



**ORGANIZATION OF AMERICAN STATES**  
Inter-American Council for Integral Development  
Inter-American Committee on Ports



**NINTH MEETING OF THE  
INTER-AMERICAN  
COMMITTEE ON PORTS (CIP)**  
June 18-20, 2014  
Washington, D.C., United States

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FINAL REPORT

NINTH MEETING OF THE  
INTER-AMERICAN COMMITTEE ON PORTS AND  
FIFTEENTH MEETING OF THE EXECUTIVE COMMITTEE OF THE CIP

(June 18-20, 2014, Washington, D.C., United States)



## CONTENTS

	<u>Page</u>
<b>I. BACKGROUND</b> .....	1
<b>II. SITE AND DATE</b> .....	1
<b>III. AGENDA</b> .....	1
<b>IV. MEETING PARTICIPANTS</b> .....	2
<b>V. MEETING DOCUMENTS</b> .....	3
<b>VI. PROCEEDINGS</b> .....	3
A. Inaugural session .....	3
B. Inter-American Forum on Successful Experiences .....	4
C. Presentation of the first Maritime Award of the Americas .....	7
D. Fifteenth Meeting of the CECIP .....	8
E. First plenary session of the CIP .....	12
F. Second plenary session of the CIP .....	13
G. Third plenary session of the CIP .....	16
H. Closing session of the CIP .....	18
<b>VII. APPENDIXES</b> .....	<b>19</b>
1. APPENDIX A: List of participants .....	19
2. APPENDIX B: List of documents.....	19



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**I. BACKGROUND**

The Inter-American Committee on Ports (CIP) is a committee of the Inter-American Council for Integral Development (CIDI) established pursuant to resolution AG/RES. 1573 (XXVIII-O/98) of the General Assembly of the Organization of American States (OAS), Articles 77 and 93 of the OAS Charter, and Articles 5 and 15 of the Statutes of CIDI.

The CIP serves as a permanent inter-American forum of the OAS member states for the strengthening of cooperation in port sector development, with active private sector participation and collaboration. In addition, the OAS has permanent observer states that are interested in collaborating in the pursuance of its central objectives.

The executive organ of the CIP is the Executive Board (CECIP), which implements the policies of the CIP. It is supported by six Technical Advisory Groups (TAGs) established by the Committee whose membership includes port authorities and port sector private institutions and companies. For the 2012-2014 term, the composition of the CECIP is: Peru (Chair), Saint Vincent and the Grenadines (First Vice Chair), Colombia (Second Vice Chair) Argentina, Dominican Republic, Mexico, United States, Uruguay (2012-2013), Bolivarian Republic of Venezuela, and Panama (2013-2014).

**II. SITE AND DATE**

The meeting was held at OAS headquarters, in Washington, D.C., United States, from June 18 to 20, 2014.

**III. AGENDA**

The agenda may be accessed at the following link ([CIDI/CIP/doc. 2/14 Rev.1](#))

1. Adoption of the agreements reached during the Preliminary Session of the Heads of Delegation: election of authorities, subcommittees and working groups for this meeting, adoption of the final agenda and schedule, order of precedence, submission of proposals, duration of the meeting and other matters
2. Inter-American Forum on Successful Experiences for the Strengthening of Hemispheric Cooperation with technical presentations in the thematic priority areas of the 2014-2015 CIP Action Plan

3. Report of the Chair of the Executive Board of the Inter-American Committee on Ports (CECIP) ) in the framework of the 2014-2015 CIP Action Plan
4. Report of the activities of the CIP Secretariat in the framework of the CIP Action Plan
  - a. Activity report
  - b. Status of the Specific Fund “CIP Special Port Program” and implementation of the provision of quarterly financial information according to OAS General Assembly Resolution 2648 (XLI-O/11)
  - c. Status of the CIP Magazine publication
5. Port Dialogue and Performance Evaluation of the Action Plan: Executive reports of the Technical Advisory Group (TAG) Chairs:
  - a. TAG on Logistics, Innovation and Competitiveness (Mexico)
  - b. TAG on Sustainable Management and Environmental Port Protection (Bolivarian Republic of Venezuela)
  - c. TAG on Port Protection and Security (United States)
  - d. TAG on Public Policy, Legislation and Regulation (Uruguay)
  - e. TAG on Tourism, Inland Ports and Waterways, Ship Services and Navigation Safety (Argentina)
  - f. TAG on Corporate Social Responsibility and Women in Ports (Panama)
6. CECIP Work Program (includes TAG Work Plans).
7. Budget and funding 2015-2016 for the Specific Fund “CIP Special Port Program” and discussion
8. Election of new 2014-2016 CIP Authorities
9. Discussion and consideration of Resolution Proposals
10. Venue and Date of the Tenth CIP Meeting
11. Other issues

#### **IV. MEETING PARTICIPANTS**

Twenty-six-delegations, from the following member states of the CIP, took part in the meeting, 17 of which were from port authorities: Argentina, Barbados, Bolivia, Brazil, Canada, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Guatemala, Ecuador, El Salvador, Haiti, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Suriname, United States, Uruguay, and Venezuela (Bolivarian Republic of). Also taking part were representatives of the United States Coast Guard, Ocean Conservancy, World Association for Waterborne Transport Infrastructure (PIANC)—United States section, United Nations Conference on Trade and Development (UNCTAD), Inter-American Committee against Terrorism (CICTE), Cruise Lines International Association (CLIA), International Association of Dredging Companies

(IADC), Inter-American Commission of Women (CIM), International Road Transport Union (IRU), Global Institute of Logistics (GIL), and North American Maritime Environmental Protection Association (NAMEPA). The list of participants in the meeting is attached hereto as Appendix A.

## V. MEETING DOCUMENTS

The list of meeting documents is contained in Appendix B hereto ([CIDI/CIP/doc. 1/14 Rev.1](#)).

## VI. PROCEEDINGS

The Ninth Meeting of the CIP consisted of an inaugural session, the Inter-American Forum on Successful Experiences in port development, the Fifteenth Meeting of CECIP, a preliminary meeting of heads of delegation, three plenary sessions, and a closing session.

### A. Inaugural session:

The session opened at 9:00 a.m., on Wednesday, June 18, 2014, with participation by Mr. Jorge Durán, Chief of the CIP Secretariat of the OAS, and Ms. V. Sherry Tross, Executive Secretary for Integral Development of the OAS.

