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Inter-American Committee on Ports

FIFTH MEETING OF THE INTER-AMERICAN
COMMITTEE ON PORTS
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FINAL REPORT
FIRST SPECIAL MEETING OF
THE INTER-AMERICAN COMMITTEE ON PORTS
(May 17-19, 2006, Algeciras, Spain)

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I. BACKGROUND

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

The CIP serves as a permanent inter-American forum for member States of the Organization to strengthen cooperation in the area of port development, with the active participation and collaboration of the private sector. The Organization also has Permanent Observer Countries interested in cooperating in the achievement of its central objectives, and Spain is one of these.

Following the kind offer of the Organismo Público Puertos del Estado, the Committee agreed at its fourth meeting in September 2005 to hold its first Special Meeting in Algeciras, Spain, in May 2006, with the following objectives: to cooperate in strengthening port and trading relations between the Americas and Spain; to foster port dialogue and provide opportunities to explore business and investment in the port sector for participating countries; and to identify technical areas of common interest in the port sector in order to generate future activities of cooperation and collaboration.

II. SITE AND DATE

The meeting was held at the Hotel Reina Cristina, Algeciras, Spain, from May 17 to 19, 2006.

III. AGENDA

The approved agenda (document CIDI/CIP/doc. 3 (I-E/06)) includes the following topics:

1. Approval of agenda and agreements adopted in the Preliminary Session of Heads of Delegation.
2. Strategies of port development to face the challenges of the future.
3. Ports in the European Union:
 - (i) Spanish ports and their role in European transport
 - (ii) European Union policy on port matters
 - (iii) The role of the European Sea Ports Organization (ESPO) in European port development
 - (iv) Perspectives on and future of maritime and port security in the international arena and at the heart of the European Union and Spain
 - (v) Short distance maritime transport and the highways of the sea.
4. Projects of port development in the Americas
 - (i) Experiences of North America
 - (ii) Experiences of Central America and the Caribbean
 - (iii) Experiences of South America
 - (iv) Panel of Regional Cooperation Organizations

5. Tools of financing for port infrastructures: Policies and instruments of national and multilateral financing entities of cooperation
6. Other matters
 - (i) Cooperation between the General Secretariat of the OAS/CIP and International Association of Ports and Harbors (IAPH)
 - (ii) Signing of the Memorandum of Understanding between the General Secretariat of the OAS/CIP and Association for the Collaboration between Ports and Cities (RETE)
 - (iii) Recognition of CIP Magazine
7. Consideration of draft resolutions
8. Visit to the Port of Algeciras

IV. AUTHORITIES OF THE MEETING

Chair:	Fernando Puntigliano (Uruguay)
First Vice Chair:	Alejandro Fiallos (Nicaragua)
Second Vice Chair:	Oscar Navarro (Paraguay)
Coordinator:	Manuel Morón (Spain)
Secretary:	Carlos M. Gallegos (OAS)

V. PARTICIPANTS

Delegations from the following OAS member States participated in the meeting: Argentina, Brazil, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Suriname, United States, Uruguay, and Venezuela. In addition, Spain attended as an OAS permanent observer State. There were also representatives from the following international agencies: American Association of Port Authorities (AAPA), International Association of Ports and Harbors (IAPH), Association for the Collaboration between Ports and Cities (RETE), World Bank, Inter-American Transportation Chamber, Central American Commission for Maritime Transportation (COCATRAM), Economic Commission for Latin America and the Caribbean (ECLAC), European Commission, Andean Development Corporation (CAF), European Sea Ports Organization (ESPO), International Maritime Organization (IMO), and special guests. The list of participants is included in Annex A of this report (document CIDI/CIP/doc. 2 (I-E/06)).

VI. DOCUMENTS

The list of documents for the meeting is included in Annex B of this report (CIDI/CIP/doc. 1 (I-E/06))

VII. PROCEEDINGS OF THE MEETING

The meeting included a preliminary session of heads of delegation, the inaugural session, five plenary sessions and the closing session, as well as a visit to the Port of Algeciras Bay.

Preliminary Session of Heads of Delegation

The session began at 5:30 p.m. on Wednesday, May 17, 2006, and was presided by Angel Gonzalez Rul, Chair of the Executive Board of the Inter-American Committee on Ports (CECIP) and official delegate of Mexico. The purpose of this meeting was to coordinate various operational aspects. It began by electing the authorities for the meeting, as indicated in section IV above. Next, Mr. Fernando Puntigliano, the elected chair, continued with other portions of the agenda.

Final agenda for the meeting: The draft agenda for the meeting (CIDI/CIP/doc.3 (I-E/06)) was approved, and is included in section III above.

Schedule for the meeting: The draft schedule for the meeting (CIDI/CIP/doc.4 (I-E/06)) was approved.

Documents: It was agreed to include all documents for the meeting on a CD for distribution at the end of the meeting.

Inaugural session

The inaugural session was held at 6:30 p.m. on Wednesday, May 17, 2006, with the attendance of the President of Puertos del Estado, Spain, Mariano Navas; the Mayor of Algeciras, Tomas Herrera; the President of the Port Authority of Algeciras, Manuel Morón; the Chair of the meeting and delegate of Uruguay, Fernando Puntigliano; the Chair of the Executive Board of the CIP and delegate of Mexico, Angel Gonzalez Rul, and the Secretary of the Inter-American Committee on Ports, Carlos M. Gallegos.

