2025 WINNIG PRACTICES

CIP MARITIME AWARD OF THE AMERICAS

11TH EDITION

RECOGNIZING OUTSTANDING PORT MANAGEMENT

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North American Marine Environment Protection Association NAMEPA

SLOM Sociedad Latinoamericana de Operadores de Terminales Marítimo Petroleros y Monoboyas

DEPARTMENT OF SUSTAINABLE DEVELOPMENT

2025 MARITIME AWARD OF THE AMERICAS

11TH EDITION

RECOGNIZING OUTSTANDING PORT MANAGEMENT

The 2025 Maritime Award of the Americas - Anniversary Edition - "Recognizing Outstanding Port Management" is organized by the Secretariat of the Inter-American Committee on Ports (CIP) of the Organization of American States (OAS), in collaboration with the Latin American Society of Marine Oil Terminal Operators and Single-Buoy Mooring (SLOM), the North American Marine Environment Protection Association (NAMEPA), and other strategic OAS entities.

The Award recognizes successful practices in the maritime and port sectors of the Hemisphere that demonstrate excellence, innovation, leadership, sustainability, and replicability. In this edition, successful practices are recognized for their positive contributions to the modernization of the port sector in the Americas in the following categories: Disaster Risk Management, Green Port Operations and Sustainable Management and Port-City Relationship.

MESSAGE FROM THE SECRETARIAT

Jorge Durán
Chief of the Secretariat

The objective of the 11th Maritime Award of the Americas, organized by the Secretariat of the CIP-OAS, is to recognize successful practices implemented by public and private institutions that contribute to the comprehensive development of the port and maritime sector in the Americas. In this context, we extend our warmest congratulations to the 2025 awardees.

Mona Swoboda
Program Manager

Strategic actions aimed at strengthening comprehensive port management, including disaster risk reduction, environmental sustainability, and the fostering of port-city relations, are essential pillars for advancing toward a more modern and competitive maritime and port sector. In this regard, it is a privilege to recognize and congratulate the winners of the 11th edition of the Maritime Award of the Americas for their invaluable contributions to the development of the sector in the region.

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Disaster Risk Management

Manta Port Terminal (TPM), Ecuador

TPM
Terminal Portuario de Manta

For successful practices that strengthen institutional disaster risk management capabilities and reduce the impact of natural and anthropogenic disasters on port operations.

Disaster Risk Management

Before 2017, risk management at the Port of Manta faced multiple challenges related to structural, operational, and technological limitations in monitoring, control, and emergency response. There was limited capacity to detect intrusions, fires, or environmental hazards in real time, which compromised operational safety, the integrity of marine environment, and the protection of workers. The absence of a coordinated system among control entities and a comprehensive strategy for training and prevention limited the response capacity to natural disasters, oil spills, and other critical situations. Likewise, the lack of trained brigades, specialized equipment, and defined protocols led to reactive and ineffective emergency responses. This situation jeopardized the sustainability of port operations, the integrity of foreign trade, and the protection of the coastal marine environment.

Since the Port of Manta was granted in concession to TPM S.A. in 2017, a comprehensive strategy focused on Disaster Risk Management has been implemented.

Wide CCTV area.

Implementation of non-intrusive inspection equipment.

This included technological modernization, staff training, strengthening institutional partnerships, and creating emergency brigades. Over 200 cameras (fixed, PTZ, thermal) and a virtual fence with automated intrusion alerts were installed, monitored 24/7 by a CCTV area. Non-intrusive inspection scanners were incorporated in key areas, and Body Cams were adopted for security personnel to monitor activities in real time.

Additionally, the Exacqvision system was implemented for fire and motion detection, and drones were donated to support the Manta City Coast Guard Station. Specialized brigades were created, and continuous training was promoted in ISO standards, fire extinguisher handling, hazardous materials, and first aid, for both internal and external personnel.

Inter-institutional working groups and partnerships were established with entities