Mr. Jorge Durán welcomed all participants and indicated that he was very honored by their presence and had high expectations regarding the achievements to be made through the week's activities in the framework of the meeting. He then gave the floor to Sherry Tross, Executive Secretary for Integral Development, to open the event and make the inaugural remarks.

Ms. Sherry Tross began by indicating the importance of the CIP in the context of an increasingly globalized economy, ports being the primary maritime transport node. With the growth of world trade, ports had to adapt to the new demands for efficiency, which called for modernization of infrastructure, management and administration, and port services. She emphasized that while ports had to be modernized, this had to be implemented with processes and technologies that minimized negative environmental impact, and that if these changes were to be achieved, it would be necessary to establish appropriate policies and promote private sector partnerships. In that regard, she recognized the important work of the Secretariat in establishing these partnerships and indicated that they would continue efforts to promote collaboration with the private sector. She emphasized the importance of the Forum of Successful Experiences and the participation by the Associate Members in the plenary session of the CIP in attaining that objective. She hoped that their presentations on and experiences of all aspects of port development would help promote discussion and meetings for potential collaboration. She described the work done by the CIP and its Secretariat in the nine months since the Eighth Meeting of the CIP, in Cartagena, Colombia. She concluded by indicating that whatever was done at this meeting related not to the week's activities but to our efforts for the future and to where the region was headed in promoting the competitiveness of the Americas.

B. Inter-American Forum on Successful Experiences in port development (agenda item 2)

The Forum opened at 9:30 a.m., on Wednesday, July 18, 2014. It was organized to promote hemispheric cooperation and presentations were given on the six priority thematic areas of the CIP.

*Logistics, innovation, and competitiveness*

This section was moderated by the Secretariat of the CIP, and following speakers took part: Mr. Martín Caro, Deputy Trade Commissioner, ProMéxico; Mr. Tomás Serebrisky, Infrastructure Department, Inter-American Development Bank (IDB), and Dr. Don Ratliff, Executive Director, Georgia Tech Supply Chain & Logistics Institute. Salient points made in the presentations:

- a) Strategic investments in port infrastructure in Mexico to improve logistics and multimodal transport as a platform to boost competitiveness.<sup>1/</sup>
- b) Logistical costs are determinants of productivity, competitiveness, and poverty reduction. There is plenty of room for improvement in Latin America in this area compared to other regions. Increased trade and infrastructure expansion are not the only solutions for improved port efficiency; other factors are involved.<sup>2/</sup>
- c) The single port concept should include train and trucking connectivity to improve the efficiency of ports as trade nodes. Transshipment efficiency indicators need to be developed to improve competitiveness, transshipment times, neutral party, contingency plans, infrastructure improvements, and public policy changes.<sup>3/</sup>

*Sustainable port management and environmental protection*

This section was moderated by the Secretariat of the CIP, and the following speakers took part: Dr Sandra Whitehouse, Senior Policy Advisor, Ocean Conservancy; Mr. Paul Holthus, Founding President/CEO, World Ocean Council, and Mr. David Condino, Merchant Marine Captain, USCG MARPOL-ISO-IMDCC-LNG-PAME, United States Coast Guard. Salient points made in the presentations:

- a) Smart ocean planning must be science-based. This assists in reducing conflicts with development and environment. Example: National Ocean Policy: United States Executive Order 7.19.10.<sup>4/</sup>
- b) Lack of procedure and structure for industry collaboration and leadership. This is the challenge addressed by the World Ocean Council. Examples are prioritization modeling of port waste reception facilities and identification of criteria for defining

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1. For further information, see the presentation of ProMexico:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Martin%20Caro/OEA.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Martin%20Caro/OEA.pdf)
  2. For further information, see the presentation of the IDB:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Tomas%20Serebrisky/Serebrisky\\_Port%20Logistics%20and%20Infrastructure%20OAS%20June%202014%20Final.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Tomas%20Serebrisky/Serebrisky_Port%20Logistics%20and%20Infrastructure%20OAS%20June%202014%20Final.pdf)
  3. For further information, see the presentation of Georgia Tech:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Don%20Ratliff/OAS%20Presentation.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Don%20Ratliff/OAS%20Presentation.pdf)
  4. For further information, see the presentation of Ocean Conservancy:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Sandra%20Whitehouse/Whitehouse%20INTERAMERICAN%20COMMITTEE%20ON%20PORTS%206%2018%2014.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Sandra%20Whitehouse/Whitehouse%20INTERAMERICAN%20COMMITTEE%20ON%20PORTS%206%2018%2014.pdf)

the term “adequacy,” which should take account of: global fleet traffic by port, and predominant port use by ship type and waste type, etc.<sup>5/</sup>

- c) Successful environmental protection through pollution prevention called for local, national, and international public policies, and coordination among them. But we must work together through outreach and education.<sup>6/</sup>

#### *Port protection and security*

This section was moderated by the Secretariat of the CIP, and the following speakers took part: Mr. Bob Potter, CEO, Secure Borders Group; Captain Enrique Flores, Navy of Mexico, seconded to the Inter-American Committee against Terrorism (CICTE), and David Espie, Director of Security, Maryland Port Administration. Salient points made in the presentations:

- a) Success Story: Panama’s experience of effective risk management analysis for trade facilitation. It is essential to exchange the available information and data, including port data, especially multi-modal data. Establishing an authorized economic agent will facilitate the customs clearance process, especially for low-risk containers.<sup>7/</sup>
- b) Importance of promoting and implementing cooperation among member states to prevent and combat terrorism. The port and maritime security program includes, among other things: supply chain security; secure container inspection, smart customs evaluation; non-intrusive inspection; and port security officers and their training, among others.<sup>8/</sup>

#### *Public policy, legislation, and regulation*

This section was moderated by the Secretariat of the CIP, and the following speakers took part: Mr. Bud Darr, Senior Vice President, Technical and Regulatory Affairs, Cruise Lines International Association (CLIA), Mr. René Kolman, Secretary General, International Association of Dredging Companies (IADC), and Dr. Joan Bondareff, Of Counsel, Blank Rome. Salient points made in the presentations:

- a) Engagement at all levels of the regulatory process: International, national, and local. High standards on waste management have now been developed, for example, segregation of waste at the source, reuse of water, processing waste on board, and use of waste for energy generation. He noted the new Energy Efficient Design Index (EEDI).<sup>9/</sup>