Manuel Morón thanked the CIP for deciding to hold this meeting in Algeciras, and he also thanked Puertos del Estado, Spain, for having proposed that the meeting be held in the Spanish city. The community of Algeciras was honored, he said, that this meeting coincided with celebrations of the centenary of the Port Works Board, a historic moment for the region. The port had achieved great progress during those 100 years, so that today it served as a nexus on the route from the Americas, and in general on the world's major shipping routes. He called attention to the special geopolitical location of Algeciras, at the junction point between two seas, the Mediterranean and the Atlantic, and as the gateway from Europe to Africa. Finally, he wished delegates a happy stay in Andalucia and hoped that the meeting would be fruitful.

Carlos M. Gallegos conveyed the greetings of the OAS Secretary General, José Miguel Insulza, and thanked the Spanish people, the authorities of Algeciras, and in particular Puertos del Estado, Spain, for holding this meeting during the centenary of the port's establishment. He noted that the year 2006 marked 50 years since the OAS began its port cooperation activities. He mentioned in particular the partnership that the CIP has developed in those years with Puertos del Estado, in particular on cooperation and technical assistance, and on training for port personnel of the Americas. He also referred to the growth of the world shipping market and foreign trade, especially the transport of containers, and the practices observed and recognized in the port of Algeciras. He concluded by thanking the local and national authorities for their hospitality and generosity, and expressed his best wishes for the final outcome of this meeting.

Angel Gonzalez Rul, speaking on behalf of OAS member States and the Executive Board in particular, thanked the Spanish people and authorities for their warm reception on this special occasion of the centenary of the port of Algeciras. He stressed the importance of the meeting's work at a time when world trade is booming, and countries are obliged to improve their port management to deal with these new challenges. He wished delegates success in achieving positive results from this special meeting, which would no doubt benefit all countries.

Tomas Herrera expressed the city's pride in being able to welcome the port authorities and delegates representing countries of the American hemisphere, on the occasion of the 100th anniversary of the city's port, making Algeciras an ambassador to the seaport world. He welcomed delegates and expressed his intention to give them the greatest attention during their stay.

Finally, Mariano Navas welcomed the delegates, noting how important it was for representatives of both continents to feel themselves in a position of equality for addressing the challenges of the port sector, so strategic for the world economy. Such cooperation is the only way to share experience and achieve a positive exchange of opinions as we attempt to fulfill our aspirations. He welcomed the cooperation between the CIP and the Spanish State Ports Agency over the last decade and more, and promised to continue to strengthen cooperation in the future. He stressed the importance of this meeting for producing high-level technical recommendations, and wished delegates the best of success in their work. He finished his remarks by declaring the meeting officially open.

First Plenary Session

The session began at 7:30 p.m. on Wednesday, May 17, 2006, chaired by Fernando Puntigliano, Chair of the Meeting, and covering the following points of the agenda.

Approval of agenda and agreements adopted in the Preliminary Session of Heads of Delegation (item 1 of the agenda). The meeting gave its approval.

Strategies of port development to face the challenges of the future (item 2 of the agenda).

Mariano Navas Gutierrez, President of Puertos del Estado, Spain, said that it was very important for ports to discuss and generate alternatives on development strategies for public and private ports alike, so that each could achieve its ultimate objectives. Public ports must offer a full range of services, a mandate that goes beyond the strictly commercial management of the private sector. The different models generated in recent years, both the public European models and the private commercial models, cannot be exported or copied, and must only be taken as alternative experiences for different countries. He explained the differences between the so-called "partial concessions" and "comprehensive concessions", detailing in each case the ways of operating different terminals, and the coordination of public-private cooperation models. In the European model, the profile of the Port Authority may only be that of administrator of a concession, but it can also take on a proactive function with greater duties as administrator, promoter and coordinator. He then pointed to the three great challenges facing European ports: (i) their geographic position, something that man cannot improve, but that is a great benefit in some specific cases such as Algeciras; (ii) their infrastructure, which must relate not only to the maritime sector but must take account of access, interconnections to transport networks, and the position in the logistical chain; and (iii) efficient management, an essential element for taking advantage of the conditions indicated before, and a fundamental tool that man can use and adapt to his needs. He explained the general and specific conditions of the Spanish model, noting the public function of the port authorities and their coordination role as an element of economic policy, where the private sector is essentially focused on managing the movement of goods rather than the development and interconnection of infrastructure.

Second Plenary Session

The session was held at 9:00 a.m. on Thursday, May 18, 2006, chaired by Fernando Puntigliano, Chair of the meeting, and addressed the following points of the agenda:

Ports in the European Union (item 3 of the agenda).

The panel, consisting of five speakers, was moderated by Manuel Morón, President of the Port Authority of the Bay of Algeciras.

Spanish ports and their role in European transport (item 3(i) of the agenda).

Mariano Navas, President of Puertos del Estado, referred to the components that make for intra-port and inter-port rivalry and the mechanisms of free access to markets. He noted the conflicts of interest that have arisen between the port authorities because of their location near the Mediterranean, the influence of the east-west corridor and the strategic position of Algeciras, which is close to key points of world interest. He then mentioned the effects that Spain's accession to the European Union in 1986 has had on the country's ports, and the fact that the Spanish economy has grown since that time at rates between 3 and 8%. He explained the position of the European Commission, the bidding proposal to member states, the bilateral agreements, and the multilateral working groups. In conclusion, he noted that the Spanish ports system plays an important role in the development of short sea transport in Europe, and the competitiveness of ports depends therefore on their intermodal and logistical role in transport networks, at three fundamental levels: infrastructure, services, organization and management.

European Union policy on port matters (item 3(ii) of the agenda).