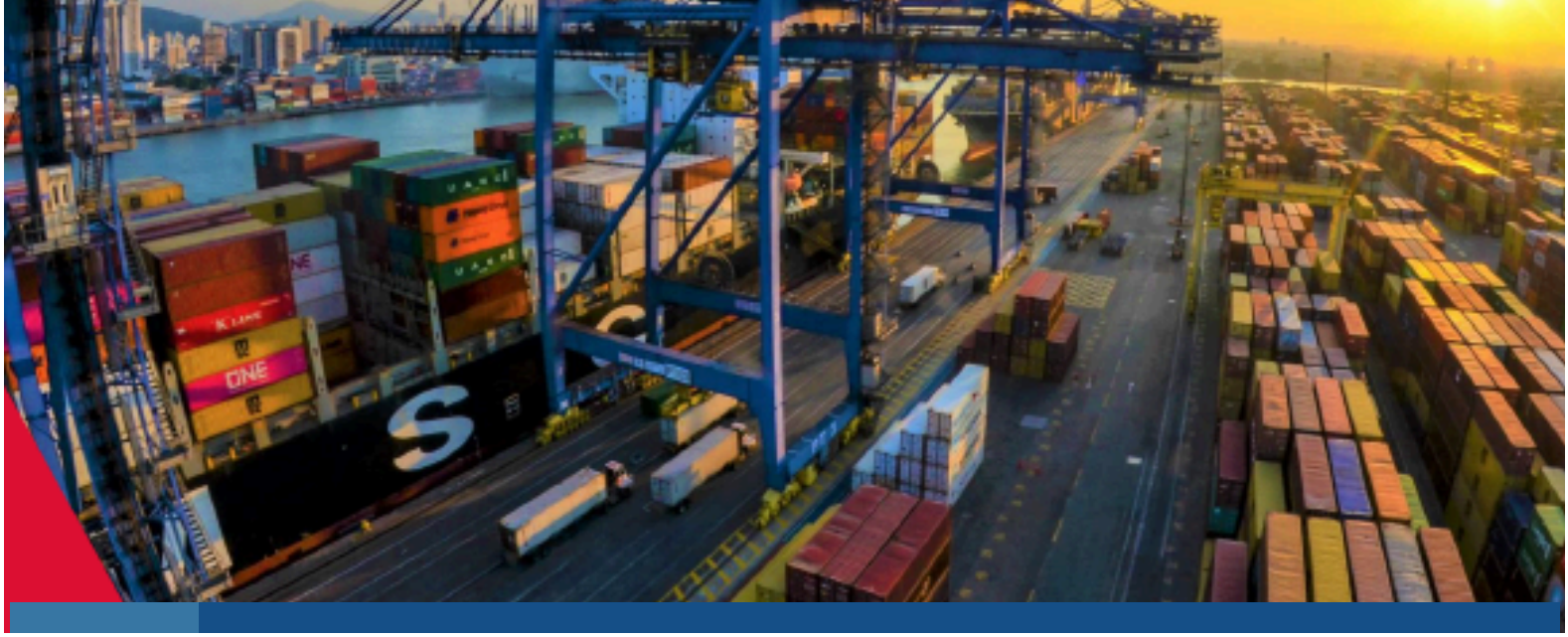
such as the Ministry of Defense, the National Anti-Narcotics Police UCAN, MAATE, the Port Authority, and the Port Captaincy.

Community perception is an indicator of how TPM's management is viewed by the public. This implementation has generated measurable positive impacts at all levels:

- **100% compliance with industrial safety and environmental inspections** on vessels has resulted in zero emergency cases during vessel activities.
- **100% completion of maintenance on fire protection systems** has enabled successful interventions during emergencies by the Fire Control Center (CCBB).
- **100% completion of fire detection system maintenance** allows for effective prevention of emergencies and disaster risks.
- **100% completion of safety, health, and port regulation inductions** has helped reduce risks.
- **100% compliance in drills and scheduled simulations** for three consecutive years.
- **Training sessions**: 12 held in 2022, 8 in 2023, and 7 in 2024, all with 100% completion.
- Participation: **More than 1,500 attendees in training sessions** between 2022–2024.
- **Risk events managed: 100%** of identified events were addressed with corrective actions.

These results reflect continuous improvement in risk management, positioning the Port of Manta as a regional benchmark in port security, disaster prevention, and resilience culture. The practice has increased the confidence of foreign trade stakeholders, strengthened the working environment, and reduced emergency response times. The model is replicable and scalable to other maritime environments.

Emergency brigade training and formation.



Green Port Operations and Sustainable Management

Portonave S/A – Terminais Portuários de Navegantes, Brazil

PORTONAVE

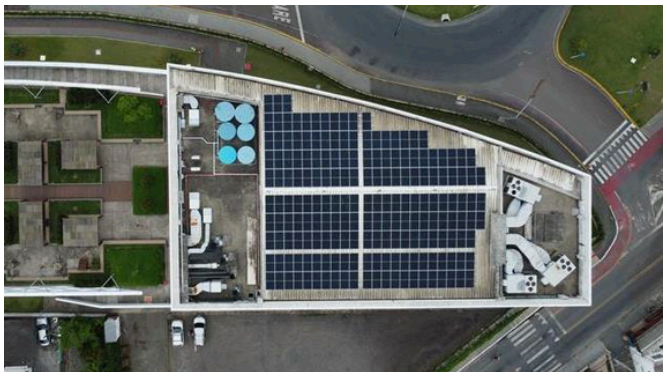
For successful practices in sustainable port management that help reduce harmful environmental impacts and transform operations in an environmentally friendly manner.

