Only permanent intergovernmental forum at the highest level to strengthen Inter-American port dialogue.

1. Political Dialogue

Promote and improve management and technical capabilities of port officials.

2. Capacity Building

Assist Member States on issues or specific projects upon request and in line with CIP-OAS mandates.

3. Technical Assistance

Promote win-win partnerships with private sector in the port industry to foster strategic alliances.

4. Private Sector Collaboration
Member States

1. Antigua & Barbuda
2. Argentina
3. Bahamas
4. Barbados
5. Belize
6. Bolivia
7. Brazil
8. Canada
9. Chile
10. Colombia
11. Costa Rica
12. Cuba
13. Dominica
14. Ecuador
15. El Salvador
16. Granada
17. Guatemala
18. Guyana
19. Haiti
20. Honduras
21. Jamaica
22. Mexico
23. Nicaragua
24. Panama
25. Paraguay
26. Peru
27. Dominican Republic
28. St. Kitts and Nevis
29. St. Lucia
30. St. Vincent & the Grenadines
31. Suriname
32. Trinidad & Tobago
33. United States
34. Uruguay
35. Venezuela
CIP Executive Board Structure

Chair: Argentina

Vice-Chairs: Honduras, Antigua & Barbuda

CIP Secretariat

Technical Advisory Groups (TAG)

- Tourism, Island Ports and Waterways, Ship Services and Navigation Safety (Uruguay)
- Logistics, Innovation, and Competitiveness (Panama)
- Sustainable Port Management and Environmental Protection (Mexico)
- Port Protection and Security (Barbados)
- CSR, Gender Equality and Empowerment of Women (Peru)
- Public Policy, Legislation, and Regulation (Honduras)

TAG Chair:
- Uruguay
- Panama
- Mexico
- Barbados
- Peru
- Honduras

TAG Vice-Chair:
- Paraguay
- Brazil
- Chile
- Guatemala
- Guatemala
Memorandum of Understanding

to increase the force of CIP and WISTA’s efforts in key matters

Exchange of technical expertise, best practices, and strategic information for port development;
Cooperation with government agencies, international organizations, and private entities for the implementation of activities to strengthen capacities, including ports and terminals;
Empowerment of women in the port sector of the Americas through networking; and
Capacity Building, including technical training, scholarships, among others.
Increase since 2013 in:

469%  
the number of scholarships  
133%  
the amount of certified courses offered  
142%  
the value of the program
CIP Scholarships
July 2018 - October 2019

281 Scholarships
July 2018 – October 2019

30 Member States
USD total value of the 281 scholarships

16 Certified professional courses

2 Technical professional workshops

2 Masters

Flags of the Member States:

- Argentina
- Brazil
- Bolivia
- Colombia
- Costa Rica
- Dominican Republic
- Ecuador
- El Salvador
- Guatemala
- Haiti
- Honduras
- Jamaica
- Mexico
- Nicaragua
- Panama
- Paraguay
- Peru
- Saint Vincent and the Grenadines
- Suriname
- Trinidad and Tobago
- Uruguay

Financial breakdown:

- 16 Certified professional courses
- 2 Technical professional workshops
- 2 Masters

Total USD value: $741,251
Exposed to successful practices in seven hemispheric conferences in collaboration with the national port authorities of TAG chairs.
Outstanding Women in the Maritime and Port Sectors 2018

Claudia Sánchez Porras
Former General Port Director
Secretariat of Communications and Transportation of Mexico

Rita Violeta Myrie Barnes
General Manager
Board and Port Administration for Economic Development of the Atlantic Slope (JAPDEVA), Costa Rica

Honorable Mention
Issues Affecting Ports in the Americas
OAS CIP - Partnership Dialogue

Competitiveness, Logistics, Automation
Global Competitiveness Map
2017-2018

## Latin America and the Caribbean

<table>
<thead>
<tr>
<th>Country</th>
<th>Global rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chile</td>
<td>33</td>
</tr>
<tr>
<td>Costa Rica</td>
<td>47</td>
</tr>
<tr>
<td>Panama</td>
<td>50</td>
</tr>
<tr>
<td>Mexico</td>
<td>51</td>
</tr>
<tr>
<td>Colombia</td>
<td>66</td>
</tr>
<tr>
<td>Jamaica</td>
<td>70</td>
</tr>
<tr>
<td>Peru</td>
<td>72</td>
</tr>
<tr>
<td>Uruguay</td>
<td>76</td>
</tr>
<tr>
<td>Brazil</td>
<td>80</td>
</tr>
<tr>
<td>Trinidad and Tobago</td>
<td>83</td>
</tr>
</tbody>
</table>

