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FINAL REPORT
FIFTH MEETING OF THE
INTER-AMERICAN COMMITTEE ON PORTS

September 11 to 14, 2007
Salvador, Brazil

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FINAL REPORT
FIFTH MEETING OF THE INTER-AMERICAN COMMITTEE ON PORTS

(September 11-14, 2007, Salvador, Brazil)

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/RES. 1573 (XXVIII-0/98) of the General Assembly of the Organization of American States, in accordance with Articles 77 and 93 of the Charter of the Organization of American States and Articles 5 and 15 of the CIDI Statutes.

The Committee serves as a permanent inter-American forum of the Organization's Member States to strengthen cooperation in the area of port sector development, with active participation and cooperation of the private sector. The Organization also has several Permanent Observer States that are interested in cooperating for the achievement of its central purposes. The executive organ of the CIP is the Executive Board (CECIP), which carries out its work directly or through subcommittees designated for the purpose. The Technical Advisory Groups (TAGs) are specialized organs of the CIP formed at the initiative of several countries interested in analyzing and studying a specific subject. They are composed of government experts and members from the private sector.

Thanks to the kind offer of the Government of the Republic of Brazil (Mérida 2003 and Maracaibo 2005), and in compliance with resolution CIDI/CIP/Res. 71 (IV-05), the Committee agreed to hold its Fifth Meeting in Salvador, Brazil, in September 2007.

II. SITE AND DATE

The meeting was held at the Pestana Bahia Hotel, Salvador, Brazil, from September 11 to 14, 2007.

III. AGENDA

The following agenda was approved for the meeting (document CIDI/CIP/doc.2/07rev.1):

1. Adoption of the agreements approved at the Preliminary Session of the Heads of Delegation
2. Report of the Chair of the Executive Board, 2006-2007
3. Report of the Secretariat, 2006-2007
4. The Technical Advisory Groups (TAGs) of the Inter-American Committee on Ports (CIP)
 - a. Chair report of the TAG on Port Operations, 2006-2007 (Mexico)
 - b. Chair report of the TAG on Port Security, 2006-2007 (United States)
 - c. Chair report of the TAG on Navigation Safety, 2006-2007 (Argentina)
 - d. Chair report of the TAG on Environmental Port Protection, 2006-2007 (Venezuela)
 - e. Report on the evaluations of the TAGs
 - f. Establishment of the TAGs for 2008-2009

5. Report on implementation of the CIP Action Plan, 2004-2007
6. The Panama Canal Master Plan
7. Report of the First Special Meeting of the CIP (Algeciras, Spain)
8. Report of the Second Hemispheric Conference on Port Security (Puerto la Cruz, Venezuela)
9. Report of the First Hemispheric Conference on Environmental Port Protection (Panama City, Panama)
10. Inter-American Committee on Ports (CIP) Action Plan 2008-2011
11. Presentations on the priority areas of the 2008-2011 CIP Action Plan
 - a. Port development
 - b. Competitiveness and logistics
 - c. Port environmental sustainability and port-city relations
 - d. Other factors to achieve efficiency and competitiveness in ports
12. State of Compliance of the Agreement on Cooperation and Mutual Assistance among Inter-American Port Authorities
13. Election of the CIP Executive Board for 2007-2009. Election of the chair and vice chairs and establishment of the subcommittees of the new Executive Board
14. Ninth Meeting of the Executive Board of the CIP
15. CIP Magazine: Report on its status and establishment of the editorial committee
16. Proposal for the Third Hemispheric Conference on Port Security
17. Proposal for the Second Hemispheric Conference on Environmental Port Protection
18. Proposal for the First Hemispheric Conference on Port Logistics and Competitiveness
19. Proposal to designate the year 2008 for the CIP as “Year of the Port Woman of the Hemisphere”
20. Reports of the Subcommittees established for this meeting:
 - a. Subcommittee on Evaluation of the Technical Advisory Groups
 - b. Subcommittee on Budget and Finance
 - c. Subcommittee on Credentials
 - d. Subcommittee on the Electoral Process
21. Status of projects: CIP Port Program and TAG, 2006-2007

22. Budget for the CIP, 2008-2009
23. Place and date of the Sixth Meeting of the CIP (2009)
24. Place and date of the Seventh Meeting of the CIP (2011)
25. Other matters:
 - a. Strengthening of the Inter-American Committee on Ports of the Organization of American States
 - b. Solidarity with Nicaragua
 - c. Relations between the CIP and ECLAC
 - d. Amendments in the Rules of Procedure of the CIP
26. Consideration of draft resolutions

IV. OFFICIALS OF THE MEETING

<u>Chair:</u>	Pedro Brito (Brazil)
<u>First Vice Chair:</u>	Gastón Silbermann (Uruguay)
<u>Second Vice Chair:</u>	María Isabel Fernández (Guatemala)
<u>Coordinator:</u>	José N. Barbosa G. (Brazil)
<u>Secretary:</u>	Carlos M. Gallegos (OAS)

V. PARTICIPANTS

Delegations from the following OAS Member States took part in the meeting: Argentina, Bahamas, Barbados, Belize, Brazil, Canada, Costa Rica, Chile, Dominican Republic, Ecuador, El Salvador, Guatemala, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, St. Vincent and the Grenadines, Suriname, United States, Uruguay, and Venezuela. There were also delegations from Spain and France as Permanent Observer States. In addition, there were representatives of the following international organizations: the Inter-American Committee against Terrorism (CICTE), the United Nations Economic Commission for Latin America and the Caribbean (ECLAC), Association for the Cooperation of Ports and Cities (RETE), and the Iberia-American Institute of Maritime Law (IIDM). The list of participants appears in Annex A of this report (document CIDI/CIP/doc.4/07).

VI. DOCUMENTS

The list of documents for the meeting is Annex B of this report (document CIDI/CIP/doc.1/07).

VII. PROCEEDINGS OF THE MEETING

During the meeting there was a preliminary session of heads of delegation, an inaugural session, six plenary sessions, meetings of the subcommittees, and a closing.

A. Preliminary Session of the Heads of Delegation

The session took place at 6:30 p.m. on Tuesday, September 11, 2007, chaired by Ángel González Rul, Chair of the Executive Board of the CIP (CECIP) and representative of Mexico. The session's purpose was to coordinate various operational aspects of the meeting. Officers of the meeting were elected as the first order of business, as listed in section IV above.

The following points were then considered:

1. *Definitive agenda of the meeting*: The draft agenda, presented as document CIDI/CIP/doc.2/07, was adopted with the addition of the following topics: Strengthening of the Inter-American Committee on Ports of the Organization of American States, presented by the delegation of Uruguay; Solidarity with Nicaragua, presented by the delegation of Ecuador; and relations between the CIP and ECLAC and amendments to the Rules of Procedure of the CIP, both presented by the Secretariat.
2. *Schedule of the meeting*: The draft schedule of the meeting, presented as document CIDI/CIP/doc.3/07, was approved.
3. *Formation of working subcommittees*: As provided in Articles 27 and 28 of the CIP Rules of Procedure, the Chair's proposal for formation of the following subcommittees was approved:
 - a. Subcommittee on Credentials: to verify the credentials of the delegations attending the meeting; chaired by Jamaica and composed of Belize, Honduras, and Paraguay.
 - b. Subcommittee on Budget and Finance: to evaluate the Report on the Financial Statement of the CIP Projects for 2006-2007 and to consider the draft budget for the 2008-2009 biennium; chaired by Chile and composed of Brazil, Dominican Republic, Guatemala, Haiti, and St. Vincent and the Grenadines.
 - c. Subcommittee on Evaluation of the TAGs: to evaluate the operation of the current TAGs, study proposals for the establishment of new ones, and recommend which TAGs will be active during the 2008-2009 period; chaired by Uruguay and composed of Argentina, Ecuador, Mexico, Nicaragua, Panama, United States, and Venezuela.
 - d. Subcommittee on the Elections Process: to ensure transparency in the electoral process, monitor voting and ballots for members of the Committee, and certify the election results; chaired by El Salvador and composed of Bahamas and Canada.

- e. Style Subcommittee: to verify the linguistic consistency of the meeting's resolutions and agreements in the four official languages of the Organization; composed of Bahamas for English, Brazil for Portuguese, Haiti for French and Dominican Republic for Spanish. This subcommittee will carry out its work later at the headquarters of the Organization at a date agreed upon by the member countries and the CIP Secretariat.
4. *Order of precedence*: This was established using alphabetical order in Spanish, starting with the name of the meeting's host country, Brazil.
5. *Deadline for presentation of proposals*: Thursday, September 13, at 6 p.m., was set as the deadline for submitting draft resolutions.
6. *Documents*: For budgetary reasons it was decided that at the close of the meeting all participants will receive a CD containing all the documents. Furthermore, hard copies will be printed only for those documents needed for discussion in the meeting, one per delegation.

B. Inaugural Session

The session was held at 8 p.m. on Tuesday, September 11, 2007, with the participation of Pedro Brito, Minister of Brazil's Special Secretariat for Ports and Chair of the meeting, Ángel González Rul, Chair of CECIP and delegate of Mexico; Lindice da Matta, Federal Deputy for Bahia, Brazil; João Henrique, Mayor of Salvador, Brazil; Michel Dib Tachy, Director of Water Infrastructure of the National Transportation Infrastructure Department of Brazil; Fernando Fialho, Director General of the National Water Transport Agency (ANTAQ) of Brazil; Domingos Leonelli Neto, Secretary of Tourism of Bahia State, Brazil; Antonio Carlos Batista Neves, of the Secretariat for Infrastructure of Bahia State, Brazil, representing the state governor; Newton Ferreira Díaz, Director President of the Port Corporation of Bahia State, Brazil; Navy Captain Mauricio Vianna, representing the Commandant of the Second Naval District of the Brazilian Navy; and Carlos M. Gallegos, Executive Secretary of the CIP.

Mr. Gallegos noted the meeting's importance for the future work of the Committee, citing topics such as approval of the Action Plan for the 2008-2011 period, the evaluation of the TAGs, the election of officers of the Executive Board for the biennium, and the designation of sites for the CIP's next meetings. He concluded by thanking the authorities for organizing the event, and for the opportunity to share the significant port changes of the host country with the countries of the hemisphere.

Mr. González Rul expressed the appreciation of the federal and state governments for the organization of the meeting, and reviewed the CIP's activities during the last four years. He noted the priority given to training, citing particularly activities undertaken in cooperation with Puertos del Estado de España [Ports of the State of Spain]. He said that a second priority had been the strengthening of ties with other port organizations by signing a series of memoranda of understanding with the American Association of Port Authorities (AAPA), the International Association of Ports and Harbors (IAPH), RETE and the International Navigation Association, United States Section (PIANC). He added that private sector participation in the TAGs and improved communication with the port sector through CIP Magazine has been other main thrusts of his term. He recognized, however, that there is unfinished business, including the need to emphasize training even more, to work toward closing the gap that persists between the

public and private sectors, and to search for reciprocity among the parties to achieve the economic and social development objectives pursued by the region.

The next speaker, Antonio Carlos Batista Neves, representative of Bahia State, extended a cordial welcome to those present and recalled the pivotal role of waterborne transportation in the national and international movement of cargo. He stressed that this transportation is essential for hemisphere integration, that its competitiveness is often undermined by limited land access to ports, and that this can be rectified by industrial and infrastructure investments in adjacent areas, such as has occurred in Aratú and Salvador. In closing, he noted his satisfaction with women's increasingly important role in port sector corporations.

The Chair of the meeting, Minister Pedro Brito, was the final speaker. He expressed appreciation for the presence of the many delegations from the OAS Member States. He said his country was very pleased to receive such distinguished guests just before the celebration of a historic date, explaining that next January would mark two centuries since a royal decree opened Brazil's ports to trade, and that highly important event had occurred right in Salvador. He noted that trade is still a primary engine of economic and social development for the countries, and that in Brazil's case it has grown by more than 20%, with exports totaling US\$155 billion. He recalled that 95% of the foreign trade moved through many maritime ports and terminals managed by both the public sector and the private sector. He explained that this is why port investments in Brazil had increased, and announced that very soon private terminals will be granted in public ports. He expressed the hope that the delegations present would reach important conclusions and that these would be a step forward for hemisphere integration. He then declared the meeting inaugurated.

C. First Plenary Session

The session began at 9:00 a.m. on Wednesday, September 12, 2007, chaired by Gastón Silbermann, First Vice Chair of the meeting and delegate of Uruguay.

Adoption of the agreements approved at the Preliminary Session of Heads of Delegation (item 1 of the agenda). The agreements were adopted.

Report of the Chair of the Executive Board, 2006 - 2007 (item 2 of the agenda)

The Board's Chair, Ángel González Rul, said that since he was elected to the position in 2003 the hallmarks of his administration have been training and strengthening relations with port and maritime organizations; that CECIP had encouraged Member States to take part in eight subcommittees (policy and coordination; statistics, costs, and tariffs; port development for cruise tourism; regional port development; planning and port management; river and lake port development; training; and the participation of women in port affairs in the hemisphere). He related the number of meetings held by some of these subcommittees. He said that Spain's cooperation has been especially helpful, resulting in specific activities with Ports of the State of Spain and the Port of Valencia in several events in Dominican Republic, Mexico, and Uruguay, including the first Special Meeting of the CIP that took place in Algeciras, Spain (May 2006); and that cooperation with the United States and AAPA had resulted in some technical assistance missions and the Eighth Meeting of CECIP in Guayaquil (June 2006). In closing, he noted the Secretariat's support for CECIP activities and the contribution made by CIP Magazine for better communication among members and ports in general. It was an incentive

to continue the work of building bridges of approximation and understanding between ports and achieving the synergies needed to increase trade among the countries. See document CIDI/CIP/doc.17/07.

Report of the Secretariat, 2006-2007 (item 3 of the agenda)

The Secretary of the CIP, Carlos M. Gallegos, gave a detailed account of the events that had facilitated ports dialogue during the period between the Committee's fourth and fifth meetings (two CIP meetings, three CECIP meetings, two hemispheric conferences, and nine meetings of the TAGs); the training activities carried out thanks to sponsorship by Ports of the State of Spain (the twelfth month-long port management course, the course in operations and technology, the internships in ports) and all the other activities carried out directly by the Secretariat (a total of 13 on such topics as port reforms, costs and tariffs, cruise ships and promotion of women in the port sector of the hemisphere); sponsorship of various events (a total of 17, including a Central American congress in Guatemala, meetings of the port forum, and one with ECLAC on the expansion of the Panama Canal). He explained that a total of 220 fellowships were awarded and that 2000 port professionals benefited from the CIP training activities. He added that technical assistance had a catalyzing approach because there were no specific funds for it, but it was possible to satisfy the requests made by Dominica and Dominican Republic; that memoranda of understanding had recently been signed with RETE, IIDM, the National Port Authority of Peru, and the International Association of Professionals of Ports and Coasts (AIPPYC), and that the flow of information had improved thanks to CIP Magazine, the CIP electronic bulletin, and the continuous updating of the web site. In closing, he thanked CECIP for its continuing support for the Secretariat's work, especially Barbados, Mexico, United States, and Uruguay. See document CIDI/CIP/doc.5/07.

The Technical Advisory Groups (TAGs) of the Inter-American Committee Ports (CIP) (item 4 of the agenda).

1. Chair report on the TAG on Port Operations, 2006-2007 (Mexico) (item 4(a) of the agenda)

Francisco Pastrana, delegate of Mexico and chair of the TAG, explained that the TAG on Port Operations followed the policy of including technical presentations in the two meetings held during the period 2006-2007. He noted the presentations on demand and installed capacity on the west coast of North America for handling container traffic; the evolution of the Mexican port market in container traffic; the new geography of developing countries' trade seen in trends such as the following: in the last 20 years the segment of these countries' exports in manufactured goods increased from 20% to 80%, and about one-third of international trade now consists of transactions within the same corporation or corporate group; and the trends noted on the previous day on best practices for increasing productivity at container terminals. He explained that the TAG's associate members had increased from nine to 15, that the financial situation was solid because in most cases the presenters covered their own costs for travel and per diem, and that in view of the multiplicity of topics embraced by the Operations designation, it was suggested that the TAG's name be changed to Logistics and Competitiveness. In conclusion, he said that the plan for 2008 calls for an updating of the database and website as well as the issuance of documents in the official languages of the OAS. See document CIDI/CIP/doc.20/07.

2. Chair report of the TAG on Port Security, 2006-2007 (United States) (item 4(b) of the agenda)

Gregory Hall, delegate of the United States and chair of the TAG, reported that the TAG on Port Security had held ten meetings since its inception; that during 2006-2007 there was the Second Hemispheric Conference on Port Security in Puerto La Cruz, Venezuela (October 2006), which reviewed the status of implementation of the International Ship and Port Security Code (ISPS), aspects of interest regarding audits called for in that code, and those in the inter-American security strategy developed as follow-up for the First Conference (Miami, United States); and that the TAG was maintaining continuity by meeting annually. He reaffirmed the thrust of the TAG, which is to train port personnel and disseminate best practices in order to achieve the highest levels of security for the hemisphere port installations, and said that in this effort it has received solid support for the port protection assistance program from Canada, the U.S. Coast Guard, the specialized organs of the OAS, such as the Inter-American Drug Abuse Control Commission (CICAD) and the Inter-American Commission against Terrorism (CICTE), as well as other organizations such as the International Maritime Organization (IMO), International Labour Organization (ILO), World Customs Organization (WCO), Asia-Pacific Economic Cooperation (APEC), and the Western Hemisphere Transportation Initiative (WHTI). He said that the plan for 2008 considers the possibility of holding a third hemispheric conference and assistance to port managers in port-security matters that affect competitiveness. See document CIDI/CIP/doc.19/07.

3. Chair report of the TAG on Navigation Safety, 2006-2007 (Argentina) (item 4(c) of the agenda)

Eduardo Kluz, delegate of Argentina and chair of the TAG, recalled that the TAG on Navigation Safety was established at the Fifth Meeting of the CIP (Maracaibo, 2005) and that its first meeting was held in June 2006 (Guayaquil, Ecuador), at which it drew up its work plan and decided to create a database with statistics on pilotage, dredging, markers, and other matters of interest. He said that the tempo of the work increased during 2007 and that meetings were held in conjunction with two events in Argentina (the meeting of the AAPA in Rosario and the Cruise Ship Forum in Ushuaia). For 2008, associate members are being urged to provide the information needed to complete the database, and emphasis will be placed on work to dovetail with that of the other TAGs as well as training, thanks to the offer of courses to be taught by the Naval Prefecture and other Argentine organizations. See document CIDI/CIP/doc.18/07.

4. Chair report of the TAG on Environmental Port Protection, 2006-2007 (Venezuela) (topic 4(d) of the agenda)

Katherine Bogadi, delegate of Venezuela and chair of the TAG, recalled that the TAG on Environmental Port Protection was fairly new (2005), resulting—as in the case of the TAG on Navigation Safety—from the division of a previous TAG with a broader scope. She explained that since its inception the TAG on Environmental Port Protection established quite an ambitious plan to create a database with the environmental profile and contingency plans against oil spills in hemisphere ports, and that this activity was underway. She took advantage of the opportunity to urge delegates to provide the data. She said that an eco-port project is being considered with assistance from Spain, and that heightened environmental awareness had led three new countries to join the TAG. In closing, she said that the First Hemispheric Conference on Environmental Port Protection took place in April in Panama, at which time the

conclusions and recommendations presented by the Panama Maritime Authority (PMA) were agreed upon by the participants, who thought they should be codified in a more appropriate format as a useful tool for better environmental management in the hemisphere's ports. See document CIDI/CIP/doc.21/07.

5. Report on evaluations of the TAGs (item 4(e) of the agenda)

Based on the report of the Subcommittee on the Evaluation of Function of the Technical Advisory Groups (see Annex C document CIDI/CIP/doc. 23/07), the chair proposed favorable evaluation of the four current TAGs and thanked their respective chairs. On this topic the Committee subsequently approved resolution CIDI/CIP/RES. 76 (V-07).

6. Establishment of the TAGs for 2008-2009 (item 4(f) of the agenda)

Based on the report of the Subcommittee on the Evaluation of the Function of the Technical Advisory Groups, the chair proposed that the Committee approve the following four TAGs for the period 2008-2009:

- i. TAG on Logistics and Competitiveness (formerly Port Operations), chaired by Mexico. The Committee subsequently approved resolution CIDI/CIP/RES. 77 (V-07).
- ii. TAG on Port Security (formerly *Seguridad Portuaria* in Spanish) chaired by the United States. The Committee subsequently approved resolution CIDI/CIP/RES. 78 (V-07).
- iii. TAG on Navigation Safety, chaired by Argentina. The Committee subsequently approved resolution CIDI/CIP/RES. 79 (V-07).
- iv. TAG on Environmental Port Protection, chaired by Venezuela. The Committee subsequently approved resolution CIDI/CIP/RES. 80 (V-07).

Presentations on the areas of priority of the 2008-2011 CIP Action Plan (item 11 of the agenda)

1. Port Development (item 11(a) of the agenda)

Minister Pedro Brito, delegate of Brazil and chair of the meeting, made a presentation on "Port Development Projects in Brazil." He explained in broad terms the model that his country was applying and that there was a successful application of that model in the port of Santos, where a new team had taken over management. A similar process was about to occur in Rio de Janeiro in the next few days, and it would happen in other ports in the next few months. He noted that early in 2007 a Ministry of Ports was established to provide advice directly to the Office of the President of the Republic on drafting of policies and guidelines for ports handling rapidly growing international traffic, and in order to build on the positive effects of the 1993 law on ports. He said that the latter had resulted in significant breakthroughs such as the breakup of the state monopoly, the transfer of operations to the private sector, better representation with the inclusion of local and state representatives on the port administration councils and the inclusion of representatives of economic and social agents on the port administration organs, and the use of workers for multiple purposes. He said that the current challenges were the application of a national port policy that seeks to consolidate the regulatory framework in order to attract public and private investment; the application of result-based management in the port administrations and in specific activities such as dredging; the

acceleration of the concession process; the encouragement of coastal trade; and the implementation of a national plan of water logistics with the assistance of the National Water Transport Agency (ANTAQ). He illustrated the previous points by providing additional detail, including some activities still being considered, such as: allocation of parts of port tariff revenue to pay for dredging, and consolidation of dredging in packages in order to get better prices; the establishment of integrated centers to consolidate and expedite the action of the various public agencies (health, customs, police, etc.) involved in cargo shipment; the achievement of financial viability of port corporations; the elimination of labor down time; the elaboration and application of zoning plans to shape port-city relations; and the development of logistical activities and business to supplement the port sector. See information document CIDI/CIP/Inf.1/07.

Mariano Navas, President of Ports of the State of Spain, began his presentation on “The role of ports in international trade” by pointing out two significant trends for the port sector from world trade statistics: trade, and ergo shipping, is growing faster than production (8% compared with 4% in Spain’s case), and the fluctuation in demand caused by trade and shipping is also greater than that caused by production. He added that this pattern poses a rather difficult challenge where port supply is extremely rigid. He then reviewed the factors sparking world trade in general merchandise cargo, including economic factors (such as the location of production in dynamic producer centers in the Far East and others being built in Eastern Europe, consumption centered in North America and Western Europe, and the continued shift of productive activity in search of competitive advantage such as tax breaks), marketing factors (consisting of policies of trade opening in many developing countries that have broken down relatively high customs tariff barriers, the opening of markets, and the surge produced by the use of e-trade), and transportation factors (resulting from economies of scale, ever larger ships with lower operation costs, and economies of the environment with shipping companies that venture into land transport and are part of conglomerates with interests in sectors such as energy, telecommunications, banking, etc.). He discussed the importance of market opening on fluctuations in traffic. He noted, for example, the existence of asymmetrical tariff barriers and the sporadic nature of the World Trade Organization’s efforts to restore the multilateral agenda, and also more permanent factors that have altered the port management panorama: the pre-eminence of cargo owners with their demands for on-time delivery, at minimum cost, with quality, regularity, punctuality, security, and flexibility established in advance; the corporate concentration of these clients as shown by the example of the auto industry, which is concentrating and enlarging its plants, which forces concentration of auto parts suppliers and lowers distribution costs because several manufacturers share the same concessionaire, which maintains a presence in huge markets. He noted the importance of contracting out or outsourcing of activities of suppliers of inputs and distributors of products in many industrial corporations, especially those of medium size. Thus the so-called supply operators consolidate large volume for transportation and gradually assume a dominant role as clients in the ports, becoming the ones who decide the routes to be followed for their cargos. He said the average supply chain cost is 9% of a product’s value and that as this activity matured and became more complex, the reasons that the manufacturers say justified outsourcing and the consequent growth of the supply operators were reduced freight rates, flexibility in the company’s staffing, better service, increased productivity, and quicker reaction to market changes. He concluded by saying that ports must adapt their trade policy to give proper attention to this emerging port client, eliminating exclusive niches that produce inefficiency and inflexibility such as labor monopolies, and stimulating value-added activities, such as stock control and flow management, based on service to vehicle cargos duly supported by information flows. See information document CIDI/CIP/Inf.2/07.

D. Second Plenary Session

The session began at 4:30 p.m. on Wednesday, September 12, 2007, chaired by Gastón Silbermann, First Vice Chair of the meeting and delegate of Uruguay. It addressed the following agenda topics:

Presentations on the areas of priority of the 2008-2011 CIP Action Plan (item 11 of the agenda)

1. Competitiveness and Logistics (item 11(b) of the agenda)

José Serra of Brazil's Special Secretariat for Ports made a presentation on "Result-based port management." He gave a detailed explanation of the legal basis for the result-based port management in the country and noted the sharing of this concept with the countries of the Organization for Economic Cooperation and Development (OECD). He defined result-based management as that which goes beyond mere resource management to replace it with management that achieves immediate, tangible, and quantifiable results or at least qualitative impacts perceived by those who receive the service provided by the company. He said that management by objective is introduced in the company's strategic planning process and as such is measured by a series of operational indicators with varying degrees of precision (for example, tons of cargo each month per meter of wharf, turnaround time for ships, number of crane movements per hour, dispatch of 80% of the import containers in no longer than three days, service to 90% of the trucks with export containers in no longer than 30 minutes), financial indicators (such as revenue per ton moved), administrative indicators (such as the number of jobs generated per year, absenteeism from work), and commercial indicators (such as the value of monthly exports per port). He explained that the new port administrations will probably use this management technique and that there has already been a study to compare the quality of service provided by 18 ports consolidating a number of indicators on a single scale from 1-10. In closing, he said that application of this technique will help enable ports to provide service more consistent with the users' needs. See information document CIDI/CIP/Inf.4/07.