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- 5. For further information, see the presentation of the World Ocean Council:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Paul%20Holthus/World%20Ocean%20Council%20PPT%20OAS%20CIP%20Ports.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Paul%20Holthus/World%20Ocean%20Council%20PPT%20OAS%20CIP%20Ports.pdf)
  - 6. For further information, see the presentation of the United States Coast Guard:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/David%20Condino/David%20CondinoOASCIP%20Presentation%20Jun%202014.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/David%20Condino/David%20CondinoOASCIP%20Presentation%20Jun%202014.pdf)
  - 7. For further information, see the presentation of Secure Borders Group:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Bob%20Potter/Presentation%20for%20CIP%20Conference%20in%20DC.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Bob%20Potter/Presentation%20for%20CIP%20Conference%20in%20DC.pdf)
  - 8. For further information, see the presentation of CICTE:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Enrique%20Flores/reunion%20CIP%20cap%20flor.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Enrique%20Flores/reunion%20CIP%20cap%20flor.pdf)
  - 9. For further information, see the presentation of the CLIA:

- b) Relevance of early contractor participation in public contracting processes for dredging works. This yielded clear benefits in terms of appropriate and efficient project design, improved risk planning and contingency plans, and more opportunities for reducing environmental impact and costs.
- c) Experience of the United States of port policy development is ad hoc, with participation by multiple agencies. Many port programs are in place, but ports must navigate the rules and regulations.<sup>10/</sup>

*Tourism, internal ports and waterways, ship services, and navigation control.*

This section was moderated by the Secretariat of the CIP, and the following speakers took part: Mr. Kevin P. Knight, Economist, Corps of Engineers, Institute for Water Resources - PIANC-USA; Mr. Bo Hermanson, Manager, MOBILIS, S.A. América Latina, and Richard Campbell, Chief, Section for Culture and Tourism, Department of Economic and Social Development, SEDI/OAS. Salient points made in the presentations:

- a) The Regional Economic System (RECONS) model is used by the Corps of Engineers of PIANC-USA to estimate the impact of investment in projects, focusing on direct and indirect investment and operating costs.<sup>11/</sup>
- b) The company Mobilis, S.A. provides a real-time picture of vessel movements in a surveillance zone utilizing the signaling technology they have developed. This real-time monitoring can improve traffic management and make navigation safer.<sup>12/</sup>
- c) Major effort through the Tourism Security Program to reduce crime at tourist sites by building police officer capacities and promoting public-private cooperation. The OAS has launched the Sustainable Destinations Alliance for the Americas to improve tourist destination management in the region, including the concept of day-to-day sustainability and designing indicators for its measurement.<sup>13/</sup>

*Corporate social responsibility and women in ports*

This section was moderated by the Secretariat of the CIP, and the following speakers took part: Ms. Carmen Moreno, Executive Secretary, Inter-American Commission of Women (CIM), OAS. Salient points made in the presentations:

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- 10. For further information, see the presentation of Blank Rome:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Bud%20Darr/Darr%20OAS%2018%20June%202014.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Bud%20Darr/Darr%20OAS%2018%20June%202014.pdf)
  - 11. For further information, see the presentation of PIANC-USA:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Joan%20Bondaref/Lessons%20Learned%20from%20US.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Joan%20Bondaref/Lessons%20Learned%20from%20US.pdf)
  - 12. For further information, see the presentation of Mobilis, S.A.:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Bo%20Hermanson/OAS%209th%20ordinary%20meeting%20of%20the%20CIP.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Bo%20Hermanson/OAS%209th%20ordinary%20meeting%20of%20the%20CIP.pdf)
  - 13. For further information, see the presentation of the Culture and Tourism Section, Department of Economic and Social Development, SEDI/OAS:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Richard%20Campbell/RICHARD%20CAMPBELL%20TOURISM%20Presentation%20for%20PORTS.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Richard%20Campbell/RICHARD%20CAMPBELL%20TOURISM%20Presentation%20for%20PORTS.pdf)

- a) Strengthening of synergies between the CIP and the CIM. Importance of the work of the CIP in the gender area, reflected in the outcomes of the Hemispheric Seminar on Public Policies and Visibility of Women in the Port Sector in the Americas, held in Santo Domingo, Dominican Republic, in March 2013. Ms. Moreno emphasized that the CIP should step up gender awareness efforts in the sector and efforts to establish policies on gender so that women could participate. The CIM has a participatory gender assessment instrument for the evaluation of asymmetries and formulation of recommendations. It is also making available its experience of training to improve participation by women in the port sector.
- b) Suriname discussed its experience of developing a new Paramaribo port management plan using the landlord system, established as a public-private collaboration process. Communication among all parties involved had been key to the process.

### C. Presentation of the First Maritime Award of the Americas

The First Maritime Award of the Americas was presented in the framework of this meeting and the Inter-American Forum of Successful Experiences in port development. Mr. Durán, Chief of the CIP Secretariat, opened the award ceremony, which was conducted in conjunction with the North American Maritime Environmental Protection Association (NAMEPA), the Department of Sustainable Development, and the Corporate Social Responsibility and Culture and Tourism Sections of the Department of Economic and Social Development, Executive Secretariat for Integral Development, OAS. Mr. Durán then gave the floor to Mr. José Miguel Insulza, Secretary General of the OAS, to make the opening remarks of the award ceremony. Mr. Insulza indicated that this award had been designed to recognize the quality, excellence, innovation, and sustainability in successful practices in the marine and port sectors of the Americas. He noted that the initiative went a long way towards implementing a goal of this organization: promoting and strengthening international cooperation and collaboration, especially horizontal and triangular cooperation, as an effective development tool. He congratulated the institutions of Canada, Chile, Colombia, United States, and Uruguay that had been selected as winners in the port and maritime sustainable environmental management, tourism destination port, and corporate social responsibility in ports awards, and welcomed the willingness of the winning institutions to share their practices with the members of the CIP. Then, Mr. Insulza and Ms. Sherry Tross, Executive Secretary for Integral Development, SEDI, presented the awards as follows:

#### Categories and winners:

1. Sustainable Environmental Waste Management Award:
  - a. Commercial shipping subcategory: Received by Mr. Daniel Cote, Managing Director/Environment Advisor, Transport Desgagnes Inc., Canada.
  - b. Cruise Lines subcategory: Received by Denise McCafferty, Royal Caribbean Cruises, United States
  - c. Ports subcategory: Environmental waste management award: Received by Mr. Ricardo Vallejo, Chief Environmental Technician, National Port Administration of Uruguay; and environmental protection award: Received by Gonzalo Frigerio, representing the Empresa Portuaria Arica, Chile.

