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1. "Single Window, Logistic and Competitiveness" Seminar in Brazil

The grandiose Grand Marquise Hotel, in Fortaleza the state capital of Ceara, Federative Republic of Brazil was the headquarters for the "Single Window, Logistic and Competitiveness" Seminar from November 22nd to the 25th of 2011, organized by the Ports Secretary of the Presidency of the Republic of Brazil, with the support of the Inter-American Committee on Ports (CIP), of the Organization of American States (OAS).

The objectives of the seminar were to promote concepts facilitating port information among intervening agents, discussing various international experiences of implantation of the "Single Window" systems, considering the experiences of Brazil, Spain, Singapore, France, Portugal and the United States.

It featured speakers from Brazil, United States, Singapore, Spain, France and Portugal. Almost everyone from the Port Authorities of Brazil, businessmen of different sectors in port, naval, exporting industries, national and regional policies, among other participants, assisted the seminar.

Likewise, the country's main Port Authorities presented their expansion plans, in correlation with the "Single Window" central theme, the expansion of the Panama Canal and its opening in 2014.

In the four day conference, it counted on the participation of renowned international and Brazilian specialists, among them were: Dr. Carlos Gallegos, a participant of the composition of the main table; also contributing to the discussion included, Dr. Jorge Ernesto Sanchez Ruiz, Brazil's representative to the Inter-American Committee on Ports, was the Technical Coordinator of the Seminar and participated in the composition of the offices contributing to the discussions, Dr. Mario Lima Junior, Executive Secretary of the Presidency of the Port Secretariat of the Republic of Brazil, giving the opening speech on behalf of the Minister of Ports, Dr. Leônidas de Menezes Cristino, Dr. Ciro Gomez, former Minister of Finance of Brazil, who presented the inaugural issue on "The Foreign Trade Policy of Brazil." Dr. Agnes Barbeiro de Vasconcellos, President of the Brazilian Association of Terminals and Alfandega Enclosures (ABTRA), Dr. Jose Roberto Correia Serra, President of the Brazilian Association of Port and Waterway (ADEPH) and Chairman of the Dock Company of the State of Sao Paulo (COPESP).

And the speakers; *Ciro Gomez, Luis Claudio Montenegro,* Director of the Department of Port Information Systems of the Port Secretariat of the Presidency of the Republic (SEP), *Glen Gordon:*President of FENMAR- Maritime Navigation Federation Agency, *Nishant Pilai:* Cargo Diretor & Port Security da Unisys, *Miguel Llop Chabrera*, *Paulo Ho*: Special Adviser to the Port Secretariat of the President of the Repubilc (SEP), *Serene Ho,* IDA International, Chan Fook Seng- Crimsonlogic, Maria Eugenia de Sanchez, Traffic Projections Coordinator of the Port Authority of the Panama Canal, *Riano Valente Freire,* President of Compañia Docas de Santana, *Jose Carlos Ponciano da Silva,* President Director of the Compañia Docas do Pará, *Paulo Andre Holanda,* President Director of the Compañia Docas do Ceará, Eliane Barsbosa, Planning Director of Compañia Docas do Rio de Janeiro, Catarina Almeida, Projects Coordinator of the Implantaçión de Ventanilla Única de Portugal, Indra Sistemas Portugal S.A., *Fátima Prado,* SOGET, *Leônidas* Cristino: Minister of the Port Secretariat of the President of the Republic.

The conference covered topics such as:

- The Brazilian Economic Policies and Foreign Trade
- Paperless Port: The Project of the Single Window Port in Brazil.
- Experiences of Paperless Port users-Challenges and Opportunities.
- Intelligence Cargo-Paperless Port Model-Challenges and Opportunities
- The Experience of the Valencia Port Foundation in the Single Window Ports
- Port Intelligence and Short Sea Shipping Incentive: SISCOLOG Proposal
- Singapore as a key international logistic

- SEW-The experience of the Government of Singapore
- Panama Canal Authority Perspectives with the Expansión do Canal in 2014
- Expansion Plan of certain Brazilian ports: Santana, Rio de Janeiro, Villa del Conde and the Panama Canal Expansion
- Portuguese Experience in the Implantation of the Single Window Port.
- Implantation of the Single Window- Concession Model: Benin Case

A guided tour of the Pecem Port Terminal and Technology Vocational Center (CVT) of the Ceara Docks Company was conducted on the final day of the seminar.

