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## **1. PARANA RIVER UNDERGOES THE WORSE HYDRIC CRISIS IN 60 YEARS**

The falls with different nuances are affecting the Parana River since the beginning of year, which continues deepening itself and putting in danger the commercial activity in the ports and territories that the course of water touches throughout its route.

The volume reduction affects the activity in export areas such as in San Pedro and Rosario, but also to Zárate, Baradero, Campana, North of Santa Fe, Corrientes, Formosa and Misiones. There are companies that migrate through the ports in difficulties and also there is evidence of lack of fuels.

The flow reduction has brought the worst hydro crisis in more than 60 years, according to Argentina Naval Prefecture; and the scene forces companies that operate in the area to modify their logistic and export plans. In the Rosario zone, for example, the vessels that transfer grains usually load much less. Furthermore, in San Pedro, there has been lost of fruits' ships since last month, and the companies installed in the city begin little by little to watch with interest other ports with less inconvenience.

But the drought that Parana exhibits does not affect only the exit and entrance of ships. In provinces like Misiones and Formosa, falls prevents the circulation of the hulls loaded with fuels, and the shortage of supplies of gasoline and diesel oil has become common in the service stations of these territories.

Source: Professional INFOBAE

## **2. LUXURY YACHTS: SIGNIFICANT INCOME FOR THE CARIBBEAN**

During the 8th Caribbean Shipping Executive Conference (CSA), celebrated last month in Cartagena, Colombia, the delegates analyzed the benefits provided by the luxury yachts sector, which are great consumers of goods and services; and whom can improve the income generated by the cruises industry. The estimation showed that there is a variety of opportunities of income generation for the Caribbean and the provision of services for the increasing fleet of luxury yachts that sail in the region.

In a conference on the subject, Mr. Rupert Connor, Luxury Yatch Group President, presented a list of the types of services and activities, in which countries of the region could be benefited if facilities were created to accommodate the increasing luxury yachts fleet of 80 to 120 feet of length, that sail in the Caribbean. The income could be derived from the provisions for the crews, fuel, engineering and maintenance services, governmental taxes, and costs for connection and services of electronic communications.

The President of the CSA, Mr. Fernando Rivera and the President of Cruises Committee of the CSA, Jan Sierhaus, expressed similar points of view, nevertheless indicating that it is important for the region to continue promoting the industry of cruises.

Source: Caribbean Shipping Association News



### **3. SEMINAR: “THE ECONOMIC CRISIS IN THE SHIPPING AND PORT BUSINESS” IN CHILE**

On April 30<sup>th</sup>, at the Stone House Center of Events, in Santiago, with the presence of more than 40 representatives of outstanding companies of the Chilean Maritime Affairs, the national and international seminar was organized focusing on “the Economic Crisis in Shipping and Port Business”. The event was organized by Future Events, company with an ample trajectory in the qualification of professionals related to the maritime sector, which had the support of MARSS International and the Logistic Association of Chile, ALOG Chile A.G.

The purpose of the seminar was to become a reference so that executives of diverse companies related to the chain of the maritime transport could discuss, to identify and exchange experiences about the present and future situation of this industry in a scene where the international trade has significantly decreased. The current situation of this sector is described at both regional and national level. Based on this, they were able to know the projected volumes of load for the year 2009; as well as analyzing the situation of the companies that provide services to the international trade and transport.

New methods of management that organizations must adopt to face this economic depression and clients' requirements during this crisis was also explored.

Alongside with the speakers, executives of important companies of the sector such as EPV, ENAP, EPA, WMGS Services Chile Ltda., Directemar, Enami, MSC, Pesquera Friosur S.A., OCCUPIES (Mexico), Wartsila, Teisa, ALOG, Group Dolphin, K-line, B & M Marítima and Finning Chile, among others, were present in the event.

Source: Mundo Marítimo

### **4. MOBILE SCANNERS FOR PORTS DE VALPARAISO AND SAN ANTONIO**

The National Customs Services of Chile will support the work in the ports of Valparaiso and San Antonio with two scanners, which will allow an effective nonintrusive control of load, containers and vehicles, within the framework of the prevention and struggles against drug traffic and contraband.

The Regional Director of Customs, Ana Maria Vallina, informed that all bidding call for the purchase of the equipment was published this month and she hopes that if exists adjudged supply they both can be operated by the end of this year or beginning of the next.

In Chile, there are units of this type of works in Arica , Iquique and in El Paso del Libertadores, but the national goal is to reach ten. With two additional scanners destined to Valparaiso and San Antonio - which represent an investment superior to two million dollars, the objective will have been fulfilled by 50%.

