



ORGANIZATION OF AMERICAN STATES
Inter-American Council for Integral Development



**XII REGULAR MEETING OF THE
INTER-AMERICAN COMMITTEE ON PORTS**
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**DRAFT RESOLUTION OF BUENOS AIRES
“PORT-CITY RELATION”**

WE, THE REPRESENTATIVES OF THE MEMBER STATES THAT MAKE UP THE
INTER-AMERICAN COMMITTEE OF PORTS,

HAVING SEEN:

The Resolution of Mexico City 2018-2020 ([CIDI/CIP/RES.1/18](#)) and the Plan of Action of Mexico City "Sustainable Management for Port Competitiveness" 2018-2020 ([CIDI/CIP/doc.5 /18 rev.1](#)), adopted at the Eleventh Regular Meeting of the Inter-American Committee on Ports, held in Mexico City in August 2018;

The Activity Reports presented by the Chair of the Executive Board of the CIP (CECIP), the Chairs of the Technical Advisory Groups (TAGs) and the CIP Secretariat (S/CIP), including financial reports approved at the XX Meeting of the CECIP held in Roatan, Honduras in July 2019;

The Resolution “Advancing Hemispheric Initiatives on Integral Development” ([CIDI/CPD/doc.183/19](#)) of the General Assembly where the approved documents of the Eleventh Regular CIP Meeting were adopted;

REAFFIRMING:

That the CIP is the only permanent Inter-American governmental forum that brings together the national port authorities of all the Member States of the Organization of American States (OAS) and whose main objective is to promote the development of competitive, secure, sustainable, and inclusive ports in the Americas with the active participation of the private sector;

That pursuant to resolution AG/RES. 1 (XLVII-E / 14) rev. 1, "Guidelines and Objectives of the Strategic Vision of the Organization of American States", in the pillar of integral development, encourage the creation and strengthening of strategic alliances with development institutions, private sector (public-private alliances) and civil society, in order to promote and strengthen effective cooperation strategies and inter-regional communication;

That the support of the national port authorities is essential to build a productive and efficient port-city relation and that this relation is vital for the joint development of the port as a commercial node, and of the city as an urban area;

CONSIDERING:

That due to events of public knowledge regarding the COVID-19 pandemic, port operations, despite suffering some negative impacts, proved to be a vital node in the supply chain to ensure continuity in cargo movement;

That the nature, purposes and principles established in the OAS Charter, the commitments adopted by the Member States in the 2030 Agenda for Sustainable Development, as well as other international agreements, are linked to the three dimensions of sustainable development: economic, social and environmental; and that the work of the Inter-American Committee on Ports (CIP) contributes to these directly through its six TAGs on i) Logistics, Innovation and Competitiveness; ii) Sustainable Port Management and Environmental Protection; iii) Port Protection and Security; iv) Public Policy, Legislation and Regulation; v) Tourism, Inland Ports and Waterways, Ship Services and Navigation Safety; and, vi) Social Responsibility, Gender Equality and Empowerment of Women;

That, according to data from the United Nations Conference on Trade and Development (UNCTAD), ports handle more than 80 percent of world trade by volume and more than two thirds of its value; and that as key nodes of the global supply chain, ports are under constant pressure to adapt to changes in the economic, institutional, regulatory, technological and operational landscape;

That public-private partnerships have emerged as one of the mechanisms to promote a greater participation of private investment in port development and to access specialized skills, innovations

and new technologies associated with the development, operations and maintenance of port infrastructure;

That the support of the national port authorities to guarantee the positive impact that a successful port-city relation has in the social (job creation, sense of belonging), economic (foreign investment, public-private partnerships) and environmental (social responsibility, carbon footprint) is of vital importance to stimulate integral port development;

That since its first edition in the framework of the VIII Regular CIP Meeting held in Cartagena 2013, the Inter-American Forum of Best Practices, has contributed to the promotion of cooperation and technical assistance activities, as well as to collaboration activities in complementary sectors to the CIP.

