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Inter-American Committee on Ports



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**ACTIVITY REPORT OF THE TECHNICAL ADVISORY GROUP (TAG) ON LOGISTICS,
INNOVATION, AND COMPETITIVENESS**

(Presented by the delegation of Mexico)

**TECHNICAL ADVISORY GROUP (TAG) ON LOGISTICS,
INNOVATION, AND COMPETITIVENESS**
Activity Report, 2012 to July 2013

Articles 68 and 69 of the Rules of Procedure of the Inter-American Committee on Ports establish that one of the objectives of the Technical Advisory Groups shall be to provide technical advice to the Committee on specific aspects of hemispheric port sector development.

At the meeting in Lima in 2002, a new name was approved for the TAG established by resolution CIDI/CIP/RES. 77 (V-07), but the group's fundamental objectives remained unchanged same, among them: encouraging private sector participation in strengthening hemispheric port cooperation.

This TAG is chaired by Mexico and composed of the following member states: Argentina, Bolivia, the Dominican Republic, Ecuador, Colombia, Costa Rica, Ecuador, El Salvador, Panama, Paraguay, Peru, the United States, Uruguay, and Venezuela (Bolivarian Republic of).

Since its most recent meeting in Lima, Peru, in March 2012, the TAG has had the following associate members:

- Asociación de Despachante de Aduana (Uruguay)
- Asociación de Terminales y Operadores Portuarios A. C. (Mexico)
- Compañía Marítima del Pacífico (Mexico)
- Great Lakes Dredge and Dock Company (United States)
- Halcrow Inc. (United States)
- Instituto de Investigación y Desarrollo Marítimo- INDESMAR (Peru)
- Internacional de Contenedores Asociados de Veracruz- ICAVE (Mexico)
- OCUPA S. A. de C. V. (Mexico)
- Puerto de Miami (United States)
- Terminal Internacional del Sur S. A.-TISUR (Peru)

With regard to management of the financial resources from contributions of the associate members of this TAG since the most recent meeting, the balance stands at US \$51,364.82.

I. Activities carried out in 2012 and 2013:

As far as the Work Program is concerned, the highlight of this period was the Regional Meeting on Modern Port Management, held in Los Cabos, Baja California, Mexico, in July 2012, and organized in coordination with the United Nations Conference on Trade and Development (UNCTAD) and the General Directorate of Ports of Mexico, under the auspices of the Baja California Sur Integrated Port Administration.

On that occasion, a group of experts from UNCTAD and from Spain, Peru, the Dominican Republic, Uruguay, Chile Argentina, and Mexico came together, with support from the CIP/OAS. The purpose of the meeting was to make port communities aware of the new challenges of today's world, such as new security and environmental management standards, radical changes in information systems, new trade and cargo-handling practices, privatization processes, restructured transportation services, and traffic growth.

Efforts are made to analyze this present-day reality in the countries through "TrainForTrade's Port Training Program," developed by UNCTAD in the areas of trade logistics and port personnel capacity-building, and thus it is of vital importance for port executives and operators to be able to understand and grasp the increasing complexity of port management.

As a result of that meeting, this Chair is exploring 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.

As regards updating of the database with pertinent data from experts in each specialized area of this TAG, the papers presented at the various meetings of this group are being compiled in order to incorporate them into a body of information that the member countries and the associate members may consult.

With respect to the development of a strategy for communicating with associate members and with the member states on the Executive Board to enable them to receive information and to provide any information they deem useful, various communication methods and costs are being evaluated with a view to disseminating information as quickly as possible to the member countries and associate members of this TAG.

As concerns the Second Hemispheric Conference on Logistics and Competitiveness, it has not been possible to hold the event in the first half of 2014, and consideration is now being given to the advisability of holding it in the last quarter of the year.

Noteworthy among the activities of this TAG is the General Cooperation Agreement concluded between the OAS General Secretariat and the International Road Transport Union on January 31, 2011, for the purpose of establishing collaborative relations to promote economic growth and enhance the competitiveness of OAS member states and their access to international markets, by improving supply-chain management of goods and services and ensuring the mobility of people and goods through road transport.

In the context of collaboration among the aforementioned international entities, the Mexican delegation chairing the TAG on Logistics, Innovation, and Competitiveness is endeavoring to get Oxford Economics in the United States to conduct the study titled “Economic and Competitiveness Gains from the Adoption of Best Practices in Intermodal Maritime and Road Transport in the Americas: The TIR System as a Potential Example of a Best Practice.”

The purpose of this study is to assess and demonstrate the economic and competitive benefits that may result from the adoption of best practices in multimodal and road transport in the Americas, with the TIR system serving as a potential example of best practice. It focuses on the following:

- Identification and enhancement of the benefits of maritime and road transportation for international transportation, based on a bibliography that includes the principal international reports, such as those of the International Transport Forum and Port Papers, and the earlier work of Oxford Economics that examined the nature of the maritime port industry.
- Identification and quantification of the potential of maritime and road transportation systems to facilitate intermodal transport (shorter waiting times, increased efficiency in ports and customs).
- Identification of the reasons why the TIR system is not used in multimodal operations, including current limitations (legal, technical, operational, etc.).

This study will have economic costs, to be shared by the International Road Transport Union and this TAG on Logistics, Innovation, and Competitiveness. Once the study has been completed, it can be made available in English and Spanish for dissemination to the member countries and associate members.

Finally, this Chair reiterates its commitment to continue working over the next few months and years to perform the functions entrusted to this TAG and therefore, through these efforts, we express our interest in continuing to serve as Chair of the TAG on Logistics, Innovation, and Competitiveness.

II. Proposed Work Plan for 2014 and 2015

In planning the activities to be carried out during the rest of 2014 and in 2015, this Chair will follow the following guidelines:

- Continue promoting this TAG with a view to increasing the number of associate members as well as payment of the respective dues.
- Continue strengthening ties of cooperation and coordination among the Chair of this group, member countries, and associate members, in order to achieve established objectives.
- Update the database with information from representatives of the member countries and associate members, highlighting the experts in each specialized area.

- Create a web page to serve as a conduit for both member countries and associate members.
- Step up measures to develop an information bulletin that includes objectives, achievements, and the Work Plan.

Thank you very much for your attention.