It has to do with trucks that take scanner equipment in which the X-ray capacity can penetrate around 300 millimeters. In addition, they have a control and image analysis' room that makes possible to search for



narcotics and drugs and other illicit customs goods, especially hidden and not declared merchandise, by means of a fast and nonintrusive revision. They are also able to be easily transferred according to the needs.

Source: El Mercurio de Valparaiso

### **5. COLOMBIA: NEW PROGRAMS FOR THE PORT SECTOR**

With the presence of the Superintendent delegate of ports at national level, Carmen Martin Bacci; the Trade Manager for the Panama Channel Oscar Bazan; the Director of the Independent University of the Caribbean, Dr. Silvia Gette Ponce, have just promoted the new academic supply for the port sector.

By means of a cyclical methodology, the institution generally offers to all the Colombian Caribbean coast and to the rest of the country three levels of formation: professional technician in port operations; port management; professional studies and maritime and fluvial administration.

The Autonomous University of the Caribbean, will train professionals with national and international projects, making possible to participate in the different ports, port societies, shipping companies, societies of customs intermediation societies, general depots of deposit and port operators who offer terrestrial, maritime and fluvial transport services, such as support to the main activities of the maritime and fluvial transport.

Source: El Informador

### **6. STAGNATED NEGOTIATION TO PRIVATIZE PORTS OF THE COSTA RICAN CARIBBEAN**

During a meeting at the Presidential House, The Workers Union of the ports at the Caribbean of Costa Rica (SINTRAJAP) rejected the new offer of the Government raised in a meeting realized in the Presidential House and maintained its position against the privatization, therefore the subject stays in a deadlock.

The Minister of the Presidency, Rodrigo Arias, declared in an official notice that he "deeply laments that the union has rejected the offer that seemed to be better than the last one. The Government presented a new option: an indemnification to each worker by 4,600 dollars per worked year and the guarantee of being contracted, at least in another company of the State.

Minister Arias said that the Executive will not stop the privatization process to obtain the development of the province of Limon (the Caribbean) and that he will make a private vote with all the workers of the ports to determine what they want to do in free and democratic manner.

Last November, the Government offered to the 1,400 Caribbean ports' workers a total of 80 million dollars in indemnifications, but the union demanded 700 million dollars, amount very close to the one to construct a new port. In order to modernize the ports of Moín and Limón, both in the Caribbean, the Government



intends to give them a private company for 800 million dollars. In 2006, workers of these wharves did a protest and paralyzed the operations when the Government announced its intention to give in concession the ports of the Caribbean, as it had done before with Caldera, in the Pacific. Now new protests are showing the panorama of the union to be organized in case the Government continues the process of giving the wharves to a private company.

Source: EFE

### **7. PROPOSITION TO MODERNIZE PORTS OF LIMON WITH I.A.D.B LOAN.**

Several deputies of the Citizen Action Party (PAC) proposed to include in the 850 million dollars agreement with the IADB, the modernization of the Port of Limon. Based on that, the Port of Moín operated by Port Administration and Economic Development of Vertiente Atlántica (JAPDEVA) could compete with private initiative, and put an end on the confrontation that maintains the Costa Rican Government with the unions. The law project for infrastructure that includes a 850 million dollars loan of the Inter-American Development Bank (IADB) could destine 80 million to modernize the port of Moín, managed by JAPDEVA, in agreement with the exposition formulated by the deputies of Citizen Action. This project has been conceived to improve the infrastructure at a national level.

According to Francisco Molina, Deputy, “one of the priorities is the improvement of the wharves and mainly Limon, in which 80% of the load of the country is transported through there. This is why they are proposing 80 out of the 850 million, should go directly to the purchase of equipments and the infrastructure needed for the port, in order to be more competitive. Studies made by the government and the unions indicated that the port in its present conditions needs between 74 and 86 million dollars to purchase the necessary equipment.

On the other hand, Jorge Méndez, Head of the National Liberation Party, said that the first “sombriilla” project must be approved followed by the fulfillment of the national developing plan or approving the projects submitted by the government that should be financed by those funds. According to the Finance Minister, Mr. Guillermo Zúñiga, the urgency to approve the “sombriilla” project of 850 million dollars of the IADB has to do with signaling international organism that “Costa Rica wants the loan”.

Source: Infor-matico



## **8. COMBATING ILLEGAL ACTIVITIES AT THE PORT OF ROSEAU**

The Executive Commander of the Aerial and Port Authority of Dominica Benoit Bardouille informed the actions that they have undertaken in order to diminish the delinquency in the neighborhood of the port of Roseau, known as Bayfront. Mr. Bardouille is compromising to the suppliers of his corporation in order to have support to maintain law and order near the port.