3. Sustainable Tourism Destination Port Award: Received by Liliana Rodríguez Hurtado, Cruise Ship Terminal Coordinator, Sociedad Portuaria Regional de Cartagena, Colombia
4. Corporate Social Responsibility in Ports: Received by Mauricio Suárez, Sociedad Portuaria de Santa Marta, Colombia.
5. Honorable Mention: Received by A.C. Dean Macris, Vice President, Coastal Environmental Services Inc., of the United States.

D. Fifteenth Meeting of CECIP:

This meeting opened at 2:00 p.m., on Thursday, June 19, 2014. The meeting officers were the delegations of Peru (Chair of the CECIP), Saint Vincent and the Grenadines (First Vice Chair), Colombia (Second Vice Chair), and the Secretariat of the CIP (as Meeting Secretariat).

The participants in the Meeting were the delegations of the member states of the CECIP: Argentina, Colombia (Second Vice Chair), Panama, Mexico, Peru (Chair), Saint Vincent and the Grenadines (First Vice Chair), Uruguay, and Bolivarian Republic of Venezuela. The Chair requested that this meeting be deemed expanded to include the participation of the member states of the CIP present: Barbados, Bolivia, Brazil, Chile, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Guatemala, Haiti, Jamaica, Nicaragua, Panama, and Paraguay, Saint Kitts and Nevis, and Suriname. The request was adopted unanimously.

The delegation of Peru made the welcoming remarks and presided over the meeting in its capacity as Chair of the CECIP.

Before opening the meeting of the CECIP, the Chair opened for discussion the consideration of procedural matters, pursuant to Article 24 of the Rules of Procedure. He suggested that to expedite the work, this preliminary session be included in the meeting of the CECIP, with which the members concurred. Regarding the first item, the election of the Chair and Vice Chair of the Meeting of the CIP, the meeting heard the proposal of United States that the current officers of the CECIP serve as the officers of the Meeting of the CIP. The members of the CECIP unanimously adopted this proposal.

Regarding the establishment of a Style Committee to review the consistency in the four official languages of the Organization of any documents adopted the following day by the CIP, the Chair suggested that on this occasion, since this meeting would not issue a declaration or plan of action, and would only adopt a very procedural resolution, a style committee not be constituted. The members agreed with this suggestion.

Regarding the item on reviewing the draft agenda and draft schedule for the meeting, documents that the Secretariat had distributed, he noted that the agenda had been prepared by CECIP and adopted by CIDI on April 22, 2014. Regarding the schedule, he indicated that the activities to be carried out in the framework of the CIP had been compiled in a single schedule, which had been distributed several weeks ago. There being no comments or observations, the Chair declared the documents adopted.

Regarding the submission of proposals, the Chair reported that the Secretariat had distributed a draft resolution presented by this Chair that incorporated the procedural matters that had to be decided for work to continue without interruption until the next regular meeting, planned for 2016. He reported that a series of minor comments—of form, not substance—had been received from some delegations. He requested any delegations with suggestions for texts to forward them to the Secretariat so that they could be distributed, insofar as possible, in advance.

He proposed that this draft resolution be discussed at this meeting with a view to reaching a consensus text within the CECIP that could be recommended to the plenary of the CIP, so as to facilitate the proceedings of its meeting. He suggested that, since the meeting of the CIP would only be a one-day meeting, and pursuant to the provisions of Article 34 of the Rules of Procedure, the CECIP recommend to the CIP that it set Friday, June 20, 10:00 a.m. as the period for the presentation of draft resolutions. The members agreed with the recommendations for referral to the CIP.

Lastly, he reported that at the Meeting of the CIP, elections would be held for the officers of the CECIP for the next two years. He further indicated that two candidacies for Chair had been received: from Argentina ([CIDI/CIP/INF. 1/14](#) and [CIDI/CIP/INF. 1/14 Add. 1](#)) and Uruguay ([CIDI/CIP/INF. 2/14](#) and [CIDI/CIP/INF. 2/14 Add. 1](#)); for First Vice Chair, from Barbados ([CIDI/CIP/INF. 3/14](#) and [CIDI/CIP/INF. 3/14 Add. 1](#)) and Saint Vincent and the Grenadines ([CIDI/CIP/INF. 6/14](#) and [CIDI/CIP/INF.6/14Add.](#)); and for Second Vice Chair, from Colombia ([CIDI/CIP/INF. 5/14](#) and [CIDI/CIP/INF. 5/14 Add. 1](#)) and Paraguay ([CIDI/CIP/INF. 4/14](#) and [CIDI/CIP/INF. 4/14 Add. 1](#)). The candidacies had been distributed as the Secretariat was informed of them. He called on the delegations to promote informal consultations so as to reach consensus candidates. In the event consensus was not reached, the officers would be elected by vote in the framework of the regular meeting of the CIP.

Upon the conclusion of the discussion of preliminary matters, the Chair proceeded with the meeting of the CECIP, as follows:

- i) Adoption of the agenda and schedule: The delegations in attendance adopted the final agenda and schedule, in the following order:
- ii) **Activity report of the Chair of the CECIP (agenda item 3)**, in the framework of the 2013-2014 CIP Action Plan. The report was presented by Mr. Samuel Ashcallay, Second Secretary of the Permanent Mission of Peru to the OAS, on behalf of the National Port Authority (APN) of Peru. In his intervention, he presented an evaluation of the activities process of the Chair, underscoring the important work of the TAGs, their Chairs, and the Secretariat in implementing the activities of the CIP that had been carried out through June of this year. He further indicated that Peru had executed three projects that were now ready and available to the TAGs and to all Associate Members: (1) The portal for entries into the database of port experts and for its ongoing update; (2) the Pilot Plan on Port Statistics and Indicators; and (3) Virtual port learning campus to deliver online courses. Lastly, he urged the members of the CIP to participate more actively in implementing the Action Plan of Cartagena. The report is contained in document [CECIP/doc. 2/14](#)
- iii) **Report of the activities of the CIP Secretariat (agenda items 4.a, b, and c)**, presented by Mr. Jorge Durán, Chief of the Secretariat of the CIP, who presented the

activities carried out by the Secretariat from September 2013 to June 2014, which were focused on strengthening inter-American port policy dialogue; building capacities and the community of practice, a primary port cooperation activity of the CIP; linkage of technical cooperation and regional cooperation; and dissemination and promotion of the ports of the Americas and the CIP. In concluding his presentation, he presented to CECIP different strategies and activities to be implemented by the Secretariat in support of the work of the CIP. The presentation is contained in document [CECIP/doc. 3/14](#).