Pascal Ollivier of SOGET, the consulting firm for the port of Le Havre, France, began his presentation, "Security and facilitation in the supply chain," recalling that the cost of closing ports on the west coast of North America is US\$2 billion per day. He used this figure to stress the magnitude of the losses that could result from interruption of the supply chains that pass through the ports. He noted the growing complexity of managing these chains because of the proliferation of multilateral regulations (such as the customs standard framework) and other measures in effect (such as the 24-hour rule for container traffic destined for the United States). Mr. Ollivier looked at the future evolution of those regulations, citing physical inspection of all containers en route to the United States starting in 2011, and the European Union's definition of authorized economic operator for parties involved in the international movement of goods starting in 2008. He said that ports must have adequate operational tools in order to remain competitive, and he proposed, among other actions, the implementation of community systems for management of the cargo paper trail. He explained that these systems would permit the exchange of data on transportation and international trade of goods with adequate security and confidentiality. He added that the "Cargo Community System" (CCS), developed and implemented in the port of Le Havre with the cooperation of the various members of the port community had been useful for nine other

ports in three countries and could also be beneficial in the ports of the hemisphere. See information document CIDI/CIP/Inf.3/07.

Julián Maganto, of Ports of the State of Spain, began his presentation on “Rail-port interface” by noting the modest share of the rail market in Spain’s port system, only 2% of the 410 million tons handled in 2006, and the general downward trend observed for several years. He said that in some circumstances, in cases of large volume and great distances, that percentage was slightly higher, as occurred in the ports of La Coruña and Málaga for coal and clinker respectively, and that although there were fluctuations in the high and low total annual volume, these almost always evened out over a period of several years, with the abovementioned general downward trend. After analyzing port investments planned for the medium term, and finding them adequate for anticipated traffic, and noting a similar situation with regard to investments for land approaches to ports, he said it is hard to obtain hard statistics needed to undertake adequate planning of the rail supply. He pointed out general merchandise traffic is currently limited to the dry port of Madrid, which has services that connect with Barcelona, Bilbao, and Valencia. He explained that the European Union’s policy of opening up the rail market involves separation of the service operator and the infrastructure provider is inadequate for strengthening Spain’s system. In closing, he appealed for compatibility of the infrastructure aspects (improvement of the rail network within the ports), operational aspects (improved rail network access to terminals and services for combining trains), and structural aspects (open communication between rail-port infrastructure administrators and service operators), of the port and rail communities to enable greater participation of this mode of transportation in port traffic. See information document CIDI/CIP/Inf.5/07.

Fernando Fialho, of the National Water Transport Agency (ANTAQ) of Brazil, made a presentation on “Prospects for private terminals in Brazil.” He explained that his agency is responsible for government regulation of water transport so it covers private companies that operate port terminals as well as shipping companies, aspects of providing federal port infrastructure in cooperation with the Ministry of Transportation, and the process of improving management of port authorities in cooperation with the Secretariat for Ports. He recalled that his country’s foreign trade had doubled since 1997 to US\$229 billion, and that the growth exercised strong demand for expansion of existing port infrastructure. In fact, container traffic is expected to reach 7.5 million TEU in 2010. He added that the scarcity of public funds was not a barrier to that expansion, because private investment, in many cases from investment funds, has been playing a significant role, with projects underway valued at US\$750 million. He said that this investment was not limited to bulk terminals, the traditional private sector activity whose 127 terminals moved 411 million tons in 2006, but also included container terminals in public ports. In conclusion, he described investments being executed in the ports of Santos and Aracruz and the new terminals of Navegantes and Itapoá, adding that those investments are governed by the Port Law 8630 and resolution 55 of ANTAQ, and that they will maintain the country’s export capacity. See information document CIDI/CIP/Inf.6/07.

Francisco Pastrana, of the General Ports Directorate of Mexico, gave a presentation on “Competitiveness and logistics” and noted that the concentration and explosive growth of production in Asia forced ports to take a global view of logistics, and this, together with the lowering of the cost of maritime shipping in containers, underscored the high cost of land transport. Specifically, he mentioned the higher cost of land transport by using the ports of Manzanillo and Lázaro Cárdenas instead of Long Beach. He cited statistics to the effect that the logistics cost as a percentage of product value for OECD countries was 9%, and that in various

countries of the hemisphere it far exceeded that percentage. He therefore urged the ports to strive for efficiency, security, and competitiveness, not only in activities within the ports themselves but also in those carried out in the supply chains used to move the cargo to its destination. He added that quality plans should be implemented in the port facilities with the contribution of the port community in order to ensure standards of service to clients and reflect the port's role as an intermodal hub, and that the port community's action could be helpful for expediting services in supply corridors. In closing, he appealed for agreements on competitiveness that would include such factors as proper coordination among the various federal authorities (customs, health, etc.) for the provision of services, and the planning and financing of infrastructure with public and private funds. See information document CIDI/CIP/Inf.7/07.

E. Third Plenary Session

The session began at 9:00 a.m. on Thursday, September 13, 2007, chaired by Gastón Silbermann, First Vice Chair of the meeting and delegate of Uruguay. It addressed the following agenda topics:

Report on the fulfillment of the CIP Action Plan, 2004-2007 (item 5 of the agenda).

The Secretary of the CIP presented the report (see document CIDI/CIP/doc. 9/07), explaining that the Action Plan's four central objectives were reached, and that in general terms the plan was executed satisfactorily with the participation of the Member States, national and international organs and institutions, and the support of the CIP Secretariat. He also highlighted the establishment of inter-American port dialogue, which was carried on through a total of 27 meetings, of which three were Committee meetings, three were Hemispheric Conferences, five were Executive Board meetings, and 16 were those of the advisory organs, the TAGs. He reported that evaluation of the plan's 14 priority interest sectors showed the following levels of fulfillment: (i) *Very satisfactory for the areas of:* port reforms and modernization, integral port security, excellence in port management, costs and port tariffs, development of human potential, and international cooperation. This is due, in large measure, to domestic development policies and the international commitments made to fulfill provisions and standards for universal implementation. However, he stressed that this does not imply that the Action Plan's objectives in those areas were fully achieved. The Secretary explained that major activities in all of them remain to be carried out, so he recommended continued strengthening of the effort in the coming years. (ii) *Satisfactory for the areas of:* State oversight and participation, strategic port planning, port environmental protection, port facilitation and the logistical chain, ports and the tourism industry, port technology, and city-port relations. In all these areas the Secretary recommended that the Member States step up efforts and allocate additional resources to generate a higher level of activity in the coming years. (iii) *Unsatisfactory for the area of:* development of river and lake ports. The Secretary recommended that the Member States evaluate the advisability of including this area of interest in their next Action Plan without greater political and technical support. The Committee subsequently approved resolution CIDI/CIP/RES. 81 (V-07).

Report on the First Special Meeting of the CIP (Algeciras, Spain) (item 7 of the agenda)

The Chair of the CECIP reported that the meeting took place May 17 to 19, 2006, with the following objectives: to strengthen port and trade relations between the Americas and Spain, to begin a port dialogue and exploration of business and investment opportunities in the port sector of the participating countries, and to identify technical areas of the port sector of common interest in order to generate future activities of cooperation and collaboration. He said that the ambitious program was successfully carried out and drew a large number of participants and several observers. Nineteen OAS Member States made presentations on their national projects and portfolio of investments for modernization of their port systems. The delegate of Spain also called attention to this event and the results achieved. The resolutions adopted reflect, among other things, considerable strengthening of the port dialogue with the European Union and a deep gratitude to Spain for its significant contribution for the holding of the meeting. See document CIDI/CIP/doc.14/07.

Report on the Second Hemispheric Conference on Port Security (Puerto La Cruz, Venezuela) (item 8 of the agenda)

The delegate of Venezuela, Katherine Bogadi, reported on the Conference, which was held October 24 to 27, 2006, in Puerto La Cruz, Venezuela. She noted the participation of 18 Member States in the conference, as well as several international organizations, including AAPA, ECLAC, IIDM, and IMO. She highlighted presentations on the result of implementation of the ISPS code, the various institutional frameworks adopted by the countries for its implementation, maintenance and improvement of security standards, the impact of costs involved in security depending on the size of ports and the kinds of traffic handled, and the need to harmonize the requirements in different regions. In closing, she emphasized the useful networking that occurred during the conference among the various parties responsible for port security in the hemisphere. See document CIDI/CIP/doc.15/07.

Report on the First Hemispheric Conference on Environmental Port Protection, Panama (item 9 of the agenda)

The delegate of Panama from the Maritime Authority of Panama (AMP), Zoila Yanisselli, referred to the broad representation of environmental experts at the conference, which was held from April 10 to 13, 2007, in Panama City, Panama; the high caliber of the papers presented, which described the various legal structures that support environmental protection activities, including those in ports; the techniques used for determination of the environmental impacts on water, land, and air and procedures; and the techniques used by various port administrations for environmental mitigation. In closing, she expressed her satisfaction with the conclusions and recommendations presented by the AMP, which the delegates supported and forward to the CIP to prepare in a suitable format and adopt as a draft declaration of Panama on environmental port protection. On this point the meeting later approved resolution CIDI/CIP/RES. 85 (V-07). See document CIDI/CIP/doc.16/07.

Report on the state of the Agreement on Cooperation and Mutual Assistance between Inter-American Port Authorities (item 12 agenda)

The Secretary of the CIP recalled that the Committee's second meeting, held in San José, Costa Rica, in September 2001, approved the Agreement on Cooperation and Mutual Assistance between Inter-American Port Authorities, which is a valuable tool for promoting cooperation in all areas of the port sector for development of ports in the hemispheric system. He said it was advisable to give special impetus to the implementation of this collaborative

mechanism, to ensure that optimal advantage is taken of its benefits and that its fundamental objectives are met. He said that as of that date 19 Member States had agreed to be bound by the agreement and only four (Argentina, Ecuador, Mexico, and Peru) had deposited instruments of ratification with the OAS Secretariat. He mentioned that the Department of International Legal Affairs of the OAS General Secretariat had observed that there were certain deficiencies in the notes of accreditation presented at time of signature by the representatives of Antigua and Barbuda, Chile, Colombia, Costa Rica, Guatemala, and Paraguay, and it is necessary for those six Member States to correct them and present them to the OAS Secretariat. In closing, the Secretary noted that the agreement had not yet been signed by Bolivia, the Dominican Republic, El Salvador, Haiti, Nicaragua, Panama, Suriname, Trinidad and Tobago, and Uruguay, and he urged those Member States to do so. On this point the meeting later approved resolution CIDI/CIP/RES. 83 (V-07). See document CIDI/CIP/doc.7/07.

Inter-American Committee on Ports (CIP) Action Plan 2008-2011 (item 10 of the agenda)

The Secretary of the CIP briefly described the plan's six proposed strategic priority areas (cargo services; vessel services; legislation on port administration, economic regulation, and the implementation of labor agreements; protection of facilities and ports; port and related investments; and port environment and sustainable development) that had been submitted in a first draft of the document in October 2006 during CECIP's first special meeting. He then explained the process of preparing the document under consideration and the official distribution of the first version at the end of 2006 to all Member States for them to make comments thereon by the end of March 2007. He said the deadline for comments was extended to May 31, and seven comments were received from the United States, Guatemala, Honduras, Peru, Uruguay, Venezuela, and the Iberia-American Institute of Maritime Law (IIDM). After that date written comments were received El Salvador and verbal comments from Brazil. On this point the meeting later approved resolution CIDI/CIP/RES. 82 (V-07) with an express reservation by the delegations of Ecuador, Nicaragua, and Venezuela regarding the introductory paragraph on integration schemes. See document CIDI/CIP/doc. 12/07.

Presentations on the areas of priority of the 2008-2011 CIP Action Plan (item 11 of the agenda).

1. Port environmental sustainability and port-city relations (item 11(c) of the agenda)

Alex Oliva, of the Inland Navigation Superintendence of ANTAQ, Brazil, gave a presentation on "Linkage of Brazil's waterways with Latin America" and presented an integrationist vision based on shipping on navigable waterways. He recalled that Brazil has 65,000 km of highways and 30,000 km of railroads, while the natural navigable water network is 27,000 km and could be extended by an additional 15,000 km. He gave an overview of Brazil's main river basins—the Amazon, Paraná, Tieté-Paraná, Tocantins, and San Francisco—and noted the potential for developing north-south routes to compete with the predominant highway traffic in the country. He attached even greater importance to the potential integrating effect of the Amazon hub envisioned in the Initiative for Integration of Regional Infrastructure in South America (IIRSA) to link the east and west coasts of South America along the equator and the north-south South American connector that would link the Orinoco and River Plate basins by executing three projects: improvement of some sections of the Casiquiare canal in

Venezuela, the addition of locks at the dams planned at Jirau and Santo Antonio in Rondônia (Brazil), and the construction of locks to link rivers of the Amazon basin (Alegre and Guaporé) and River Plate basin (Aguapei, Jaurú, and Paraguay). See information document CIDI/CIP/Inf.8/07.

João de Sousa of the Association for the Cooperation of Ports and Cities (RETE) began his presentation on “City and port development: the Lisbon success story” with a brief description of RETE, which was established in 2001 with Portuguese, Spanish, and Italian members for the purpose of improving the interface among actions undertaken by cities and ports. In the case of Lisbon he noted that the metropolitan area includes 18 municipalities with an area of 3,128 km² (equivalent to 3.3% of the territory) and a population of 2.6 million (approximately one-fourth of the country’s population), which is responsible for about one-third of the economic activity (36% of GDP). The port handles international and island traffic totaling 12.6 million tons of bulk solids and liquids as well as general merchandise, from a large area that is 25 km long and varies from 2 to 14 km in width, located on the shores of the Tajo river estuary. He described some of the completed projects to revitalize and convert the areas that had become obsolete for traditional maritime traffic: a shipyard in Rocha Conde de Obidos, the pier in Santo Amaro, warehouses for the cruise ship terminal in Santa Apolonia, river tours in Junqueira etc. He explained the considerable impulse given the revitalization process by EXPO 98, which applied a financial model of self-sufficiency based on private investments with government guarantees, which used zoning to identify areas for residences, entertainment, businesses, and services (museums, hospitals, schools, stadiums, etc.). In this case the areas were removed without compensation from port activity and turned over to a corporation with public capital for purposes other than maritime transport. See information document CIDI/CIP/Inf.9/07.

María Isabel Fernández, of the National Port Commission of Guatemala, presented a paper on “Green code of conduct for port management in Central America.” She explained that the idea of the code surfaced in 2000 at a meeting of port corporations that was considering the environmental effects of port activity and becoming aware that the problem was not limited to ports, but also involved maritime and land transport. Given the diversity of views and the environmental impacts, it was decided that the code should be of voluntary application and follow some basic principles such as those expressed in the slogans “the polluter pays” and “shared but differentiated responsibility,” and include the concepts of prevention and flexibility. The code contains five sections to cover the following 10 environmental topics (the decalogue): port development at sea, water quality, dredging provisions, air pollution, port development on land, soil contamination, loss and degradation of habitat, traffic volume, and industrial spills. The code encourages cooperation among different members of the port community (port, maritime, and environmental authorities; operators of port and maritime services; port workers; the local community; and other civil society organizations) in a broad gamut of areas, such as piers, shipyards, warehouses, etc., to establish environmental audits in 14 Central American ports with annual movement of 86 million tons and 9,500 ships, where traffic is growing at an annual rate of 7%. See information document CIDI/CIP/Inf.10/07.

Antonio Ferreira Netto, of Brazil’s Special Secretariat for Ports, began his presentation on “Port health contingency plans” by explaining that globalization has brought among other problems the rapid spread of diseases, hence the need to develop plans for addressing health risks to the population in key areas of the territory, such as ports. He said this is being done taking into account the recommendations issued by multilateral and Pan American health

organizations and is supplementing the traditional labor health and safety areas covered by agreements of the World Labor Organization. He noted the high mortality rate from some viruses such as the H5N1 “bird flu” that have a potential mortality rate of 60% in seven days, and the need to have contingency plans for countering these threats. He reported that the national plan had been broken out into plans for each port (10 so far), covering alert levels from one to six (pandemic), with clear assignment of responsibilities for the organizations involved, and that they were in the process of acquiring the necessary equipment for those organizations and training for personnel in charge of implementing the plan and workers in general. See information document CIDI/CIP/Inf.11/07.

F. Fourth Plenary Session

The session began at 4:30 p.m. on Thursday, September 13, 2007, chaired by Gastón Silbermann, First Vice Chair of the meeting and delegate of Uruguay. It addressed the following agenda topics:

The Panama Canal Master Plan (item 6 of the agenda)

Rodolfo Sabonge, of the Panama Canal Authority, recalled in his presentation on “The Panama Canal Master Plan” that Asia and North America account for two-thirds of global economic growth and that container traffic is the fastest-growing segment of trade with increasing participation of the post-Panamax ships. He noted the infrastructure constraints in the United States for adequately handling this traffic, and the high percentage of logistics costs in several hemisphere countries, which are well above the OECD average of 9%. He pointed out the widely varying importance of the Canal for exports from the hemisphere countries (34% of Chile’s exports, 19% of U.S. exports, and only 1% of Brazil’s exports). He then described the Canal expansion project that was approved in a referendum by 78% of the voters; work commenced officially on September 3, 2007 and should be finished in 2014 to mark the centennial of the Canal’s inauguration. He explained that the most important contracts are the ones for excavation and dredging for construction of the third set of locks and deepening of the navigation channels in Gatún Lake, for which he gave details of the amounts and timelines for execution (for example, the lock contracts will be let in December 2008). He stressed Panama’s role as a facilitator of world trade, a transshipment and logistics center rivaled by very few in other continents, with sufficient installed port capacity to handle container traffic. He added that there are a series of supplementary but no less important services such as the intermodal rail service for container traffic, the existence of an oil pipeline and refining capacity on the isthmus, and the operation of a free zone and banking center that all combine to make the country a center for international trade in the hemisphere. See information document CIDI/CIP/Inf.12/07.

Ricardo Sánchez, of ECLAC, presented the topic “Economic and logistical impact of expansion of the Panama Canal on navigation and foreign trade.” He said that container ships account for nearly 50% of Canal transits and are the largest share of the business; that the Canal plays a vital role in the foreign trade of the countries on the west coast of South America, for which the cost of transits represents in most cases between 0.5 and 2% of product value; and that the volume of cargoes to and from that coast represent one-fifth of the annual tonnage that transits the Canal. He then reviewed the growth of container traffic in hemisphere ports, noting the considerable annual variation with a general trend of growth, which he said was 4% per year in North America, 6% in the Caribbean, and 9% in South America. He recalled the substantial increases in productivity achieved in several hemisphere ports as a result of reforms

made in the last decade, and concluded that higher productivity rates could be achieved through greater coordination among the economic and social agents of the ports' public and private sectors, and that it would be desirable to promote the concept of port community for that purpose. In closing, he commented on the close connection between maritime transport deriving from the Canal, port services, and auxiliary industries, and the benefits that the situation offers for stimulating international trade of the hemisphere nations. See information document CIDI/CIP/Inf.13/07.

Election of the CIP Executive Board for 2007-2009. Election of the chair and vice-chairs and establishment of the subcommittees of the new Executive Board (item 13 of the agenda)

The Subcommittee on the Electoral Process, chaired by El Salvador and composed also of the Bahamas and Canada, proceeded to carry out the electoral process for election of 15 Member States to CECIP for 2007-2009. The Executive Board members chosen were: Argentina, Barbados, Brazil, Chile, Dominican Republic, Ecuador, El Salvador, Guatemala, Jamaica, Mexico, Panama, Peru, United States, Uruguay, and Venezuela. See document CIDI/CIP/doc.26/07. The new Executive Board subsequently elected the following officers from among its members: Mexico as Chair, and as Vice Chairs: Barbados, El Salvador, United States, and Uruguay. On this point the meeting later approved resolution CIDI/CIP/RES. 74 (V-07).

In addition, at the proposal of the Chair-elect, the following 11 subcommittees of CECIP were created for the 2007-2009 term: (i) Subcommittee on Policy and Coordination, (ii) Subcommittee on Cargo Services, (iii) Subcommittee on Vessel Services, (iv) Subcommittee on Port Protection, (v) Subcommittee on Environmental Port Protection, (vi) Subcommittee on Port Investments, (vii) Subcommittee on Port Legislation, (viii) Subcommittee on Port Planning and Management, (ix) Subcommittee on Statistics, Costs and Tariffs, (x) Subcommittee on Port Development for Cruise Ships; and (xi) Subcommittee on the Participation of Women in Port Affairs of the Hemisphere. The meeting later approved resolution CIDI/CIP/Res. 75 (V-07).

G. Fifth Plenary Session

The session began at 9:00 a.m. on Friday, September 14, 2007, chaired by Gastón Silbermann, First Vice Chair of the meeting and delegate of Uruguay. It addressed the following agenda topics:

CIP Magazine: Report on its state and establishment of the editorial committee (item 15 of the agenda)

The Secretary invited the delegates to consider document CIDI/CIP/doc.13/07, which proposed two alternatives for the editing, publication, and distribution of CIP Magazine for the 2008-2009 period: (i) continue with the services of Latin Trade Media Management (LT) for the 2008-2009 period with the scale of compensation as specified in the document; or (ii) open as soon as possible public bidding for the editing, publication, and distribution of CIP Magazine for the 2008-2009 period. In view of the good quality of the product and the fact that LT has satisfactorily produced CIP Magazine since 2004, the plenary approved the proposal of LT and designated the following Member States to serve on the CIP Magazine

Editorial Board: Dominican Republic, El Salvador, Mexico, Peru, and Uruguay. On this point the meeting later approved resolution CIDI/CIP/Res. 86 (V-07).

Proposal for the Third Hemispheric Conference on Port Security (item 16 of the agenda)

Admiral Luis Lajara, Director of the Specialized Port Security Force (CESEP) and delegate of the Dominican Republic, invited the CIP to hold the Third Hemispheric Conference on Port Security in Punta Cana, Dominican Republic, in April 2008. He explained CESEP's mission and duties as a specialized organ of the Secretariat of State of the Armed Forces (SEFA) that in coordination with the Autoridad Portuaria Dominicana (APORDOM) combats the threats of terrorism, illegal trafficking, and piracy. The delegates thanked the delegation of the Dominican Republic for the offer and subsequently approved that proposal in resolution CIDI/CIP/Res. 90 (V-07).

Proposal for the Second Inter-American Conference on Environmental Port Protection (item 17 of the agenda)

Ruy Zibetti, of the Administração Portuária de Paranaguá e Antonina [Administration of the Ports of Paranaguá and Antonina], Paraná State, Brazil, invited the CIP to hold the Second Inter-American Conference on Environmental Port Protection in Paranaguá in 2009. He noted his state's firm commitment to topics related to sustainable development, and recalled the many examples of this in the state capital, Curitiba, which he described as the environmental capital. He reflected on the challenges of contemporary society to distinguish between non-insurable risks, such as catastrophes or pandemics, and those arising from decisions and policies adopted by societies and the need to internalize the collateral effects of those decisions. On the topic of dredging, he gave a detailed explanation of options under consideration for deepening the Galheta Canal for access to the ports, and controls in place to protect water quality and the fill in the areas reclaimed from the sea according to the current environmental rules. The delegates thanked the delegation of Brazil for its invitation through the Administration of the Ports of Paranaguá and Antonina and subsequently approved that proposal in resolution CIDI/CIP/Res. 91 (V-07).

Proposal for the First Hemispheric Conference on Port Logistics and Competitiveness (item 18 of the agenda)

Francisco Pastrana, delegate of Mexico, extended an invitation to the CIP to hold the First Hemispheric Conference on Port Logistics and Competitiveness in Manzanillo, Colima State, Mexico, in 2009. He explained that the conference, sponsored by the Office of the General Coordinator of Ports and Merchant Marine of the Secretariat of General Communications and Transportation, will afford the opportunity to exchange information and expertise regarding the situation of port logistics and competitiveness in the hemisphere and to identify strategies and mechanisms for their improvement. The delegates thanked the delegation of Mexico for the offer and subsequently approved that proposal in resolution CIDI/CIP/Res. 92 (V-07).

Proposal to designate the year 2008 of the CIP as “Year of the Port Woman of the Hemisphere” (item 19 of the agenda)

The delegates unanimously adopted the proposal to designate the year 2008 as “Year of the Port Woman of the Hemisphere.” To that effect all CIP official documents shall include that phrase.

Ninth Meeting of the Executive Board of the CIP (item 14 of the agenda)

Eusebio Vega, of the National Port Authority of Peru (APN), showed a promotional video with a message from APN President Thomas Boyle and reaffirmed the invitation to hold CECIP’s Ninth Meeting from December 2 to 5, 2007, in Lima, Peru.

Place and date of the Sixth Meeting of the CIP (2009) (item 23 of the agenda)

Carlos Borja, delegate of El Salvador, reiterated that country’s offer to host the Sixth Meeting of the CIP in 2009. The delegation of Mexico then kindly offered its country as an alternative site in the event that El Salvador is unable to host it. The plenary approved these invitations by acclamation and thanked both countries for them. On this point the meeting later approved resolution CIDI/CIP/Res. 95 (V-07).

Place and date of the Seventh Meeting of the CIP (2011) (item 24 of the agenda)

The Secretary recalled that in accordance with articles 5 and 7 of its Rules of Procedure the CIP normally meets every two years, and according to precedent it was time to select the site for the Seventh meeting in 2011. The Chair offered the floor to Captain Hopeton Delisser, delegate of Jamaica, who offered his country as host of the Seventh Meeting of the CIP. The delegates thanked the delegation of Jamaica for the offer and subsequently approved that proposal in resolution CIDI/CIP/Res. 96 (V-07).