Source: World Economic Forum
# Logistic Performance Index
**LPI - LAC 2018**

<table>
<thead>
<tr>
<th>Country</th>
<th>LPI Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Germany</td>
<td>1</td>
</tr>
<tr>
<td>USA</td>
<td>14</td>
</tr>
<tr>
<td>Canada</td>
<td>20</td>
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<tr>
<td>Chile</td>
<td>34</td>
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<tr>
<td>Panama</td>
<td>38</td>
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<tr>
<td>Mexico</td>
<td>51</td>
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<tr>
<td>Brazil</td>
<td>56</td>
</tr>
<tr>
<td>Colombia</td>
<td>58</td>
</tr>
<tr>
<td>Argentina</td>
<td>61</td>
</tr>
<tr>
<td>Ecuador</td>
<td>62</td>
</tr>
</tbody>
</table>

*Source: The World Bank Group*
<table>
<thead>
<tr>
<th>Country</th>
<th>Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Panama</td>
<td>6.2</td>
</tr>
<tr>
<td>USA</td>
<td>5.8</td>
</tr>
<tr>
<td>Canada</td>
<td>5.4</td>
</tr>
<tr>
<td>Jamaica</td>
<td>4.9</td>
</tr>
<tr>
<td>Dominican Republic</td>
<td>4.8</td>
</tr>
<tr>
<td>Honduras</td>
<td>4.4</td>
</tr>
<tr>
<td>El Salvador</td>
<td>3.4</td>
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<tr>
<td>Guatemala</td>
<td>3.6</td>
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<tr>
<td>Costa Rica</td>
<td>3.4</td>
</tr>
<tr>
<td>Nicaragua</td>
<td>3.1</td>
</tr>
</tbody>
</table>

Source: The World Bank Group
RANKING TOP 5 in million TEUs

#1 Colón Panamá: 4.32
#2 Santos: 3.83
#3 Manzanillo Mexico: 3.07
#4 Cartagena: 2.86
#5 Balboa Panamá: 2.52

PORT RANKING: TOP 20 LAC 2018
Global Trends: Container Ports

Mega-Ships/Mega-Alliances

Port Automation (consolidation and concentration)

PCS/SW

Cyber Security

Ports must invest in hard and soft (digital) technologies to modernize and successfully overcome the challenges created by the new paradigms in global commerce.
50 years of Container Ship Growth

Capacity has increased by approximately 1,200% since 1968.

- **1968**: Encounter Bay 1,530 teu
- **1972**: Hamburg Express 2,950 teu
- **1980**: Neptune Garnet 4,100 teu
- **1984**: American New York 4,600 teu
- **1996**: Regina Maersk 6,400 teu
- **1997**: Susan Maersk 8,000+ teu
- **2002**: Charlotte Maersk 8,890 teu
- **2003**: Anna Maersk 9,000+ teu
- **2005**: Gjertrud Maersk 10,000+ teu
- **2006**: Emma Maersk 11,000+ teu
- **2012**: Marco Polo (CMA CGM) 16,000+ teu
- **2013**: Maersk Mc-Kinney Møller 18,270 teu
- **2014/2015**: CSCL Globe/MSC Oscar 19,000+ teu
- **2018**: ???????? 22,000 teu

New vessels of 23,000 TEUs
FROM MORE THAN 100 SHIP LINES IN 1992 TO THREE MEGA ALLIANCES THAT CONCENTRATE 85% OF THE WORLD'S CAPACITY OF MOVEMENT OF GOODS IN THE MAIN MARITIME ROUTES
Automation in Ports

• Increased productivity
• Lower environmental impact
• Lower operational costs
• Major land use and equipment
• Increased quality of customer service
• Process oriented systems

Gender equity and equality?
Smart Port

Processes among Stakeholders
- Integrated
- Interconnected

Cyber risk with each stakeholder
SECURITY
Port Automation and Competitiveness

FIND THE RIGHT BALANCE
FIND THE RIGHT BALANCE

Environmental Impact

Port Automation and Competitiveness
Conclusiones Finales

- Technology allows for change and provides space for innovation;
- Investments aligned with capacity building and training;
- Private sector collaboration to boost technological advances;
- Updated national port legislation to facilitate modernization processes
- Use of international norms and standards, such as the World Customs Organization Data Model, SAFE Framework, IMO FAL Conversion, ISO standards, etc.;
- Establish legal and institutional basis of the port management system, taking into account the functions or competencies, the organization, coordination and programs of the various actors;
- Modern, updated and flexible legislation.
THANK YOU!

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Organization of American States (OAS)  
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www.portalcip.org

WISTA International AGM and Conference 2019  
"Founded Upon the Seas"

XII REGULAR MEETING  
of the Inter-American Committee on Ports  
Port-City relation  
August 5-7, 2020, Buenos Aires, Argentina  
SAVE THE DATE!