Rodrigo Vila de Benavent, Director General of Energy and Transport for the European Commission, noted that there was no European port policy led by the European Union. In large part, this reflects the diversity of European ports. The EU embraces a variety of port models, such as those of the North, based on their historic antecedents; the ports of the South, with another vision, oriented for growth toward the Mediterranean, and interconnections to the great sea routes of the Orient and America. He listed a series of differences in the maritime traffic ratios of the Le Havre/Hamburg arc in the North Sea, compared to those of the Mediterranean "Latin arc" from Barcelona to Livorno, reflecting their different economic means in terms of GDP and external trade. He noted the efforts under way to implement short sea transport and the so-called "motorways of the sea", treating the entire ports system as transfer nodes in the transportation chain. Finally, he noted the importance of door-to-door transport and the need for sound infrastructure for interconnection with port cities, where the joint actions of ports and bodies such as the Association for Cooperation between Ports and Cities (RETE) are very important.

The role of the European Sea Ports Organization (ESPO) in European port development (item 3(iii) of the agenda).

Guiliano Gallanti, President of ESPO, explained the objectives of this organization, created in 1993, in which the port authorities of 19 countries participate. ESPO has had influence on some very important matters such as evaluating the impact of ports on the economy and logistics of different countries, changes in port management models, the creation of a community ports policy, and the preparation of uniform policy directives. He noted some problems in port management: the functions of the port authorities, changes in the commercial policy of the port authorities, management autonomy, financial autonomy, access to the market for services, competition between and within ports, intermodality,

security and protection of the environment. Finally, he stressed the importance for the future of resolving these problems in order to meet the real needs of port operators.

Perspectives on and future of maritime and port security in the international arena and at the heart of the European Union and Spain (item 3(iv) of the agenda).

Esteban Pachá, Permanent Representative of Spain to the IMO, discussed the scope of existing international agreements, and in particular the new instruments that the IMO has created to facilitate implementation of international standards agreed to within that organization. He highlighted the importance of such documents as the International Ship and Port Facility Security Code (ISPS), which for the first time applies safety regulations to ports, and the new alternatives created by the IOPC Fund and its 2003 Protocol establishing an International Oil Pollution Compensation Supplementary Fund. He mentioned the 2003 amendments to the MARPOL Convention (International Convention for the Prevention of Pollution from Ships) and in particular those in Annex I on oil pollution, Annex IV on sewage from ships, and Annex VI on air pollution from ships. He drew special attention to the rules contained in conventions, such as AFS 2001 on antifouling paints, BWM 2004 on ballast water and sediments, the 2004 International Convention on Civil Liability for Bunker Oil Pollution, and the SUA PROT 2005 on control over ships transporting hazardous merchandise, weapons and materials of double use.

Short distance maritime transport and the highways of the sea (item 3(iv) of the agenda).

Eric Ticó, President of the Asociación Española del Transporte Marítimo de Corta Distancia, short sea shipping (SSS), offered a historical overview of the concept of SSS and its evolution in the European Union. Transportation has played an essential role in the development of the EU over the last 20 years, but it cannot continue growing at its current pace, and could come to constitute a bottleneck on further European development. For this reason, there is a need to find sustainable solutions, including the promotion of intra-European short sea shipping. The main premises of this form of transport are: (i) intermodal arrangements and intermodal cooperation; (ii) the joint search for feasible alternatives; (iii) competition between logistics chains and (iv) diversification of logistics risks. He stressed the importance of intermodal transport and the benefits it produces in short sea shipping, by maintaining an adequate flow all along the logistics chain, rather than concentrating use on only a few means of transport. Studies have found that for distances of less than 450 nautical miles short sea shipping is not advisable, because its competitive advantage is reduced and there is unnecessary handling of cargo. An evaluation is needed of certain costs that work against this type of transport, such as piloting, towing, and customs procedures; these costs need to be reduced in order to lower the overall cost of the logistics chain within a given transport arc.

Other matters (item 6 of the agenda).

Cooperation between the General Secretariat of the OAS/CIP and the International Association of Ports and Harbors (IAPH) (item 6(i) of the agenda).

Dr. Satoshi Inoue, Secretary General of the International Association of Ports and Harbors (IAPH) noted that the institution, created in 1955 with 38 ports in 14 countries, now has 350 participating members (230 ports and 120 organizations) in 90 countries. The main seaport issues with negative effects arise from port congestion, lack of support space, lack of sufficient space for efficient operation, security in the logistics chain based on the regulations established by the ISPS code, air emissions that do not meet the standards of Annex VI of the MARPOL convention, and the powers of the state authorities parallel or alternative to the national port authority. He then indicated frequent issues with positive effects such as the operations of hub ports in the logistics chain, logistics support zones, industrial parks and dry docks.

To evaluate and analyze these issues the IAPH has established three working groups on (i) training, capacity building and communications; (ii) industrial safety, physical safety and environmental protection; and (iii) the development of port operations and facilitation. The groups consist of experts fielded by the institution's members who evaluate problems and offer recommendations on good practices or alternative solutions, all of which benefits ports and provides them with the necessary tools for their efficient operation and administration. A special working plan has been prepared for the period 2005/2007, and this is now being implemented. Ports that are not yet members of the institution are invited to join this work. Finally, he noted the memorandum of understanding signed with the OAS/CIP and hoped that this joint work would be of mutual benefit to the parties.

Signing of the Memorandum of Understanding between the General Secretariat of the OAS/CIP and Association for the Collaboration between Ports and Cities (RETE) (item 6(ii) of the agenda).