2. Panama in Category A in the General Council of the IMO

Panama managed to stay among the 10 most powerful of the maritime world recognized by the International Maritime Organization (IMO), during the celebration of the 27th General Assembly in which the General Council held elections for this organization, held in London, England.

The Assembly is the governing body of the IMO, composed of 170 member states which normally meet once every two years. The organization is divided into Category A with the 10 most influential nations where Panama has entered; Category B also with 10 seats; and C with 20 occupants.

It is the most important meeting since the Assembly has the task of electing members to the Council and approves the budget for the next biennium and the resolutions and recommendations developed by subsidiary bodies during the previous two years.

The Council is integrated by 40 member States elected by the Assembly, it is the governing body of the IMO and is responsible under the Assembly, for supervising the work of the Organization, develop the budget and work program.

The 40 countries of the IMO Council are considered to be the world's most influential countries of the international maritime.

The Panamanian delegation was led by the of the Administrator of the Panama Maritime Authority (AMP), Roberto Linares; the ambassador of Panama in London, Ana Irene Delgado and the Merchant Marine Director General, Alfonso Castillero, who highlighted the success of this reelection by reiterating the leadership in Panama, whose flag has more than 9,000 registered vessels.

The Panamanian delegation had the opportunity to meet with the Secretary General of the IMO, Efthimios Mitropoulos and the new General Secretariat, who goes into office in January, Koji Sekimuzu and both congratulated Panama for this success and there desire to continue working with the leading country.

Panama stayed with China, Greece, Italy, Japan, Norway, Republic of Korea, Russian Federation, United Kingdom and the United State in category A of the General Council of the OMI, or the so called 10 most powerful nations of the maritime world, informed the Panama Maritime Authority (PMA). Argentina, Bangladesh, Brazil, Canada, Spain, France, Germany, Holland, India and Swiss remained in Category B. In C are: Morocco, Cyprus, Jamaica, Liberia, Australia, and others.

This is the result of a great diplomatic effort and in permanent international contact with our users and member countries of the IMO, which allows us to create this valuable aspiration to maintain in the distinguished Category A. "This reelection gives us a greater goal for the future in the maritime industry, and we will continue our hard work for the good of Panama and all of our users," said Roberto Linares, general administrator of PMA, who led the delegation who took Panama to London.

The news was welcomed by employers engaged in maritime business, Carlos Urriola Tam, manager of the port of Manzanillo International Terminal, said that "Panama's good fame will bring more business to the country's maritime areas under development."

On his part, Albert White, president of the Logistics Commission of the Chamber of Commerce of Panama, highlighted that the country "is strongly positioned as a maritime center".

Meanwhile, from London, Linares bet that Panama could retain its place in Category A, because "the Panamanian flag as a global maritime power has a reputation of shipping more than 23% of the worlds registered fleet in her name."

Source: http://www.mundomaritimo.cl/noticias/panama-permanece-en-la-categoria-a-del-consejo-general-de-la-omi
http://www.elsalvador.com/mwedh/nota/nota_completa.asp?idCat=47861&idArt=6417486
http://www.capital.com.pa/?p=7351

3. The argentine port of Bahia Blanca has a potency with private inversions (Argentina)

The initial investments, of about US $40 million, include the launching of a jetty for tower operations and handling. The construction will be begin in an embarking port with a storage capacity of approximately 80,000 tons and the possibility of conditioning cereals and vegetable oils received, being able to unload product from trucks and trains.