It is not about becoming police or safety officers, but for them to observe and know the facts that grab attention once and then become informed in order to take suitable measures. He indicated that many illegal activities have been done at the Bayfront zone, “We have people who try to sell illegal articles to the tourist and that type of businesses is not good for us. Sometimes I must go on the ship to try to solve the problems. When illegal things happen in the ship, we need to know. Some are happening and we are not able to see.”

Source: Dominicanewsonline.com

## **9. IADB FUNDS FOR MARITIME TRANSPORT STUDY IN CENTRAL AMERICA**

The Inter-American Development Bank (IADB) approved a technical cooperation of U.S. \$1 million to make a study that determines the feasibility of a project destined to develop maritime transport of short distance in the Mesoamerican countries (Mexico, Central America and Colombia), presented by the representatives of multilateral organism.

The agreement of subscription with the executor organism will be elaborated in the upcoming days, which in this case will be done by the Maritime and Port authority of Panama.

The project, which is being evaluated for the implementation in the region, intends to develop the maritime transport through the harmonization of the maritime legal frame, the elaboration of a communitarian port-maritime policy, the improvement of the maritime transport, the improvement of cargo transport and the establishment of a modern hydrographic system to help the navigation.

Source: Crítica en línea

## **10. APN SIGNS CONTRACT FOR IMPROVEMENTS' STUDY IN PORT OF CALLAO**

The General Manager of the APN, Gerald Perez Delgado, and the Typsa-Tegepesa Legal Representant , Frano Zampillo Pasten, signed a contract for the elaboration of the definitive study and technical files for the Improvement and Extension of the Entrance of the Callao project.



The study deadline is in five months, which will first have to be approved by the National Port Authority. These studies are part of the National Port Authority plans to modernize the Terminal of Callao, which have the financial support from the Trust Administration regarding the Contract of Concession of the New Terminal of Containers of the Callao Terminal - South Zone.

Based on that, the National Port Authority maintains its commitment from the modernization and improvement of the Peruvian Port System.

Source: APN

### **11. PORT MODERNIZATION PROJECTS FOR 2013 IN PERU**

The modernization of ports must be done before 2013 to assure that Peru becomes a commercial hub (boarding center and re-embarks) of the region before the next extension of the Panama Channel that will be done between 2009 and 2014, according to the Agency of Promotion of Private Investment (ProInversión).

The current objective is to have investments, said the ProInversión Executive Director, Mrs. Cayetana Aljovín, before the Foreign Trade and Tourism Commission of the Peruvian Congress. "The other countries also wants to be the hub. The decision to choose the hub will be made between 2013 and 2014 and the country must be prepared by then", asserted.

In regards to the workers from the recently approved concession of the Terminal of Paita (Piura), there are two possibilities for the 42 workers pertaining to the National Company of Ports (Enapu); that is to say, they will be able to remain in Enapu or to be transferred to the port concessionary company for a period of two years, under the mechanism of union license.

The process of concession of the fluvial port of Yurimaguas was also mentioned, and is waiting for the approval on the study by the Ministry of Transports and Communication, which is scheduled for the fourth trimester of this year. The investment estimate for the Port of Yurimaguas is of 61 million dollars.

On the other hand, the concession of the port of Pucallpa (Ucayali) is in the stage of opening and it is estimated to be adjudged during next October.

The National Port Authority must modify the masterful plan of Port of Ilo (Moquegua) terminal and realize its referential project to establish the minimum investments that will be done. The project awarding date is the first trimester of year 2010.

Source: Agencia Andina



## **12. THE CALLAO COULD CONTINUE EMBARKING MINERALS UNTIL THE 2025**

Although the Government objective is to turn the Port of Callao in exclusively for the transportation of containers and eliminate the present mineral load within few years, the National Port Authority (APN) does not discard the possibility to continue embarking until 2025.

When the Free Trade Agreement with the United States was still being negotiated, the executive announced that he would eliminate the transportation of minerals of Callao because it was not feasible to continue embarking that product by the same point by where also perishable products were exported. By doing so, he would be giving more competitiveness to the Peruvian foreign trade.

At the beginning of March, the Chinalco company, which created the Toromocho project, raised to construct a wharf specialized in the uploading of minerals the North breakwater of the first Port, although the APN objected the proposal because of a long term plan for the port, and because there are alternative private projects to embark mineral outside the scope of this terminal. However, this last possibility is not attractive for the mineral companies.

On the other hand, the President of the APN, Frank Boyle, did not discard the proposal of the mineral company, and indicated the Director of the Port Authority, which was taking care of a formal request about the same subject, and accepted to meet with APN representatives. Boyle emphasized that the acceptance of the project must not interfere with the plans to turn Callao into a port hub that focuses in containers and neighboring nations. In addition, he stated that the project must be profitable and must have financial support.