Presentations on the areas of priority of the 2008-2011 CIP Action Plan (item 11 of the agenda).

1. Other factors for achieving port efficiency and competitiveness

Emilio Aliaga, of the Port Authority of Valencia, Spain, presented the topic “Model for port quality management.” He recalled that the genesis of the model was a study done by the Corporación Andina de Fomento (CAF) in 2001 to improve competitiveness in the Andean community, which identified endogenous factors (deepwater ports, specialized piers, maneuvering rate, turnaround time of vessels and cargos in ports, etc.) and exogenous factors (location of the port, nature and volume of traffic, size of the vessels, etc.) that affect competitiveness. It was decided to adopt the model in use in the Port of Valencia, the guarantee mark, to overcome deficiencies arising from the endogenous factors. He then gave an overview of the guarantee mark as used in Valencia and applied to the port community, injecting a culture and discipline of service to a common client and transparency in the market mechanisms. He explained the function of the symbol, which enables a client to easily identify those companies and organizations that provide services in accordance with efficient procedures and meet pre-set standards (for example, shipment of a container on the designated ship, delivery of the container by the established deadline), and are willing to be penalized in the event of noncompliance (reimbursement of up to 15% of the port fees for failure to satisfy

the dockage guarantee, from \$20 to \$75 for failure to satisfy the guarantee for shipment and delivery, etc.) and the screening done by the Quality Council. He reported that since 2003 this has been applied in five ports (Buenaventura, Cartagena, Callao, Guayaquil, and Puerto Cabello) and other ports have expressed interest in joining the project, which was projected to end in 2007. See information document CIDI/CIP/Inf. 17/07.

Luis Garcia, of Brazil's Ministry of Transportation, made a presentation on "River Ports in Brazil: Guidelines and strategies for their development." He described the country's ports, starting with a summary of the rivers on which they are located and continuing with a detailed explanation of their great number and diversity, which ranges from primitive terminals and shallow depth solely for domestic river traffic of passengers and freight in small vessels, to terminals that handle more substantial traffic in convoy barges up to 280 meters long, and even deepwater port terminals with specialized installations for bulk shipment on oceangoing vessels, such as in Santarém. After sharing traffic forecasts for substantial growth in the volume to be transported by river in the next few years, he appealed for more flexible legislation to speed up river port investment in order to promote this as yet underutilized means of transportation. See information document CIDI/CIP/Inf. 14/07.

Alejandro Avalos, of the Office of the General Coordinator of Ports and Merchant Marine in Mexico, made a presentation on "Development of cruise ship terminals: Mexico's experience." He said that the combined maritime-port sector provided 291 thousand jobs, of which 5% were generated by the cruise ship segment, more than 50% by commercial ports, and the rest from industrial, oil, or fishery ports. He said that the global cruise ship industry had served 12 million tourists in 2006, and had grown at a rate of 8%, which is twice as great as the growth of tourism in the world. He recalled that the Caribbean accounts for half of world cruise ship traffic, with the market dominated by three lines—Carnival, Royal Caribbean, and Star—that represent nearly three-fourths of the market. He noted the following Mexican coastal areas dedicated to cruise ship business: the Western Caribbean and the Gulf of Mexico; the Mexican Riviera, closely linked to the routes that traverse the Panama Canal; the Sea of Cortez, which uses ships displaced from Alaska for the winter; and the southwestern part of North America, including California and Baja California. He reported that 13 piers were under construction and the sector would probably have to be strengthened, reducing the diversity of management in the Mexico's tourism terminals—many of which are still transit ports—upgrading them to standards in other latitudes in which cruise lines and private investors develop base ports. See information document CIDI/CIP/Inf. 15/07.

José Carlos Amorim, of the Military Engineering Institute of Brazil, began his presentation on "Improving dredging in Brazil" by noting the importance of dredging, saying that each additional meter of depth translates into seven to nine thousand tons more cargo carried by the vessel. He then summarized the principles of dredging, capital, maintenance, equipment used for the work, and the Brazilian legal framework for planning, executing, and following up on the results of dredging, including the decision on how to use the zones chosen for dumping dredged material. He described the analysis of the chemical, physical, and biological characteristics of dredged material that must be considered before starting work, and reflected on the implications of the resolutions of the National Council on the Environment (CONAMA) for classification of dredged matter as toxic. He proposed flexible application of the regulations and the establishment of a national database that would permit dredging management better suited to the country's needs. See information document CIDI/CIP/Inf. 16/07.

Other matters (item 25 of the agenda)

1. Strengthening of the Inter-American Committee on Ports of the Organization of American States (topic 25(a) of the agenda)

Mario Montemurro, delegate of Uruguay, presented the proposal for strengthening the CIP by raising its position in the organizational structure of the OAS General Secretariat. He explained the political, technical, economic, and financial rationale and recalled that maritime and river transport and ports are indispensable elements for strengthening trade to stimulate the Member States' development, so decisions regarding them should be made at the highest level. In this regard he appealed to the port authorities of the Member States to apprise their ministries of foreign affairs of this matter and seek their support to present and approve the proposal in the OAS General Assembly. To that end, the Secretariat of the CIP was instructed to take steps with the OAS General Secretariat to implement aforesaid change of regulatory status and to inform the Executive Board at its regular meetings of progress made in this regard. The Committee subsequently approved resolution CIDI/CIP/Res. 94 (V-07).

2. Solidarity with Nicaragua (item 25(b) of the agenda)

The delegation de Ecuador reported the heavy toll in human lives and infrastructure from Hurricane Felix, especially the facilities of the Administración Portuaria de Puerto Cabezas (APPC) of the Empresa Nacional Portuaria (EPN). In this regard it proposed a resolution of solidarity to urge the Member States to provide assistance to the port authority of the Republic of Nicaragua in various ways as may be appropriate for overcoming the negative impacts of this phenomenon, especially in Puerto Cabezas. The delegation of Nicaragua thanked the delegation of Ecuador and the other delegations for their solidarity in response to the damage suffered from Hurricane Felix. The Committee subsequently approved resolution CIDI/CIP/RES. 87 (V-07).

3. Relations between the CIP and ECLAC (item 25(c) of the agenda)

The Secretary of the CIP referred to resolution CECIP/RES. 15 (VII-05), which establishes the need to create joint programs between the CIP and ECLAC. He explained that the port community of the hemisphere has shown great interest in the CIP carrying out joint actions involving both organizations, as well as other international and regional organizations. He also said that joint actions and the exchange of experiences are mechanisms to enrich the activities of the two organizations. He recommended giving greater emphasis to the joint program agreed upon between the CIP and ECLAC, particularly by: (i) developing statistics; (ii) conducting seminars and conferences; and (iii) studies, informational documents, and other port and maritime matters. Subsequently, in resolution CIDI/CIP/RES. 84 (V-07), the Committee instructed the CIP and ECLAC to prepare a cooperative work plan for 2008-2009.

4. Amendment of the Rules of Procedure of the CIP

The Secretary of the CIP referred to the Secretariat's report for 2006-2007 and noted that Articles 5(e) and 87 of the Rules of Procedure of the CIP authorize the Committee to propose amendments to its Rules of Procedure and establish the procedure for their approval. He explained the need to amend Article 84.2 of the CIP Rules of Procedure, giving the rationale for the amendment of the "Special Port Program" Specific Fund to "CIP Port

Program” Specific Fund, and the “Emergency Port Program” Specific Fund” to “Technical Advisory Groups” Specific Fund. To that end he proposed amending Article 84.2 of the Rules of Procedure as follows: The General Secretariat shall establish the “CIP Port Program” Specific Fund with contributions primarily coming from port authorities. Contributions to this program are mandatory for Member States. The Executive Board may limit the benefits from projects and activities financed from those resources to Member States that fail to contribute to the above-mentioned program. Additionally, a “Technical Advisory Groups (TAGs)” Specific Fund shall be established with contributions primarily coming from associate members. Contributions are mandatory and the Technical Advisory Group may limit the benefits to the associate members that fail to contribute to this fund. The committee subsequently adopted resolution CIDI/CIP/RES. 93 (V-07) with this text.

H. Sixth Plenary Session

The session began at 3:00 p.m. on Friday, September 14, 2007, chaired by Gastón Silbermann, First Vice Chair of the meeting and delegate of Uruguay. It addressed the following agenda topics:

Consideration of draft resolutions (item 26 of the agenda)

The Chair submitted 24 draft resolutions, which were approved unanimously. Their text is presented in section VIII of this report.

I. Closing Session

The session began at 6:00 p.m. on Friday, September 14, 2007. The CIP Secretary, Carlos M. Gallegos, opened the session by thanking the delegates for their dedication in completing the extensive agenda and reaching agreements that will enable the CIP to continue to make a meaningful contribution to improving the hemisphere’s ports. He also expressed his appreciation to the hosts for their excellent organization of the event. Finally, Carlos La Selva, Undersecretary for Planning and Development of the Special Secretariat for Ports of Brazil, expressed his satisfaction with the work accomplished, citing the quality of the resolutions adopted; his appreciation for having received such distinguished delegates and the good will to continue working with the CIP; and his wishes that the foreign and Brazilian participants have a pleasant return to their homes. He then declared the meeting adjourned.

J. Meetings of the Subcommittees

Reports of the Subcommittees established for this meeting (item 20 of the agenda)

1. Subcommittee on the Evaluation of the Technical Advisory Groups (item 20(a) of the agenda)

This subcommittee met twice, chaired by Mario Montemurro, delegate of Uruguay, on Wednesday, September 12, 2007, at 2:30 p.m. and Thursday, September 13, 2007, at 3:00 p.m. Its report appears as Annex C of this report.

2. Subcommittee on Budget and Finances (item 20(b) of the agenda); State of projects: CIP Port Program and TAG, 2006-2007 (item 21 of the agenda); and Budget for the CIP, 2008-2009 (item 22 of the agenda).

This subcommittee met twice, chaired by Andrés Rengifo, delegate of Chile, on Wednesday, September 12, 2007 at 3:15 p.m. and Thursday, September 13, 2007 at 3:00 p.m. In the course of its working meetings, the subcommittee evaluated document CIDI/CIP/doc. 7/07 “Financial Statement of the Projects of the CIP 2006-2007.” The subcommittee approved the document and subsequently the Committee approved resolution CIDI/CIP/RES. 88 (V-07) on the subject. In addition, this subcommittee considered document CIDI/CIP/doc. 11/07 “Proposal for the Budget 2008-2009.” The subcommittee recommended maintaining the amount of US\$6,000 as the annual contribution from the port authorities of the Member States to the CIP Port Program. In addition, it recommended suspending as of July 1, 2008, the benefits of the projects financed with resources of the CIP Port Program for all countries in arrears with their contributions for over one year, until their situation is resolved. Subsequently, the Committee approved resolution CIDI/CIP/RES. 89 (V-07). Its report appears as Annex D of this report.

3. Subcommittee on Credentials (item 20(c) of the agenda)

This subcommittee met on Thursday, September 13, 2007, chaired by Captain Hopeton Delisser, delegate of Jamaica, at 2:30 p.m. Its report appears as Annex E of this report.

4. Subcommittee on the Elections Process (item 20(d) of the agenda)

This subcommittee met in the afternoon of Thursday, September 13, 2007, chaired by Carlos Borja, delegate of Ecuador. Its report appears as Annex F of this report.

VIII. RESOLUTIONS

CIDI/CIP/RES. 74 (V-07)

MEMBERSHIP OF THE EXECUTIVE BOARD OF THE
INTER-AMERICAN COMMITTEE ON PORTS (CIP)

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The “Report of the Chair of the Subcommittee on the Electoral Process,” which contains the list of Member States comprising the new Executive Board and the results of the election of its officers (document CIDI/CIP/doc.26/07); and

CONSIDERING:

That Article 56 of the Rules of Procedure of the Inter-American Committee on Ports (CIP) establishes that the Executive Board shall comprise 15 Member States of the Organization, which will serve for two (2) years;

That, it is incumbent upon this meeting to elect the 15 Member States to comprise the Executive Board to serve in the 2007-2009 term; and

That at this meeting, the election was held for the new Executive Board and its new officers,

RESOLVES:

1. That the new Executive Board for the 2007-2009 term shall be composed of: Argentina, Barbados, Brazil, Chile, Dominican Republic, Ecuador, El Salvador, Guatemala, Jamaica, Mexico, Panama, Peru, United States, Uruguay, and Venezuela.

2. That the Executive Board elected the following officers: Mexico as Chair, and as Vice Chair: El Salvador, Uruguay, United States, and Barbados, which will carry out their functions, consecutively, for six (6) months, beginning with the regular meeting of the Executive Board of 2007, to be held in Lima, Peru, December 2-5, 2007.

CIDI/CIP/RES. 75 (V-07)

SUBCOMMITTEES OF THE EXECUTIVE BOARD OF THE
INTER-AMERICAN COMMITTEE ON PORTS (CIP)

THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That Article 67 of the Rules of Procedure of the Inter-American Committee on Ports (CIP) authorizes the Executive Board to create subcommittees in order to facilitate the work of the Committee and improve its efficiency;

That this meeting adopted the CIP Action Plan 2008 – 2011, which contains the priority action areas of the Committee; and

That the Executive Board elected for the 2007-2009 term is to implement the aforesaid Action Plan through such subcommittees as it may establish,

RESOLVES:

1. To create the following subcommittees of the Executive Board:
 - a. Subcommittee on Policy and Coordination, to be chaired by Mexico and whose Vice Chairs will be Barbados, El Salvador, United States, and Uruguay.
 - b. Subcommittee on Cargo Services, to be chaired by Brazil, and whose Vice Chair will be Mexico and members will be Barbados, Bolivia, Chile, Costa Rica, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Nicaragua, Peru, Saint Lucia, Suriname, United States, Uruguay, and Venezuela.
 - c. Subcommittee on Vessel Services, to be chaired by Argentina, and whose Vice Chair will be Jamaica and members will be Barbados, Brazil, Chile, Ecuador, El Salvador, Mexico, United States, and Venezuela.
 - d. Subcommittee on Port Security, to be chaired by the United States, and whose Vice Chair will be Guatemala and members will be Argentina, Bahamas, Barbados, Brazil, Canada, Chile, Colombia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Guyana, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, and Venezuela.
 - e. Subcommittee on Environmental Port Protection, to be chaired by Venezuela, and whose Vice Chair will be Panama and members will be Argentina, Barbados, Brazil, Chile, Dominica, Ecuador, El Salvador, Haiti, Jamaica, Mexico, Nicaragua, Suriname, Trinidad and Tobago, United States, and Uruguay.

- f. Subcommittee on Port Investments, to be chaired by El Salvador, and whose Vice Chair will be Bahamas and members will be Brazil, Dominican Republic, Guatemala, Mexico, and Venezuela.
- g. Subcommittee on Port Legislation, to be chaired by Panama, and whose Vice Chair will be Argentina and members will be Barbados, Dominican Republic, Ecuador, Uruguay, and Venezuela.
- h. Subcommittee on Port Planning and Management, to be chaired by Chile, and whose Vice Chair will be Uruguay and members will be Bahamas, Brazil, Canada, Costa Rica, Dominican Republic, Ecuador, Mexico, and Trinidad and Tobago.
- i. Subcommittee on Statistics, Costs, and Tariffs, to be chaired by Peru, and whose Vice Chair will be Chile and members will be Argentina, Barbados, Costa Rica, Ecuador, El Salvador, Guatemala, Suriname, Uruguay, and Venezuela.
- j. Subcommittee on Port Development for Cruise Ships, to be chaired by Barbados, and whose Vice Chair will be Honduras and members will be Argentina, Bahamas, Barbados, Chile, Costa Rica, Dominican Republic, Ecuador, Jamaica, Mexico, Nicaragua, and Trinidad and Tobago.
- k. Subcommittee on the Participation of Women in Port Affairs of the Hemisphere, to be chaired by the Dominican Republic, and whose Vice Chair will be Ecuador and members will be Argentina, Bahamas, Guatemala, El Salvador, Mexico, Nicaragua, Panama, Suriname, Uruguay, and Venezuela.

2. To urge the Member States to collaborate actively in carrying out the activities of said subcommittees.

CIDI/CIP/RES. 76 (V-07)

EVALUATION OF THE 2006-2007 TECHNICAL ADVISORY GROUPS (TAGs)
AND ESTABLISHMENT OF THE 2008-2009 TAGs

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

Document CIDI/CIP/doc.8/07, containing “Recommendations for the Management of the Technical Advisory Groups (TAG)””; and

The “Report of the Subcommittee on the Evaluation of the Technical Advisory Groups” (document CIDI/CIP/doc.23/07);

CONSIDERING:

That Articles 68 and 69 of the Rules of Procedure of the Inter-American Committee on Ports (CIP) establish that the objective of the Technical Advisory Groups (TAGs) shall be to provide technical assistance to the Committee on specific aspects of hemispheric port-sector development;

That by the following resolutions: CIDI/CIP/RES. 53 (IV-05), CIDI/CIP/RES. 54 (IV-05), CIDI/CIP/RES. 56 (IV-05), and CIDI/CIP/RES. 57 (IV-05), the Technical Advisory Groups on Port Operations, Port Security, Navigation Safety, and Environmental Port Protection, respectively, were established for the 2006-2007 period; and

That since their establishment, the TAGs were launched and have moved forward in a disparate manner, for which reason the Executive Board of the CIP (CECIP) held a special meeting in April 2007, in Panama, to generate recommendations to improve the operation of future TAGs,

RESOLVES:

1. To recognize the efforts of the following delegations:
 - a. Mexico, as Chair of the TAG on Port Operations, in conducting its activities.
 - b. United States, as Chair of the TAG on Port Security, in conducting its activities.
 - c. Argentina, as Chair of the TAG on Navigation Safety, in conducting its activities.
 - d. Venezuela, as Chair of the TAG on Environmental Port Protection, in conducting its activities.

2. To establish the following TAGs for the 2008-2009 period:
 - a. TAG on Logistics and Competitiveness (formerly Port Operations), chaired by Mexico.
 - b. TAG on Port Security [name change did not apply to English], chaired by the United States.
 - c. TAG on Navigation Safety, chaired by Argentina.

d. TAG on Environmental Port Protection, chaired by Venezuela.

3. To instruct the Chairs of the TAGs established to adopt the recommendations contained in document CIDI/CIP/doc.8/07, attached hereto.

4. To establish that the membership of the current associate members of the TAGs will end as of December 31, 2007. New associate members will have a membership of two (2) years, beginning with the 2008-2009 period, and the membership dues for the biennium will be US\$2,000.

5. To instruct the Secretariat of the CIP to continue to provide the technical and administrative support necessary for the proper operation of these TAGs.

RECOMMENDATIONS FOR THE MANAGEMENT OF THE TECHNICAL ADVISORY GROUPS (TAG)

I. Background

1. The Technical Advisory Groups (TAG) are accessory organs of the Inter-American Committee on Ports (CIP) on specific aspects of hemispheric port sector development. They are created by the CIP, under the proposal of a member State, which will lead the work of this group for a two-year period. This two-year period can be extended after favorable evaluation by the CIP.
2. Each TAG is composed of representatives of the government of the member States, specialized on the Group's issues, and associate members that represent administrative and operating port entities, academic, scientific, commercial, developmental, financial and industrial institutions and other organizations related to port sector activity, which have legal standing and specialization in the matter. Associate members subscribe an annual contribution and have right to voice their opinion but no vote. The member States have voice and vote.
3. In the First Meeting of the CIP (Guatemala, 1999), three TAG were established: Port Operations, under the chairmanship of Mexico; Port Security under the chairmanship of United States and Safety Control and Environmental Protection, under the chairmanship of Argentina. In the Second and Third Meeting (Costa Rica, 2001 and Mexico, 2003), the Committee made a favorable evaluation of the work of the three groups and approved the continuation of their work. In the Fourth Meeting (Maracaibo, 2005) the CIP made a favorable evaluation of the work of the two first TAG and additionally ended the work of the TAG on Safety Control and Environmental Protection. However, at the same time it approved the creation of two new Technical Groups on Safety Control under the chairmanship of Argentina and on Environmental Port Protection under the chairmanship of Venezuela.
4. The TAG have taken off and progressed since their creation to date, in a heterogenic form and some faster than others, for several reasons, among others: the role played by the chair and vice-chair offices; the participation of the member States representatives; the integration and activities of the associate members and the payment of the correspondent quota; the priority of the issues in the sector, among others. The Executive Board of the CIP (CECIP) recommended holding a special meeting to generate ideas in order to improve the function of the future TAG.
5. This special meeting was celebrated in Panama City, Panama, on April 10, 2007, with the participation of representatives from El Salvador, United States, Mexico, Panama, Uruguay and Venezuela. The Secretariat presented an analytical document regarding the success of the TAG and facilitated to reach conclusions and recommendations. Details on these conclusions and recommendations follow.

II. Function of the TAG

The principal and general characteristics of the TAG functions, since their creation to date, have been the following:

1. Meetings and experts. The TAG have fulfilled with the celebration of their annual meetings, according to what their policy establish. The meetings were celebrated jointly with the CIP or CECIP meetings, as the representatives of those meetings are the same, more precisely during the four TAG meetings and also the CIP and CECIP meetings. However a reduced number of “experts” have participated in the TAGs’ matters relative to their member States, which have limited the progress of their deliberations and objectives.
2. Representatives of Member States. The member States registered in the TAG related to their priorities. However, it has been observed that the representatives have often fulfilled their attributed functions on an irregular basis, such as endorsing experts in respective matters, providing specialized information, organizing work and presentation on issues, and attracting associate members, among others. These contributions have been marginal.
3. Associate Members. The number of associate members by TAG differs, but an elevated correlation has been observed between the country of the chair and the associate members. Other member States (different from the one of the chair) have not been successful in attracting associate members to the TAG they integrate. The cost-benefit of the participation of associate members is not clearly defined and also there is a controversy regarding this cost-benefit, which creates difficulty in the possibility of attracting new members. There is also ambiguity concerning the membership duration for the associate member due to the US \$1,000 quota payment. Finally, the responsibility assigned to the associate member has been occasional.
4. Work plan and its implementation. The annual work plan, approved by each TAG, consists in sub themes corresponding to the TAG’s area of expertise and have also been touched upon in conferences by experts presented in corresponding meetings. This has been efficiently implemented. However, other tasks such as the elaboration of technical and specialized studies and papers; compilation and exchange of information; use of technologic systems specialized in the issue; design and maintenance of the data base with pertinent information for their work; identification of training needs; organization of national and international meetings and activities specialized in the sector; presentations of written reports on the advancements and results of their work and other forms of participatory commitments have been occasional, and their implementation the same.
5. Information and circulation. Neither TAG has materials for circulation and promotion in the languages of the Organization (Spanish, English, French and Portuguese), or an updated web page which allows them to inform and divulge their actions and serves as promotion tool to recruit new associate members and inform the general community of the port sector.
6. Office of the Chair. It has fulfilled an important and recognized effort in generating and working with the TAG, as well as particularly promoting it in its country. It is observed that some offices count on specialized personnel who are assigned to follow up on the TAGs issues. However, in almost all the cases, there is insufficient coordination with the

member States, with its associate members and with the offices of the vice-chairs. The efforts made to communicate and promote the TAG, especially outside its country, have also been limited or inexistent.

7. Office of the Vice-Chair. Has fulfilled a role relatively marginal in the majority of the TAG, with little coordination with the office of the chair and practically an inexistent responsibility to follow up on specific tasks.
8. Coordination. In all the cases the coordination and communication between the integrants of a TAG, being the office of the president, vice-president, member States and associate members, have been very incipient or inexistent.
9. Budget and financial aspects. It is the function of the Chair to manage the collection of funds coming from the associate members. These contributions have been irregular and the Secretariat has fallen in collecting these quotas.
10. Evaluation of the TAG. Every two years, during the CIP meeting, TAGs have been evaluated. The sub committee established for this purpose has based its evaluation on the reports of activities that occurred during the two-year period in consideration and presented by their respective Chairs and on the report of the Sub committee on Policy and Coordination of the CECIP.

III. The TAG on Port Operations

1. Authorities, members, and finances. Chair: Mexico. Vice Chair: Internacional de Contenedores Asociados de Veracruz (ICAVE) (Mexico). Other member States: Barbados, Bolivia, Brazil, Chile, Costa Rica, Ecuador, El Salvador, Jamaica, Peru, Saint Lucia, Suriname, United States, Uruguay, and Venezuela. Associate Members: Abarloa (Mexico); Great Lakes Dredge & Dock Company (United States); Compañía Marítima del Pacifico, S.A. de C.V. (Mexico); Instituto de Investigación y Desarrollo Marítimo (INDESMAR) (Peru); Navegación Veracruzana (NAVEGA) (Mexico); OCAMAR (Venezuela); OCUPA (Mexico); Puerto de Altamira (Mexico), and Terminal Internacional del Sur (TISUR) (Peru). This TAG has the greatest number of associate members from different countries. Additionally, they contribute regularly to the TAG and generally this TAG has the greatest number of deposits. The TAG has gathered on seven occasions.
2. Ample subject matter. The issue “operations” practically involves all port matters, which provides a field that is very ample. As such, various sub-themes have been concentrated on such as infrastructure, administration and the operation of specialized terminals, information and telecommunications, port facilitation, logistics, industrial relations, operative and industrial safety, strategic planning, among others. With a variety of issues it is difficult to specialize in only one.