Carlos M. Gallegos, Secretary of the Inter-American Committee on Ports (CIP) and the President of RETE, José Luis Estrada Llaquet, signed the memorandum of understanding between their organizations to "lay the basis for understanding and cooperation between the two parties in order to foster the exchange of technical and practical experience and to work together to improve city-port relations in the port cities of the Americas." The memorandum defines as areas of interest the development of the city-port relationship to promote the development of ports and their cities in the economic, social, territorial, cultural and environmental fields, cooperation between government and private institutions in implementing programs to foster port development, the development of human capital and sustainable development as an attribute in the new uses to be developed in obsolete spaces and buildings. The signing of the memorandum of understanding was witnessed by Angel Gonzalez Rul, Chair of the CIP Executive Board, and Manuel Matoses of the Algeciras Port Authority.

Third Plenary Session

The session was held between 3:30 p.m. and 6:00 p.m. on Thursday, May 18, 2006, and continued on Friday, May 19 at 11:00 a.m. It was presided by Fernando Puntigliano, Chair of the meeting, and dealt with the following topics of the agenda.

Projects of port development in the Americas (item 4 of the agenda)

The panel, consisting of eight speakers, was moderated by Carlos M. Gallegos, Secretary of the CIP.

Experiences from North America (item 4(i) of the agenda)

Ports in the United States of America

Evie Chitwood, of the US Department of Transport, described the national framework of transportation policies in her country. She highlighted the interests and the role of the private sector, which involves the following aspects: road construction, land transport by truck and rail, shipping companies, logistics service companies, ports and financing. As to the public sector, she mentioned the Department of Defense, metropolitan planning, the impact on communities, and environmental interests. The country's vision was to make the transport system efficient and safe in the movement of goods, and to support sustainable economic growth of the nation. Freight rates are designed to cover costs and provide benefits to users and carriers, while enhancing productivity under free competition and reducing or eliminating price regulations and institutional barriers to access. Finally, she cited the need to maximize safety in transport and to mitigate and improve environmental conditions.

Ports of Mexico

Angel Gonzalez Rul, General Director of the Ports of Mexico, described the strategic planning mechanisms and the challenges and opportunities facing the Mexican ports system, as well as the new pricing model based on productivity. The objectives of the port sector are: (i) to implement port and coastal development policies and programs that will strengthen the Mexican ports system; (ii) to promote the functioning of logistics corridors and chains of value in Mexican ports; (iii) to promote coastal shipping (cabotage) as an ideal mechanism for distributing goods in the country; (iv) to improve conditions for productivity, quality and efficiency in order to enhance the competitiveness of the Mexican ports system; and (v) to improve port-city relations. He explains the new perspectives of the ports system, which is addressing opportunities with specific projects such as: (i) laying the basis for the development of four main ports and linking these to the international intermodal logistics platforms, (ii) pursuing strategic projects in the ports of Punta Colonet, the Coatzacoalcos-Salina Cruz trans-isthmus corridor, and the Guaymas-Arizona and Topolobampo-Ojinaga corridors, and (iii) encouraging operation of the four pilot ACIS and promoting the creation of new ACIS in the 17 coastal states. Mexico, he said, is relying on a permanent planning and management process to define, implement, evaluate and verify public policies and programs for the country's coastal development, taking the country's 112 ports as focal points.

Experience from Central America and the Caribbean (item 4(ii) of the agenda)

Ports of Nicaragua

Alejandro Fiallos, Executive President of the Empresa Portuaria Nacional (EPN), described the national ports system, with statistics for each port on the different kinds of freight handled, and the facilities at each port, and the urgent needs for modernization. He described the problem at Puerto Cabezas, which was let under concession to the private sector but, with the default of the concessionaire, had to revert to the State. The State must now make the investments that were not completed in accordance with the concession contract. He also mentioned the development programs that EPN is preparing for implementation in coming years, noting that financing problems have slowed progress.

The Panama Canal

Agustin Arias, a member of the Panama Canal Administration, focused on the project to expand the canal with a third set of locks, a project that would provide greater benefits to Panama by reducing waiting times, which hurt business. With the increase in traffic, maintenance requirements are much heavier, and the project, which is now in the implementation stage, is supported by the solid studies that the country has performed. The expansion will address the current problem of capacity, the need to expand demand, the need to make maximum use of existing infrastructure; the use of proven technology to minimize technical risks; maximizing the reliability of the system, and identifying the necessary investments to launch post-Panamax service operations. On the funding side, tolls are estimated to increase at 3.5% a year. The expansion of the canal, he said, is a profitable project that will provide tangible benefits for the people of Panama. This is an opportunity for Panama to achieve sustainable growth, and it will be a cornerstone for the country's economic development. The project is to be completed in 2014.

Experience from South America (item 4(iii) of the agenda)

Ports of Brazil

Paulo de Tarso, Director of the Ministry of Transport and Water Routes, reviewed the Brazilian ports system, its scope and its facilities, which cover the country's extensive regions and hinterland. A number

of projects are underway, representing a total investment of some \$40 million, for the development of civil works, the construction of breakwaters, the dredging of docking slips and access channels, and landfill to support areas in several ports. There are also investments in post-Panamax cranes and machinery for the land movement of containers. He referred in particular to the practice of leasing state ports to the private sector in the Barra de Riacho, an area of great importance for mining developments. Finally, he presented statistics on the systems, and their distribution by port and by type of cargo, demonstrating the great volumes the country ships by sea.