Green Port Operations and Sustainable Management

Portonave, Brazil's first private container port terminal and most efficient in the country according to the National Waterway Transportation Agency (ANTAQ), operates with heavy equipment and large vehicles to handle containers — operations that are highly energy-intensive and largely dependent on fossil fuels like diesel. As a result, most of the company's GHG emissions stem from these activities, which are monitored in accordance with the GHG Protocol international standard.

Since 2010, Portonave has demonstrated a firm commitment to environmental responsibility by voluntarily joining the Brazilian GHG Protocol Program and publishing an annual Greenhouse Gas (GHG) Emissions Inventory. The company tracks emissions across all three scopes defined by the GHG Protocol:

- **Scope 1** includes direct emissions from equipment, generators, and company-controlled vehicles;



Photovoltaic Solar Panels

Electric pathway of the RTGs.

- **Scope 2** covers indirect emissions from purchased electricity;
- **Scope 3** accounts for other indirect emissions throughout the value chain.

In its pursuit of decarbonization, Portonave has made significant strides. It transitioned all diesel-powered machinery, including its Rubber-Tired Gantry cranes (RTGs), to fully electrified and energy-efficient models. The terminal has also invested in environmentally friendly container-handling equipment and developed a photovoltaic solar plant to complement its purchase of certified renewable energy.

In 2024, Portonave launched a groundbreaking R$1 billion fully private investment aimed at expanding its capacity to accommodate larger vessels and implementing shore power, a system that supplies electricity to ships while docked.

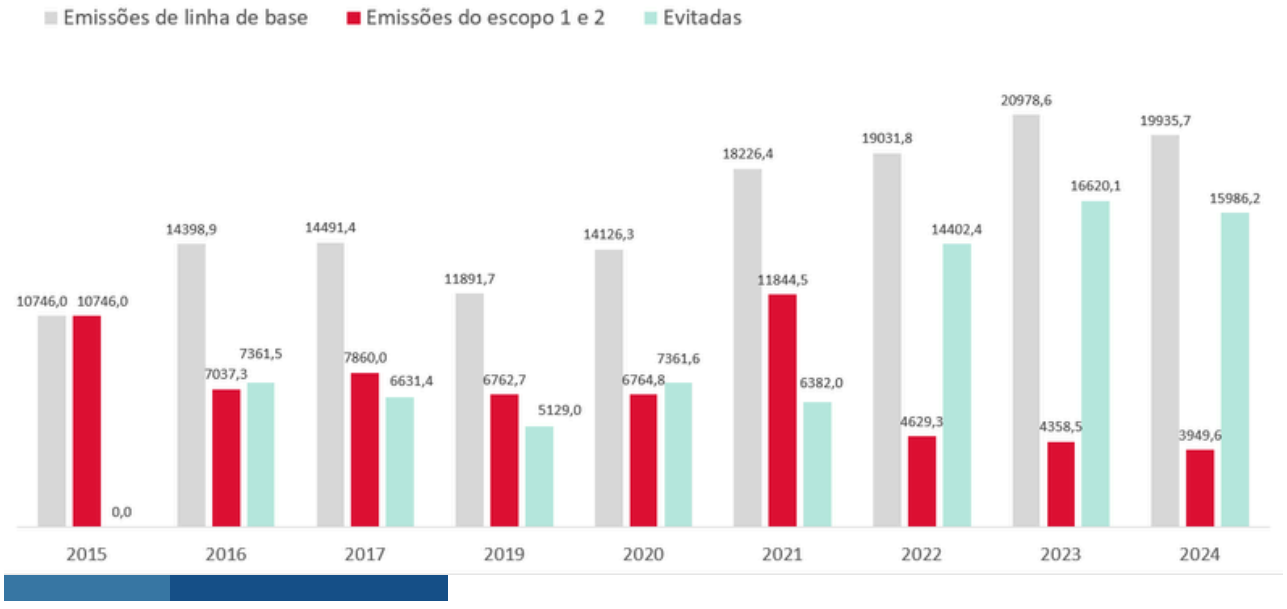
This pioneering initiative is the first of its kind in Brazil and is expected to drastically cut air pollutant emissions from berthed vessels.

Thanks to these comprehensive efforts, Portonave achieved a 63.2% reduction in total emissions between 2015 and 2024, avoiding a total of 79,874.13 tons of CO_2 equivalent (tCO_2e) during that period. A key tool in tracking this progress has been the company's proprietary Carbon Footprint Indicator, which measures emissions per TEU handled. In 2024, Portonave reached its lowest ever index — 0.003 tCO_2e/TEU — representing an 80% reduction from 2015 levels.

The benefits of electrification are especially evident in the operation of RTGs, where emissions dropped by 95% and diesel consumption fell by 96.5% between 2015 and 2024. Additionally, energy consumption related to recharging batteries for forklifts, pallet trucks, and pallet stackers decreased by 15%.