Louis Dreyfus Commodities (LDC) signed the 30 years agreement for a plot of land of 16.5 hectares and water surface of approximately 24,000 meter squared, the crab sector dominated of the Bahia Blanca Port.

It also contemplates the possibility of amplification of learning in later stages, to increase the capacity of storing and conditioning and incorporating industrial process, such is the case for biodiesel.

On its part, Potasio Rio Colorado, owned by the Vale Do Rio Doce mine, made an agreement with the port authority of concession of a period of 50 years, with option to renew for a similar period. The project aims to build and operate a port terminal for compaction, storage and exportation by sea potassium chloride.

The contract avoids the use of additional space where the dealership would construct a yielding rail for the entry of merchandise precedent of the extraction zone, situated in the province of Mendoza (Malargüe), bordering Neuquen. The endeavor covers all the production phases and potassium distribution. Its extraction and processing in the deposit and the construction of the logistic infrastructure implies rail and port for its exportations.

The information brought by Jorge Otharan, president of the Bahia Blanca Port of Management Consortium (CGPBB), in the XXI International Seminar of Ports, navigable Waterways, Multimodal Transportation and Foreign Trade. The event, as it does every year, brings together all the main players, and it has been converted into the principle discussion forum of the Argentinean sector.

Dreyfus is the third exporter of agricultural products of the country, with a soaring volume of 8 million tons. He charged a little over 100 years the second steam products in the Iron Pier White Engineering. A century later, confirms the presence in bahienses port operations and validates its compromise to further link the cereal commerce in Argentina, pointed out Otharan.

The grounds where they will have the workshop are made up of, by one part, by spaces which originally were assigned to Central Thermoelectric Committee. Luis Piedra Buena (ex Eseba) acquired by the CGPBB to the provincial government, and through the exportation of new grounds. In both cases, it was managed and obtained by the sanction of the respective laws by part of the provincial Legislature.

For the subsidiary of the Tinto River, the amount of the inversion to be made in the port areas is about US$170 million, while an estimated annual volume of potassium chloride export will reach 4 million tons. While the sub-products or complementary activities in the form mobilize additional 1 million tons annually.

Both investments only serve to confirm the companies confidence in this deep-water seaport, highlighted Otharan.

Potassium Colorado River is a comprehensive project that encompasses all the stages of production, processing and distribution of potassium chloride for use as agricultural fertilizer.

Source: http://www.mundomaritimo.cl/noticias/el-puerto-argentino-de-bahia-blanca-se-potencia-con-inversiones-privadas

4. More than US$40 million will be invested in Lazaro Cardenas port in 2010 (Mexico)

By 2012, the federal government will invest US $44 million (about 600 million pesos) in the Lazaro Cardenas Port for the development of infrastructure in the port, exceeding the $33 million (452.3 million pesos) that were scheduled for this 2011, informed Alejandro Chacon Dominguez, headline of the General Coordination of Ports and Merchant Navy.

Ports coordinator reported that the budget planned for this year is nearing completion have exercised more than 90%, and that by the end of December will have all the appeal exerted scheduled.

Chacon Dominguez, who was received and accompanied by the general director of the local Integral Port Administration, Ruben Medina Gonzalez, indicated that while the federal government will invest US$44 million, the private sector in general will be investing 50 million dollars to equipment.

The amount provided by the federal government for the development of this port is provided within the investment of all the Mexican ports, which is estimated to be around US$550 million, he said.

The ports coordinator explained the behavior of the Michoacano ports until last October, where a growth of 6.4 percent was seen growth in the general cargo handling in comparison with the same period last year.

It is estimated that this year it will close with handling more than 900 thousand TEUs, surpassing the amount handled at the end of 2010, it currently has a16% increase compared to October of last year, said Alejandro Chacon.

He further explained that by the end of this year would be the failure of the bid of The Second Specialized Container Terminal, which will begin construction next year; other bids expected to be launched next year are the Specialized Auto Terminal and the Multipurpose Terminal III.