Ports of Chile

Juan Rusque, National Director of Ports Works, explained that Chile has undertaken two broad port reforms. The 1981 reform created the multi-operator model for port services and "purchased" the licenses of registered workers, while the 1997 reform (Law 19,542) modernized Emporchi, creating 10 state port enterprises and establishing the single operator model for concessions. There are 36 ports in total, and they are of great importance to the national economy, for more than 80% of foreign trade moves by sea. The objectives of the port reform include reducing port costs in the external trade chain, and those of neighboring countries, promoting private investment in port management (to free up public resources), and transforming Chile into a platform of port services for the Southern Cone-Pacific. As a result, the handling capacity of public ports with private management and technology has been doubled, public enterprises are run by directors governed by the Corporations Act, the public port administration has gradually retreated to the role of promotion and landlord, concession contracts have clear and stable rules, and tax receipts have grown. He then noted development projects now underway, including those for expanding Puerto San Antonio, the development plan for the port of Valparaiso's logistics support area, the plan for coastal development at Valparaiso, and infrastructure for land-sea connectivity in the region. He detailed the general conditions of the projects and the progress they will mean for the country, in terms of greater competitiveness, capacity and environmental protection.

Ports of Peru

Gonzalo Garland, Director of the Autoridad Portuaria Nacional (APN) of Peru, described the port development projects underway in Peru. The central objective of the APN is to promote the development and international competitiveness of the country's ports and to facilitate intermodal transport, to modernize port infrastructure and facilities, and to develop logistics chains in the sea, river and lake areas linked to the national port system. The APN is responsible for ports, marinas, and port infrastructure and facilities of the Republic, as well as activities and services conducted within port zones. Issues involved in the development and modernization of the national port system include: improving the management of administrative institutions and systems, managing the national port planning process, publicizing the role of the APN and strengthening its institutional image, promoting private sector participation and the planning of public investment in the national port system, the development of standards, supervision and control over port infrastructure and services, planning and training for the port community, introducing an environmental management system in port facilities, and developing standards, management and supervision for the protection and security of port installations.

Ports of Uruguay

Fernando Puntigliano, President of the Administración Nacional de Puertos, of Uruguay (ANP) gave a detailed description of the comprehensive regional vision of his country with respect to ports, based on essential elements such as: competition, increased reliability, a regional and national port system, and a comprehensive logistical concept. The ANP is concerned with providing a clear definition of the demand for customer-oriented infrastructure, from a comprehensive logistics angle. This work has been supported institutionally by the Ports Act and the concept of the Montevideo Free Port, which allows merchandise to

enter the country duty free. This mechanism has resulted in a 53% increase in transfers, new services adding value to the product as part of logistical activity. Very good results have been achieved through joint marketing with other countries, such as Germany and China. He discussed river traffic within MERCOSUR and the benefits this has produced through increased capacity. Finally, he noted the process of reorganizing the ANP, using a quality management manual with transversality, involvement and commitment. Human resources have been an essential factor in this process, relying on knowledge management, labor skills, clear profiles for employees, and ongoing training.

Panel of Regional Cooperation Agencies (item 4(iv) of the agenda)

The panel consisted of four speakers and was moderated by Carlos M. Gallegos, Secretary of the CIP.

American Association of Port Authorities (AAPA)

Julian Palacio, Regional Coordinator of AAPA for Latin America, said that the region is experiencing the best economic times of its history, and it was important not to lose this opportunity. This meant doing away with the rigid frameworks of the current systems, which stifle progress towards modern port management. He noted the work of AAPA through its accreditation program for port managers, and the organization's interest in providing a joint training program with the CIP/OAS would allow for transparency and make better use of available resources. He stressed the importance of moving forward in these areas and laying the basis for their implementation at the joint AAPA/CIP meeting to be held in June 2006 in Guayaquil, Ecuador.

Economic Commission for Latin America and the Caribbean (ECLAC)

Fernando Sanchez, Director of Infrastructure for ECLAC, noted ECLAC's concern over the accelerating pace of world trade and the effects of globalization, which make it urgent to incorporate these issues on the agenda of international agencies. It is essential for countries to have high-quality transport and communication infrastructure that will meet the demand for services. Sea transport cycles need to be reviewed to understand the strategic scenarios in which the big shipping lines will be moving in the near future, in order to avoid port congestion, which would affect costs and would threaten competitiveness. Port infrastructure needs to be articulated through coordination with port communities, conceived as nodes or poles of development and oriented toward strategic planning of international investment. He stressed the importance of evaluating and articulating such issues as port modernization, control over concession contracts, protection, safety, application of the ISPS code and environmental protection, the need to establish effective indicators for benchmarking port productivity, and evaluating short sea shipping. Finally, he pointed to project initiatives such as the IRSA that are urgent for the region.

Central American Maritime Transport Commission (COCATRAM)

Alfonso Breuillet, Executive Director of COCATRAM, described the Commission as a permanent organization to address matters relating to development of the maritime and port sector in Central America in order to promote the region's trade. Currently, its most effective work is focused on projects relating to safety, the environment, facilitation, legislation and agreements, organizational and financial strengthening, resource optimization, and the establishment of effective communication systems. He mentioned a number of very successful projects such as TRANSMAR, in which the efforts of UNCTAD and IMO have created awareness among shipping sectors of the need for authorities to facilitate the modernization of maritime legislation. He described the LEGISMAR project, where model laws have contributed to modernizing maritime legislation in Honduras, Nicaragua and El Salvador. COCATRAM promotes its activities through forums and working groups, where the basic principle is cooperation and synergy between the public and private sectors.

