



**ORGANIZATION OF AMERICAN STATES**  
Inter-American Council for Integral Development  
(CIDI)



**THIRTEENTH REGULAR MEETING OF THE  
INTER-AMERICAN COMMITTEE ON PORTS**

June 7 to 9, 2023  
Roatan, Honduras

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DRAFT RESOLUTION OF ROATAN 2023

“Technological Innovation: Cross-Cutting Tool for Port Modernization”

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

HAVING SEEN:

The Resolution of Buenos Aires 2021 -2023 ([CIDI/CIP/RES.1/21 corr.1](#)) and the Plan of Action of Buenos Aires "Port – City Relation" 2021- 2023 ([CIDI/CIP/doc. 5/21 rev.3 corr.1](#)), adopted at the Twelfth Regular Meeting of the Inter-American Committee on Ports (CIP), held virtually in May 2021;

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, including financial reports approved at the XXII Meeting of the CECIP held virtually in March 2022;

The Resolution “Advancing Hemispheric Initiatives on Integral Development” ([AG/RES.2988\(LII-O/22\)](#)) of the General Assembly where the approved documents of the Twelfth Regular Meeting of the Inter-American Committee on Ports (CIP) were adopted;

REAFFIRMING:

That the CIP is the only permanent Inter-American governmental forum that brings together the highest national governmental authorities of the port sector of 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 development of the port sector is essential for the socio-economic growth of the Nations and that technological innovation is vital for the joint development of the port as a commercial node of the supply chain;

CONSIDERING:

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 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 international 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 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) Waterways, Inland and Cruise Ports; and, vi) Port – City Relation, Social Responsibility and Gender Equality;

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 port industry and international trade are increasingly moving towards the digitalization of processes and operations that improve port efficiency and contribute to increase national competitiveness;

That the ports of the Americas are incorporating digital solutions in their operations in all areas of port management, including security, sustainability and logistics;

That the opportunity to share the experience of the private sector during the Regular Meetings of the CIP has contributed positively to the promotion of cooperation and technical assistance activities;

**AWARE:**

That the unprecedented impact of the health emergency imposed by the COVID-19 pandemic significantly accelerated the digitalization of port management processes and that CIP National Port Authorities continue fostering the growing trend of digitalizing and automating port processes through Port Community Systems (PCS), or similar mechanisms for greater efficiency;

That according to the International Maritime Organization (IMO), a maritime single window in ports will be mandatory starting January 1<sup>st</sup>, 2024, as a significant step towards accelerating the digitalization of maritime trade;

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. Hold hemispheric technical forums and conferences, virtual and face-to-face meetings that strengthen interaction at the highest level, with the objective of promoting port competitiveness and the exchange of successful practices, as well as the advancement of regional integration.
2. Promote port modernization, when possible, through the incorporation of digital processes into operations and responsibilities of National Port Authorities with the support of modern, clear, and inclusive regulatory frameworks.
3. Refer to the Inter-American Council for Integral Development (CIDI), for their consideration, the proposed changes to the Rules of Procedure of the CIP to hold regular meetings of the Committee every three (3) years instead of every two (2) years;
4. 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.
5. Promote the exchange of experiences and the establishment of strategic alliances, especially with the private sector, to contribute to the environmentally sustainable port modernization of the Americas with special emphasis in on the implementation of technologies that support digital port operations.

6. Instruct the Secretariat of the Inter-American Committee on Ports (CIP) to continue with its role as a facilitator of political dialogue, international cooperation, institutional capacity strengthening, and the exchange of experiences for the advancement of Member States' national agendas, specifically:

- a. Managing, expanding, consolidating, training and technical assistance and other cooperation activities for port personnel of Member States.
- b. Developing human capital professionalization activities and technical assistance in modernization and digitalization, cybersecurity, as well as the topics of the six Technical Advisory Groups (TAG) of the Committee.
- c. Holding hemispheric technical forums on port matters that contribute to the advancement of regional integration and offering international platforms for the exchange of successful practices.
- d. Establishing strategic alliances with the private sector of the Americas, international organizations, the academic sector, and other areas of the Organization of American States (OAS), to enrich the Inter-American port dialogue, create synergies, promote resource mobilization, and expand cooperation opportunities, and report to the Committee at its Fourteenth Regular Meeting.
- e. Organizing new editions of the Maritime Award of the Americas and the recognition of outstanding women in the port and maritime sectors to promote knowledge transfer.
- f. Contributing to the environmentally sustainable port modernization of the Americas sector with particular emphasis on the implementation of technologies that support digital port operations and;
- g. Collecting annual contributions from Member States and associate members and using them in accordance with the approved budget of the CIP Special Port Program.

7. To approve the following documents presented during the Thirteenth Meeting:

- a. The Activity Reports presented by the Chair of the CECIP, the Chairs of the TAGs and the CIP Secretariat, including financial reports.
- b. The 2024-2026 Budget for the CIP Special Port Program.

8. To urge Member States to make payment of their mandatory annual contributions to the CIP Special Port Program in a timely fashion, with special emphasis on those that carry arrears.

9. To urge Member States to make voluntary contributions in addition to annual membership payments.

10. To urge the member states of the CIP-OAS, to the extent possible, and in coordination with the CIP Secretariat, to support the implementation of the Plan of Action of Roatan "Technological Innovation: a Cross-cutting Tool for Port Modernization," promoting the mobilization of financial, human, and/or technical resources.

11. Accept with appreciation:

- a. The offer of the Government of (to be determined) to host the XXIV Meeting of CECIP in 2024.
- b. The offer of the Government of (to be determined) to host the XIV Regular Meeting of the CIP and the XXV Meeting of the CECIP in 2026, and to urge the highest national port authorities of the OAS Member States to participate in these meetings, as well as to promote the active participation of international organizations, private sector and civil society.

12. To request the Inter-American Council for Integral Development (CIDI) to make greater efforts to strengthen the work of the CIP, as well as to make visible its activities and achievements, which will result in the strengthening of CIDI itself, as well as to promote and consolidate a cutting-edge port sector in the Americas.

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

