all member countries will have benefited from these projects, which have been made available to recipients during this period at no charge.

- (c) Specialized technical assistance: Another important area for cooperation is the direct assistance given to port authorities and administrations to meet the specific needs of the sector. Among the measures taken by the Secretariat are the following: International Maritime University of Panama (UMIP). The Secretariat is working with national agencies to provide assistance in administering and launching the project. (ii) Port Law of Peru. Collaborative efforts took place to organize local events to disseminate the draft law and provide information on the topic. (iii) The Port Authority of the Dominican Republic was assisted in preparing port concession training profiles and in providing specialized information on port security. (iv) The offices of the chairs of the Technical Advisory Groups (Secretariat for Transportation of Argentina, Maritime Administration of the United States, and the General Directorate of Ports of Mexico) have received support in organizing their meetings, preparing reports, following up on their associate members, and producing outreach materials. (v) In Nicaragua and El Salvador, the binational ferry committee was presented with technical alternatives. (vi) Likewise, Honduras was presented with alternatives for a project on port security. (vii) The Secretariat collaborated with the Maritime Administration of the United States in the implementation of the 2002 Inter-American Port Security Program, which is to be launched this year. Support was also provided for drawing up the 2002 training questionnaire.
- (d) Specialized information and promotion of the CIP. Through this activity, the Secretariat is responding to numerous requests for port information from member countries on topics in this sector. In this regard, reports on the aforementioned meetings and technical studies and documents have been prepared and materials of interest and a promotional brochure on the CIP 2002-2003 have been reproduced. An information bulletin is also issued periodically, which includes data on the Commission and its forums. The Web page, the CIP portal, [www.oas.org/cip](http://www.oas.org/cip), contains a comprehensive body of information on the Commission and its ports. Lastly, the Secretariat communicates with users the world over, at an ever increasing volume, through the following e-mail addresses: [cip@oas.org](mailto:cip@oas.org) and [cgallegos@oas.org](mailto:cgallegos@oas.org).

### **3. Intensification of relations with other international cooperation organizations and agencies and with the private sector**

This important objective is geared toward strengthening and improving efforts made with private initiative and with other international organizations and agencies to make more efficient use of resources and enhance the allocation of said resources to cooperation projects of mutual interest. In that connection, the Secretariat focused on the following:

- (a) Strengthening ties with international, regional, and national organizations and entities of the Hemisphere and OAS permanent observers with an interest in port-related issues. (i) Joint and support activities. Noteworthy among them were the joint events, activities, and projects carried out with the OAS Inter-American Agency for Cooperation and Development (IACD), the American Association of Port Authorities (AAPA), the Caribbean Shipping Association (CSA), the *Asociación de Profesionales Aduaneros de América* (ASAPRA) (Association of Customs Professionals of the Americas), the Inter-American Development Bank (IBD), the World Bank, the Economic Commission for Latin America and the Caribbean (ECLAC), the *Comité Andino de Transporte Acuático* (CATA) (Andean Committee on Water Transport) of the Andean Community of Nations (CAN),

the Conference of Directors General of Customs of the Western Hemisphere, the International Conference on Port Training, the Consejo Centroamericano de Transporte Marítimo (COCATRAM) (Central American Council on Maritime Transport), the *Iniciativa de los Ministros de Transporte del Hemisferio Occidental* (ITHO) (Initiative of the Ministers of Transport of the Western Hemisphere), the *Instituto Iberoamericano de Logística* (Iberoamerican Logistics Institute), the *Reunión de Empresarios Portuarios del Istmo Centroamericano (REPICA)* (Meeting of Port Entrepreneurs of the Central American Isthmus), the International Maritime Organization (IMO), and the United Nations Conference on Trade and Development (UNCTAD). (ii) Also noteworthy was the signing of the Memorandum of Understanding by the IACD, the CIP, and *Puertos de España* to transfer technology from Spanish to Latin American ports by means of best practices.

- (b) Relations with the private sector have increased significantly over the past few years, as evidenced by the incorporation of more private entities as associate members of the CIP's Technical Advisory Groups and their direct support to our cooperation activities. Thus, the Secretariat's work has been geared toward supporting the outstanding efforts made by the offices of the TAG's chairs to attract new associate members and encourage the private sector to make valuable technical contributions to the work of the CIP. Some of these entities are: Puerto de Bahía Blanca (Argentina), Administración General de Puertos (Argentina), Hidrovía S.A. (Argentina), Mollendo Equipment (Argentina), Fundación Instituto de Seguridad del Trabajo (Chile), Stevedoring Services of America (United States), Maritime Security Council (United States), Port of Texas (Estados Unidos), Port of Miami (Estados Unidos), Great Lakes (United States), Programa de Seguridad Portuaria (Guatemala), ICAVE (México), NAVEGA de México y Navegación Veracruzana (México), INDESMAR (Perú), TISUR (Perú), Puerto de Maracaibo (Venezuela), Abarloa.

#### **4. Managing the office of the Secretariat**

The Secretariat is an integral and fundamental part of the CIP. It provides support to Committee officers in the exercise of their functions and technical and administrative services to the Committee as a whole. In addition, it serves as the institutional memory of the Committee and reports periodically on the development of the CIP's work. The OAS Regular Fund provides funding for the position of Executive Secretary. Additional secretariat and program development services are financed through resources provided by port authorities. Unfortunately, the level of contributions has been steadily dwindling and payments are received exceedingly late. In 2003 income received amounts to only 41% of the budget. The total debt of member countries to the CIP represents 80% of the year's budget. This has severely impacted cooperation activities. To reactivate the program, steps must be taken to encourage timely payment by the parties, as well as to obtain new sources of income for the Secretariat.

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CIP