Source:
http://www.mundomaritimo.cl/noticias/peru-invertira-us3-mil-millones-para-mejorar-puertos

5. Peru to invest in US$3billion to improve ports

Peru expects investments of 3 billion dollars to modernize their ports during the next five years in hopes of reducing the infrastructure gap, said Minister of Transportation and Communications (MTC), Carlos Paredes, who affirmed that half of the investments will come from private initiatives, and some will be encouraged by the state through public-private partnerships.

"The country is far behind in the global ranking of port infrastructure, 106 among 142 countries, so the investment and infrastructure gap is large," says the authority.

According to the Chamber of Commerce of Lima, the port infrastructure gap amounts to 4 billion dollars and extends along the entire coast of the South American country."

The Minister of Transportation said the government's interest is the development of all ports of the coast, along with the modernization of the state of Empresa Nacional de Puertos (ENAPU) and the promotion of public-private partnerships.

"We need to modernize a company like ENAPU, which is efficient and able to manage the ports, which are necessary to sustain the economic activity in the country," said Minister Paredes.

The official pointed out that it is the States responsibility to invest in ports that are not currently very attractive, but that have great potential in the future. Paredes said the country's competitiveness depends on the development of the port's infrastructure, in which 85 % of the world's commerce goes through these ports.

Callao, where 70% of the maritime cargo movement in the country is made, focuses much of the investment plan to run the private sector. DP World of United Arab Emirates, one of the four operators of the world's largest port is currently implementing a modernization plan of about 700 million dollars on the south pier of the Port of Callao.

While in the north pier, APM Terminals, also one of the four largest port operators in the world, owned by the Danish group AP Moller-Maersk, expects to invest about $750 millions, according to industry data.

Source: El Comercio, Peru
http://www.mundomaritimo.cl/noticias/peru-invertira-us3-mil-millones-para-mejorar-puertos

6. Port reform in the Dominican Republic favoring the country

The Dominican Republic has for its geographical position an excellent opportunity to benefit from the strong current world trade by changing the port law that agrees with the private sector, said CEPAL experts whom advise the Presidential Commission for Reform and Modernization of Ports.

Ricardo Sanchez, and Ocatvio Doerr, representatives of the CEPAL, considered as a positive note that the State carries out the process of concessioning these terminals by being able to design, control and regulate the activity that requires more competition.

Sanchez listed Panama, Singapore, and Korea, as examples of the most successful port management as well as smaller nations such as Dominican Republic, an island whose location also gives geographical advantage and shipping logistics.

"But, secondly, and most importantly, the country needs a State that is better prepared, stronger, able to regulate this process, opening the private participation in managing the activity, which not only includes the private sector, which has proven to be strong, to be able to develop that," he said.

In turn, Doerr said the global experience is that the countries who have modernized their ports years ago in order to be managed by the private sector provide more efficient services, promotes the goal of nations to achieve greater economic and social development.

He explained the Dominican Republic meets one of the pillars for this to occur, an economy open to foreign trade, which he defined as a regional process in response to the obsolescence of the ports.

He manifested, “the important thing is to create bodies to determine the roles of each, the private port sector to make investments, operate the ports, provide services in a competitive atmosphere, efficiency in order to distribute among all users.”

Source:Diario Dominicano http://www.diariodominicano.com/economia/2011/11/09/95074/expertos-dicen-reforma-portuaria-favorecera-al-pais-

7. Boliports invest an estimated of US$1000 million Cabello Port and La Guaira (Venezuela)

The modernization projects for the ports of La Guaira and Cabello Port have an investment of US$1,000 million through Bolivariana de Puertos (Boliports), reported the vice president of the port organization, Pedro Castro.

The executive highlighted, during the D’Frente broadcast by Venezolana de
Television, that there will be a 320% increase in the capacity to receive and export goods in Venezuela because it will improve port operations in the loading process, hauling, storage, and subsequent release.

He reaffirmed that “the modernization of the ports will generate about 3,000 jobs directly and a decrease in cost structure of the product, because it reduces the time and cost of operation Bolivariana de Puertos.”