IV. The TAG on Port Security¹

1. *Authorities, members, and finances.* Chair: United States. Vice Chair: No selection. Other member States: Argentina, Barbados, Brazil, Canada, Chile, Colombia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, and Venezuela. Associate Members: Administración General de Puertos (Argentina); Maritime Security Council (United States); Port of Texas (United States); Stevedoring Services of America (United States); Puerto de Miami (United States); Rapiscan Security Products, Inc. (United States); IENPAC Golfo y Caribe SC (Mexico) and Programa de Seguridad Portuaria (Guatemala). This TAG has regional coordinators, who have a personal title that does not represent a member State. This TAG has the greatest number of the member States and emphasizes the regular participation of representatives and guests from the United States. The participation of associate members has been decreasing and they do not contribute.
2. *An issue of priority* that covered great intensity was the entry into force of the ISPS Code of the IMO in 2004. The issues covered include, Inter-American Program of Training for Port Security; training necessities (issues and instructors); security equipment, networks of security officials, Inter-American Program for Auto Evaluation on Port Security, technical assistance in materials in port security and financing; management and implementation of the ISPS Code; Inter-American Action Plan on Port Security, Strategic Framework for Inter-American Cooperation in Port Security Materials, among others. The issues have concentrated on issues of security in order to control the fight against terrorism and ban of drug trafficking. Nevertheless, other security issues (anti-theft, smuggling, pirating, among others) have been covered less extensively. The TAG has supported the organization of two Hemispheric Conferences on Port Security (Miami 2004 and Puerto La Cruz 2006) and has gathered on nine occasions.

V. The TAG on Navigation Safety

1. *Authorities, members, and finances.* Chair: Argentina. Vice Chair: Ecuador. Other member States: Barbados, Brazil, Chile, El Salvador, Mexico, United States, and Venezuela. Associate Members: Consorcio de Gestión del Puerto de Bahía Blanca (Argentina); Hidrovía (Argentina); Mollendo Equipment Co., Inc. (United States); Norcontrol IT (Mexico); Administración General de Puertos (Argentina); and Sabik-Mobilis (United States). The participation and support of the associate members has been decreasing.
2. *Issue areas* have primarily been the supply of information on the system of control of ship traffic (VTS – Vessel Traffic Systems and AIS – Autonomous Intelligent Systems), determining the training necessities of pilots and sets of standards and definitions of professional profiles for VTS operators. The TAG has gathered as a new advisory group one occasion and connected with another TAG in six opportunities.

¹ The original name of the TAG in English is “TAG on Port Security” which corresponds in Spanish as “CTC sobre Protección Portuaria,” and should be corrected in Spanish. Also, this TAG does not include the issue in English of “Safety” which in Spanish is “Seguridad.”

VI. The TAG on Environmental Port Protection

1. Authorities, members, and finances. Chair: Venezuela. Vice-Chair: Panama. Other member States: Argentina, Barbados, Brazil, Chile, Dominica, Ecuador, Haiti, Jamaica, Mexico, Suriname, Trinidad and Tobago, and Uruguay. The TAG has one member: Ocean Pollution Control (Panama).
2. Issue Areas. The TAG has covered the following sub-themes from its commencement: the situation of countries in MARPOL, OPRC, and international environmental conventions, the identification of training necessities in the fight against contingencies, the organization of technical reports available in each country in the fight against contingencies, the development of environmental management plans, a proposal to exchange information among members in charge of dangerous cargo, the creation of a network to exchange experiences on the requirements of each country (Port Estate Control), the elaboration of a specific guide for ports on the potential for the certification of ports in ISO 14000, and the establishment of contingency plans for hydrocarbon spills. The TAG has celebrated the First Hemispheric Conference on Environmental Port Protection (Panama 2007). It has gathered as a new advisory group on one occasion and connected to another TAG in six opportunities.

VII. Recommendations

In order to improve the management of these advisory organs of the CIP and reach an active participation of all the members of a TAG, the following recommendations are proposed.

1. General Recommendations
 - (i) Reinforce the concept of the TAG as an advisory organ to the Committee in specific matters of the hemispheric port sector. As such, each TAG should cover only one specific matter of the port sector, clearly defined and that it be covered exclusively.
 - (ii) Emphasize the importance of technical leadership, the promotion and coordination of the office of the President of each TAG, in addition to the contribution of administrative and financial resources.
 - (iii) Identify the relevant participation of associate members in the TAG, which should be established clearly, and in each case, the cost benefit of their participation that guarantees a payment of US \$2,000 for two year duration of the TAG.
 - (iv) Strengthen the annual work programs of each TAG, not only with presentations from experts on topics of interests, but also including activities that generate a greater impact in the achievement of the TAG's objectives, such as the development of studies, documents, exchange of information, training activities, among others.
 - (v) Fix quantifiable goals for the work plan activities of each TAG in order to facilitate their evaluation and that they are as objective as possible.
 - (vi) Establish the forum of CIP Conferences as spaces of inter-American port dialogue principally for the TAG, but not exclusively.
 - (vii) Organize a manual or procedural guide that includes a series of spaces in the CIP regulations, on the function of each TAG.

2. For the office of the Chair

- (i) Define the structure of the office of the chair identifying functions, responsibilities, and support, among others.
- (ii) Elaborate documents, pamphlets, and other written informational materials, in at least two languages of the Organization, that serve to circulate and promote its actions, for the two year period.
- (iii) Design and maintain a webpage that includes all of the information pertinent to the TAG, such as objectives, functions, work plans, information on specialists from member States, information on associate members, next activities, among others.
- (iv) Designate functions for the office of the vice chair establishing specific responsibilities and work to be done during the exercise of the term.
- (v) Define clearly the cost benefit in order to attract the participation of associate members of the TAG.
- (vi) Establish a plan to attract associate members and cover their fee for two years.
- (vii) Maintain a narrow coordination and communication with other members of the TAG.

3. For the member States

- (i) Define the functions and responsibilities of the member States of the TAG.
- (ii) Urge specialists in the issues of each TAG, which the member State belongs to, to participate in the meetings and work of the TAG.
- (iii) Fix areas of designation for member States in the area of specialization of each TAG, in such a way that these registrations allow for an understanding of the human resources available in each area.
- (iv) Participate regularly in the annual meetings of the TAG making presentations, gathering specialized information on the issues and assisting in the achievements of the TAG.
- (v) Urge each member State of a TAG to manage the support of the associate members of each TAG.

4. For associate members

- (i) Define the functions and responsibilities of each associate member.
- (ii) Participate regularly in the annual meetings of the TAG making presentations, gathering specialized information in the issues and assisting in the achievements of the TAG.
- (iii) Facilitate the participation of the associate members in the meetings and conferences of the CIP, ensuring that they are up to date with their contributions.
- (iv) Define that for the associate member the duration period of membership to the TAG is for two years, initiating in 2008-2009 and the fee will be in the amount of US \$2,000 for that period. The fee should be deposited to the Secretariat of the CIP/OAS.

CIDI/CIP/RES. 77 (V-07)

TECHNICAL ADVISORY GROUP ON LOGISTICS AND COMPETITIVENESS

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The document “Recommendations for the Management of the Technical Advisory Groups” (CIDI/CIP/doc.8/07); and

The “Report of the Subcommittee on the Evaluation of the Technical Advisory Groups” (document CIDI/CIP/doc.23/07);

CONSIDERING:

That Article 68 of its Rules of Procedure provides for the establishment of Technical Advisory Groups (TAGs) to provide technical advice in fulfilling the objectives, resolutions, agreements, and decisions of the Committee;

That, by resolution CIDI/CIP/RES. 53 (IV-05), it was resolved to continue in operation the Technical Advisory Group on Port Operations, chaired by the delegation of Mexico, created by resolution CIDI/CIP/RES. 3 (I-99);

That Article 13 of the Rules of Procedure of the Technical Advisory Groups provides that the Committee shall decide, on the basis of the Executive Board’s evaluation report, whether each TAG and its working groups should continue working in accordance with their original mandate or with a modified mandate, or whether their work should be concluded;

That the report of the Chair of this Group on its 2006 - 2007 activities was positive; and

That the Subcommittee on the Evaluation of the TAGs favorably evaluated the activities of this TAG during the 2006-2007 period and recommended that it continue in operation, updating its name to TAG on Logistics and Competitiveness and updating its functions,

RESOLVES:

1. To establish the Technical Advisory Group (TAG) on Logistics and Competitiveness (formerly Port Operations), chaired by Mexico, and whose members will be the following Member States: Barbados, Bolivia, Brazil, Chile, Costa Rica, Ecuador, El Salvador, Honduras, Guatemala, Jamaica, Nicaragua, Peru, Saint Lucia, Suriname, United States, Uruguay, and Venezuela.

2. To establish the following functions for this TAG for the 2008-2009 period:

- a. To interact with the subcommittees of the Executive Board or with other bodies created by the CIP in order to harmonize the work of the Board with the areas defined in the Action Plan 2008 – 2011, especially with the priority area on cargo services.

- b. To identify, compile, and disseminate appropriate information on port logistics and competitiveness.
 - c. To design and organize international technical meetings, conferences, or sessions with expert speakers, delegates, guests, and parties interested in the subject.
 - d. To promote the preparation, dissemination, and discussion of studies, articles, and documents containing as a thematic area the analysis of port logistics and competitiveness.
 - e. To design and maintain a database containing information on its work.
 - f. To identify and promote training needs in connection with the central subject matter of the Group.
 - g. To prepare such written reports as it may consider pertinent for presentation to the Chair of the Executive Board.
 - h. To promote the incorporation of Member States and associate members.
 - i. To prepare proposals and recommendations on policies and strategies and to present them to the Inter-American Committee on Ports through the Executive Board.
3. To entrust the Chair, the Member States, and the associate members of this TAG with adopting the recommendations contained in document CIDI/CIP/doc.8/07.
4. To strengthen cooperation and coordination between the office of the Chair, Member States of this TAG, and associate members in order to fulfill the established objectives within the established periods.
5. To instruct the Secretariat of the CIP to continue to provide the technical and administrative support necessary for the proper operation of this TAG.

CIDI/CIP/RES. 78 (V-07)

TECHNICAL ADVISORY GROUP ON PORT SECURITY

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The document “Recommendations for the Management of the Technical Advisory Groups” (CIDI/CIP/doc.8/07); and

The “Report of the Subcommittee on the Evaluation of the Technical Advisory Groups” (document CIDI/CIP/doc.23/07);

CONSIDERING:

That Article 68 of its Rules of Procedure provides for the establishment of Technical Advisory Groups (TAGs) to provide technical advice in fulfilling the objectives, resolutions, agreements, and decisions of the Committee;

That, by resolution CIDI/CIP/RES. 54 (IV-05), it was resolved to continue in operation the Technical Advisory Group on Port Security, chaired by the delegation of the United States, that had been created by resolution CIDI/CIP/RES. 4 (IV-99);

That Article 13 of the Rules of Procedure of the Technical Advisory Groups provides that the Committee shall decide, on the basis of the Executive Board’s evaluation report, whether each TAG and its working groups should continue working in accordance with their original mandate or with a modified mandate, or whether their work should be concluded;

That the report of the Chair of this Group on its 2006-2007 activities was positive; and

That the Subcommittee on the Evaluation of the TAGs favorably evaluated the activities of this TAG in the 2006-2007 period and recommended that it continue in operation under the name of TAG on Port Security,

RESOLVES:

1. To establish the Technical Advisory Group on Port Security [name change did not apply to English], chaired by the United States and composed of the following Member States: Argentina, Bahamas, Barbados, Brazil, Canada, Chile, Colombia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, and Venezuela.

2. To establish that this Group shall maintain the functions adopted since its establishment.

3. To entrust the Chair, the Member States, and the associate members of this TAG with adopting the recommendations contained in document CIDI/CIP/doc.8/07.

4. To strengthen cooperation and coordination between the office of the Chair, Member States of this TAG, and associate members in order to fulfill the established objectives within the established periods.

5. To instruct the Secretariat of the CIP to continue to provide the technical and administrative support necessary for the proper operation of this TAG.

TECHNICAL ADVISORY GROUP ON NAVIGATION SAFETY

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The document “Recommendations for the Management of the Technical Advisory Groups” (CIDI/CIP/doc.8/07); and

The “Report of the Subcommittee on the Evaluation of the Technical Advisory Groups” (document CIDI/CIP/doc.23/07);

CONSIDERING:

That Article 68 of its Rules of Procedure provides for the establishment of Technical Advisory Groups (TAGs) to provide technical advice in fulfilling the objectives, resolutions, agreements, and decisions of the Committee;

That, by resolution CIDI/CIP/RES. 56 (IV-05), it was resolved to establish and assign functions to the Technical Advisory Group on Navigation Safety, chaired by the delegation of Argentina;

That Article 13 of the Rules of Procedure of the Technical Advisory Groups provides that the Committee shall decide, on the basis of the Executive Board’s evaluation report, whether each TAG and its working groups should continue working in accordance with their original mandate or with a modified mandate, or whether their work should be concluded;

That the report of the Chair of this Group on its 2006 - 2007 activities was positive; and

That the Subcommittee on the Evaluation of the TAGs favorably evaluated the activities of this TAG in the 2006-2007 period and recommended that it continue in operation,

RESOLVES:

1. To establish the Technical Advisory Group on Navigation Safety, chaired by Argentina and composed of the following Member States: Barbados, Brazil, Chile, Ecuador, El Salvador, Jamaica, Mexico, United States, and Venezuela.

2. To establish that this Group shall maintain the functions adopted since its establishment.

3. To entrust the Chair, the Member States, and the associate members of this TAG with adopting the recommendations contained in document CIDI/CIP/doc.8/07.

4. To strengthen cooperation and coordination between the office of the Chair, Member States of this TAG, and associate members in order to fulfill the established objectives within the established periods.

5. To instruct the Secretariat of the CIP to continue to provide the technical and administrative support necessary for the proper operation of this TAG.

TECHNICAL ADVISORY GROUP ON ENVIRONMENTAL PORT PROTECTION

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The document "Recommendations for the Management of the Technical Advisory Groups" (CIDI/CIP/doc.8/07); and

The "Report of the Subcommittee on the Evaluation of the Technical Advisory Groups" (document CIDI/CIP/doc.23/07);

CONSIDERING:

That Article 68 of its Rules of Procedure provides for the establishment of Technical Advisory Groups (TAGs) to provide technical advice in fulfilling the objectives, resolutions, agreements, and decisions of the Committee;

That, by resolution CIDI/CIP/RES. 57 (IV-05), it was resolved to establish and assign functions to the Technical Advisory Group on Environmental Port Protection, chaired by the delegation of the Bolivarian Republic of Venezuela;

That Article 13 of the Rules of Procedure of the Technical Advisory Groups provides that the Committee shall decide, on the basis of the Executive Board's evaluation report, whether each TAG and its working groups should continue working in accordance with their original mandate or with a modified mandate, or whether their work should be concluded;

That the report of the Chair of this Group on its 2006 - 2007 activities was positive; and

That the Subcommittee on the Evaluation of the TAGs favorably evaluated the activities of this TAG for the 2006-2007 period and recommended that it continue in operation,

RESOLVES:

1. To establish the Technical Advisory Group on Environmental Port Protection, chaired by Venezuela and composed of the following Member States: Argentina, Barbados, Brazil, Chile, Dominica, Ecuador, El Salvador, Haiti, Jamaica, Mexico, Nicaragua, Panama, Suriname, Trinidad and Tobago, United States, and Uruguay.

2. To establish that this Group shall maintain the functions adopted since its establishment.

3. To entrust the Chair, the Member States, and the associate members of this TAG with adopting the recommendations contained in document CIDI/CIP/doc.8/07.

4. To strengthen cooperation and coordination between the office of the Chair, Member States of this TAG, and associate members in order to fulfill the established objectives within the established periods.

5. To instruct the Secretariat of the CIP to continue to provide the technical and administrative support necessary for the proper operation of this TAG.

CIDI/CIP/RES. 81 (V-07)

REPORT ON THE IMPLEMENTATION OF THE PLAN OF ACTION
FOR 2004 - 2007 OF THE INTER-AMERICAN COMMITTEE ON PORTS

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The document "Report on the Fulfillment of the CIP Action Plan 2004 - 2007" (CIDI/CIP/doc.9/07); and

CONSIDERING:

That the implementation of this plan has generally culminated satisfactorily in active participation by Member States and national and international organizations and institutions, and support from the Secretariat of the CIP;

That special emphasis must be placed on the inter-American port dialogue achieved through the holding of a total of 27 meetings, three (3) of which were meetings of the Committee, three (3) hemispheric conferences, five (5) meetings of the Executive Board, and 16 meetings of the Technical Advisory Groups;

That international cooperation has been a highly important element in the fulfillment and development of the priority areas defined by the Plan; and

That in evaluating the 14 priority areas of the Plan of Action for 2004 – 2007 of the Inter-American Committee on Ports (CIP), the following levels of fulfillment may be indicated:

- *Very Satisfactory for the areas of:* Reforms to and Modernization of Port Systems, Integral Port Security, Excellence in Port Management, Port Costs and Tariffs, Development of Human Potential, and International Cooperation. This is due, in good measure, to domestic development policies and international commitments made to fulfill provisions and standards for universal implementation. However, this does not mean that the objectives of the Plan of Action have been fully achieved in these areas. In all areas, important activities remain to be implemented and, therefore, action in their regard should continue to be strengthened in the coming years.
- *Satisfactory for the areas of:* State Oversight and Participation, Strategic Port Planning, Port Environmental Protection, Port Facilitation and the Logistical Chain, Ports and the Tourism Industry, Port Technology, and City-Port Relations. In all of these areas, Member States should step up efforts and allocate additional resources to generate a higher level of activity in the coming years.
- *Unsatisfactory for the area of:* Development of River and Lake Ports. Member States should evaluate the advisability of including this area of interest in their next action plan, in the absence of greater political and technical support.

RESOLVES:

1. To adopt the document “Report on the Fulfillment of the CIP Action Plan 2004 – 2007” (CIDI/CIP/doc.9/07).
2. To recognize and thank the different organizations and institutions and the Secretariat of the CIP for their contributions in implementing the Plan of Action for 2004 – 2007.
3. To recommend that in implementing the CIP Action Plan 2008 – 2011, the Executive Board should take special account of the recommendations for each area indicated in the document adopted above.

CIDI/CIP/RES. 82 (V-07)

CIP ACTION PLAN 2008 - 2011

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The preliminary draft Action Plan 2008-2011 of the Inter-American Committee on Port (CIP) (document CIDI/CIP/doc.12/07); and

CONSIDERING:

That the CIP serves as a permanent inter-American forum for members states to strengthen cooperation in the area of port sector development, with the active participation and collaboration of the private sector; and

That it is necessary to establish an Action Plan for the 2008-2011 period to constitute guidelines and a basis for the activities to be carried out and projects to be executed by the CIP,

RESOLVES:

1. To approve the CIP Action Plan 2008-2011, attached hereto, with the express reservation of the delegations of Ecuador, Nicaragua, and Venezuela regarding the introductory paragraph on integration schemes.

2. To authorize the Executive Board to initiate the process of implementing the CIP Action Plan 2008-2011 at its next regular meeting and to present an evaluation to the CIP midway through said period.

3. To entrust Member States with the fulfillment of the above-mentioned Action Plan.

4. To thank the Member States and the Secretariat of the CIP for preparing the above-mentioned to Action Plan.

CIP ACTION PLAN 2008-2011

1. Rationale for the plan

The Inter-American Committee on Ports (CIP) is a Committee of the Inter-American Council for Integral Development (CIDI), established in accordance with Resolution AG/RES. 1573 (XXVIII-0/98) of the General Assembly of the Organization of American States, in agreement with articles 77 and 93 of the Charter of American States and articles 5 and 15 of the Statute of the CIDI.

The goal of the CIP is to serve as a permanent inter-American forum for the member States of the organization in order to strengthen the cooperation in the area of port sector development, with the participation and active collaboration of the private sector. The Organization also has Permanent Observer Countries that are also interested in collaborating to achieve common goals.

The reference points of this Action Plan are the Inter-American Council for Integral Development (CIDI) Strategic Plan for Partnership for Integral Development 2006-2009 (AG/RES. 2201 (XXXVI-O/06)), the progress made in implementing the Inter-American Committee on Ports (CIP) Action Plan 2004-2007, and the resources available to the CIP to fulfill its objectives. Global trends in trade, maritime transport, and ports, as well as the implementation of, and verification of compliance with, the measures contained in port agreements reached in specialized multilateral forums, such as the International Maritime Organization (IMO), the International Labour Organization (ILO), and the World Customs Organizations (WCO), constitute a broader frame of reference for this Action Plan.

Coordination of this Plan with the CIDI Strategic Plan is essential, since ports not only facilitate the vast majority of international trade in the hemisphere, but are also engines of productive activity, investment, and employment. Such coordination – implicitly recognized by the General Assembly of the Organization of American States (OAS) in its resolution AG/RES. 2207 (XXXVI-O/06), which requests that the General Secretariat, through the CIP Secretariat, keeps the CIDI Permanent Executive Committee informed of its activities – is established in two of the priority areas mentioned, in the CIDI Strategic Plan. The first area, "Economic Diversification and Integration, Trade Liberalization and Market Access," is geared towards increasing opportunities for trade and investment, greater economic development, job creation, and poverty reduction in the member States. The second area, "Sustainable Development and Environment," points to the need for a balance between economic growth, social development, and environmental protection. Furthermore, in both areas, special attention must be paid to the overall security concerns of the small island states of the Caribbean, as reflected in OAS General Assembly resolution AG/RES. 2187 (XXXVI-O/06); in the case of the CIP, this means supporting efforts to improve security in ports and tourism and recreational facilities.

It is also important to recall the multidimensional concept of security in the hemisphere, which, by incorporating the priorities of each State, contributes to the consolidation of peace, integral development, and social justice, as set out in OAS General Assembly resolution AG/RES. 2185 (XXXVI-O/06), which urges member States to continue implementing the Declaration on Security in the Americas, and is especially important for the ports that constitute the hubs of international trade among member States.

The progress of implementation of the CIP Action Plan 2004-2007 was included in the agenda of its Fourth Meeting. Both the Chair of the Executive Board and the CIP Secretary reported on the implementation of the plan, and the meeting adopted resolution CIDI/CIP/RES. 58 (IV-05), which recommends that the current plan proceed in accordance with an integrated vision of the different priority areas. The Executive Board Subcommittee on Policy and Coordination evaluated the activities of the Technical Advisory Groups (TAG) and decided that the Committee should have four TAGs (port operations, port security, navigation safety, and port environmental protection).

As in past years, the major trends in maritime trade and transport that have an impact on port activity continue to be the globalization of production and consumption and the sustained growth of international trade, made possible by efficient and low-cost maritime transport. The latter is the result of vessel specialization (for example, between 1979 and 2006, the percentage of container vessels in the world fleet went from 1.5% to 11.5%, while the percentage of general cargo vessels fell from 16.9% to 10%); the constant increase in the size of vessels to take advantage of economies of scale (the latest liquid propane gas (LPG) vessels under construction have a capacity of 265,000 cubic feet, while the largest container vessel is already at 11,000 twenty-foot equivalent units (TEU)); and, to a lesser extent, consolidation in the ship owning industry, a process both horizontal (between 2001 and 2005, the percentage of the 20 biggest container vessel operators rose from 60% to 71%) and vertical (e.g., absorption of maritime agencies and towing companies). With specific reference to ports, the observable trends are, first, the persistent spread of the landlord port model, with the resulting port authority specialization in the provision of water and land surfaces and basic infrastructure, and the lead role assumed by a traditionally minor player, the port operator. The second trend is the rise of global port operators specializing in container traffic; such operators were quickly caught up in industry concentration processes (in 2006 alone, Dubai Port World bought Peninsular and Oriental Ports, while the Port of Singapore Authority purchased some 20% of the shares of Hutchinson Port Holding), but remain heavily dependent on one or more maritime lines, either in a subsidiary capacity or by forging strategic alliances. The third trend is the constant pressure to achieve greater efficiency in port services to reduce the time that vessels spend in port, which, in the case of container vessels, is measured in hours rather than traditional days. Fourth is the need to make significant investments designed to increase overall port capacity to cope with ever-increasing traffic. Such investments are needed both in ports and in the transportation networks that serve them, and can present challenges both in terms of their financing (use of public funds) and of environmental protection (delays for environmental reasons in the planning and execution phases).

A fifth trend is the application of a number of standard rules adopted in multilateral forums to protect maritime trade and transport against the threats of terrorism and organized crime and ensure the safety and health of port workers. The inspection process aimed at maintaining existing protection standards has been initiated as provided for in the International Ship and Port Facility Security Code (ISPS Code) and 2002 amendments to the International Convention for the Safety of Life at Sea (SOLAS). Implementation of the Framework of Standards to Secure and Facilitate Global Trade (WCO SAFE Framework of Standards), adopted in June 2005 by the organization, the purpose of which is the integral management and protection of supply chains against the potential threats of terrorism, organized crime, and related offenses, should be initiated. The provisional standards of the International Organization for Standardization (ISO), in the form of Publicly Available Specifications (PAS) 28000, 28001, and 28004, designed to serve as a guide in the development, application, and improvement of supply chain security management systems, will be implemented in addition to the ISPS Code and the WCO SAFE Framework of Standards. Lastly, in line with the outcome of the Tripartite Meeting of Experts on Security, Safety, and Health in Ports, sponsored by the ILO in December 2003, the ILO Code of Practice on Safety and Health in Ports should be disseminated and implemented, and consideration should be given to implementing the joint ILO-IMO Code of

Practice on Security in Ports. Some countries also need to comply with specific bilateral agreements for the application in some ports of security standards acceptable to the United States Coast Guard and United States Customs and Boarder Protection.

2. Principle points of the plan

2a. Government national policies on economic and social development

Fighting poverty, creating decent work, and strengthening democratic and fiscal governance are recurrent aspirations in the development plans of member States. They are set out in the United Nations Millennium Development Goals and appear prominently in documents adopted at the Fourth Summit of the Americas, held in Mar del Plata in November 2005.

These concepts appear at various points in the Declaration of Mar del Plata. Two that can contribute to increasing hemispheric and international trade and that, accordingly, call for modern and efficient port management are the following: "facilitate the participation of small and medium-sized enterprises (SMEs) in domestic markets and international trade" (Declaration, para. 51) and "take advantage of the possibilities offered by information and communication technologies to increase efficiency and transparency in the public sector" (Declaration, para. 49). In addition, sections "I. Creating Decent Work" and "II. Growth with Employment" of the Plan of Action, adopted at the Summit, spell out the national commitments, hemispheric cooperation, and international organizations needed to fulfill the Declaration's objectives.