Additionally, as regards the status of the CIP Special Port Program, Mr. Durán presented document [CIDI/CIP/Doc.10/14](#), and noted that in the periods January to December 2013 and January to March 2014, contributions of US\$183,100 and US\$109,900, respectively, had been received. Expenditure had been US\$199,000 and US\$35,600, respectively. Unliquidated obligations were US\$64,900 and US\$54,000, respectively. The cash balances at the end of the period were US\$211,200 and US\$285,500, respectively. He indicated that, as of May 30, 2014, unpaid contributions from port authorities to the CIP Port Program totaled US\$330,600.

Lastly, Mr. Durán referred to the report on the Magazine, distributed as document [CECIP/doc. 5/14](#).

- iv) Following the presentations of the report of the Chair of the CECIP and the report of the Secretariat of the CIP, the floor was given to the port authorities for dialogue. There were no interventions. The Chair then submitted the reports to the Board for adoption, and they were adopted unanimously.
- v) **Budget and funding of the Special Port Program of the CIP 2014-15 and dialogue (agenda item 9)**

Mr. Jorge Durán, Chief of the Secretariat of the CIP, regarding the proposed budget of the CIP for 2015, presented document [CECIP/doc. 10/14](#), which estimate income of US\$299,700 for 2015. He explained that the proposed budget included income from the annual member country contributions, as well as contributions from the CIP Magazine, the meetings, the OAS Regular Fund, the cooperating organizations, and a special CIP Port Program allocation. He also indicated the following items of expenditure: Office of the Secretariat (salaries, travel, documents, and contracts), the meetings of the CIP and CECIP (equipment and supplies, documents, contracts) and technical cooperation (training activities, scholarships, documents, and contracts).

The Chair then opened the dialogue on the approval of the proposed budget for 2015. There being no comments, the proposed budget was declared adopted unanimously by the members.

- vi) **Consideration of draft resolutions for the Ninth Meeting of the CIP**

The Chair submitted for consideration by the meeting the draft resolution (agenda item 9) that this Committee would recommend to the CIP at the plenary session. The Chair indicated that the draft resolution included the following matters of interest:

- a) Approval of the budget for 2015 in accordance with the Work Program of the CECIP ([Work Program 2014-2015 of the CECIP](#)).

- b) Lending continuity to work of the Committee until its next regular meeting, to be held in 2016, and extension of the Action Plan of Cartagena until then.
- c) Establishment of a mechanism for adoption of the work program for 2016 and the corresponding budget. In that regard, the draft resolution contained:
  - i) Instructions to the Secretariat of the CIP to present, in August 2015, a draft work program for 2016, which it would prepare in coordination with the officers of the CECIP.
- d) Holding the XVI Meeting of the CECIP (third quarter 2015) to update and approve the work program of the CECIP and the TAGs for 2016, and to give it the necessary authorities to approve the corresponding budget.
- e) Taking note of the proposal of the delegation of Barbados to create a working group for the establishment of a Caribbean Framework of Security and Marine and Port Protection Officials under the TAG on Port Protection and Security, and instructing that TAG to establish it and elect its Chair as soon as possible so that they could begin work.
- g) Determination of the site and date for the next meetings of the CIP and CECIP: (agenda item 10): XVI Meeting of the CECIP 2015 (to approve the Plan and budget for the work to be done in 2016); and the XVII Meeting of CECIP and X Meeting of the CIP 2016).
- h) Inclusion in the resolution of the officers of the CECIP and of the TAGs to be elected for the 2014-2016 term (agenda item 8).

The Chair opened the floor to the debate:

The delegation of Colombia thanked the Chair for the document and, on behalf of the Office of the Superintendent of Ports and Transport, requested incorporation in the resolution of some changes of form that had been forwarded in advance to the Secretariat to improve the wording and phrasing of the resolution.

The delegation of Paraguay indicated that the subject of river ports or internal ports and waterways was a priority for its country and that it wished to strengthen the language of the resolution so that it clearly included this matter.

The delegation of Argentina proposed deleting paragraph 7 of the draft resolution since this was an authority assigned to the CECIP under Article 82 of the Rules of Procedure of the CIP. In that regard, it indicated that it was not within the purview of that organ to define or interpret the Rules of Procedure by this means. It explained that one way to address the matter would be a modification to define the scope of this provision.

The delegation of Panama considered that paragraph 7 was a step in the right direction and that it was important to establish criteria for deciding when a member could be suspended for failure to pay contributions.

The delegations of El Salvador and Ecuador supported Argentina. The delegate of Ecuador proposed, so as to reach consensus regarding paragraph 7 of the resolution, the inclusion of the language of Article 82, without reference to other, more specific criteria of time and form.

The delegations agreed with the proposal. The delegation of Panama indicated its support for the proposal of Ecuador and that it would be good for the CECIP to analyze the situation and propose to the CIP a modification that established more specific criteria.

The Chair expressed appreciation for the comments and that, there being no comments in opposition, the Secretariat would proceed to include the changes in the draft resolution. He also urged the members to present their observations by the start of the plenary meeting of the CIP so that there would be sufficient time to incorporate the suggestions prior to adoption of the resolution.

The meeting closed at 5:45 p.m., on Thursday, June 19, 2014.

E. First plenary session of the CIP:

- i) This session opened at 9:00 a.m., on Friday, June 20, 2014. It was held to coordinate different operational aspects of the Meeting, with Mr. Samuel Ashcally, Alternate Representative of Peru to the OAS, representative of the National Port Authority (ANP), and Chair of CECIP, presiding.