International Maritime University of Panama

Captain Orlando Allard, Vice chancellor of the International Maritime University of Panama, described the background to the institution, which promotes the study of marine sciences and the development of marine technologies. He noted that Panama has the greatest number of registered ships in the world, it is a leader in port development in Latin America, and it is administering the Panama Canal successfully. As opportunities, he noted the shortage of officers and sailors worldwide, the growth of the port industry in Panama and Latin America, the potential of the coastal shipping industry, and the need for specialized labor in new areas such as port and marine protection and security. As weaknesses, he highlighted the lack of an ingrained maritime culture, the limited number of specialized maritime institutions, the lack of maritime English in the region, and the shortage of Latin Americans in the coastal shipping and port industry. As short-term projects he mentioned the negotiation of cooperation agreements, strengthening the nautical school and establishing a "Master's degree in port management" with COCATRAM and Valenciaport; the "Master's degree in international maritime law" course, graduate studies in seaport and marine-coastal matters, and short training courses for port officials, including working assignments in international ports.

Recognition of CIP Magazine (item 6(iii) of the agenda)

The Secretary of the CIP reported that in its first year of publication, CIP Magazine, the official publication of the Inter-American Committee on Ports, had won the "Award of Merit" for its creativeness and as a strategic project for generating results, thanks to the quality of its marketing and communications techniques, provided by the Transportation Marketing and Communication Association (TMCA) of the United States, one of the oldest and most respected associations of that country, with great expertise in marketing techniques for the transport industry. The CIP congratulated Latin Trade Media Management L.L.C., the firm that publishes the CIP Magazine, for its steady contribution to the Committee's objectives and also congratulated its editorial committee and its editor, Marisol Rueda, for their excellent work. It urged delegates of member States to continue to cooperate actively in producing the CIP review. On this point, the Committee adopted resolution CIDI/CIP/RES. 3 (I-E/06).

Visit to the Port of Algeciras (item 8 of the agenda)

The visit took place between 9:00 a.m. and 11:00 a.m. on Friday, May 19, 2006. Delegates toured its facilities and received a great deal of technical and operational information from its managers. The entire event was of great interest to the delegates. The Committee adopted resolution CIDI/CIP/RES. 1 (I-E/06) on strengthening cooperation between the ports of the Americas and Spain, and resolution CIDI/CIP/RES. 2 (I-E/06) expressing thanks to the Port of Algeciras.

Fourth Plenary Session

This session was held at 3:30 p.m. on Friday, May 19, 2006, and was presided by Fernando Puntigliano, Chair of the Meeting. Dr. Pedro Moriyón, director of the Foreign Trade Institute of Spain (ICEX) served as moderator.

Tools of financing for port infrastructures: Policies and instruments of national and multilateral financing entities of cooperation (item 5 of the agenda)

Pedro Moriyón described the work of ICEX and its collaboration with the private sector in the areas of energy, environment, industrial innovation, and the development of railway, port and airport infrastructure. He noted the extraordinary growth of shipping in recent years, which has placed heavy

demands on financing. The topic was addressed further by four speakers, who covered the following aspects:

Ministry of Industry, Tourism and Trade of Spain

Ricardo Santamaria, of the Ministry of Industry, Tourism and Trade of Spain, presented this topic and referred in particular to the Development Assistance Fund (FAD), its operating system, and the tools for mobilizing and channeling the resources of the Fund for purposes of development cooperation and the preparation of studies and technical consulting services. These funds are applied to domestic and international projects in other countries of the Union, in two ways: through special grants by the State, and through low-interest loans. He described the procedures for evaluating projects in terms of their commercial feasibility and hence their eligibility for financing.

The World Bank and Ports in Latin America

José Barbero, representative of the World Bank, said that port reform is an unfinished agenda for the Bank, embracing port modernization and privatization, the development of city-port relations. The program is intended to assist efforts to reduce poverty by promoting growth. He described the outlook for transportation, logistics and competitiveness, and the role that ports could play in this respect. The Bank has prepared a "toolkit" of port reforms, embracing various processes and measures to improve practices and move forward with port reform. This tool addresses the situation of ports in the region, and is paving the way for second-generation reforms. The "toolkit" contains such materials as: assistance for defining a common language; potential port administration models; examples of good practice; arguments for and against public ownership, and a statement of reasons justifying the change. This instrument also sets forth arguments for and against government ownership of ports.

The Andean Development Corporation (CAF) and the Port Sector

This topic was presented in two parts. First, Lucia Meza, Deputy Director of the CAF, described the CAF's assistance for financing infrastructure development, explaining in detail the features that such projects must have to be eligible for financing, the applicable procedures, and the financial products that the CAF has available for this purpose. She mentioned in particular the Corporation's support for the South American Regional Integration Infrastructure Project (IIRSA). The Corporation was conceived as an Andean Multilateral Bank. It has been in existence for 35 years, and in the last 10 years has become the principal financier for the Andean countries. It has now accepted as shareholders all the countries of South America, and Spain, as well as Costa Rica, Dominican Republic, Jamaica, Mexico, Panama, and Trinidad and Tobago. It finances projects and infrastructure in transportation, energy, telecommunications, public, private and mixed projects, and promotes sustainable development, monitoring of sector markets, national and regional, generation of a vision of trans-South American integration infrastructure, and advice to governments on optimizing policies, organization and management capacity in infrastructure.

Next, Julian Villalba, Director of the CAF, described the financing that the agency has been providing in the port sector. He explained project eligibility requirements and the areas of financing, such as infrastructure and superstructure (wharves and breakwaters), or gantry cranes and cargo handling equipment. He described some of the more important requirements for projects, and the commitments needed to produce results, such as the "quality marks" that have been introduced in various ports and that help in the search for best practices and the achievement of positive post-investment outcomes. The CAF's involvement in the port sector is consistent with its mission, he said, and is the result of a long process of study and analysis of the Latin American situation, where the institution has begun to provide support for the sustainable development of the port sector.

Fifth Plenary Session

The session was held at 6:15 p.m. on Friday, May 19, 2006, and presided by Fernando Puntigliano, Chair of the Meeting. The meeting considered the four proposed resolutions, and approved them unanimously. The texts of the resolutions are attached as section VIII of this report.