The need to undertake energy, transportation, and communications infrastructure projects is apparent in the development plans of member States and is reflected in initiatives that combine several of them, such as the Initiative for the Integration of Regional Infrastructure in South America (IIRSA) and the Plan Puebla-Panamá (PPP). By mid-2006 IIRSA had reached consensus on 31 projects for the period 2005-2010, for a total of US\$6.404 billion, while under the PPP, work was beginning on the transmission line for the Central American Electric Interconnection System (SIEPAC), which will pave the way for a regional electricity market by end-2008, for a total of US\$385 million. There is no doubt that bringing new infrastructure online will increase national and regional cohesion, while at the same time promoting progress toward the targets set out in the Western Hemisphere Transport Initiative (WHTI), which will generate increased hemispheric trade. In short, integration at these various levels will require efficient ports.

The outcome of free trade negotiations will surely have the same effect of increasing trade. The adoption in 2005 of the U.S.-Dominican Republic-Central America Free Trade Agreement (CAFTA-DR) followed the signing of another treaty between Chile and the United States and preceded other treaties that were under intense negotiation with Panama, Peru and Colombia. Such negotiating activity also has a dimension that involves world trade, as shown by the 2004 treaty between Chile and the Republic of Korea, and the strategic partnerships of Mexico and Chile with the European Union. The Declaration of the Fourth EU-Latin American and Caribbean Summit, held in Vienna in June 2006, reflected the ongoing negotiations for a strategic partnership between the Southern Cone Common Market (MERCOSUR) and the European Union and the desire to initiate preliminary discussions of another strategic partnership with the Andean Community of Nations (CAN).

Within the Hemisphere, the admission of some member States to existing regional trading blocs and the bilateral agreements on energy security (gas between Argentina and Chile) seem to be aimed at greater utilization of national resources in bigger markets and, accordingly, will also result

in increased trade and the need for efficient ports. It is important to note the progress made by the Caribbean Community and Common Market (CARICOM) during 2006, when market coverage will be extended to the 12 participating countries – most of them island states – and goods, skilled labor, services, and capital will move freely among them. This fact, along with the deepening of CARICOM bilateral trade treaties with two South American countries, and the maintenance of some arrangements granted under the Caribbean Basin Initiative, shows the vital role of ports in the economy of these countries.

Finally, some countries' national goals have specific targets for the maritime sector, which logically will have a direct impact on ports. Panama, the site of the world's largest open ship register, approved by referendum the building a third set of locks for the Canal, which would radically change the geography of world maritime transport at a time when it is seeking to establish itself as a maritime port center for the hemisphere. Mexico and some Central American countries also have rail-based schemes for coping with the limitations imposed by the Canal's current dimensions. Meanwhile, some Caribbean countries, such as Jamaica and the Dominican Republic, are already taking advantage of the business opportunities offered by transshipment, while Trinidad and Tobago is preparing to follow suit with the recent concession of a terminal in Port of Spain. Venezuela is seeking to renew and expand its tanker fleet; this will give rise to significant shipbuilding activity on the eastern coast of South America, as well as new shipyard construction, which will strengthen industrial activity at a port in southeaster Brazil.

All of these developments reflect a special role for hemispheric ports in the attainment of member States' most sought-after goals, which are to eliminate income inequality and the marginalization of regions and human groups, and to incorporate technology into economic activity for the achievement of higher levels of well-being.

2b. Sectorial policies for improving port efficiency

The hemisphere's ports are no stranger to the world port trends outlined in section 1 of this document, and most countries have adopted policies to take them into account. Thus, the landlord port model, which has spread to the public ports of a good many countries, has led to decentralization of the public-sector entities responsible for ports, an increase in enterprise scale, and the appearance of a new port player – the regulator.

Decentralization has delegated the management of public ports to various levels of local government (states, provinces, etc.), and this has led to the creation of financially and administratively autonomous entities specifically dedicated to that task: port authorities, enterprises, and port societies. **Meanwhile, a good many private port companies – port operators, that is – have specialized in the provision of certain services, such as towing and cargo handling.** For some years these companies were of modest financial stature, and they plied their trade without being assigned an individual and exclusive section of the port for this purpose – the so-called "multi-operator system." Many countries, however, have clearly already evolved toward the so-called "mono-operator system," in which the company serves its customers in an area of the port that has been assigned exclusively to it by the competent entity, on the basis of concession contracts that often involve an obligation to invest in infrastructure and equipment. The mono-operators currently found in the Hemisphere's ports are, in many cases, subsidiary companies of the global port operators associated with local operators, although there are also some independent local companies. The counterpart to this type of operator, with its strong financial and business capacity, is the figure that has appeared in many countries, that of the regulator – the person responsible for supervising

compliance with concessions – both in a version exclusive to the port sector and in one encompassing transportation as a whole.

In private ports the port operator model remains in effect. These ports mainly handle liquid and dry bulk cargo for which port activity is closely linked to such industries as oil, steel, or commodities trade. The opening of a section of these ports to the public – that is, third-party use of a private port – has been proposed in some countries as a temporary solution at times of sudden and significant increases in traffic accompanied by congestion in public ports.

The concern with attracting investment is also prominent in the port policies of member States. In some cases it may be based on a member State's clear maritime vocation, as in the case of Panama. In other cases, such as in Peru, investment in infrastructure has been an important qualification criterion for concession proposals. Investment has also meant the purchase of equipment to improve the productivity of existing port infrastructure, as has occurred in Chile and Brazil. In the latter country, temporary tax benefits were granted to promote equipment purchases significant amounts set aside for port investment within the Accelerated Growth Plan and a federal authority has been nominated in order to encourage this with best organizational practices. However, there is a widespread perception in the industry that the levels of port investment in some countries are inadequate, as shown by insufficient drafts, and that such a shortfall is all the more evident in view of the limitations of land transport networks. This perception should, however, be placed in the context of the significant investments made by concessional railroad companies in some lines in Brazil, Argentina, and Chile in order to place the logistical segment of their activity in operation.

Improving the skills of port supervisory personnel and workers is another common element of port policies designed to increase productivity in several member States, and it is confirmed by the significant demand for participation in training programs. The programs sponsored by the CIP in conjunction with a number of entities with which it has established cooperation agreements, such as Puertos del Estado de España (PPEE) and the American Association of Port Authorities (AAPA) of the United States, have added the numerous participation of personnel in countries in programs organized by universities and port authority training institutes in the United States and Europe and by the World Maritime University, as well as in Trainmar courses, organized by local public and private not-for-profit organizations in several countries in the hemisphere in cooperation with other entities, such as the Caribbean Shipowners Association.

2c. Evaluation of the CIP Plan of Action for 2004-2007:

This plan contains 14 strategic priority areas that were approved by the Committee (Mexico 2003) for implementation by its Executive Board, namely:

- 1) Reform and modernization of port systems
- 2) Government oversight and participation
- 3) Integral port security
- 4) Port management excellence
- 5) Port strategic planning
- 6) Port environmental protection
- 7) Port facilitation and supply chains
- 8) Ports and the tourism industry
- 9) Port technology
- 10) River and lake port development
- 11) Port-city relations
- 12) Port costs and tariffs

13) Development of human potential

14) International cooperation

For the implementation of the current plan, the Executive Board established eight (8) subcommittees, namely, Policy and Coordination, Planning and Port Management, Statistics, Costs, and Tariffs, Port Development for Cruise Tourism, River and Lake Port Development, Training, Regional Port Development and the Participation of Women in Port Affairs of the Hemisphere. Several of the subcommittees can easily be identified with some of the priority areas. As of the end of 2006, the plan's implementation had been unbalanced. While the implementation of areas 1, 3, 6, 12, 13, and 14 had been above average, the implementation of areas 2, 5, 8, and 9 had been only average. The implementation of the four remaining areas, 4, 7, 10, and 11, has been unsatisfactory. The varied incidence of formal aspects, instrumental or lower relative priorities explain this result in each of the four areas. It should also be noted that, on the one hand, some of the priority areas are easily identified with the names of some TAGs, for example, area 3 is identified with the TAG on Port Security and area 6 with the TAG on Environmental Protection; and that on the other hand, some priority areas can be regarded as cross-cutting, as is the case with areas 13 and 14 which includes the content of areas 4 and 5 in its various courses conducted.

A more significant consideration with regard to the current list of priority areas is their close dependence with the decisions adopted by countries where the port is located. Given the diversity of port models existing in the hemisphere, area 1 for example can be considered outdated in many countries in the hemisphere, yet be current in others that are still transitioning toward the landowner port model. Hence, the list has not been exhausted and may even be inclined to grow, which could exacerbate the imbalances in implementation.

Currently, the plan's implementation is geared mainly to the dissemination of technical data, exchanges of views, and the establishment of personal ties between port managers in the hemisphere; its beneficiaries are basically the participants in the various meetings. In a complimentary form, additional beneficiaries include those participating in a number of training programs that the CIP conducts in cooperation with other entities, and those who visit the CIP Web page, where the presentations made at various meetings and other technical documents of interest are posted.

In light of the above and the forthcoming preparation of the action plan 2008-2011, questions such as the following may arise: Is it possible to heighten the plan's impact so that it reaches those most directly concerned? Is it possible to involve one of the Technical Advisory Groups in the plan's implementation? Is it possible to think that, as a result of implementing the plan, some useful indicators for port management and development may be available on a regular basis? Can compendiums or hemispheric case studies analogous with the best international practices described in the World Bank's "Tool Kit", be made available to help port managers in devising solutions consistent with the levels of economic and social development of member States? Can the CIP aspire to transform itself into the hemisphere's reference point of choice in the governmental sector (national, regional, local) where ports are concerned, while joining forces with the private sector in an effort to make the hemisphere's ports more competitive?

The proposals put forth in the following sections will attempt to answer these questions.

3. Objectives of the Action Plan 2008-2011

The CIP Action Plan 2008-2011 is designed to supplement the activities carried out by member States to implement their national economic and social development policies in the port

sector. Accordingly, a member State's commitment to the plan and its implementation will be contingent on the synergy that it can derive from its own activities and on the advantages of sharing with other member States the approach to some topic in which it is interested and which is included in the plan. The plan then becomes the common denominator for the interests of member States and a guide for the CIP in establishing a program of activities and investments with quantifiable targets that can be broken down on an annual basis.

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. Priority areas for the 2008-2011 period

The preparation of a list of priority areas for the period 2008-2011 can follow the logic underlying the current Plan of Action and then leave it to the Executive Board to choose the areas that should be undertaken and the modalities and time frames for their implementation.

Nevertheless, in view of the resolution recommending that the plan proceed in accordance with an integrated vision of the different priority areas, a much shorter list, consisting of six (6) priority areas of strategic value for the period 2008-2011, is proposed here. These areas have been defined so that they roughly coincide with the functional areas and lasting concerns of port entities, superseding any disparity between them in terms of their scale, the level of economic and social development of the port environment, and the needs and characteristics of the maritime trade and transport that they serve. Each priority area, therefore, can incorporate several singular elements (for example, some of the 14 items in the current plan that are listed in section 2c) as well as other cross-cutting elements and, in addition, can be tackled in its entirety by an Executive Board subcommittee.

A detailed description of each priority area, consisting of the area's content and scope and some of the singular and cross-cutting elements that it comprises, is provided under the main thrust heading. Examples of such elements are: use of information technology, promoting the role of women in the port sector, attention to the needs of the small island states of the Caribbean, development of human potential (item 13 of the current plan), and international cooperation (item 14 of the current plan).

The specific objectives that follow the description are simply a selection of some of those singular and specific cross-cutting elements, depending on the interest that they hold for member States because of their usefulness for the states' economic and social policies at a given time, and on the degree of urgency that they derive from trends in international trade and transport and their

impact on the port environment. The specific objectives can be undertaken in a chosen sequence or simultaneously, depending on the priority assigned to them.

The proposed strategic priority areas are as follows:

Priority area 1: Cargo services

Main thrust: Consists of services provided by port companies and organizations to cargoes 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. This thrust is broad enough to cover topics of interest to the main port stakeholders. For example, port operators of modest scale may be interested in the hourly cargo handling outputs, while mono-operators will be interested in the implementation of computerized container terminal operating systems and both will surely be interested in matters connected with the purchase, operation, and maintenance of equipment. Along with the port authority, they will also be interested in determining the impact of tariffs on exporter and importer supply chains and on the quality certification and guarantee marks applicable to all services provided by the port. This thrust also includes activities specific to customs agencies, for instance, the implementation of computerized documentary systems for receiving and dispatching cargoes open to the port community and activities specific to other organizations, such as those responsible for human and plant health inspections, since these activities also have an impact on the overall quality of the service offered by the port. Despite the close relationship between the WCO Framework of Standards and the ISPS Code, it might also be appropriate and practical to include in this area activities to promote the application of the Framework, given its focus on supply chain security, that is, its applicability to cargoes and the effect that it can have on port competitiveness.

In addition, to the extent that they are not considered outdated, the following areas in the current plan could be included in this priority area: 4) management excellence, 7) port facilitation and the supply chain, 9) technology, and 12) costs and tariffs.

Among the large number of elements included in this area, the CIP contribution to the strengthening of hemispheric port competitiveness is likely to consist primarily of maintaining satisfactory cargo handling efficiency standards, eliminating any surcharges and applying reasonable prices for service provision, promoting fluid data exchanges using modern digital technology, and, lastly improving the integrity of the supply chains moving through the port, for the effects of comparative evaluation based on factors of equal conditions. Accordingly, the first two specific objectives are designed to improve the physical handling of cargoes, the next two refer to the impact of prices on users, and the following ones promote the dissemination of higher standards among all port community stakeholders, including through human resources training and development.

Specific objectives:

- (i) Promote the application of such concepts as productivity, excellence, quality, and guarantee marks to foster the competitiveness of port companies.
- (ii) Promote the standardization of statistics seeking their likely development, analysis and application in order to observe tendencies and make predictions and to develop uniform output indicators for cargo handling operations (“benchmarking” or output patterns) to monitor the degree of

utilization of facilities and the quality of services provided to users, and promote emulation to achieve higher productivity levels.

(iii) Disseminate and consolidate the principles, concepts and methodologies for the determination of costs and tariffs to enterprises in the port community to enable them to streamline their prices and assess the impact of prices on the supply chains moving through the port.

(iv) Develop uniform price indicators applicable to goods, cargoes, and containers moving through the port to monitor their changes over time and their impact on the supply chain.

(v) Disseminate the use of computerized data systems to the port community to enable all goods data to be processed electronically.

(vi) Disseminate the WCO Framework of Standards to improve the security of supply chains and evaluate its impact on port competitiveness using tangible indicators.

(vii) Strengthen human resources training and development in the port companies providing cargo services, in cooperation with developed country agencies.

Priority area 2: Vessel services

Main thrust: 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. This thrust covers topics that concern the pilotage service, such as the conditions under which it is mandatory and the policies that support it; the towing service, such as its policies and the possibility of extending it to handle rescue cases; the mooring and unmooring of vessel; aids to navigation; and the maintenance of dimensions and drafts in the access canals and flotation areas of the port. The latter topic is very timely because of the need to ensure the accuracy of such dimensions and drafts at all times owing to the arrival of bigger and bigger vessels. This area also includes the simplification of vessel arrival and departure formalities by the competent authorities, in conformity with the 1965 IMO Convention on Facilitation of International Maritime Traffic and the 1963 pioneer agreement adopted during the Second Inter-American Port Conference held in Mar del Plata, and coordination with other authorities to promote their purposes. Examples of such coordination include maritime authority controls pursuant to the 1992 Latin American Agreement on Port State Control of Vessels, and health authority controls pursuant to the 1969 International Health Regulations designed to prevent the outbreak and spread of infectious diseases carried by persons, animals, plants, and things. More generally, the items that would fall under this area are the monitoring of new technologies, such as vessel traffic systems (VTS), the safety measures required of large-dimension LPG vessels, and the supply of energy to vessels from port (“cold-ironing”), as well as improving navigation on inland waterways (item 10 of the current plan, to the extent that it is not considered outdated) and short-distance navigation and its possible use in lowering the freight charges applicable to maritime trade in the small Caribbean island states.

The CIP contribution in this area could be aimed at generalizing the use of simplified vessel arrival and departure procedures, ensuring the timely provision of access canals and flotation areas adapted to maritime traffic, promoting inland navigation and coastwise trade as efficient alternatives to other means of transport in South America, promoting short-distance maritime traffic in the Caribbean, analyzing the effect of industry concentration on maritime service providers, and identifying the requirements that new technologies would probably impose on maritime traffic in the

Hemisphere's ports. Accordingly, the following specific objectives are proposed for the period 2008-2011.

Specific objectives:

- (i) Promote the simplification of vessel arrival and departure procedures through dissemination of the 1965 IMO Facilitation Convention and a feasibility analysis regarding the creation of a single stopover document.
- (ii) Promote inland navigation in the countries located in the Río de la Plata and Amazon river basins as a viable alternative to other means of transport, based on each basin's potential.
- (iii) Promote short-distance maritime transport to lower the freight charges applicable to international trade in the small Caribbean island states.
- (iv) Disseminate new technologies and their hemispheric application in maritime routes and rivers.
- (v) Analyze the effects of industry concentration on maritime service providers within the port community to devise possible solutions.
- (vi) Promote the standardization of statistics seeking their likely developments, analysis and application in order to observe tendencies, make predictions and prepare vessel statistics in regular line traffic for ports located in the same port range to monitor the evolution of average and maximum dimensions and the frequency of stopovers.
- (vii) Produce uniform indicators of prices applied to vessels by maritime service providers to obtain measurements of their changes over time and their impact on freight charges.
- (viii) Strengthen human resources training and development in the port companies providing maritime services, in cooperation with developed country agencies.

Priority area 3: Legislation on port administration, economic regulation, and the implementation of labor Agreements.

Main thrust: Encompasses the fundamental national and international legislation that regulates port activity. It should be noted that a substantial change has occurred in the past 15 years in a number of member States whereby the port administration model, based on the port operator, has evolved toward a different model, that of the landlord port. The frame of reference for this change has, in some cases, been the promulgation of laws and regulations specific to ports, while in other cases, the change has been confined to the proper implementation of existing generic laws. For example, indirect management methods have been used, such as assignment and concession, which reflect a hemispheric port organization different from the one in the past and considers this structure as a whole, given the common legal tradition of groups of countries, and the possibility that it may evolve in line with the development needs of member States and international trade. In fact, the areas

1) Reform and modernization of port systems and 2) Government oversight and participation, which point in the same direction, are part of the current plan.

Meanwhile, the agencies responsible for economic regulation in the port sector have issued, and are continuing to issue, a number of rulings and supplementary documents that constitute a rich and interesting case history whose utility exceeds the confines of each country. The latter is attributable to the international activity of port operators, which should be matched by a similar, timely awareness in member States of the technical and economic considerations that inform the decisions taken in the hemisphere. Cooperation should also be established with analogous entities

(Federal Maritime Commission, Competence Directorate, among others) to expand the geographical scope of such rulings.

The safety and health aspects of port work are essential components of sound human resources management and complement other aspects, such as remuneration and training policies, that are strictly national and even local in character. Mention should be made here of the usefulness of the recent ILO "Code of Practice" that will enable countries to apply uniform safety and health measures in ports and to consider ratifying ILO Convention No. 152². One interesting consideration with regard to human resources in the hemisphere's ports is the participation of women in port work, a field that was traditionally closed to them.

Accordingly, the following specific objectives are proposed for this area:

Specific objectives:

(i) Prepare a compendium of hemispheric legislation on port administration, in other words, that which creates the managing entities of ports and governs their relations with oversight and regulatory agencies and with other authorities with responsibilities in the port sector.

(ii) Prepare a compendium of the legislation creating economic regulatory agencies and the decisions and rulings issued by them.

(iii) Prepare a compendium of the labor legislation applicable to port workers in effect in member States.

(iv) Promote ILO Convention No. 152 and the Code of Practice.

(v) Promote the participation by women in the port community labor market.

Priority area 4: Protection of facilities and ports

Main thrust: This encompasses the protection of maritime transport and world trade as prescribed by the amendment to the SOLAS Convention and the ISPS Code. While the latter is already in effect in most member state ports and is now entering the evaluation phase to ensure the permanence of the security levels, the CIP has elaborated a "Strategic Framework for Inter-American Port Security Cooperation" to heighten port security. In short, 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. In this connection, member States might consider it useful for decision-making to have information on how port entities have determined what investments are needed for security, the perceived benefits of certification, and the methods of obtaining adequate financing, including recovery through tariffs charged to users. This area also includes the dissemination of stricter protection measures advocated by some countries such as the cost-benefit analysis inherent in their implementation.

Specific objectives:

(i) Continue the ISPS Code inspections.

(ii) Implement the Strategic Framework for Inter-American Port Security Cooperation.

² Convention Number 152 of the ILO, currently ratified by 26 countries, including five (5) from this hemisphere.

(iii) Prepare an estimate of the amounts invested in infrastructure, equipment and computerization, and staff to obtain the certification required by the ISPS Code.

(iv) Produce a port security data bank with information on levels of risk (days per year at each level), costs of maintaining the security system (costs of equipment, materials, and staff per organization), and cost recovery methods (amount, type, entity).

(v) Disseminate the most advanced security measures for facilities and ports such as the cost-benefit analysis inherent in the implementation.

Priority area 5: Port and related investments

Main thrust: The planning and placement in operation of infrastructure that will enable ports to adapt to technological change in maritime transport and to benefit from the globalization of production and distribution of goods. Investment in such port infrastructure, and in the equipment, "infrastructure," and processes complementary to it, is necessary for the port to fulfill its role as a transport hub efficiently and economically. To achieve the potential of such port investment, however, it will also be necessary to make timely investments of sufficient magnitude in transport networks (highways, railways, pipelines and other forms of land transport and river and maritime navigation waterways) that can facilitate the flow of vehicles and goods. Otherwise, the benefits expected from the investments made by shipowners, and the complementary port investments designed to significantly reduce freight charges, will be dissipated in delays and traffic congestion in land transport networks, which will charge abnormally high prices that will significantly affect both exporters and importers.

Moreover, the globalization of production and consumption favors the establishment of production and distribution activities in port areas, as attested by the industrial zones (with oil refineries and steel mills, for example) and logistical areas (for carrying out value-added tasks) 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.

To derive the benefits from all these investments, there is a need for careful port strategic planning, coupled with economic and social development plans for the regions served by the port, which can cross borders. In this connection, the monitoring of national plans for development of transport routes and promotion of intermodal transport and initiatives such as IIRSA and PPP are prerequisites for producing scenarios to serve as a basis for the promotion and rationalization of port and related investments in the national and regional fields with the aim of achieving economies of scale. Two of the area in the current plan are relevant to this area, namely, 5) strategic planning and 10) river and lake port development, while the recent Declaration of Guayaquil³, which calls for the development of infrastructure for internal transport networks, clearly shows the urgent need for action in this area.

The CIP contribution in this area is geared to producing port and related investment scenarios that will allow public and private and the contractual categories that allow investors to see the benefits, insofar as these are based on an updated assessment of observable trends in international trade and maritime transport and the ports that serve them.

³ Between the CIP and the AAPA, July 2006.

Specific objectives:

- (i) Produce geographical infrastructure investment scenarios for ports located in the maritime and river facades of sea-lanes established in IIRSA.
- (ii) Produce port infrastructure investment scenarios compatible with the sartorial investments provided for in the PPP.
- (iii) Produce maritime-port investment scenarios for improving connections between the small island states of the Caribbean.
- (iv) Produce indicators that outline the scenarios developed (for example, cargo traffic statistics, port capacity indicators) and can serve to update them.
- (v) Disseminate existing mechanisms for public-private participation in investment and adapt them to the scenarios.
- (vi) Strengthen human resources training and development in the port companies providing infrastructure and facilities, in cooperation with developed country agencies.

Priority area 6: Port environment and sustainable development

Main thrust: To achieve compatibility between environmental concerns, daily port activities, and the implementation of port expansion plans. The environmental impact of daily port activities derives mainly from the provision of vessel and cargo services and may arise during the normal course of activities (for example, ground pollution by chemicals stored in it) or as a result of accidents (for example, oil spills). In port expansions it is often difficult to find places where dredged material can be stored, especially if it has traces of pollutants. This area includes, therefore, activities conducive to the ratification and implementation of IMO Conventions, such as (MARPOL) and that of 1972 London on dumping, the ultimate purpose of which is to preserve the integrity of the marine environment and more broadly, takes into consideration the principles established in the 1982 Convention on the Law of the Sea and the 1992 Convention on Biological Diversity in relation to the use and protection of coastal areas.

There is also an activity that can be advantageously included in this area, namely, the development of the port-city interface, both in its strictly port-related dimension, as in the promotion of tourism cruise traffic, and when it is used for non-port-related purposes (commercial, residential, or leisure activities). Accordingly, a balance needs to be found between, on the one hand, tourist volume and the capacity of the tourist attraction to accommodate such volume without deterioration and, on the other hand, the demands for the protection of the port grounds with the fluid access required for commercial, tourist and recreational activities.

The holistic focus that is needed to look after the environmental needs is already present in some ports. The ports of countries with coasts on the Gulf of Honduras collaborate in the implementation of a strategic action plan to revert the degradation of the coastal and marine ecosystems of the Gulf by preventing the contamination that is associated with maritime transport and the reduction of the sources of contamination on land that drain into the Gulf. The majority of the ports of the east coast of North America have programs to reduce levels of sulfur oxide and nitrogen and suspension particles contained in the atmospheric emissions from ships, in addition to the quality of life of coastal communities. Currently, under consideration of the IMO, annex VI MARPOL, is the determination of stricter standards for fuels used in ships during its stay in the ports.

In summary, the above noted description indicates that this area projects into the future three (3) areas in the current plan, namely, 6) environmental protection, 8) ports and the tourism industry, and 11) port-city relations.

In the years ahead, it is hoped that environmental concerns and the adoption of environmental mitigation measures; the consensus on restoring buildings frequently located in port surroundings, whose architectural features are evidence of a valuable tradition; and citizens' demands for the improvement of habitable and leisure areas adjacent to ports will mean that hemispheric port managers, will pay greater attention to those activities and businesses that actually help to preserve the sections of the coastal maritime areas of member States where ports are located.