Having ascertained the existence of the statutory quorum of 50%, the Chair opened the meeting. The delegations of Mexico and El Salvador proposed that the officers of the CECIP serve as the officers for this meeting, i.e., the representative of Peru as Chair and the representatives of Saint Vincent and the Grenadines and Colombia as Vice Chairs. This proposal was adopted by acclamation.

Meeting officers:

Chair:	Samuel Ashcally (Peru)
First Vice Chair:	Godfrey Pompey (Saint Vincent and the Grenadines)
Second Vice Chair:	Yadir Salazar (Colombia)

- ii) Adoption of the agreements reached at the preliminary meeting of Heads of Delegation and those reached in the CECIP (agenda item 1)

As the first item on the order of business, the Chair reported on the agreements reached at the meeting of CECIP the preceding day (agenda item 1). He reported that, in addition to the election of the meeting officers, at that meeting, the following steps had been taken: (i) pursuant to Article 34, today, Friday, at 10 a.m., had been established as the period for receipt of comments on the draft resolution; (ii) that a Style Committee would not be established to review the consistency of the text in the four languages of the OAS, since only a procedural resolution would be adopted; (iii) the report of the Chair of CECIP and the activity report of the Secretariat of the CIP had been received and approved, and had been referred to the plenary; (iv) the budget and "CIP Special Port Program" Specific Fund funding for 2015 had been reviewed and agreed and their adoption by the plenary of the CIP at this meeting was recommended.

The plenary of the CIP ratified the above-mentioned agreements.

Additionally, the Chair reported that the CECIP had discussed the draft resolution and decided that discussion of it, as modified at the closing session, would be taken up again.

- iii) The Chair then submitted to the meeting for its consideration the following documents: [CIDI/CIP/doc. 3/14 rev 2](#), draft schedule, and [CIDI/CIP/doc. 2/14 Rev.1](#) draft agenda. There being no comments, they were adopted unanimously.

F. Second plenary session of the CIP:

Executive reports by the Chairs of the TAGs on the implementation of the Action Plan of the CIP and dialogue (agenda item 5). The Chair indicated that in addition to that with the different presentations by Associate Members or cooperating members, a general framework with actions and recommendations, as well as the progress made by the TAGs, was available, this with a view to reaching agreement on specific actions to advance the hemispheric agenda in each thematic area of the CIP.

Mr. Arturo Barrios, Alternate Representative of Mexico to the OAS, representing the Secretariat of Communications of Mexico and Chair of the TAG on Logistics, Innovation, and Competitiveness, presented his report ([CIDI/CIP/doc. 4/14](#)). He reported the possibility of offering, in coordination with UNCTAD, a course to train trainers through a trickle-down plan with a long-term perspective that could be beneficial for this TAG. He mentioned the general cooperation agreement concluded on January 31, 2011, between the OAS General Secretariat and the International Road Transport Union (IRU) for the establishment of collaborative relations to promote economic growth and enhance the competitiveness of OAS member states and their access to international markets. He also indicated that in the context of this cooperation agreement with the IRU, the TAG was making efforts to have OXFORD ECONOMICS conduct a study on economic and competitiveness gains from the adoption of best practices in intermodal transport. As for the Second Hemispheric Conference on Logistics and Competitiveness, he indicated that consideration was being given to the advisability of holding it in the last quarter of the year. Lastly, he reported that as of June 30, 2013, the TAG had a fund balance of US\$51,300.

The Chair presented the report to the plenary and opened the floor to the members.

The delegation of Uruguay indicated that Uruguay was a member of this TAG, as well as of the Instituto Nacional de Logística (INALOG), with whom it had recently participated in an event in Panama on this subject. It indicated they were concerned with the outcomes of the evaluation made by the World Bank based on the Logistics Performance Index. This matter should be addressed by this TAG, either by revising the World Bank's index or through an index prepared by the member states themselves.

The report of the TAG was declared adopted.

Taking part as an Associate Member was Mr. Martín Rojas, Director for Customs, Immigration, and Cross Border Operations, International Road Transport Union (IRU), and, as a cooperating organization of the CIP, Pedro Rodríguez Zaragoza, Chairman of the West Africa Chapter, Global Institute of Logistics (GIL), who presented their experiences in the area of logistics, innovation, and competitiveness. Mr. Rojas presented the experience of the IRU with the TIR trade facilitation system, whose aims included improved traffic flow in ports, lighter customs procedures, and a more secure goods transit system. He reported that the IRU and CIP/OAS had entered into a

cooperation agreement to improve intermodal transport in the region.<sup>14</sup> For his part, Mr. Rodríguez discussed the operation of the Global Institute of Logistics as a professional center and means of contact between sellers and buyers in that area of container chains, a means that was being expanded to include the entire supply chain. He indicated that its founders included ports in China, Brussels, United States, Spain, and Ireland. The Institute focused on trade development and efficiency. It provided ports with certificates of quality and competitiveness. He indicated that they were developing a ChainPort concept to link 30 of the world's mutually complementary ports, in other words, a partnership similar to airline partnerships.<sup>15/</sup>

At the end of this session, the Executive Secretariat for Integral Development, headed by Sherry Tross, signed a cooperation agreement with Mr. Pedro Rodríguez, representative of GIL, to build institutional capacities and provide technical assistance in the logistics area to ports of the Americas.

Ms. Marlene Da Vargem Da Silva, Alternate Representative of the Bolivarian Republic of Venezuela to the OAS and Chair of the TAG Sustainable Port Management and Environmental Port Protection, presented her report ([CIDI/CIP/doc. 5/14](#)), indicating that the TAG had 15 member countries. She briefly recounted the activities carried out in the period 2014-2015. She reported the objectives of producing a virtual course on sustainable management and environmental protection, continuing to compile port environmental profiles and port contingency plans, and preparing a pilot plan for implementation of Annex V of the MARPOL Convention, as well as the start of planning, together with the members, of the Fourth Hemispheric Conference on Environmental Port Management, conducting a study on foreign species, and, lastly, developing a port environmental ethics code.

The Chair submitted the report to the plenary for adoption and opened the floor to the members.

The representative of the Associate Member NAMEPA requested the floor to congratulate the TAG on its work in the areas of waste management and ballast water.

The report of the TAG was declared adopted.