Closing Session

The session was held at 6:30 p.m. on Friday, May 19, 2006. Carlos M. Gallegos, Secretary of the CIP, reported to the authorities and delegates on the actions taken and on the success of the Committee's work during the special session. He then expressed thanks for the cooperation and attention received during this important event. The Committee adopted a vote of appreciation in the form of resolution CIDI/CIP/RES. 4 (I-E/06).

Next, Manuel Morón, President of the Port Authority of Algeciras Bay, thanked the Spanish State Ports and the CIP, as well as the municipality and the sponsors of the event. They had all cooperated very effectively for the success of this meeting, he said, which constitutes a milestone of world interest in the port sector and in external trade.

The President of Spanish State Ports, Mariano Navas, said he was happy to have shared in the great work of this meeting with a select group of port authorities and international agencies, reaffirming the need to continue dialogue and exchange of this kind.

The President of the Executive Committee, Angel Gonzalez Rui, yielded the floor to the President of the meeting, Fernando Puntigliano, who expressed thanks to the representatives of the government of Spain, of Spanish State Ports, of the member countries and of the city of Algeciras, recognizing that only joint and coordinated work will make it possible to move forward in addressing the challenges and assuring a successful future for port systems.

The mayor of Algeciras, Tomas Herrera, said it had been an honor to participate in an event of this scope, and hoped that delegates had found the people of Algeciras warm and welcoming, and that they would return in the near future.

Finally, the President of the Autonomous Board of Andalucia, Dr. Manuel Chaves, closed the meeting, highlighting the fact that the CIP was holding its first special meeting outside the Americas, in Algeciras, demonstrating thereby the importance, within the world port system, of the ports of Andalucia, and in particular the Port of Algeciras, in a year in which it was celebrating its centenary. He thanked participants for their ideas and their contributions to the success of the event, and declared the First Special Meeting of the CIP closed.

VIII. RESOLUTIONS

CIDI/CIP/RES. 1 (I/E-06)

STRENGTHENING THE COOPERATION BETWEEN PORTS OF THE AMERICAS AND SPAIN

THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That ports constitute one of the principle links in the logistical chain of international transports, it is necessary to orientate them with an integral and systemic vision for international commerce;

That programs of cooperation and technical assistance between port authorities of the Americas and Spain, in particular under the forum of the CIP, have produced favorable outcomes, which have assisted in the increase of commercial exchange via the maritime industries, between the referred countries; and

That the Organismo Público Puertos del Estado de España, through its relationship with the CIP, brings forth programs of cooperation and technical assistance benefiting ports personnel of the Americas,

RESOLVES:

1. To recognize and thank the Organismo Público Puertos del Estado de España for its support of programs of cooperation and technical assistance, offered to ports of the Americas, especially through the CIP.
2. To leave constant that it is beneficial for all parties to continue and increase programs of cooperation and technical assistance oriented with an integral vision and system towards international commerce.
3. To urge Member States through the Organismo Público Puertos del Estado de España, in collaboration with the CIP, to promote the expansion of the forum of cooperation and to generate new programs specifically through cooperation and technical assistance.
4. To entrust the Secretariat of the CIP, to continue promoting and supporting requests for programs of cooperation and technical assistance and financing, established with Spain through the Organismo Público Puertos del Estado de España.

CIDI/CIP/RES. 2 (I/E-06)

RECOGNITION TO THE PORT OF ALGECIRAS

THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That the First Special Meeting of the Inter-American Committee on Ports held in the city of Algeciras has permitted the understanding of the port facilities, operations, provisional services and practices of the Port of Algeciras.

That during the present year the centenary of the creation of the Port of Algeciras is being celebrated, which throughout its history has demonstrated strong economic growth, an impact in industrial development, the attraction of important shipping lines, and a positive relation with the city;

That said growth is reflected in the year 2005 when over 68 million tons of cargo, 3.5 million of TEUS, and 4.5 million passengers, all of which should continue to increase the additions of new infrastructure, equipment, and projects of great importance, both nationally and internationally; and

That the Authority of said Port, as an integrated component of the port system in Spain, collaborates with the Organismo Público Puertos del Estado in the capacity and training of personnel in port systems of the Americas, particularly through cooperation with the CIP,

RESOLVES:

1. To recognize the Port Authority of Algeciras, for its distinguished work and favourable impact in the development of the city of Algeciras and its hinterland.
2. To leave steadfast that the Port of Algeciras constitutes an example of best practices, in its role of integration of the logistical chain of international transport, as well as with its relation with the city.
3. To urge port authorities of member states to understand and consider the experiences and best practices offered by the Port of Algeciras.
4. To entrust that the Secretariat of the CIP, through its programs of cooperation with the Organismo Público Puertos del Estado, strengthen the activities of cooperation and technical assistance among member states and the Port of Algeciras.

CIDI/CIP/RES. 3 (I/E-06)

MAGAZINE OF THE INTER-AMERICAN COMMITTEE ON PORTS

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

CONSIDERING:

That in its first year of publication “CIP Magazine,” the official publication of the Inter-American Committee on Ports, has obtained from the Transportation Marketing & Communication Association (TCMA) of the United States of America, one of the most respected and distinguished associations in North American in technical marketing excellence in the transport industry, the “Reward of Merit” for its creativity and project strategy in generating results thanks to the quality of its technical marketing and communications,

RESOLVES:

1. To give special recognition to Latin Trade Management, LL.C., business editor of the Magazine, for its contribution towards the objectives of the Inter-American Committee on Ports.
2. To distinguish the work of the Editorial Committee of the Magazine composed of Barbados, El Salvador, Mexico, the United States and Uruguay, in addition to its Editor for its excellent work and to urge them to continue collaborating actively in its production.
3. To urge member countries of the CIP to continue supporting the Magazine through the distribution of information and the preparation of articles of interest.