Specific objectives:

- (i) Produce an environmental code of conduct.
- (ii) Promote the implementation of port environmental management
- (iii) Strengthen sustainable tourism cruise activities in the small island states of the Caribbean and others in the Caribbean basin.
- (iv) Promote the ratification of the IMO conventions on protection of the marine environment and the active participation in its update.
- (v) Disseminate instances of environmental mitigation as part of port operation and expansion activities.
- (vi) Produce a catalog of projects for improving the port-city interface, indicating their nature, investments, rehabilitation of historic monuments, and institutional schemes adopted for such projects.
- (vi) Recognize the efforts of the hemispheric port that has the most distinguished record of environmental management.

5. Implementation of the Action Plan

This will be the responsibility of the CIP, through its Executive Board, which will create Subcommittees that it deems necessary to carry out the Plan. The Executive Board will also evaluate the possibility that some of the activities could be developed with the help of a TAG, acting in conjunction with a Subcommittee or the aid of the Secretary. The member States, as well as the international organization and permanent observers, will also participate in the implementation of the Plan.

Every two years, the Executive Board will develop a *Biennial Work Program*, first for 2008-2009, then for 2010-2011. Each program will include the activities necessary to fulfill the objectives of each priority area, indicating its achievements, in the geographic environment and the countries involved in the priority area, indicating transverse points that could be considered (for example the promotion of information technology, the elevation of the role of women and the inclusion of

Caribbean island countries) the time-table and the resources that will be assigned to its various schedules and the measurable goals that the priority areas are trying to achieve⁴.

The established subcommittees will be completely in charge of the implementation of the *Biennial Work Plan*. In this phase, it is hoped that the entities participating in the Plan will contribute to the announced reinvestments in the specific amounts and installments.

The Executive Board will be in charge of the monitoring and evaluating procedures in order to measure degrees of advancement in the activities using the Biennial Work Plan and the annual Subcommittee reports.

The development of the Biennial Work Plan assumes the use of specific systems that are easily measurable and serve to evaluate the work plan:

(i) Organization of various types of meetings:

- (a) Conferences, of a hemispheric nature, that consist of disputes over the special themes by government officials, national and international experts on the topics and special guest from observer states, international organizations and private companies. The conferences formulate an "Agreement of Recommendations" that are then put forth before the CIP.
- (b) Seminars, regional, sub-regional or national, which are meetings of national or international specialist from the public sector and private companies, where knowledge and experience and interchanged about a specific theme with the purpose of enhancing the knowledge of the participants and promoting the coming together of the parties involved. Reports that include, if it is convenient, the conclusions and recommendations, will be produced at the seminars.
- (c) Courses, international and national, with a goal of training public sector officials and employees of private companies in a general or specific way; lead by international experts. Reports, that can include the evaluation of the participants, will be made at the courses.
- (d) Workshops, on specific themes, in which a small group of experts meet with the specific goals of creating a document, manual or reports, that will serve as the base for a project of a larger legal hierarchy.

(ii) Production of Documents:

- (a) Temporary reports, documents produced on occasion, for a work group, made up of various delegations or for a particular delegation; who are in charge of a theme within a subcommittee (such as, for example, recommendations of a specific theme, the compilation and presentation of documents, in a predetermined order) in print or electronic format.
- (b) Periodic reports, documents produced periodically on a special topic for a work group or delegation, (for example statistics, managerial gauges, etc.) in print or electronically.
- (c) Newsletters, a regular publication, in print or electronic format, with diverse information on a topic or various topics for the purpose of keeping officials, in the various countries, of the port and related sectors informed.

⁴ The annex to this document includes a list of activities to be included in the development of each *Biennial Work Program*

- (d) Webpage, an electronic page with general and specific information that can be found on the INTERNET, that is under the direction of an institution or other persons responsible for its maintenance.
- (iii) Other Categories:
- (a) Internships or practices by which one or various officials or one of various countries, during a predetermined period of time, receive training at facilities in another country. Reports will be produced from these internships by both the host countries and the beneficiaries.
 - (b) Direct Technical Assistance, which consists of the sending of one or more experts from either one or various countries to another country in order to spread knowledge and pass on experience that will be helpful to the countries receiving the assistance; this category may include courses. The country receiving the assistance will produce a report.
 - (c) Inter-American Awards, are official recognitions that include public ceremonies that acknowledge individuals or institutions the focus on specific topics or who have or will completed fixed tasks outstandingly.

6. Financing the Action Plan

The resources required to implement the 2008-2001 Action Plan, through the Biennial Work Plan, will be derived from allocations made by member States, CIP port programs, resources allocated through cooperation from international and regional organizations, and other sources. The amount of resources will largely depend on the implementation modality selected. While the amount of resources needed to hold meetings of various kinds is better known, since experience has already been gained with this work modality during the implementation of the current plan, it is more difficult to determine the amount needed for the working groups assigned to produce and disseminate occasional or periodic reports. In general, it is likely to represent a significant increase in resources for the implementation of the Biennial Work Plan, especially because staff would be assigned part-time to these working groups. Although much of the work of these groups could be carried out via e-mail, occasional technical meetings might have to be held, which would increase the resources to be allocated. Moreover, in order to function, these groups might require the assistance of the Secretariat for somewhat more extended periods than the usual ones associated with meetings of various kinds, owing to the need to ensure that the technical reports to be presented are completed and circulated sufficiently in advance. This stresses the need to strengthen the website to allow for the production of new reports.

The specific amount of resources and the sources to be used can be determined once the Executive Board approves the Biennial Plan of Action at the next meeting.

7. Conclusion

The present Action Plan 2008-2011 has been designed to complement the activities of member States in the implementation of national economic and social development policies applicable to the port sector on which consensus has been reached in hemispheric and international forums. It also takes into consideration the major trends underlying international trade and maritime transport.

The Plan includes objectives common to the Hemisphere's ports, which can be carried out through various modalities, with sufficient flexibility as to adapt to changes in the environment and in the availability of resources.

Thus, it is hoped that the CIP can continue to make a significant contribution in the years ahead to improving competitiveness and security in the operation and development of hemispheric ports and, in short, to the well-being of the populations of member States.

ANNEX

ACTIVITIES TO CONSIDER FOR THE DEVELOPMENT OF BIENNIAL WORK PROGRAMS

Priority Area 1 Cargo Services

- a. A hemispheric conference to promote the WCO Framework of Standards and present the measures advocated by the United States Customs Service and Boarder Protection Agency and to look for a unique reference framework.
- b. Seminars, on Productivity, Excellence, and Port Quality, and others on Costs and Tariffs.
- c. Workshops, the first to formulate terms of reference and specifications and establish the working groups for the production of efficiency indicators for port cargo services, and the second to repeat the process with respect to the prices of port cargo services.
- d. Working Groups to produce periodic reports on statistics and performance indicators and the cost of port cargo services.
- e. Courses to be held with Puertos del Estado, Spain, participation in AAPA conferences, and the continuation of the PPM Latino program.

Priority Area 2 Vessel Services

- a. Conferences, one to promote the simplification of procedures and vessel dispatch, and another to analyze the impact of industry concentration on maritime service providers.
- b. Workshops, to promote, standardize and develop terms of reference to simplify the procedure of receiving, waiting and dispatching ships through computerized methods; to intensify the use of inland navigation (one for countries in the del Plata basin and the other for countries in the Amazon basin), and finally, promote short-distance maritime transport for the small island states of the Caribbean.
- c. Seminars on the applicability of new port technologies to maritime services in the Hemisphere's ports.
- d. Work groups on production and periodic publication of vessel statistics and uniform price indicators for maritime services.

Priority Area 3 Port Legislation

- a. Hemispheric conferences, one on Legislation Applicable to Ports to initiate the process of compiling the laws governing port administration and regulation; and another on Port Work, to present the base of information in order to begin work in the compiling labor legislation, to spread the Convention of the OIT and present topics of the port sector.
- b. Working Groups, to take charge of the compilation and propos dissemination of port legislation applicable to ports, and to carry out a detailed survey and report with specific proposals to increase the participation of female labor in the port environment, using a selected port community as a case study.

Priority Area 4 Facilities and Port Security

- a. Hemispheric conferences for periodic assessment of the progress of inspections under the ISPS Code, implementation of the strategic framework for Inter-American cooperation, and dissemination of more advanced port security measures with estimates of cost benefits.
- b. A working group to produce a port security data bank and make recommendations on its use and accessibility.

Priority Area 5 Port and Related Investments

- a. Conferences on port investment scenarios and associates (in South America, Central America, and the Caribbean); and public-private financing mechanisms of port and related infrastructure and associates.
- b. Working group on the development and periodic publication of indicators for the outlining and updating of selected investment scenarios in a geographic area.

Priority Area 6 Environment and Sustainable Development

- a. Hemispheric conference on sustainable port development and operation that will lay the groundwork for the preparation of an environmental code of conduct, award the CIP-OAS Environmental Prize, and promote the IMO Conventions on the protection of the marine environment.
- b. Seminar on environmental mitigation and environmental management in ports.
- c. Working groups, one to formulate an environmental code of conduct, and another to prepare a catalog of projects for improving the port-city interface and making recommendations for its dissemination.

STATUS OF IMPLEMENTATION OF THE AGREEMENT ON COOPERATION
AND MUTUAL ASSISTANCE AMONG INTER-AMERICAN PORT AUTHORITIES

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The document "State of Compliance of the Agreement on Cooperation and Mutual Assistance between Inter-American Port Authorities" (CIDI/CIP/doc.7/07); and

CONSIDERING:

That at the Second Meeting of the Inter-American Committee on Ports (CIP), held in San José, Costa Rica, in September 2001, the Agreement on Cooperation and Mutual Assistance Among Inter-American Port Authorities was adopted, a document constituting a valuable instrument to promote collaboration in all port sector areas to develop the hemispheric port system;

That to date, 19 Member States have agreed to be bound by said agreement and that the remaining Member States have yet to do so;

That four Member States (Argentina, Ecuador, Mexico, and Peru) have deposited instruments of ratification of said agreement with the OAS Secretariat, the agreement currently being in force; and

That it is advisable to give special impetus to the implementation of this collaborative mechanism, with the aim of ensuring that optimal advantage is taken of its benefits and that its fundamental objectives are fulfilled,

RESOLVES:

1. To instruct the Secretariat of the CIP to prepare specific alternative actions so that greater advantage is taken of the aforesaid agreement and to present them to the Executive Board at its regular meeting to be held in 2008.
2. To urge the Member States to forward to the Secretariat of the CIP different forms of bilateral or multilateral cooperation in the area of ports in which they are willing to engage.
3. To urge those Member States that have not yet done so to sign and ratify the aforesaid agreement.

CIDI/CIP/RES. 84 (V-07)

JOINT PROGRAM BETWEEN THE INTER-AMERICAN COMMITTEE ON PORTS (CIP) AND
THE ECONOMIC COMMISSION FOR LATIN AMERICA AND THE CARIBBEAN (ECLAC)

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

Resolution CECIP/RES. 15 (VII-05) on a mechanism of mutual cooperation between the Inter-American Committee on Ports (CIP) and the Economic Commission for Latin America and the Caribbean (ECLAC), which establishes the need to create joint programs between the two organizations; and

CONSIDERING:

The port community of the Hemisphere has shown great interest in the CIP carrying out joint actions with ECLAC, as well as with other international and regional organizations; and

That joint actions and the exchange of experiences are mechanisms to enrich the activities of the two organizations,

RESOLVES:

1. To give greater emphasis to the joint program agreed between the CIP and ECLAC, particularly by: (i) developing statistics; (ii) conducting seminars and conferences; and (iii) studies, informational documents, and other port and maritime matters.

2. To instruct the Secretariat of the CIP, in coordination with the Division of Natural Resources and Infrastructure of the Transportation Unit of ECLAC, to prepare a cooperative work plan for 2008-2009.

DRAFT DECLARATION OF PANAMA ON ENVIRONMENTAL PORT PROTECTION

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The report of the First Hemispheric Conference on Environmental Port Protection of the Inter-American Committee on Ports (CIP), held in Panama, in April 2007 (CIDI/CIP/doc.16/07); and

CONSIDERING:

That the final report of said conference contains conclusions and recommendations that constitute a basis for a preliminary draft declaration on guidelines for environmental port protection in the Western Hemisphere,

RESOLVES:

1. To forward the conclusions and recommendations of the First Hemispheric Conference on Environmental Port Protection to the Executive Board for it to approve a draft declaration of Panama on environmental port protection and to present it to the CIP at its next regular meeting for consideration.

2. To call upon the Technical Advisory Group (TAG) on Environmental Port Protection and instruct the Secretariat of the CIP to collaborate with the Executive Board to achieve a consensus-based draft of the Member States.

MAGAZINE OF THE INTER-AMERICAN COMMITTEE ON PORTS

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

Document CIDI/CIP/doc.13/07, "CIP Magazine Proposal for 2008-2009;" and

CONSIDERING:

That the publishing house Latin Trade Media Management (LT) has satisfactorily produced the Magazine of the Inter-American Committee on Ports (CIP) since 2004;

That LT has presented a draft issue for the CIP magazine for the 2008-2009 period; and

That it is necessary to establish the Editorial Board of CIP magazine,

RESOLVES:

1. To authorize the extension of the contract with LT for it to edit and publish CIP magazine for the 2008-2009 period.

2. To approve the proposal of LT, contained in document CIDI/CIP/doc.13/07, which contains the following terms:

- a. Grant the CIP a minimum rate of US \$ 5,000 per publication that includes up to 10 paid advertising pages. "Barter" pages are excluded.
- b. Between 11 and 15 paid advertising pages, the CIP will be granted an additional rate of US \$ 250 per page, up to a maximum of US \$ 1,250.
- c. Between 16 and 20 paid advertising pages, the CIP will be granted an additional rate of US \$ 500 per page, up to a maximum of US \$ 2,500.
- d. Between 21 and 25 paid advertising pages, the CIP will be granted an additional rate of US \$ 750 per page, up to a maximum of US \$ 3,750.

3. To establish that the Editorial Board of the CIP magazine shall be composed of the following Member States: Dominican Republic, El Salvador, Mexico, Peru, and Uruguay.

4. To call upon the Member States to make contributions on technical subjects and to contribute advertising with a view to the success of the issue of the CIP magazine.

SOLIDARITY WITH NICARAGUA

THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That Hurricane Felix has taken a heavy toll in human lives and infrastructure in the North Atlantic Autonomous Region (RAAN) of the Republic of Nicaragua, especially the facilities of the Administración Portuaria de Puerto Cabezas (APPC) of the Empresa Portuaria Nacional (EPN); and

That the facilities of the above-mentioned port constitute a strategic element in the life and the linkage of RAAN's communities with the Caribbean countries and the rest of Nicaragua,

RESOLVES:

1. To declare its full solidarity with the Government and people of Nicaragua in connection with the recent damage caused by Hurricane Felix.
2. To urge the Member States to provide assistance to the Republic of Nicaragua in such different forms as may be appropriate to its port authority in overcoming the negative impacts of this phenomenon, especially in Puerto Cabezas.
3. To call upon the Secretariat of the CIP to receive such offers of assistance as may be made by Member States and to liaise with the Empresa Portuaria Nacional of Nicaragua so that they may be implemented promptly.

CIDI/CIP/RES. 88 (V-07)

FINANCIAL REPORTS OF THE CIP PROJECTS
PORT AND TAG PROGRAMS 2006-2007

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The document “Financial Statement of the Projects of the Inter-American Committee on Ports 2006-2007” (CIDI/CIP/doc.10/07), presented by the Secretariat; and

The “Report of the Subcommittee on Budget and Finances” (document CIDI/CIP/doc.22/07) of this meeting;

CONSIDERING:

That the Subcommittee on Budget and Finances approved the document on the financial statement of the projects of the CIP 2006-2007,

RESOLVES:

1. To adopt the document “Financial Statement of the Projects of the Inter-American Committee on Ports 2006-2007.”
2. To thank the Subcommittee on Budget and Finances for its valuable contribution to the review of these documents.

CIDI/CIP/RES. 89 (V-07)

BUDGET FOR 2008-2009

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

The document "Proposal for the Budget 2008 – 2009" (CIDI/CIP/doc.11/07), presented by the Secretariat of the CIP; and

The "Report of the Subcommittee on Budget and Finances" (CIDI/CIP/doc.22/07) of this meeting;

CONSIDERING:

That it is incumbent upon the Inter-American Committee on Ports (CIP) to approve the budget for the 2008-2009 period and to establish the contribution amount from the port authorities of the Member States to the Port Program;

That the budget will include revenue from contributions from port authorities of Member States, and will be the principle source of financing for cooperation activities for hemispheric port sector development;

That the Subcommittee on Budget and Finances approved the document on the financial statement of the projects of the CIP 2006-2007, which establishes a surplus of funds representing twice the annual contributions of the Member States, making possible a special partial appropriation for the 2008-2009 budget;

That the port authorities of the Member States have assumed responsibility for the implementation of the Action Plan 2008-2011 of the Committee, providing means and resources to that end; and

That the Subcommittee on Budget and Finances has approved the proposed budget 2008-2009 of the CIP presented by the Secretariat of the CIP,

RESOLVES:

1. To approve the budget of the CIP, attached hereto, in the amount of US\$456,300 for 2008 and US\$461,300 for 2009, including special allocations of US\$125,000 for 2008, and of US\$125,000 for 2009, from the corresponding balances of the 2007 CIP Port Program.

2. To maintain the amount of US\$6,000 as the annual contribution from the port authorities of the Member States to the CIP Port Program.

3. To urge the Member States, especially those with arrearages, to pay their contributions punctually.

4. To suspend, as of July 1, 2008, the benefits of the projects financed with resources of the CIP Port Program for all countries in arrears with their contributions for over one year, until their situation is resolved.

5. To urge the port authorities of the Member States, in accordance with their internal and domestic procedures, to make their contributions to the CIP Port Program in the first months of 2008 and 2009.

6. To authorize the Secretariat of the CIP to collect the resources approved and to execute them in accordance with the budget of the CIP Port Program.

7. To urge the Secretariat of the CIP to take steps to obtain additional resources from international organizations and cooperating governments to enable work areas to be expanded or to extend the coverage of CIP activities and projects.

8. To instruct the Secretariat of the CIP to forward, together with the notice of payment due forwarded to the Ministries of Foreign Affairs, a copy thereof to the port authorities accredited with the Committee.

PROPOSAL FOR THE BUDGET 2008 – 2009

INTRODUCTION

According to the regulations of the Inter-American Committee on Ports (CIP), the budget must be approved for the two year period of 2008 – 2009.

As such, the Secretariat of the CIP, under instruction of the Executive Board, has elaborated the following proposal.

For its development, the following guidelines from the Board have been taken into account:

- i) To include in the deposits, in addition to the contribution from Member States, all support that is registered to the accounts of the CIP.
- ii) Include in detail the items that decreased.
- iii) Use as reference the cost of items used by the GS/OAS, such as: personnel, travel, equipment and materials, documents, contracts of personnel and others.
- iv) Take into consideration the General Norms of the OAS for this document.

The proposal for the CIP Budget 2008 – 2009 is expressed in U.S. dollars.

Table No. 1: Proposal for the 2008 Budget

Income

The total income budgeted for 2008 is in the amount of \$456,300 and will be obtained from the following sources:

1. *Member States*: contributions of \$6,000 from each of the 34 Member States. Total: \$204,000.
2. *CIP Magazine*: to be received by the company that obtains the concession to produce the magazine, for \$5,000 for each of the three annual publications. Total: \$15,000.
3. *Meeting*: of the Executive Board to be celebrated in Argentina, support from the Host Country for the amount of \$25,000.
4. *Other events*: to be held during the year: Hemispheric Conference on Logistics and Ports, support from the host country for the amount of \$20,000 and the Third Hemispheric Conference on Port Security, support from the host country for \$20,000. Total: \$40,000.
5. *Other deposits*: \$10,000 to be obtained from the Technical Advisory Groups (TAG) for organizing and celebrating their annual meetings, deposits for receptions organized by a country who is offering a reception in any CIP meeting or event, and the collection of registrations from guests in meetings and events for the amount of \$6,000. Total: \$16,000.
6. *CIP Port Program*: obtained from the balance of this project. Total: \$125,000.
7. *OAS*: support from Regular Funds to the CIP. Total: \$7,300.
8. *Cooperating agencies*: support from the Valencia port Foundation for fellows of the Master's Program on Port Management and Multimodal Transportation. Total: \$24,000.

Expenditures

The total expenditures budgeted for 2008 is for the amount of \$456,300 and will be distributed for the execution of three projects: Office of the Secretariat, Meetings and Technical Cooperation, in the following format:

Office of the Secretariat: is the permanent organ of the CIP and requires the resources for its mandate and daily functions during the 12 months of the year. For the year 2008, it is assigned the amount of \$97,800, or 21.4% of the budget, and its expenditures are the following:

1. *Payroll*: an administrative position of the General Secretariat of the OAS, G-5 level, 12 months. Total: \$47,400.
2. *Travels*: of Secretariat personnel to participate in OAS meetings, institutional events and meetings related to port issues, and cooperative activities of the CIP and other cooperative entities (courses, seminars, technical assistance). Total: \$29,600.

3. *Equipment and supplies:* materials acquired for the office, total: \$3,600.
4. *Documents:* production of reports, studies, reproduction of documents and the cost of printing. Total: \$3,600.
5. *Contracts by result:* of a short duration for specialists to do technical work, including the translation of documents. Total: \$10,000.
6. *Others:* resources for telephone, fax, internet, communications, mobility, and miscellaneous for 12 months. Total: \$3,600.

Meetings: are events of short duration to establish inter-American port dialogue and strengthen inter-American hemispheric cooperation of the CIP. For 2008, it is assigned the amount of \$89,800, or 19.7% of the budget. The following are its expenditures:

1. *Travels:* of the Secretariat personnel to participate in the annual meeting of the Executive Board and in two specialized conferences programmed for this year. Total: \$65,000.
2. *Equipment and supplies:* the acquisition of office materials, total: \$1,000.
3. *Documents:* the production of reports, studies, reproduction of documents and printing costs, total: \$900.
4. *Contracts by result:* of short duration for technical advisors, assistants, and translators. Total: \$17,400.
5. *Other:* telephone, fax, internet, communications, mobility, and miscellaneous. Total: \$5,500.

Technical Cooperation: are support services conducted by the CIP for the benefit of the port community of Member States and regional and international organisms (training and formation, CIP Magazine, web page, communication and port promotion, and specialized technical assistance). For the year 2008, the total budgeted amount is \$268,700, or 58.9% of the budget. The following are the expenditures:

1. *Training, travel:* of port scholars from Member States and seminar and course instructors, in addition to cooperative activities organized by the CIP. Total: \$138,000.
2. *Equipment and supplies:* acquisition of materials supporting these cooperative activities, Total: \$4,000.
3. *Documents:* production of reports, studies, reproduction of documents and the cost of printing. Total: \$2,400.
4. *Contracts by result:* of medium duration, for four assistants to the Secretariat (cooperation, training/magazine, and administration), and instructors for the training activities, in addition to translators. Total: \$118,400.

5. *Other*: telephone, fax, internet, communications, mobility, and unexpected costs. Total: \$5,900.

Table No. 2: Proposal for the 2009 Budget

Income

The total income budgeted for 2009 is the amount of \$461,300 and will be divided in the following format:

1. *Member States*: contributions of \$6,000 annually from each of the 34 Member States. Total: \$204,000.
2. *CIP Magazine*: to be received by the company that obtains the concession to produce the magazine, for \$5,000 for each of the three annual publications. Total: \$15,000.
3. *Meetings*: the Sixth Committee Meeting to be held in El Salvador and the Eleventh Meeting of the Executive Board, location to be decided, and support of \$22,000 from the host country. Total: \$44,000.
4. *Other events*: to be held during the year such as the Second Hemispheric Conference on Environmental Port Protection. Support of the host country, total: \$25,000.
5. *Other sources of income*: obtained from the TAG for organizing and holding their annual meetings for \$10,000; and deposits for receptions organized by a country who is offering a reception in any CIP meetings or events, and the collection of registrations from the guests in meetings and events: \$7,000. Total: \$17,000.
6. *CIP Port Program*: obtained from the balance of this project. Total: \$125,000.
7. *OAS*: support from the Regular Fund to the CIP. Total: \$7,300.
8. *Cooperative agencies*: support from the Valencia port foundation for scholars in the Master's Program on Port Management and Multi-module transportation. Total: \$24,000.

Expenditures

The total expenditures budgeted for 2009 is the amount of \$461,300 and will be distributed for the execution of three projects, Office of the Secretariat, Meetings and Technical Cooperation, in the following manner:

Office of the Secretariat: is the permanent organ of the CIP and requires resources for its mandate and daily functions for 12 months of the year. For 2009, it is assigned the amount of \$98,900, or 21.4% of the budget, and its expenditures are the following:

1. *Payroll*: an administrative position of the General Secretariat of the OAS, G-5 level, 12 months. Total: \$48,000.

2. *Travels*: the participation of Secretariat personnel in meetings of the OAS, in institutional events and meetings related to port issues, and participation in cooperative activities of the CIP and other cooperative entities (courses, seminars, technical assistance). Total: \$29, 600.
3. *Equipment and supplies*: materials acquired for the office. Total: \$3,600.
4. *Documents*: production of reports, studies, reproduction of documents and the cost of printing. Total: \$3,600.
5. *Contracts by result*: for specialists, short term, to conduct technical work, including translation of documents. Total \$10,500.
6. *Others*: resources for telephone, fax, internet, communication, mobility and miscellaneous. Total \$3,600.

Meetings: are short duration events to conduct inter-American port dialogue and strengthen the hemispheric cooperation of the CIP. For the year 2009, it is assigned the amount of \$94,000, or 20.4% of the budget, and its expenditures are the following:

1. *Travels*: of the personnel of the Secretariat to participate in the meeting of the Committee, the Executive Board, and the specialized conferences planned to be celebrate this year. Total: \$69,000.
2. *Equipment and supplies*: purchase of materials for the office. Total: \$1,000.
3. *Documents*: production of reports, studies, reproduction of documents and costs of printing. Total: \$900.
4. *Contracts by result*: for technical advisors, assistants and translators, for a short term. Total: \$17,400.
5. *Other*: resources for telephone, fax, internet, communication, mobility and miscellaneous. Total \$5,700.