Taking part as Associate Members of the TAG were Ms. Carleen Lyden-Kluss, Executive Director, NAMEPA, Anuj Chopra, Vice President-Americas, RIGHTSHIP, José María Figueres, President, Carbon War Room, and, lastly, René Kolman, Secretary General, IADC, who presented their experiences in the area of sustainable port management and environmental port protection. Messrs. Figueres and Chopra indicated that a coordinated approach had to be taken at sea and in ports to reduce CO2 emissions. They cited the example of the Port Vancouver's Metro EcoAction program, which promoted emissions reduction and rewarded environmental stewardship. Mr. Chopra reported that all environmental data could be located through RightShip, through its more energy efficient ships method, which resulted in fewer disruptions of the supply channel and of the supply chain.<sup>16/</sup> Ms. Lyden-Kluss reported that NAMEPA was an instrument to reestablish the social

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14. For further information, see the presentation of the IRU:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/martin%20rojas.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/martin%20rojas.pdf)

15. For further information, see the presentation of GIL:  
<http://www.oas.org/cip/aqui%20va%20el%20link>.

16. For further information, see the presentation of RightShip:

contract to protect the environment through education, knowledge sharing, and action through partnerships with other institutions, such as the International Maritime Organization (IMO) and the CIP. Mr. Kolman discussed the need for involvement in dredging projects by all interested parties, bearing in mind the environmental impact. The IADC had published a book, “Building with Nature,” that included concepts such as the use of the “green valve” and extensive monitoring with baselines with longer periods in order to obtain information on all cycles of the process.<sup>17/</sup>

Mr. Andrew Baskin, representative of United States and Chair of the TAG on Port Protection and Security, presented his report ([CIDI/CIP/doc. 6/14](#)), indicating that the Office of International Activities of the United States Maritime Administration (MARAD) had held a Workshop on Maritime Security to provide training for officials of the member countries of the CIP with the aim of significantly reducing illicit traffic and improving accident prevention and public safety, as well as a Seminar on Port Security, given by the port security department, United States Coast Guard, in Saint Vincent and the Grenadines.

The Chair submitted the report to the plenary for adoption and opened the floor to the members.

The delegation of Canada indicated that paragraph 15 of the draft resolution, on the request of Barbados to create a working group to deepen the dialogue and cooperation in the field of maritime and port security in the Caribbean under the TAG on Safety and Security, should take account of the work in the security area done by other bodies of the OAS, such as CICTE, among others. It indicated that the aim of this proposal was to take advantage of synergies with other OAS bodies and avoid duplication of effort.

The Chair took note of the proposal of Canada and requested the Secretariat to include the suggestion in the draft resolution to be discussed subsequently. These comments made, the report of the TAG was declared adopted.

Taking part as Associate Members of the TAG and cooperating organizations of the CIP were Admiral Bento Costa Lima Leite de Albuquerque Junior, Director General, Inter-American Defense Board (IADB), Dr. Roberta Andraghetti, Regional Advisor, International Health Regulations, Pan American Health Organization (PAHO), and Stéphane Dubois, Head, International Consultancy and Training Department, Port Authority of Le Havre, France. They presented their experiences in the area of port protection and security. Mr. Costa noted the importance of developing the ports of the region in order to improve its economies. But such developments brought with them multidimensional threats that had to be addressed jointly, exchanging information at all levels.<sup>18</sup> Ms. Andraghetti noted the importance of ports and ships as part of the chain for response to epidemic and disease-related problems in the context of the International Health Regulations, under which the States Parties had to provide a list of ports (points of entry) authorized to issue sanitation control

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[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/ANUJ%20CHOP\\_RA.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/ANUJ%20CHOP_RA.pdf)

17. For further information, see the presentation of the IADC:

[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/RENE%20KOLM\\_AN.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/RENE%20KOLM_AN.pdf)

18. For further information, see the presentation of the IADB:

<http://www.oas.org/cip/aqui%20va%20el%20link>

certificates.<sup>19/</sup> Lastly, Mr. Dubois discussed the experience of the Port of Le Havre. Le Havre was used worldwide as a model of security, especially since it had implemented the security management system for the supply chain based on standard ISO 28000 of the International Organization for Standardization.<sup>20/</sup>

The second plenary session closed at 1:15 p.m.

G. Third plenary session of the CIP:

Continuation of the executive reports of the Chairs of the TAGs on implementation of the CIP Action Plan and dialogue (agenda item 5)

Mr. Alberto Díaz, President, National Port Authority, and Chair of the TAG on Public Policy, Legislation, and Regulation, presented his report ([CIDI/CIP/doc. 7/14](#)). A survey had been prepared to ascertain the characteristics of the port management models adopted by private/public parties, regulation of city/port relations, the public/private partnership system and alternatives, and the role of the State and port authorities. Replies had been received from Argentina, Colombia, Ecuador, Panama, Paraguay, Saint Vincent and the Grenadines, and Uruguay. The consultation or survey would be distributed again so that those members that had not yet done so forwarded their replies and so as to obtain a large critical mass of information on the Hemisphere. Lastly, he reported that the TAG had proposed the possibility of organizing an activity in workshop format on legislation, regulation, and public policy-related matters, to be held in the Eastern Republic of Uruguay, possibly in September 2014.

The Chair submitted the report to the plenary for adoption and opened the floor to the members.

The report of the TAG was declared adopted.

Taking part as Associate Members of the TAG and cooperating organizations of the CIP were Charlotte Breide, Director of Technical and Regulatory Affairs, Cruise Lines International Association (CLIA), Ms. Yadir Salazar, Alternate Representative of Colombia to the OAS, and Dr. Luiz Roberto Leven Siano, President, Ibero-American Institute of Maritime Law, who presented their experiences of public policy, legislation, and regulation. Ms. Breide noted that CLIA's most important interest in the regulation area was waste management. She discussed what CLIA had done to implement MARPOL, but ports had an obligation to establish appropriate waste reception facilities and that were also appropriate for the type of ship arriving at port. Industry wished to work with the member states not only because it was interested in them receiving waste, but also because it was interested in knowing its ultimate disposal. Hence, the importance of establishing a direct line of contact with local authorities. Ms. Salazar discussed the project being prepared by Colombia to establish guidelines for the minimization of opportunities to profit from money laundering or

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19. For further information, see the presentation of PAHO:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Roberta%20Andrighetti/Dr.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Roberta%20Andrighetti/Dr.pdf)
  20. For further information, see the presentation of the Port of Le Havre:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Stephane%20Dubois/Port%20of%20Le%20Havre%20%20activities%20in%20port%20security.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Stephane%20Dubois/Port%20of%20Le%20Havre%20%20activities%20in%20port%20security.pdf)

terrorism activities effected through ports.<sup>21/</sup> Lastly, Mr. Leven noted the importance of prevention. To that end, ten questions could be borne in mind for assessing the adequacy of a contingency plan: realistic assessment; priorities for protection; strategy for protecting and cleaning; organization and responsibilities; levels of equipment, materials, and manpower; temporary storage sites and final disposal; alerting and initial evaluation procedures, effective communication, has the plan been tested, and the compatibility of the plan.<sup>22/</sup> Mr. Durán reported that they would work with the Inter-American Institute of Maritime Law to develop a work plan to seek areas for cooperation, especially in the analysis of contingency plans.