CIDI/CIP/RES. 4 (I/E-06)

VOTE OF APPRECIATION

THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That the First Special Meeting of the Inter-American Committee on Ports (CIP), celebrated in Algeciras, Spain, and organized with the support of the Organismo Público Puertos del Estado and the Autoridad Portuaria de la Bahía de Algeciras (APBA) has been a success;

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

That other public and private institutions of Spain have contributed to the assistance of the meeting;

RESOLVES:

1. To express its sincere appreciation to the Government of Spain and especially the Organismo Público Puertos del Estado and the Autoridad Portuaria Bahía de Algeciras, for the excellent work in the organization and celebration of this meeting.
2. To thank the General Secretariat of the OAS, especially the Secretariat of the CIP, for its valuable and important contribution to the success of this meeting.
3. To express gratitude to the international organizations, institutions, and businesses that have contributed to the success of the meeting.

IX. ANNEXES

ANEXO A

LISTA DE PARTICIPANTES / LIST OF PARTICIPANTS

PAÍSES MIEMBROS DE LA OEA/ OAS MEMBER COUNTRIES

ARGENTINA

Germán ROJAS

Prefecto Mayor
Prefectura Naval de Argentina
Argentina

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ANEXO B

LISTA DE DOCUMENTOS / LIST OF DOCUMENTS

Número de Documento/ Document Number	Título/Title	Idioma/Language
CIDI/CIP/doc. 1 (I-E/06)	Lista Provisional de Documentos	Textual
CIDI/CIP/doc. 1 (I-E/06) rev.1	Lista de Documentos	Textual
CIDI/CIP/doc. 2 (I-E/06)	Lista Provisional de Participantes	Textual
CIDI/CIP/doc. 2 (I-E/06) rev.1	Lista de Participantes	Textual
CIDI/CIP/doc. 3 (I-E/06)	Proyecto de Temario	I, E
CIDI/CIP/doc. 3 (I-E/06) rev.1	Temario	I, E
CIDI/CIP/doc. 4 (I-E/06)	Proyecto de Calendario	I, E
CIDI/CIP/doc. 4 (I-E/06) rev.1	Calendario	I, E
CIDI/CIP/doc. 5 (I-E/06)	Proyecto de Resoluciones	I, E
CIDI/CIP/doc. 5 (I-E/06) rev.1	Resoluciones	I, E
CIDI/CIP/doc. 6 (I-E/06)	Informe Final	I, E
CIDI/CIP/doc. 7 (I-E/06)	Antecedentes Situación Actual y Perspectivas (Documento presentado por COCATRAM)	E
CIDI/CIP/doc. 8 (I-E/06)	El Banco Mundial y los Puertos en América Latina (Documento presentado por el Banco Mundial)	E
CIDI/CIP/doc. 9 (I-E/06)	IAPH Activity Report (Document presented by IAPH)	I
CIDI/CIP/doc. 10 (I-E/06)	Proyectos de Desarrollo Portuario en el Perú (Documento presentado por la Delegación del Perú)	E

CIDI/CIP/doc. 11 (I-E/06)	La CAF en el Sector Portuario (Documento presentado por la CAF)	E
CIDI/CIP/doc. 12 (I-E/06)	Documento presentado por la Universidad Marítima Internacional de Panamá	E
CIDI/CIP/doc. 13 (I-E/06)	Acción de la Corporación Andina de Fomento en el Financiamiento de Infraestructuras (Documento presentado por la CAF)	E
CIDI/CIP/doc. 14 (I-E/06)	A Draft Framework for National Freight Policy (Document presented by the U.S. Delegation)	I
CIDI/CIP/doc. 15 (I-E/06)	Los Puertos Españoles y su Papel en el Transporte Europeo (Documento presentado por Puertos del Estado)	E
CIDI/CIP/doc. 16 (I-E/06)	The ESPO view on the development of a European Seaport Policy (Document presented by ESPO)	I
CIDI/CIP/doc. 17 (I-E/06)	Rol de los Puertos del Uruguay en el Sistema de Transporte Sudamericano (Documento presentado por la Delegación del Uruguay)	E
CIDI/CIP/doc. 18 (I-E/06)	Sector Portuario Chileno Proyectos de Desarrollo (Documento presentado por la Delegación de Chile)	E
CIDI/CIP/doc. 19 (I-E/06)	Retos y oportunidades para el sistema portuario Mexicano (Documento presentado por la Delegación de México)	E

CIDI/CIP/doc. 20 (I-E/06)	Perspectiva y Futuro de la Seguridad Marítima y Portuaria en el Ámbito Internacional, en el Seno de la Unión Europea y en España (Documento presentado por la OMI)	E
CIDI/CIP/doc. 21 (I-E/06)	El Transporte Marítimo de Corta Distancia y las Autopistas del Mar (Documento presentado por la Asociación Española del Transporte Marítimo de Corta Distancia)	E
CIDI/CIP/doc. 22 (I-E/06)	Projetos e Desenvolvimento Portuário Brasileiro (Documento presentado por la Delegación de Brasil)	P
CIDI/CIP/doc. 23 (I-E/06)	Ampliación del Canal de Panamá mediante un tercer juego de esclusas (Documento presentado por la Autoridad del Canal de Panamá)	E

E = Español, I = Inglés, P = Portuguese