To embed sustainability into its organizational culture, Portonave also established a multidisciplinary Sustainability Committee. This body is tasked with identifying environmental risks and opportunities, proposing initiatives that reduce negative impacts and amplify the company's positive contributions to the environment.

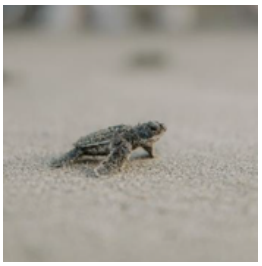
These forward-thinking initiatives are integral to Portonave's ESG (Environmental, Social, and Corporate Governance) strategy. The company is committed to minimizing the environmental impact of its activities and contributing to a more balanced and sustainable port sector in Brazil, aligned with the United Nations (UN) Global Compact and its Sustainable Development Goals (SDGs). These efforts have been acknowledged by organizations that award sustainability certifications and recognitions based on international standards.



*Total emissions from the Port Terminal (tCO_2e)** *Between 2015 and 2024,* ***79,874.13 tCO_2*** *were avoided.*
**Tons of carbon dioxide equivalent.*

Port-City Relationship

Dominican Port Authority (APORDOM) - Haina International Terminals (HIT) Haina River Port, Dominican Republic



AUTORIDAD PORTUARIA DOMINICANA

PUERTO RÍO HAINA

For successful practices that mutually promote the economic and cultural prosperity of the port and the city and bring concrete benefits to the community.

Port-City Relationship

Hatchling release.

Manresa Beach, located in West Santo Domingo, is a critical nesting area for three endangered species of sea turtles (hawksbill, leatherback, and green turtles). However, it faced serious threats: habitat loss, pollution, predation, and illegal egg collection.

The lack of local awareness and the absence of protected areas made urgent an intervention that would promote citizen co-responsibility, sustainability, and coexistence between a coastal ecosystem and an active port environment. The proximity of Manresa Beach to Haina River Port posed important challenges that needed to be addressed in any sustainable management strategy.

In response to the loss of nesting habitat at Manresa Beach, the Ministry of the Environment, HIT Haina River Port, and the National Aquarium joined efforts in 2022 to create the Sea Turtle Protection and Conservation Program.

This strategic alliance allowed the combination of technical, logistical, and community capabilities to ensure the protection of green, leatherback, and hawksbill turtles, all of which arrive at Manresa Beach and are critically endangered.

The initiative is based on four key components:

1. **Monitoring and surveillance**: Technical patrols and relocation of nests to the Aquarium's hatchery.
2. **Environmental education**: Outreach with schools, fishers, and port staff.
3. **Inter-institutional and technical collaboration**: Coordination among the private sector, government, and science.
4. **Continuous evaluation**: Use of indicators to measure impact and adjust strategies.

After two years of implementation, the Sea Turtle Protection and Conservation Program at Manresa Beach has achieved significant progress that demonstrates the positive impact

Manresa Beach before the intervention.

of the initiative. Compared to the initial scenario, marked by lack of protection, illegal egg collection, coastal pollution, and low turtle hatch rates, today there are concrete results reflecting positive and sustainable change.

Thanks to the inter-institutional effort, the following measurable impacts have been achieved:

- **32 nests collected** from leatherback, hawksbill, and green turtle species.
- **2,230 hatchlings released** at Manresa Beach.
- **80% hatching success rate**: eggs incubated and successfully developed into viable hatchlings.
- **55 local fishers sensitized** on sea turtle protection during fishing activities.
- **1,100 community members indirectly impacted** and involved in activities.
- **550 children educated** through environmental awareness sessions on the importance of marine species.
- **32 release events** involving community members, HIT volunteers, and the project team.
- **300 staff members trained and sensitized** on the importance of sea turtles in our oceans.

These results not only highlight the effectiveness of the intervention model, but also prove that port activity and marine conservation can coexist. The program has transformed a high-risk area into a model of collaboration between the private sector, the community, and the environment, aligned with SDG 14 (Life Below Water) and SDG 16 (Peace, Justice and Strong Institutions), as well as the principles of the Environmental Law 64-00 of the Dominican Republic.

This experience shows that the port-city relationship can become an effective conservation alliance when corporate will, institutional support, technical knowledge, and community commitment come together. It confirms that it is possible to integrate environmental sustainability into complex urban environments in a tangible and measurable way.

Training and commitment of human capital.

Environmental education and community participation.

Honorary Mentions

Green Port Operations and Sustainable Management

"Technology for Sustainable Operations"

Puerto Ventanas (Chile)

Port-City Relationship

"Institutional Strategy for Port-City Relationship"

Port Authority and Economic Development Board of the Atlantic Coast (Costa Rica)

This publication has been prepared by the Secretariat of the Inter-American Committee on Ports of the OAS based on the information received in the call for applications for the Award.

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