Castro mentioned, inside the contexts of the Panama Canal in 2014, will be extended and vessels will reach more profoundness in the Latin-American coasts, Venezuela will be at the forefront of the technology used by major ports and Caribbean countries will generate an increase in maritime trade.

He explained that the new terminal of the Cabello Port will allow vessels of greater height and depth. “On a ship that is currently operating 72 hours will be 15 hours of operation, with a 320% variation,” as an example.

Similarly, Castro highlighted the work of the new container terminal development of the port of La Guaria “features that will allow simultaneous berthing of ships of 300 meters Kemp, height and depth of 5.2 to carry 6 million TEUs.”

Source: http://www.mundomaritimo.cl/noticias/bolipuertos-invertira-cerca-de-us1000-millones-en-puerto-cabello-y-la-guaira

8. The Mexican Port of Lazaro Cardenas completed the implantation of the Seal of Guarantee of the Port of Valencia

The Port of Lazaro Cardenas ended the period of implantation of the quality system of the Seal of Guarantee Port of Valencia, a process which began in May 2010, which increases port competitiveness to standardize the services and transactions made everyday and offeres security and reliability to its users. This implementation has completed a training seminar professional team who manage the Seal of Guarantee in the Mexican Port.

Lazaro Cardenas is the ninth port in which Seal of Guarantee of the Port of Valencia is present after the Peruvian port of Callao, of Guayaquil in Ecuador, Cartagena and Buenaventura in Colombia, the Cabello Port in Venezuela and the Altamira in Mexico, as well as the Valencia and Sagunto (Spain) ports.

This ensures them to meet the schedules and commitments in the processes that form part of the system reliability that reduces costs for users in order to improve their planning of their supply chain. If something is not met, the client is compensated financially. In Lazaro Cardenas, the warranty covers containerized

mercantile, but can be extended in accordance to the needs of ports and their customers. To find out what specific actions necessary to implement the system, during the first phase an assessment of the port community was made. Once we know the conclusions, a port delegation visited the Michoacano port of Valencia to now how the Seal of Guarantee operates and its benefits.

As a result there was formed a Quality Council and working groups to establish standards of service. With all this, the drafting of the regulations governing use of the Seal of Guarantee in Lazaro Cardenas (since it is a system based on individual needs of each port). The last step was a training seminar for managers of the system.

This manual of procedures governing the operations under the Seal of Guarantee and all the port actors, from the consignee companies to government agencies, through customs agents, freight forwarders, stevedore companies, carriers, etc, they agree to comply with the standards of service quality.

The Seal of Guarantee has over 15 years of experience and is not only recognized in Spain, but also in the European Union and Latin America. “In this sense, the main attraction of the Seal is the quality of the services they offer their users, but also corporate customers of the brand is the assigned to a security which entitled them to claim and be financially compensated if service characteristics do not conform to what was promised,” explained from Valencia.

Source: Empresa Exterior
http://www.revistamyt.com/negocios/3329-guatemala-convoca-a-xx-congreso-latinoamericano-de-puertos
http://www.globalports.com.ar/ampliar.php?idr=19815

9. AAPA convenes the XXI Latin-American Ports Congress in Guatemala

The American Association of Port Authorities (AAPA) reported that as of April 9 -12, 2012, XXI Latin American Ports Congress will be held in Antigua, Guatemala. This event is organized by the American Association of Port Authorities (AAPA initials in English) in coordination with the National Ports Commission (CPN), the lead agency in Guatemala. The Latin-American Ports Congress has established itself as the ideal annual meeting which will host top Guatemalan authorities and port authorities and representatives of prestigious companies in the region.

AAPA announced that for the XXI edition, the theme will be the “Present and Future of the Latin-American Ports in the Era of Multimodality and Logistics,” which provides a current academic agenda, which will be developed with the support of international experts.