Technical Cooperation: are the support services that the CIP conducts for the benefit of the port community of the Member States such as training and formation, CIP magazine, website, port communication and promotion, and specialized technical assistance (and regional and international organizations). For the year 2009, it is assigned the amount of \$268,400, or 58.2% of the budget. Its expenditures are the following:

1. *Training, travels*: for port scholars from Member States and instructors for seminars, courses and other activities of cooperation that the CIP conducts. Total: \$136,800.
2. *Equipment and supplies*: purchase of support materials for the activities of cooperation. Total: \$6,400.
3. *Documents*: production of reports, studies, reproduction of documents and cost of printing. Total: \$2,400.

4. *Contracts by result:* for four assistants of the Secretariat (cooperation, training/magazine, computation and administration) for a medium term, instructors of the training activities, and translators. Total: \$118,400.
5. *Others:* resources for telephone, fax, internet, communication, mobility and miscellaneous: total \$4,800.

Table No. 3 Income: Comparative

This table shows the budgeted incomes for the year 2008 and 2009. Likewise, as a reference the budgeted amount in the exercise of the previous year (2007) is included.

The budgeted income for the year 2008 and 2009 increases by 1.1%, (lower than the expected inflationary level). Between 2007 and 2008 it increases in 3.3%.

The principal component of the incomes of the budgets of these years, as it has been in the past, is the ***contribution*** of each of the 34 Member States for \$6,000, which totals \$204,000 per year (equivalent to 44.7% and 44.2% respectively. During 2007 it represented 46.2% of the budget).

The second relevant component is the special appropriation that the ***CIP Port Program*** project allocates, \$125,000 per year, equivalent to 27.4% for 2008 and 27.1% for 2009.⁵ During the year 2007, it used \$50,000 which represented 11.3% of this budget.

The organization of ***CIP meetings and other events***, such as specialized conferences, constituted jointly the following importance in the income of the budget, \$65, 000 (14.3%), and \$69,000 (14.9%) for 2008 and 2009, respectively. For the year 2007 the amount assigned for these divisions were in the amount of \$90,000 (20.4%).

The contributions from ***cooperative agencies***, such as the Valencia port Foundation, with \$24,000 per year, constituted respectively 5.3% and 5.2% of the annual budget of 2008 and 2009. Between 2008 and 2007, it increased to 20%.

The resources generated by ***CIP magazine*** of \$15,000 per year contributes with 3.3% of the budget for 2008 and 2009.⁶

Finally, other elements of the budget with smaller relevance are ***other incomes***, which include the contributions of the TAG to finance their meetings, and those that are collected through the registration of the guests and receptions, as well as the contribution of the ***OAS***, which jointly total a relative contribution of 5.1% and 5.3%, respectively (\$23,300 and \$24,300).

⁵. Keeping in mind that the balance of this project on July 31, 2007 is of \$501,382, calculations indicate that there are sufficient resources to assign the amounts mentioned during the 2-year period. Additionally, a superior reserve fund will be maintained superior to the deposits by member State contributions for one year.

⁶. This contribution decreased at the beginning of 2007 by 66.7% in relation to the previous year when this deposit was in the amount of \$45,000.

Table No. 4A: Expenditures: comparison by section of expenditure

This table represents the budgeted income for 2008-2009. In addition, it includes as reference the amount budgeted for previous year (2007).

The budgeted expenditure for the 12 months of 2008 is in the amount of \$456,300 which is 3.3% greater than the year 2007. The expenditure of 2009 is greater by 1.1% (\$5,000) or \$461,300 from the previous year.

For the years in analysis the expenditure is structured according to the following six expenditure divisions.

1. Payroll: with \$47,400 in 2008 and \$48,000 in 2009 (an increase of 1.3%). Without variation between 2007 and 2008. This division represents 10.4% of the budget for both years and is similar to that of 2006.
2. Travels/Scholarships: with the amounts of \$232,600 and \$235,400 for 2008 and 2009, respectively, (an increase of \$2,800 or 1.2%), or 51% of the budgets. For the year 2007, it represented 55.1%.
3. Equipment and supplies: with the amounts of \$8,600 (1.9% of the 2008 budget) and \$10,600 (2.3% of the 2009 budget), this represents an increase of \$2,000 or an increment of 18.9% between those years. For 2007, this division represented 2.6% of the budget.
4. Documents: counts on a fixed amount of \$6,900 every year, equivalent to 1.5% of the 2008 and 2009 budgets. During 2007, this division represented 1.6% of the budget.
5. Contracts by result: for the year 2008 the amount is \$145,800 (32% of the budget) and \$146,300 for the following period (31.7%), which represents an increase of .3%. In 2007, this division represented 26.7% of the budget.
6. Others: \$15,000 and \$14,100 for the year 2008 and 2009 respectively. On average it represents 3.3% of the budget of those years, equal to 2007.

Table No. 4B Expenditures: comparison by projects

The budget of expenditures for 2008 and 2009 can be analyzed according to three projects.

1. Office of the Secretary. It is assigned 21.4% of the 2008 budget (97,800) and 21.4% (\$98,000) of the budget for 2009. This is an increase of \$1,100 or 1.1%. In 2007 this project counted with 22.2% of the budget.
2. Meetings. It is assigned 19.7% of the 2008 budget (\$89,800) and 20.4% (\$94,000) of the budget for 2009. There is an increase of \$4,200, or 4.7%. During the year 2007, this project represented 27.7% of the budget.

3. Technical cooperation. It is assigned 58.9% of the 2008 budget (\$268,700) and 58.2% (\$268,400) of the budget for 2009. There is a decrease of \$300, or -1%. During 2007, this project represented 50.1% of the budget

INTER-AMERICAN COMMITTEE ON PORTS
TABLE N° 1 PROPOSAL OF BUDGET 2008
(US dollars)

INCOME		No.	\$	\$	%		
1. Member States	Contributions	34	6.0	204.0	44.7		
2. CIP Magazine	Royalties	3	5.0	15.0	3.3		
3. Meetings	Executive Board	1	25.0	25.0	5.5		
4. Other events	Conferences, courses, seminars	1	40.0	40.0	8.8		
5. Other income	TAG, receptions, and admissions	1	16.0	16.0	3.5		
6. CIP Port Program	Special Appropriation	1	125.0	125.0	27.4		
7. OAS	Fondo Regular	1	7.3	7.3	1.6		
8. Cooperative Agencies	Valenciaport	1	24.0	24.0	5.3		
				456.3	100.0		

EXPENDITURE		No.	Month	\$/mth	\$	\$	\$	%
Office of the Secretariat							97.8	21.4
1. Salary	Position G-5/OAS	1	12	3.9	47.4	47.4		
		No.	\$		\$	\$		
2. Travel							29.6	
(i) OAS	Caribbean, CA/SA	2	1.9		3.7			
(ii) Institutional CIP	2 USA, 2 Caribbean, 2 CA/SA	6	1.9		11.1			
(iii) Cooperation	2 Caribbean, 2 CA, 3 SA, 1 Sp.	8	1.9		14.8			
		Months	\$		\$	\$		
3. Equipment and Supplies	Materials	12	0.3		3.6	3.6		
		Months	\$		\$	\$		
4. Documents	Reproduction, print, copies	12	0.3		3.6	3.6		
		No.	\$		\$	\$		
5. Contracts	Technical Advisors/Translations	2	5		10.0	10.0		
		Months	\$		\$	\$		
6. Others	Communication, mobility, miscellaneous	12	0.3		3.6	3.6		
Meetings							89.8	19.7
		No.	\$		\$	\$		
1. Travels							65.0	
(i) CECIP Meeting	Argentina	1	25.0		25.0			
(ii) Protection Conference	Dominican Republic	1	20.0		20.0			
(iii) Logistics Conference	Mexico	1	20.0		20.0			
		Months	\$		\$	\$		
2. Equipment and Supplies	Materials	3	0.3		1.0	1.0		
		No.	\$		\$	\$		
3. Documents	Reproduction, print, copies	3	0.3		0.9	0.9		
		No.	\$		\$	\$		
4. Contratos							17.4	
(i) Technical Advisors	\$.4 x 15 días = \$ 6.0	2	6.0		12.0			
(ii) Assistants	\$.2 x 15 días = \$ 3.0	1	3.0		3.0			
(iii) Translations	1 translator, \$.4 x 6 days = \$ 2.4	1	2.4		2.4			
		Months	No.	\$	\$	\$		
5. Others							5.5	
(i) Communications and mobility		3		0.2	0.6			
(ii) Reception			1	4.9	4.9			

Technical Cooperation					268.7	58.9
	No.	\$	\$	\$		
1. Training					138.0	
(I) Scholars	64	1.5		96.0		
(ii) Valencia	2	11.0		22.0		
(ii) Instructors-Coord.	10	2.0		20.0		
	Months	\$	\$	\$		
2. Equipment and Supplies					4	
(i) Equipment	4	0.25		1.0		
(ii) Supplies	12	0.25		3.0		
	Months	\$	\$	\$		
3. Documents	Reproduction, copies, print	12	0.2		2.4	2.4
	No.	Months	\$	\$	\$	
4. Contracts					118.4	
(i) Assistants						
Training/Magazine	1	10	2.5	25.0		
Cooperation	1	10	3.5	35.0		
Computation/Web	1	6	2.3	13.8		
Administrative	1	9	2.2	19.8		
(ii) Instructor/coordinator	2			2.0	20.0	
(iii) Translators	2			2.4	4.8	
	\$	Months	No.	\$	\$	
5. Others					5.9	
(i) Communication	0.29	12	1	3.5		
(ii) Unexpected	0.2	12	1	2.4		
TOTAL					456.3	456.3 100.0
					456.3	
SURPLUS						0.0

INTER-AMERICAN COMMITTEE ON PORTS
TABLE N° 2 PROPOSAL OF BUDGET 2009
(US dollars)

INCOME		No.	\$	\$	%		
1. Member States	Contributions	34	6.0	204.0	44.2		
2. CIP Magazine	Royalties	3	5.0	15.0	3.3		
3. Meetings	Committee and Executive Board	1	44.0	44.0	9.5		
4. Other events	Conferences, courses, seminars	1	25.0	25.0	5.4		
5. Other income	TAG, reception, and admission	1	17.0	17.0	3.7		
6. CIP Port Program	Special appropriation	1	125.0	125.0	27.1		
7. OAS	Regular Fund	1	7.3	7.3	1.6		
8. Cooperative Agencies	Valenciaport	1	24.0	24.0	5.2		
				461.3	100.0		

EXPENDITURE		No.	Months	\$/mth	\$	\$	\$	%	
Office of the Secretariat								98.9	21.4
1. Salary	Position G-5/OAS	1	12	4	48.0	48.0			
2. Travel		No.	\$		\$	\$			
						29.6			
(i) OAS	Caribbean, CA/SA	2	1.9		3.7				
(ii) Institutional CIP	2 USA, 2 Caribbean, 2 CA/SA	6	1.9		11.1				
(iii) Cooperation	2 Caribbean, 2 CA, 3 SA, 1 Sp.	8	1.9		14.8				
		Month	\$		\$	\$			
3. Equipment and Supplies	Materials	12	0.3		3.6	3.6			
		Month	\$		\$	\$			
4. Documents	Reproduction, print, copies	12	0.3		3.6	3.6			
		No.	\$		\$	\$			
5. Contracts	Technical Advisors/Translations	2	5.3		10.5	10.5			
		Month	\$		\$	\$			
6. Others	Communication, mobility, miscellaneous	12	0.3		3.6	3.6			
Meetings								94.0	20.4
1. Travel		No.	\$		\$	\$			
						69.0			
(i) Committee Meeting	El Salvador	1	22.0		22.0				
(ii) Executive Board Meeting	host country	1	22.0		22.0				
(iii) Environment Conference	Brazil	1	25.0		25.0				
		Month	\$		\$	\$			
2. Equipment and supplies	Materials	3	0.3		1.0	1.0			
		No.	\$		\$	\$			
3. Documents	Reproduction, print, copies	3	0.3		0.9	0.9			
		No.	\$		\$	\$			
4. Contratos						17.4			
(i) Technical Advisors	\$.4 x 15 días = \$ 6.0	2	6.0		12.0				
(ii) Assistants	\$.2 x 15 días = \$ 3.0	1	3.0		3.0				
(iii) Translations	1 translator, \$.4 x 6 days = \$ 2.4	1	2.4		2.4				
		Month	No.	\$	\$	\$			
5. Others						5.7			
(i) Communications and mobility		3		0.2	0.6				
(ii) Reception			1	5.1	5.1				

Technical Cooperation					268.4	58.2
	No.	\$	\$	\$		
1. Training					136.8	
(i) Scholars	60	1.6		94.8		
(ii) Valencia	2	11.0		22.0		
(ii) Instructors-Coord.	10	2.0		20.0		
	Month	\$		\$		
2. Equipment and Supplies					6.0	
(i) Equipment	2	1.5		3.0		
(ii) Supplies	12	0.25		3.0		
	Month	\$		\$		
3. Documents	12	0.2		2.4	2.4	
	No.	Month	\$	\$		
4. Contracts					118.4	
(i) Assistants						
Training/Magazine	1	10	2.5	25.0		
Cooperation	1	10	3.5	35.0		
Computation/Web	1	6	2.3	13.8		
Administrative	1	9	2.2	19.8		
(ii) Instructor/coordinator	5		4.0	20.0		
(iii) Translators	2		2.4	4.8		
	\$	Month	No.	\$	\$	
5. Others					4.8	
(i) Communication	0.3	12	1	3.6		
(ii) Unexpected	0.1	12	1	1.2		
			TOTAL	461.3	461.3	100.0
					461.3	
			SURPLUS		0.0	

INTER-AMERICAN COMMITTEE ON PORTS
Proposal of Budget 2008-2009

Table No. 3 INCOME: COMPARATIVE
(Thousands of dollars)

INCOME		2007		2008				2009				Var	
		\$	%	No.	\$	\$	%	No.	\$	\$	%	(08/07)%	(09/08)%
1. Member States	Contribution	204.0	46.2	34	6.0	204.0	44.7	34	6.0	204.0	44.2	0.0	0.0
2. CIP Magazine	Royalties	45.0	10.2	3	5.0	15.0	3.3	3	5.0	15.0	3.3	-66.7	0.0
3. Meetings	Committee & Executive Board	60.0	13.6	1	25.0	25.0	5.5	1	44.0	44.0	9.5	-58.3	76.0
4. Other events	Conferences, courses, sem.	30.0	6.8	1	40.0	40.0	8.8	1	25.0	25.0	5.4	33.3	-37.5
5. Other income	TAG, receptions, admissions	25.5	5.8	1	16.0	16.0	3.5	1	17.0	17.0	3.7	-37.3	6.3
6. CIP Port Program	Special Apropriation	50.0	11.3	1	125.0	125.0	27.4	1	125.0	125.0	27.1	150.0	0.0
7. OAS	Regular Fund	7.3	1.7	1	7.3	7.3	1.6	1	7.3	7.3	1.6	0.0	0.0
8. Cooperative Agencies	Valenciaport	20.0	4.5	1	24.0	24.0	5.3	1	24.0	24.0	5.2	20.0	0.0
TOTAL		441.8	100.0			456.3	100.0			461.3	100.0	3.3	1.1

**INTER-AMERICAN COMMITTEE ON PORTS
PROPOSAL OF BUDGET 2008-2009**

**TABLE No 4A EXPENDITURE: COMPARISON BY SECTION OF EXPENDITURE
(thousands of dollars & percentage)**

		2007		2008		2009		VAR 08/07		VAR 09/08	
		\$	%	\$	%	\$	%	\$	%	\$	%
INCOME		441.8		456.3		461.3		14.5	3.3	5.0	1.1
EXPENDITURE	SALARY	47.4	10.7	47.4	10.4	48.0	10.4	0.0	0.0	0.6	1.3
	TRAVEL/SCHOLARSHIP	243.5	55.1	232.6	51.0	235.4	51.0	-10.9	-4.5	2.8	1.2
	EQUIP. & SUPPLIES	11.7	2.6	8.6	1.9	10.6	2.3	-3.1	-26.5	2.0	18.9
	DOCUMENTS	7.0	1.6	6.9	1.5	6.9	1.5	-0.1	-1.4	0.0	0.0
	CONTRACTS	117.8	26.7	145.8	32.0	146.3	31.7	28.0	23.8	0.5	0.3
	OTHER	14.4	3.3	15.0	3.3	14.1	3.1	0.6	4.2	-0.9	-6.4
TOTAL		441.8	100.0	456.3	100.0	461.3	100.0	14.5	3.3	5.0	1.1

**TABLE No 4B EXPENDITURE: COMPARATISON BY PROJECT
(thousands of dollars & percentage)**

PROJECTS	2007		2008		2009		VARIACION 08/07		VARIACION 09/08	
	\$	%	\$	%	\$	%	\$	%	\$	%
OFFICE OF THE SECRETARIAT	98.3	22.2	97.8	21.4	98.9	21.4	-0.5	-0.1	1.1	1.1
MEETINGS	122.2	27.7	89.8	19.7	94.0	20.4	-32.4	-7.3	4.2	4.7
TECHNICAL COOPERATION	221.3	50.1	268.7	58.9	268.4	58.2	47.4	10.7	-0.3	-0.1
TOTAL	441.8	100.0	456.3	100.0	461.3	100.0	14.5	3.3	5.0	1.1

CIDI/CIP/RES. 90 (V-07)

THIRD HEMISPHERIC CONFERENCE ON PORT SECURITY

THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That the Second Hemispheric Conference on Port Security, organized by the CIP and held in October 2006, in Puerto la Cruz, Venezuela, afforded the Member States an opportunity to disseminate, transfer, and share information and best practices, and recommended that another conference be held by 2008;

That it is of the utmost importance to continue and strengthen port security in the Western Hemisphere, since many Member States require information and specialized advice on port security, as well as financing, and greater coordination among themselves; and

That the delegation of the Dominican Republic, through the Specialized Port Security Force (CESEP) of Secretariat of State of the Armed Force (SEFA) and the Autoridad Portuaria Dominicana (APORDOM), has offered to host the Third Hemispheric Conference on Port Security of the OAS in its country,

RESOLVES:

1. To hold the Third Hemispheric Conference on Port Security in Punta Cana, Dominican Republic, in April 2008.
2. To instruct the Secretariat of the CIP to coordinate with the delegation of the Dominican Republic and the Technical Advisory Group (TAG) on Port Security to prepare a proposal for this conference and to present it to the Executive Board at its regular meeting of 2007 for consideration and dissemination.
3. To thank the delegation of the Dominican Republic, principally CESEP and APORDOM, for the kind offer to host said conference.

SECOND HEMISPHERIC CONFERENCE ON ENVIRONMENTAL PORT PROTECTION

THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That the First Hemispheric Conference on Environmental Port Protection, organized by the Inter-American Committee on Ports (CIP) and held in April 2007, in Panama City, Panama, afforded an opportunity to promote the exchange of information on aspects related to environmental port protection in the Western Hemisphere and raise awareness among the port sector of the importance of environmental protection as of added value in its activity, and also recommended that another conference be held;

That it is of the utmost importance to continue and strengthen environmental port protection in the Western Hemisphere;

That many Member States need information and specialized advice on environmental port protection, as well as financing, to improve coordination among port administrations with regard to environmental port matters and to facilitate the exchange of experiences and the application of acceptable practices; and

That the delegation of Brazil, through the Administração Portuária de Paranaguá e Antonina (APPA), has offered to host the Second Hemispheric Conference on Environmental Port Protection in its country,

RESOLVES:

1. To hold the Second Hemispheric Conference on Environmental Port Protection in Paranaguá, Brazil, in 2009.

2. To instruct the Secretariat of the CIP to coordinate with the delegation of Brazil and the Technical Advisory Group (TAG) on Environmental Port Protection to prepare a proposal for this conference and to present it to the Executive Board at its regular meeting of 2008 for consideration and dissemination.

3. To thank the delegation of Brazil, particularly the APPA, for offering to host said conference.

FIRST HEMISPHERIC CONFERENCE ON PORT LOGISTICS AND COMPETITIVENESS

THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That major world countries and international organizations have implemented or recommended the implementation of different provisions on logistics and ports, these being an important link in the transportation chain;

That the objective of the Inter-American Committee on Ports (CIP) is to propose and promote policies for hemispheric cooperation for port sector development in order to facilitate transportation and international trade, and that it has established the Technical Advisory Group (TAG) on Logistics and Competitiveness;

That it is necessary to determine the extent of progress made by the ports of the Hemisphere in adopting methods to develop logistical chains; and

That the delegation of Mexico has offered to host the First Hemispheric Conference on Port Logistics and Competitiveness, to be held in 2008, in the port of Manzanillo, Colima, Mexico,

RESOLVES:

1. To hold the First Hemispheric Conference on Port Logistics and Competitiveness in Manzanillo, Mexico, in 2008, to be sponsored by the Office of the General Coordinator of Ports and Merchant Marine of the Secretariat of General Communications and Transportation, to exchange information and expertise regarding the situation of port logistics and competitiveness in the Hemisphere and to identify strategies and mechanisms for their improvement.

2. To instruct the Secretariat of the CIP to coordinate with the delegation of Mexico and the TAG on Logistics and Competitiveness to prepare a proposal for this conference and to present it to the Executive Board at its regular meeting of 2007 for consideration and dissemination.

3. To thank the delegation of Mexico for its kind offer to host said conference.

CIDI/CIP/RES. 93 (IV-07)

AMENDMENT OF THE RULES OF PROCEDURE
OF THE INTER-AMERICAN COMMITTEE ON PORTS (CIP)

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

Articles 5.e and 87 of Rules of Procedure of the Inter-American Committee on Ports (CIP), which authorize the Committee to propose amendments to its Rules of Procedure and establish the procedure for their approval; and

The report of the Secretariat regarding the need to amend Article 84.2 of the CIP Rules of Procedure, which provides the rationale for the amendment of the “Special Port Program” Specific Fund to “CIP Port Program” Specific Fund, and the “Emergency Port Program” Specific Fund” to “Technical Advisory Groups” Specific Fund;

CONSIDERING:

That it is necessary to amend the CIP Rules of Procedure with the aim of improving the operation of its mechanisms,

RESOLVES:

1. To submit to the Inter-American Council for Integral Development (CIDI) the following proposed amendment to Article 84.2 of the Rules of Procedure of the Inter-American Committee on Ports (CIP):

Article 84

The General Secretariat shall establish the “CIP Port Program” Specific Fund with contributions primarily coming from port authorities. Contributions to this Program are mandatory for Member States. The Executive Board may limit the benefits from projects and activities financed from those resources to Member States that fail to contribute to the above mentioned Program. Additionally, a “Technical Advisory Groups (TAGs)” Specific Fund shall be established with contributions primarily coming from associate members. Contributions are mandatory and the Technical Advisory Group may limit the benefits to the associate members that fail to contribute to this fund.

2. To request the delegations of the Member States to arrange for their permanent missions to the OAS to recommend prompt adoption of these proposals by the Inter-American Council for Integral Development (CIDI).

CIDI/CIP/RES. 94 (V-07)

STRENGTHENING OF THE INTER-AMERICAN COMMITTEE
ON PORTS OF THE ORGANIZATION OF AMERICAN STATES

THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That Article 1 of the Rules of Procedure of the Inter-American Committee on Ports (CIP) provides that the CIP is a committee of Inter-American Council for Integral Development (CIDI) established in compliance with resolution AG/RES. 1573 (XXVIII-O/98) of the General Assembly, and in accordance with Articles 93 and 77 of the Charter of the Organization of American States and Articles 5 and 15 of the Statutes of CIDI;

That among the functions and powers of the CIP is to carry out other functions consistent with its objectives, as well as those assigned by the General Assembly or CIDI, or as requested by the Permanent Executive Committee of CIDI (CEPCIDI);

That Articles 5.e and 87 of the Rules of Procedures of the CIP authorize the Committee to propose amendments thereto;

That maritime and river transportation and ports constitute essential elements in strengthening trade for the development of the Member States, and must therefore be addressed at the highest level;

That since the CIP is the only intergovernmental port forum of the Hemisphere, it must be accorded the status of entity of the Organization of American States (OAS), directly answerable to the General Assembly, in accordance with Article 53 of the Charter of the OAS, without prejudice to the obligation to report each year to the Permanent Council of the Organization; and

That to fulfill the above-mentioned purposes, the Rules of Procedure of the CIP must be amended so that it is brought into line with said requirements,

RESOLVES:

1. To request the port authorities of the Member States to take steps with their respective Ministries of Foreign Affairs to support the proposal to raise the status of the CIP within the structure of the OAS General Secretariat so that it is directly answerable to the OAS General Assembly.

2. To instruct the Chair and Vice Chair of the Executive Board to coordinate as soon as possible the necessary actions to fulfill said objective and to report on their progress at the next regular meetings.

3. To instruct the Secretariat of the CIP to take steps with the OAS General Secretariat to implement aforesaid change of regulatory status and to inform the Executive Board at its regular meetings of progress made in this regard.

CIDI/CIP/RES. 95 (V-07)

PLACE AND DATE OF THE SIXTH MEETING
OF THE INTER-AMERICAN COMMITTEE ON PORTS

THE INTER-AMERICAN COMMITTEE ON PORTS,

HAVING SEEN:

That Articles 5 and 7 of the Rules of Procedure provide that the Inter-American Committee on Ports (CIP) shall hold a regular meeting every two years at the place and date agreed upon at the preceding meeting;

That the delegation of El Salvador has kindly offered to host the Sixth Meeting of the CIP in its country in 2009; and

That the delegation of Mexico has kindly offered its country as an alternative site in the event that El Salvador is unable to host it,

RESOLVES:

1. To hold the Sixth Meeting of the CIP in San Salvador, El Salvador, in 2009.
2. To designate Mexico as an alternative site for the Sixth Meeting of the CIP.
3. To thank the delegation of El Salvador for its kind offer to host this important meeting and the delegation of Mexico for its offer of its country to serve as an alternative site.