The representative of NAMEPA indicated the importance of establishing “harbor safe refuge” for emergencies. In the case of the Prestige, it had not been given “safe refuge.” Air-ground communication was required, but the public had to be informed so that the problem did not escalate.

Next, Ms. María Paula Zannini, Alternate Representative of Argentina to the OAS, representing Argentina and Chair of the TAG on Tourism, Internal Ports and Waterways, Ship Services, and Navigation Safety, presented her report ([CIDI/CIP/doc. 8/14](#)). She began by noting the successful conclusion of the First Hemispheric Convention on Dredging and Buoyage, held from April 8 to 10, 2014, in Buenos Aires, Argentina. She underscored the commitment to offer an online course in October-November 2014. She reported that a database on river ports would be developed. A seminar on cruise ship tourism would be held in March or April 2015, among other things.

The Chair submitted the report to the plenary for adoption and opened the floor to the members.

The report of the TAG was declared adopted.

Ms. Meredith Pinedo, representative of Panama, presented the report of the TAG on Corporate Social Responsibility and Women in Ports ([CIDI/CIP/RES. 1 \(IX-O/14\)](#)), and the work of the TAG. In particular, she noted that it would be established which meeting or activity of the CIP would be most appropriate to decide and present the women in ports award. The TAG should follow up on the guidelines for the establishment of the Observatory of Women in Ports. It had been planned with the Secretariat to prepare a workshop on corporate social responsibility, to be held in Argentina. Panama proposed the establishment of a vice chairmanship on technical training.

The Chair submitted the report to the plenary for adoption and opened the floor to the members.

The report of the TAG was declared adopted.

Taking part as an Associate Member of the TAG was Carleen Lyden-Kluss, CEO, NAMEPA, who presented its experience in the area of corporate social responsibility and women in

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21. For further information, see the presentation of the Superintendencia de Puertos and Transporte de Colombia:

[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/colombia.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/colombia.pdf)

22. For further information, see the presentation of the IIDM:

[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/Luiz%20Roberto%20Leven/CIP.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/Luiz%20Roberto%20Leven/CIP.pdf)

ports. Ms. Lyden-Kluss discussed women's successful incursions at all levels of port management through an expert advising and mentoring program.<sup>23/</sup>

The third plenary session ended at 5:45 p.m.

H. Closing session of the CIP:

This closing session opened at 5:45 p.m., on Friday, June 20, 2014, and was held to cover the following agenda items:

**i) Consideration of draft resolutions (agenda item 9)**

The Chair presented for consideration the draft resolution (agenda item 9) that this Committee had analyzed at the meeting of the CECIP. This new draft text distributed by the Secretariat now incorporated the comments made by the members, especially the comments of Colombia, Paraguay, and Canada. The Chair presented the draft resolution to the members for adoption. There being no objections, it was adopted unanimously. ([CECIP/doc. 9/14 Rev. 1](#))

**ii) Election of the new officers of the CECIP and Chairs of the TAG--2014-2016 (agenda item 8)**

An election was held for the new officers of the Executive Board of the CIP (CECIP) for the period 2014-2016. Candidacies for Chair were presented by the delegations of Argentina and Uruguay; for First Vice Chair by Saint Vincent and the Grenadines and Barbados; and for Second Vice Chair by Colombia and Paraguay. The election was conducted by secret ballot, and the following were elected: For Chair, Uruguay; for First Vice Chair, Barbados; and for Second Vice Chair, Colombia. The Chair thanked the delegations of Peru and Saint Vincent and the Grenadines, outgoing officers, for their leadership and contributions to the Executive Board.

The delegations of Uruguay, Barbados, and Colombia expressed appreciation and indicated that they were deeply honored by the confidence vested in them.

**iii) Site and date of the IX Meeting of the CIP 2014 (agenda item 10).**

The Chair presented for consideration the item on the site and date of the X Meeting of the CIP and XVI Meeting of CECIP.

The delegation of Uruguay offered to host the X Meeting of the CIP. The plenary of the CIP welcomed the offer of the Government of Uruguay to host the X Regular Meeting of the CIP, in 2016, and urged the highest port authorities of the OAS member states to participating therein and to promote active participation by the Associate Members of the CIP and the permanent observers, international organizations, companies, experts, and special guests.

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23. For further information, see the presentation of NAMEPA:  
[http://www.oas.org/cip/docs/novena%20reunion\\_washington%20dc/Presentaciones/WISTA%20OAS%20CIP%202014%20def%20versie.pdf](http://www.oas.org/cip/docs/novena%20reunion_washington%20dc/Presentaciones/WISTA%20OAS%20CIP%202014%20def%20versie.pdf)

There being no offers to host the XVI Meeting of CECIP, the Chair proposed that CECIP discuss this item at its meeting to be held by 90 days from the close of this meeting.

**iv) Other business (agenda item 11)**

There was no other business. An output of the meeting was the resolution “Agreements of the Ninth Meeting of the Inter-American Committee on Ports on the Election of the Authorities of its Executive Committee and on the Guidelines to Extend its Work until 2016,” adopted by the plenary of the CIP ([CIDI/CIP/RES. 1 \(IX-O/14\)](#)).

At 6:00 p.m., on Friday, June 20, 2014, the Chair declared the meeting closed.

**VII. APPENDIXES:**

List of Participants [CIDI/CIP/doc. 13/14](#)

List of Documents [CIDI/CIP/doc. 1/14 Rev.1](#)