AWARE:

That the unprecedented impact of the health emergency imposed by COVID-19 pandemic presents an area of opportunity for the exchange of successful practices, guidelines, solutions and the development of health emergencies response plans and risk situations that help ensure proper operation in ports;

That worldwide, ports are the main nodes of the physical network of maritime transport as well as inland ports and waterways and that, in the Americas, it is necessary to increase the proportion of cargo shipped by these means of transportation to promote development and increase employment opportunities for our peoples;

That the port sector is fundamental for trade, integration and physical connectivity of the region and that the modernization of the port system will result in the growth and competitiveness of the economies of the Americas;

That, increasingly, ports are expected to comply with performance standards designed to guarantee the highest reliability and quality, safety, financial sustainability, protection and conservation

of the environment and promote social inclusion; and, that these factors are relevant to the global sustainability agenda and to achieving the United Nations' Sustainable Development Goals;

That sustainable maritime transport systems include, among other factors, transport infrastructure and services that are safe, socially acceptable, universally accessible, reliable, affordable, energy-efficient, environmentally friendly, with low carbon emissions and capacity to withstand weather conditions; and

That to advance in the fulfillment of the Objectives of the 2030 Agenda, the Member States need to promote cooperation, political dialogue, capacity building, technical assistance and innovation,

RESOLVE TO:

1. Strengthen the political dialogue at the highest level to encourage greater competitiveness in the port sector, promoting priority thematic areas such as modern infrastructure, interconnectivity, clear and inclusive regulatory frameworks, sustainable management, and an effective and productive port-city relation, among others.

2. Promote the exchange of experiences and the establishment of strategic alliances, especially with the private sector, to contribute to an economic, social and environmentally sustainable development of the maritime-port sector of the Americas with special emphasis in port-city relation through specific activities such as seminars, courses and/or surveys aimed at Member States.

3. Continue work and initiatives, following the guidelines and directives set by international organizations such as the International Maritime Organization (IMO), aimed at mitigating risks and ensuring the maritime supply chain continuity while guaranteeing the safety of port officials, suppliers, users and the surrounding population.

4. Instruct the CIP Secretariat (S/CIP) to continue to establish public-private partnerships in order to create synergies, provide technical assistance and strengthen institutional capacities, through the professionalization of human capital in the areas of the Committee's six Technical Advisory Groups (TAGs).

5. Ratify the importance of the work of the S/CIP in organizing hemispheric technical forums on port matters that contribute to the advancement of regional integration and instruct it to continue with their organization to provide international platforms for the exchange of successful practices.

6. Contribute to the development and professionalization of the region's human resources, especially in the Caribbean Basin, in the areas of disaster risk management, mitigation, response and resilience to natural disasters and maritime-port emergencies.

7. Encourage regional collaboration to contribute to the development of sustainable, inclusive, safe and socially responsible ports with the objective of promoting initiatives aligned with the 2030 Agenda and the Sustainable Development Objectives in the maritime and waterways port sector of the Americas.

8. Approve the Activity Reports presented by the Chair of the CECIP, the Chairs of the TAGs and the S/CIP, including financial reports.

9. Approve the 2021-2022 Budget for the CIP Special Port Program.

10. Approve of the Plan of Action of Buenos Aires "Port-City Relation" and, in coordination with the CIP Members, instruct the CIP Secretariat to promote the mobilization of resources to advance with the implementation of said Plan, and continue with its role as facilitator of the political dialogue and promoter of hemispheric cooperation.

11. To request the CIP-OAS Member States to support, to the extent possible, the implementation of the Plan of Action of Buenos Aires "Port-City Relation", with financial, human and /or technical resources.

12. To accept with gratitude the offer of the Government of (to be determined) to host the XXII Meeting of the CECIP in 2022.

13. To accept with gratitude the offer of the Government of (to be determined) to host the XIII Regular Meeting of the CIP and the XXIII Meeting of the CECIP in 2023, and to urge the highest national port authorities of the OAS Member States to participate in said meeting, as well as to promote the active participation of international organizations, the private sector and civil society.

14. To refer this Resolution for consideration by the Inter-American Council for Integral Development (CIDI) and subsequent submission to the General Assembly.

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