The conference theme will be considered as the development of logistics infrastructure in the world and its impact on Latin America; the global trends of maritime and fluvial transport in the logistics chain; multimodal corridors in Latin America and the consolidation of the bioceanic corridors, river, and multimodal in Latin America.

Other issues to be discussed include investments and private capital in the logistic and multimodal projects in Latin America and the new face of the ports in the intermodal era.

The Ports Commission of Guatemala, the organizer institution of this meeting, which represents an appropriate space for the upgrade, the dialogue and the exchange of experiences between port authorities and service providers on issues related to the sector in the Americas and the rest of the world.

Source:http://www.revistamyt.com/negocios/3329-guatemala-convoca-a-xx-congreso-latinoamericano-de-puertos
http://www.globalports.com.ar/ampliar.php?idr=19815

10. Montevideo Port reaches a record high

The Montevideo Port will close 2011 with the best performance of its history with a movement that will exceed 870,000 teus.

While growth in November of containers barely exceeded the 1,000 record reached in the same month last year, this was due to some stoppages port activity suffered last month which resulted in this data. Port authorities expect to recover this "lost" container movement in December.

"However, we will close the last rolling year in December, with a 31% increase compared to 2010," said Alberto Diaz, President of the National Ports Administration (ANP).

Likewise, the maximum volume of cargo handled and the number of ships that passed through the country's main port terminal will go head to head.

On the other hand, according to Diaz, the data which analysis the technical data "signals" which mark a slowdown in container traffic movement and the product of the effects of the international economic crisis have not yet emerged. "It will be difficult to maintain these growth rates, but today we have an excellent year-end," said Diaz.

By the middle of this year, the board of the ANP projected a 10% growth in port activity for the year 2012. But now the authorities will review this percentage because they did not expect to close with a very significant increase this year.

In general, the ANP projections are based on estimates made by the economic team on the progress of the economy, to which are added three percentage points. By 2012, Economy GDP is expected to grow 4%, therefore, the ANP estimates that the Montevideo port activity will increase by at least 7%. "The main uncertainty is given by the future evolution that transshipment containers have," warned Diaz.

Source: El Pais, Uruguay

11. MIT Panama with investment of US$200 million

U.S. equity firm SSA Marine/Carrix, through its subsidiary Manzanillo International Terminal (MIT), announced it will invest about US$200 million in the coming years to expand its port facilities in Colon, along the Caribbean Sea.

The executive director of SSA Marine/Carrix, Jon Hemingway, explained that future expansion of the port will include dredging the access channel, a new dock for maneuvers, three new docks for Post-Panamax vessels, additional storage areas and loading installation of nine gantry cranes.

Hemingway, who toured the port accompanied by the Panamanian President Ricardo Martinelli, said he also will acquire new equipments for handling containers at the terminal, 80 miles north of the capital. It was not clear how many years will develop new works.
"This logistical platform makes Panama be considered a great small country and we must continue working to make this economic growth be reflected in the poorer classes," said Martinelli.

Since it began operations in Colon in 1995, MIT has registered a steady growth in port activity.

In 1995, there was a movement of 72,021 containers or TEUs and so far in 2011 the port has moved almost two million containers.

The statement added that the Presidency in his first year of operations had 521 workers at MIT and are now nearly 2,000, including direct jobs and subcontracts.

He stresses that the investment will also increase the competitiveness of the country, maintaining its leadership in the cargo ferry services in the region.

This occurs "at a time in which other countries such as Jamaica, Colombia, Dominican Republic, Bahamas and Costa Rica struggle to gain attention of the shipping lines which Panama is currently using as a transshipment center for the entire region."

Source: http://www.mundomaritimo.cl/noticias/ssa-anuncia-inversiones-por-us-200-millones-en-mit-panama

12. Port of Rosario with the latest Technology (Argentina)

The Port of Rosario is the leader in incorporating port technology, and has recently purchased a state of the art crane that is unique in the country for its modern features. In addition, as a support machinery to supply container to this unit, two Italian port containers machineries have been incorporated of up to 5 units high, managing a team of two cranes and five containers.