CIDI/CIP/RES. 96 (V-07)

PLACE AND DATE OF THE SEVENTH MEETING
OF THE INTER-AMERICAN COMMITTEE ON PORTS

THE INTER-AMERICAN COMMITTEE ON PORTS

CONSIDERING:

That in accordance with its Rules of Procedure, the Inter-American Committee on Ports (CIP) will hold its Seventh Meeting in 2011;

That the delegation of Jamaica has kindly offered to host the Seventh Meeting of the CIP in its country in 2011; and

That the delegation of Paraguay has kindly offered its country as an alternative site for this meeting in the event that Jamaica is unable to host it,

RESOLVES:

1. To hold the Seventh Meeting of the CIP in Montego Bay, Jamaica, in 2011.
2. To designate Paraguay as an alternative site for the Seventh Meeting of the CIP.
3. To thank the delegation of Jamaica for its kind offer to host this important meeting and the delegation of Paraguay for its offer of its country to serve as an alternative site.

CIDI/CIP/RES. 97 (V-07)

VOTE OF THANKS

THE INTER-AMERICAN COMMITTEE ON PORTS,

CONSIDERING:

That the Fifth Meeting of the Inter-American Committee on Ports (CIP), hosted by the Government of Brazil in accordance with resolution CIDI/CIP/RES. 71 (IV-05), was a great success, owing especially to its excellent organization by the Special Secretariat of Ports;

That the Secretariat of the CIP of the General Secretariat of the Organization of American States (OAS) contributed effectively to the success of this meeting;

That, through their active participation, a number of OAS permanent observers, representatives of international organizations, experts, and special guests made valuable contributions to the deliberations of this meeting; and

That the event was sponsored by important private entities,

RESOLVES:

1. To express sincere appreciation to the Government of Brazil and, in particular, to the Special Secretariat of Ports.

2. To thank the OAS General Secretariat, especially the Secretariat of the CIP, for their valuable and important contribution to the success of the meeting of the CIP.

3. To express its appreciation to the representatives of permanent observers, international organizations, companies, experts, and special guests whose participation contributed to the success of the meeting.

IX. ANNEXES

ANEXO A

LISTA DE PARTICIPANTES / LIST OF PARTICIPANTS

I. PAÍSES MIEMBROS DE LA OEA / OAS MEMBER COUNTRIES

ARGENTINA

Ricardo LÚJAN

Subsecretario de Puertos y Vías Navegables
Subsecretaría de Puertos y Vías Navegables

Raúl FIORANO

Asesor de Gabinete
Subsecretaría de Puertos y Vías Navegables

Carlos VILLAREAL

Jefe de Centro de Control de Trafico Rió de la Plata
Prefectura Naval de Argentina

Jorge FALCÓN

Gerente de Relaciones Institucionales
Administración General de Puertos

Eduardo KLUZ

Coordinador Ejecutivo
Subsecretaría de Puertos y Vías Navegables

María QUINTEROS

Gerente
Administración General de Puertos

María AHUMADA

Cónsul General de la Republica Argentina en Salvador, Bahía
Consulado Argentina

BAHAMAS

Anthony ALLENS

Port Controller
Bahamas Port Department

BARBADOS

Everton WALTERS

Chief Executive Officer
Barbados Port INC

Kenneth ATHERLEY
Divisional Manager
Barbados Port INC

BELIZE

Lloyd JONES
Ports Commissioner
Belize Port Authority

Shirlet MARTINEZ
Human Resource Manager
Belize Port Authority

BRASIL

Pedro BRITO
Ministro Chefe
Secretaria Especial de Portos

José CORREIA
Secretário Adjunto
Secretaria Especial de Portos

Carlos LA SELVA
Subsecretário de Planejamento e Desenvolvimento Portuário
Secretaria Especial de Portos

Antonio FERREIRA
Diretor
Secretaria Especial de Portos

Jorge ZUMA.
Diretor
Secretaria Especial de Portos

Fernando BRITO
Diretor-Geral
Agência Nacional de Transportes Aquaviários

Luiz GARCIA
Diretor
Ministério dos Transportes

Fernando CARVALHO
Subsecretário
Secretaria Especial de Portos

José BOTHELO DE OLIVA
Superintendente da Navegação Interior
Agência Nacional de Transportes Aquaviários

Celso D. GONÇALVES
Superintendente de Portos
Agência Nacional de Transportes Aquaviários

CANADA

Terry BATTEN
Senior Advisor Port Operations
Transport Canada

Derrick MILBURN
Policy Analyst, Marine Security Policy
Transport Canada

COSTA RICA

Urias UGALDE
Presidente Ejecutivo
Instituto Costarricense Puertos del Pacifico

Gustavo ESQUIVEL
Asesor Legal
Instituto Costarricense Puertos del Pacifico

CHILE

Andrés RENGIFO
Director Empresas Portuarias
Sistema de Empresas Portuarias

Cristian MARIN
Representante de Puertos y Terminales Marítimos
Armada Chile

ECUADOR

Washington MARTINEZ
Director
Autoridad Portuaria de Guayaquil

Cesar PALACIOS
Director
Autoridad Portuaria de Guayaquil

Samuel FRANCO
Subdirector Portuario
Dirección General de la Marina Mercante y del Litoral

Elizabeth TREZZI
Asesor Marítimo Portuario Internacional
Subsecretaría de Puertos

EL SALVADOR

Carlos BORJA
Director Ejecutivo
Autoridad Marítima Portuaria

Fredy VILLALTA
Director
Autoridad Marítima Portuaria

José VELÁSQUEZ
Director
Autoridad Marítima Portuaria

Ramón HERRERA
Gerente Portuario
Autoridad Marítima Portuaria

Vidal SORTO
Cónsul
Consulado de El Salvador en Salvador, Bahía

Thais NEVES
Asistente Administrativo
Consulado de El Salvador en Salvador, Bahía

Silvia SORTO
Asistente Administrativo
Consulado de El Salvador en Salvador, Bahía

GUATEMALA

María I. FERNANDEZ
Directora Ejecutiva
Comisión Portuaria Nacional

Adolfo VELA
Director
Comisión Portuaria Nacional

José ALIVAT
Secretario General
Comisión Portuaria Nacional

HAITI

Ginelle NOEL
Chef de Cabinet du Directeur Général
Autorité Portuaire Nationale

Hugues DESGRANGES
Membre du Cabinet
Autorité Portuaire Nationale

HONDURAS

Ernesto GALEAS
Subsecretario
Secretaría de Obras Pública, Transporte y Vivienda.

Dennis CHINCHILLA
Secretario Ejecutivo
Comisión Nacional de Protección Portuaria

JAMAICA

Rosalie DONALDSON
Senior Vice President International Marketing
The Port Authority of Jamaica

Hopeton DELISSER
Captain
The Port Authority of Jamaica

MÉXICO

Ángel GONZÁLEZ RUL
Director General de Puertos
Secretaría de Comunicaciones y Transportes

Francisco PASTRANA
Director de Tarifas y Estadísticas
Dirección General de Puertos

Alejandro AVALOS
Asesor del Coordinador General de Puertos y Marina Mercante
Secretaría de Comunicaciones y Transportes

NICARAGUA

José GENET

Gerente de Coordinación y Gestión Portuaria
Empresa Portuaria Nacional

PANAMÁ

Zoila YANISELLI

Subdirectora de Puertos
Autoridad Marítima de Panamá

Roberto SABONGE

Director de Planificación Corporativa y Mercadeo
Autoridad del Canal de Panamá

PARAGUAY

Omar PICO

Presidente
Administración Nacional de Navegación y puertos

Juan MUÑOZ

Director Titular
Administración Nacional de Navegación y Puertos

Emilio CASSANELLO

Gerente de Navegación e Hidrografía
Administración Nacional de Navegación y Puertos

Diosnel MIRANDA

Funcionario
Administración Nacional de Navegación y Puertos

PERÚ

Eusebio VEGA

Director de Planeamientos y Estudios Económicos
Autoridad Portuaria Nacional

REPUBLICA DOMINICANA

José LOZANO

Sub. Director Internacional
Autoridad Portuaria Dominicana

Tommy GALÁN
Senador
Congreso Nacional de la República

Homero LAJARA
Director
Cuerpo Especializado de Seguridad Portuaria

Gelson PÉREZ
Encargado de Entrenamiento
Cuerpo Especializado de Seguridad Portuaria

Salvador MONTÁS
Delegado
Marina de Guerra Dominicana

SAINT VINCENT AND THE GRENADINES

Paul KIRBY
Chief Executive Officer
Saint Vincent and the Grenadines Port Authority

Patricia MARTIN
Council Member
Saint Vincent and the Grenadines Port Authority

SURINAME

John DEFARES
Director
Suriname Port Management Company

Mawdo ALENDY
Member of the Board
Suriname Port Management Company

Jozef AMAUTAN
Member of the Board
Suriname Port Management Company

URUGUAY

Gaston SILBERMANN
Vicepresidente
Administración Nacional de Puertos

Alejandro ANTONELLI
Subgerente General
Administración Nacional de Puertos

Mario MONTEMURRO

Unidad de Relaciones Internacionales
Administración Nacional de Puertos

Ana Maria COPELLO

Adjunta de Relaciones Internacionales
Administración Nacional de Puertos

UNITED STATES OF AMERICA

Gregory HALL

Director of the Office of the International Activities
U.S. Department of Transportation, Maritime Administration

David GRIER

Navigation Business Line Manager
U.S. Army Corps of Engineers

VENEZUELA

Marevis BASTOS

Directora de Asuntos Acuáticos Internacionales
Instituto Nacional de Espacios Acuáticos e Insulares

Katherine BOGADI

Especialista Ambiental
Instituto Nacional de Espacios Acuáticos e Insulares

**II. PAÍSES OBSERVADORES PERMANENTES DE LA OEA / OAS PERMANENT
OBSERVER STATES**

ESPAÑA

Mariano NAVAS

Presidente
Puertos del Estado

Julián MAGANTO

Director de Coordinación de Gestión y Relaciones Externas
Puertos del Estado

Santiago MONTMANY

Jefe del Departamento de Cooperación
Puertos del Estado

FRANCE

Patrice VERNET

Agent de Douane Française
Ambassade de la France au Brésil

III. ORGANISMOS INTERNACIONALES / INTERNATIONAL ORGANIZATIONS

ASOCIACIÓN PARA LA COLABORACIÓN ENTRE PUERTOS Y CIUDADES (RETE)

João SOUSA

Membro da Junta de Governo
Portugal

COMISIÓN ECONÓMICA PARA AMÉRICA LATINA Y EL CARIBE

Ricardo SANCHEZ

Oficial de Asuntos Económicos
Chile

COMITÉ INTERAMERICANO CONTRA EL TERRORISMO /OEA

Ignacio IBAÑEZ

Especialista
Estados Unidos

INSTITUTO IBEROAMERICANO DE DERECHO MARÍTIMO

Ana BRUNET

Secretaria Comisión de Puertos
Argentina

IV. INVITADOS /GUEST

Lafayette ABREU

Assessor
Secretaria Especial de Portos
BRASIL

Domênico ACCETTA

Superintendente do Instituto Nacional de Pesquisas
Companhia Docas do Rio de Janeiro
BRASIL

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Jefe Calidad
Autoridad Portuaria de Valencia
ESPAÑA

Liana ALMEIDA

Coordenadora Comercial Interno
Intermarítima Terminais Ltda
BRASIL

Nivaldo ALMEIDA

Diretor Presidente
Itapoá Terminais Portuários
BRASIL

Paulo ALVARENGA

Diretor Executivo
Siemens
BRASIL

Creso AMORIN

Diretor
Creso Amorim Transportes e Serviços Ltda
BRASIL

José AMORIM

Chefe da Subdivisão de Pesquisa e Extensão
Instituto Militar de Engenharia
BRASIL

Mary AMORIM

Diretora Presidente
Mediterranean Shipping Company do Brasil
BRASIL

Cel ANDRADE

Diretor Comercial
Tip Top do Brasil Ltda
BRASIL

Edson AREIAS

Consultor Jurídico
Confederação Nacional dos Trabalhadores em Transportes Aquaviário e Aéreo, na Pesca e nos Portos
BRASIL

Jorge AUGUSTO

Gerente do Porto de Niterói
Companhia Docas do Rio de Janeiro
BRASIL

Sergio BACCI

Diretor
Grupo Libra
BRASIL

Jorge BACIL

Técnico de Sistemas Portuários
Companhia das Docas do Estado da Bahia
BRASIL

Karla BAETA

Gerente
Agência Nacional de Vigilância Sanitária
BRASIL

Nelson BAHIA

Líder da Guarda Portuária
Companhia das Docas do Estado da Bahia
BRASIL

Cláudio BAILLY

Consultor
Ronic Internacional Serviços de Consultoria Ltda
BRASIL

José BALAU

Diretor
Aliança Navegação e Logística Ltda
BRASIL

Laury BARCELLOS

Superintendente de Desenvolvimento Portuário
Companhia Docas do Rio de Janeiro
BRASIL

Beth BARRETO

Marketing
Terminal para Contêineres da Margem Direita
BRASIL

Fabiano BARRETO

Gerente de Projetos
Local Beach, Global Garbage
BRASIL

Andrezza BARROS

Assessora do Ministro
Secretaria Especial de Portos
BRASIL

João BATISTA

Gerente
Companhia Siderúrgica Paulista
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ANEXO B

LISTA DE DOCUMENTOS / LIST OF DOCUMENTS

Número de Documento/ Document Number	Título/Title	Idioma/Language
CIDI/CIP/doc.1/07	Lista Preliminar de Documentos	Textual
CIDI/CIP/doc.1/07 rev.1	Lista de Documentos	Textual
CIDI/CIP/doc.2/07	Proyecto de Temario	E, I, P, F ⁷
CIDI/CIP/doc.2/07 rev.1	Temario	E, I, P, F
CIDI/CIP/doc.3/07	Proyecto de Calendario	E, I, P, F
CIDI/CIP/doc.3/07 rev.1	Calendario	E, I, P, F
CIDI/CIP/doc.4/07	Lista Preliminar de Participantes	Textual
CIDI/CIP/doc.4/07 rev.1	Lista de Participantes	Textual
CIDI/CIP/doc.5/07	Informe de la Secretaría, 2006 - 2007	E,
CIDI/CIP/doc.6/07	Información sobre los Comités Técnicos Consultivos (CTC)	E, I
CIDI/CIP/doc.7/07	Estado de Cumplimiento del Acuerdo de Cooperación y Asistencia Mutua entre las Autoridades Portuarias Interamericanas	E, I
CIDI/CIP/doc.8/07	Recomendaciones para la gestión de los Comités Técnicos Consultivos (CTC)	E, I
CIDI/CIP/doc.9/07	Informe sobre el cumplimiento del Plan de Acción de la CIP 2004-2007	E, I
CIDI/CIP/doc.10/07	Estado Financiero de los Proyectos de la CIP 2006-2007	E, I
CIDI/CIP/doc.11/07	Proyecto de Presupuesto	E, I

⁷ E = Español, I = English, P= Português, F = Français

CIDI/CIP/doc.12/07	Anteproyecto Plan de Acción de la CIP 2008-2011	E, I, P, F
CIDI/CIP/doc.13/07	Propuesta de la Revista CIP 2008-2009	E, I
CIDI/CIP/doc.14/07	Informe Final de la I Reunión Extraordinaria de la CIP (Algeciras, España)	E, I
CIDI/CIP/doc.15/07	Informe Final de la II Conferencia sobre Protección Portuaria (Puerto La Cruz, Venezuela)	E, I
CIDI/CIP/doc.16/07	Informe de la I Conferencia sobre Protección Ambiental Portuaria (Ciudad de Panamá, Panamá)	E, I
CIDI/CIP/doc.17/07	Informe del Presidente del Comité Ejecutivo, 2006 - 2007	E, I, P
CIDI/CIP/doc.18/07	Informe del Presidente del CTC sobre Control de la Navegación, 2006-2007 (Argentina)	E
CIDI/CIP/doc.19/07	Report of the Chair of the TAG on Port Security (United States)	I
CIDI/CIP/doc.20/07	Informe del Presidente del CTC sobre Operaciones Portuaria, 2006-2007 (México)	E
CIDI/CIP/doc.21/07	Informe del Presidente del CTC sobre Protección Ambiental Portuaria, 2006-2007 (República Bolivariana de Venezuela)	E
CIDI/CIP/doc.22/07	Informe de la Subcomisión de Presupuesto y Finanzas	E, I, P
CIDI/CIP/doc.23/07	Informe de la Subcomisión de Evaluación de los Comités Técnicos Consultivos	E, I, P
CIDI/CIP/doc.24/07	Informe de la Subcomisión de Credenciales	E, I, P
CIDI/CIP/doc.25/07	Proyecto de Resoluciones	E, I, P, F
CIDI/CIP/doc.25/07 rev. 1	Resoluciones	E, I, P, F

CIDI/CIP/doc.26/07	Informe de la Subcomisión del Proceso Electoral	E, I, P
CIDI/CIP/doc.27/07	Informe Final	E, I, P, F
CIDI/CIP/Inf.1/07	Projetos para o desenvolvimento portuário do Brasil (Apresentado por Pedro Brito)	P
CIDI/CIP/Inf.2/07	El Papel de los puertos en el comercio internacional (Presentado por Mariano Navas)	E
CIDI/CIP/Inf.3/07	Supply Chain Security and Trade Facilitation (Presented by Pascal Ollivier)	I
CIDI/CIP/Inf.4/07	Gestão portuária por resultados (Apresentado por José Roberto Correia Serra)	P
CIDI/CIP/Inf.5/07	Ínter modalismo férreo portuario (Presentado por Julián Maganto)	E
CIDI/CIP/Inf.6/07	Perspectivas dos terminais privados no Brasil (Apresentado por Fernando A. Brito Fialho)	P
CIDI/CIP/Inf.7/07	Competitividad y logística (Presentado por Francisco Pastrana)	E
CIDI/CIP/Inf.8/07	Conexão por hidrovias de Brasil com América Latina (Apresentado por Alex Oliva)	P
CIDI/CIP/Inf.9/07	Desenvolvimento da cidade e porto: Caso bem sucedido de Lisboa (Apresentado por João de Sousa)	P
CIDI/CIP/Inf.10/07	Código Verde de conducta para la gestión portuaria en Centroamérica (Presentado por María Isabel Fernández)	E
CIDI/CIP/Inf.11/07	Planos de contingência de saúde nos portos (Apresentado por Antonio M. Ferreira Neto)	P

CIDI/CIP/Inf.12/07	Plan maestro del Canal de Panamá (Presentado por Rodolfo Sabonge)	E
CIDI/CIP/Inf.13/07	Impacto económico y logístico en la navegación y el comercio exterior de la ampliación del Canal de Panamá (Presentado por Ricardo Sanchez)	E
CIDI/CIP/Inf.14/07	Portos fluviais do Brasil: Diretrizes e estratégias para o seu desenvolvimento (Apresentado por Luís E. García)	P
CIDI/CIP/Inf.15/07	Desarrollo de las terminales para cruceros: experiencia de México (Presentado por Alejandro Avalos T.)	E
CIDI/CIP/Inf.16/07	Aperfeiçoamento da dragagem no Brasil (Apresentado por Jose C. Amorím)	P
CIDI/CIP/Inf.17/07	Modelo en la gestión de calidad en puertos (Presentado por Emilio Aliaga)	E

ANNEX C
REPORT
OF THE SUBCOMMITTEE ON THE EVALUATION OF THE TECHNICAL ADVISORY
GROUPS

During the First Session of the Fifth Meeting of the Committee, held in Salvador, Bahía, on September 11-14, 2007, the Committee created a Subcommittee on the Evaluation of the Function of the Technical Advisory Groups (TAG).

The Subcommittee was created from the proposal of the Chair of the Meeting, with the objective of evaluating the functioning of the TAG, proposing which TAGs will be in effect in 2008 and 2009.

This Subcommittee was presided by the delegation of Uruguay, and integrated with the delegations of Argentina, Ecuador, United States, Mexico, Nicaragua, Panama, and Venezuela.

The Subcommittee accomplished, during the Meeting, its work sessions, and all present agreed on the following recommendations:

1. Evaluation of the Functioning of the TAG

According to the reports presented by the Chairs of each of the TAGs, manifesting their will to continue their activities, they found it necessary to accomplish the following evaluations:

TAG on Operations

We highlight in this report the work that was accomplished and the financial support given by associate members, who fully approve of the structure that such advisory organs should possess.

Therefore, it is also necessary to point out the following considerations:

- a) Dissemination of the issues
- b) Necessity to assign activities
- c) Changing the name of the TAG to TAG on Logistics and Competitivity

TAG on Navigation Control and TAG on Environmental Port Protection

The effort which caused the division into two TAGs, which began to work separately, provoked a limitation of particular objectives concerning their practice in 2006/2007, which does not allow us to adequately evaluate and identify their priorities and construct a reasonable group of associate members which would provide financial support.

TAG on Port Security

This TAG satisfactorily fulfilled its objectives and, was able to assist the Executive Board in promoting two hemispheric conferences during the evaluated period. However, besides the work

which was accomplished, a decreasing amount of associate members was observed, which, in turn, debilitates the objective which establishes the structure of the TAG.

2. Recommendations for better functioning of the TAGs

The Subcommittee decided to gather the suggestions presented by the Secretariat that are verified in the Document CIDI/CIP/doc.08/07, and that established a series of recommendations, both general and specific, for the offices of the Chair of the TAG, for the associate Member States, aiming at improving and managing these advisory organs of the CIP, and gain the active participation of all of its members.

3. Proposal of the TAG which will be effective in 2008 and 2009

The Subcommittee resolved to recommend maintaining the same four TAGs during the next period, considering the change in name of the TAG on Operations.

The TAGs that will be maintained are as follows:

- a) TAG on Logistics and Competitiveness
- b) TAG on Navigation Control
- c) TAG on Environmental Port Protection
- d) TAG on Port Security

Salvador, Bahía, September 13, 2007

ANNEX D

REPORT

OF THE SUBCOMMITTEE ON BUDGET AND FINANCES

During the First Session of the Fifth Meeting of the Committee, held in Salvador, Bahía, on September 11-14, 2007, the Subcommittee on Budget and Finances.

The Subcommittee was created upon a proposal of the Chair of the meeting, with the objective of evaluating the report on the Financial Statement of the CIP Projects for the 2006-2007 period and considering the Proposal of the Budget for the 2008-2009 two year period.

The Subcommittee was presided by the delegation of Chile and integrated by the delegations from Barbados, Brazil, Dominican Republic, Guatemala, Haiti, Peru, and Saint Vincent and the Grenadines.

The Subcommittee conducted its work sessions during the development of the Fifth Meeting, and agreed on the following recommendations:

- To approve the Report on the Financial Statement of the Projects of the Inter-American Committee on Ports for 2006-2007, considered in the document CIDI/CECIP/doc.10/07.
- To approve the Proposal for the Budget 2008-2009, considered in the document CIDI/CECIP/doc.11/07.
- Establish an annual contribution of US\$ 6,000.00 per member State.
- Urge Member States to punctually comply with the payments of its contributions, with special emphasis on those countries in debt.
- To suspend the benefits derived from the projects financed by the resources of the Port Program, beginning July 1, 2008, of all countries in debt for more than one year of the above mentioned contribution, until the situation is normalized.
- To instruct the Secretariat to transmit the payment receipt through regular means to the Chancellery, with a copy to the port authorities accredited by CIP.
- To instruct the Secretariat to make annual readjustments of the 2008-2009 budget of the CIP Port Program that includes the observable tendencies in the revenue, as well as increases of up to 20% in the expenses related to training with the intention of maintaining an operating fund equivalent to the expenses of an activity.
- To instruct the Secretariat to include in the next report the Audit Certification Document.

Salvador, Bahía, September 13th, 2007

ANNEX E
REPORT
OF THE SUBCOMMITTEE ON CREDENTIALS

During the First Session of the Fifth Meeting of the Committee, held in Salvador, Bahía, on September 11 - 14, 2007, the Subcommittee on Credentials.

The Subcommittee was created upon a proposal of the Chair of the Meeting, with the objective of Verifying the credentials of the delegations in assistance at the meeting.

The Subcommittee was presided by the delegation of Jamaica and integrated by the delegations of Belize, Costa Rica, Honduras, and Paraguay.

The Subcommittee, conducted its work session which agreed to the following recommendation:

- Approve without observation the Credentials presented by the representatives of the twenty-five Member States in assistance at the meeting, whose list of representatives is attached in Annex of the present report, signed by the participants of the Committee who were present at the referred to act.

Salvador, Bahía, September 13th, 2007

ANNEX F

REPORT

OF THE SUBCOMMITTEE ON THE ELECTORAL PROCESS

Taking note that in the Fifth Meeting of the Inter-American Committee on Ports (CIP) an electoral process should take place to elect the 15 Member States that will integrate the Executive Board of the CIP for the 2007-2009 period, in the First Plenary Session of this meeting, September 11, 2007, in Salvador, Bahia, Brazil, by proposal of the Chair, the Subcommittee on the Electoral Process was created. Its principle functions were: (i) Observe the transparency of the electoral process; (ii) Supervise the voting phases for the election of the members of the Board and vote count, and (iii) give faith to the results of the same.

This Subcommittee was presided by the delegation of El Salvador (Carlos Borja), and integrated by the delegations of the Bahamas (Anthony Allen), and Canada (Derrick Milburn).

The Subcommittee fulfilled its mandate on Thursday, September 13, 2007, in hours of the afternoon, when the 15 Member States were elected, included in the attached page, and is properly observed and signed by the members of this Subcommittee.

ELECCION DE LOS MIEMBROS DEL COMITE EJECUTIVO
ELECTION OF THE MEMBERS OF THE EXECUTIVE BOARD
ELIÇÃO DOS MEMBROS DO COMITE EXECUTIVO

1. ARGENTINA
2. BARBADOS
3. BRASIL
4. CHILE
5. ECUADOR
6. EL SALVADOR
7. GUATEMALA
8. JAMAICA
9. MEXICO
10. PANAMA
11. PERU
12. REPUBLICA DOMINICANA
13. USA
14. URUGUAY
15. VENEZUELA