At the forefront of the growing demand of the sector, the incorporation of this new technology will ensure that short-term port increases its productivity by 35% and gradually exceeds 50%.

It has to do with a mobile crane mounted entirely by German by engineers and Colombian and Chilean technicians. It has a maximum range of 11 to 51 meters, with the ability to lift and carry up to 100 tonnes ensuring the best speed, security and reliability.

Due to the optimized port production processes, it will allow to improve the service geared to serving larger vessels and increase workload. The strategic location of Rosario Port is enhanced with the addition of this equipment.

One of the differentials of the Gottwald Generation 5 model crane is that it has twin spreaders, which allows simultaneous movements of two containers of 20 feet. It is environmentally friendly, because it can be powered by both electric energy and diesel fuel. It has a distinctive feature remote operation via remote control. It is also equipped with more security tools, a greater number of sensors and ability to access internally to the control booth. It has a remote monitoring which allows detecting and solving potential problem that may arise in less time all the way from Germany.

Incorporating the latest generation technology of Port of Rosario is put at the forefront of other ports in the country, also achieving levels comparable with other ports in the world.

Important works of spring reinforcements accompanied the annexation and will continue with the expansion of squares fit to support the growth of container.

Source: http://www.mundomaritimo.cl/noticias/el-puerto-de-rosario-suma-tecnologia-de-punta

13. Dr. Carlos Gallegos Retires

After 30 years of commitment to the port sector, Dr. Carlos M. Gallegos retires as the Secretary of the Committee on Ports (CIP), who collaborated with the Organization of American States (OAS) since 1980 holding various senior positions oriented in international trade and investment, customs and other areas of trade facilitation. He was the driving force of the creation of the Inter-American Committee on

Ports of the OAS, as a permanent forum of that institution; he was the first Secretariat from 1998 to the date of his retirement from the OAS on October 31, 2011.

Born in Peru, Mr. Gallegos is an economist, and holds a Master in Economic Development from University of East Anglia (Great Britain), and graduate in economics from the Universidad La Molina (Lima, Peru).

In his home country, he participated in the Peruvian process of regional economic integration and worked in government agencies as a Country Economist, Director of Economic Studies, Senior Adviser on Trade and Financial Adviser to the Corporación Andina de Fomento (CAF), among others.

He was representative of the OAS in international forums with competence in particular with the International Maritime Organization (IMO), American Association of Port Authorities (AAPA), The International Association of Ports and Harbors (IAPH), among other international maritime and port organizations.

Dr. Carlos Gallegos actively participated as a speaker at universities and graduate academic centers throughout Latin America and Spain, and has published several essays, studies and articles on topics of his specialty. He is currently a consultant.

14. Port Activities:

-*Seminar on Port Management.* Organized by Saint Vincent and the Grenadines Port Authority and the Inter-American Committee on Ports (CIP) of the Organization of American States (OAS). It will be held in Saint Vincent and the Grenadines. From January 31 to February 2, 2012.
http://www.oas.org/cip/cursos

-*Thirteenth Meeting with the Executive Committee of the CIP (CECIP).* Will be held in Lima, Peru. From March 12 to 13, 2012.
http://www.oas.org/cip/proximasreuniones.html

-*Seventh Meeting of the CIP*. Will take place in Lima, Peru. From March 14 to 16, 2012.
http://www.oas.org/cip/proximasreuniones.html

- *Seminar on Dredging and Land Reclamation.* Organized by the International Association of Dredging Companies (IADC). It will take place in Recife, Brazil. From March 19 to the 23, 2012.
http://www.oas.org/cip/cursos.html

-*Third Hemispheric Conference on Port Environmental Management. Organized by the* Administración Nacional de Puertos (ANP) and the Inter-American Committee on Ports (CIP) of the Organization of American States (OAS). It will take place in Montevideo, Uruguay in May 2012.
http://www.oas.org/cip/cursos.html