On the other hand, the President of the National Mineral Petroleum and Energy Society, Mr. Hans Flury, mentioned that a group of mineral companies has elaborated a study for this project (that will be presented by Chinalco), and he rejected that it is intended to exclude the transportation of minerals through this port, indicating that this would create discrimination.

Source: Gestión

## **13. SAINT KITTS EXPECTS A CRUISE TOURISM GROWTH**

The estimated number of cruises visitors at the port of Zante in St. Kitts is around half million people for the next season. It would represent an increase of 18% based on the 419,266 places during 2008-2009 season. There are 52.564 additional confirmed visitors for season 2009-2010 and they are about to confirm 22.029 more. The total would be 493.859 people, for the season of October 2009 - September 2010, indicated the Minister of Tourism of Saint Kitts, Senator Richard Skerritt.

The Minister of Tourism explained that while the 60 percent of the cruise arrivals to St Kitts continue to be the fleet of the ships of Carnival Corporation, the greatest contributor to the increase of the next season is



the Royal Caribbean International and Celebrity Cruises that are going to duplicate their departures to Saint Kitts.

Another factor that contributes to this increase is the return of a cruise line that has been absent for a while, the Norwegian Cruise Line (NCL). They made very clear that its function is more centered in the increase of the expenses of visitors than in the number of arrivals. It was also emphasized that the increase of the arrivals of cruises in the last three years is an excellent indicator of the interest in St. Kitts, cruise tourism.

Source: Caribbean360.com

### **14. MANAGERS OF LATIN AMERICAN PORTS' REUNITED IN MIAMI FOR THE FIRST TIME**

For the first time Miami will host a congress of Latin American ports replacing Venezuela that declined to be the host after the Government of Caracas took over the control of the maritime terminals, stated a regional manager today. The XVIII Latin American Congress of Ports of the American Association of Port Authority (AAPA), was going to be celebrated in Isla de Margarita, in the State of Nueva Esparta, with participation of about 200 executive managers of maritime terminals and port industry executives of Latin America, Canada and the United States. "But because President Hugo Chavez nationalized the ports and airports, they had to transfer the meeting to Miami.

The port Director, from where the event was going to be held informed that it had no conditions to host a congress, said Rafael Diaz-Balart, who has been appointed as the new coordinator of Latin American Ports of the AAPA.

The event, which is scheduled for July 8th- 10th in Miami, is annually organized by the AAPA, with headquarters in Virginia (USA). Diaz-Balart emphasized that it is the first time that the congress is celebrated in Miami, city in which the commerce between Latin America and the United States is mobilized, with the exception of Mexico.

Under the motto " Latin American Port Development: needs and perspectives", the participants of the event will be able to analyze the alternatives to face a convulsed world-wide economy, the long term perspective of the maritime port and the balance of the port reforms in Iberoamerica.

Another subject that will be discussed is Cuba and its impact that it will have in the industry when incorporated to international trade. "We are going to analyze this because when Cuba becomes an issue, and it could be soon, the island, which has a suitable geography and excellent ports, will play a role of competition with other Latin American terminals ", Diaz-Balart said.

When mentioning the future of the regional ports and maritime industry during a financial crisis, Mr. Diaz assured that "80 percent of what one eat, watch and touch, has been transported by water at a certain point, therefore that industry will continue to be extremely important for all the economies".

Source: EFE



### **15. HAMBURG SÜD INCORPORATES MAJOR SHIPS IN ROUTE ECSA-USA**

The shipping company Hamburg Süd and its branch Aliança have decided to introduce larger ships in the operations of UCLA that offers between ports of the South America, the Atlantic coast, the Caribbean, Central America and the United States.

The route that until now was structured in two lines covered by twelve ships among 1,700 and 2,500 TEU of capacity, will offer an unified itinerary with seven vessels of 3,800 TEU. The new rotation, that will start to work at the beginning of June, will include connection in the ports of Veracruz, Altamira, Houston, Cartagena, Suape, Saints, Rio Grande, Navigators, Paranagua, Saints, Rio de Janeiro, Salvador, Port Hair, Cartagena and, again, Veracruz.

The first service will take place on June 7<sup>th</sup>, from the port of Rio Grande, with a “CAP San Marco” ship. The two companies have decided to start up with a weekly new line, between Caribbean ports under the name of “Aztec Service”. With three ships of 1,700 TEU of capacity, the route will connect the enclaves of Altamira, Veracruz, Havana, Manzanillo, Cartagena, Puerto Cabello and Guaira. Hamburg Süd, indicated that the line will allow to complement the shipping services’ offer and to offer new possibilities of transfer for its clients.

The route will leave Altamira on July 7<sup>th</sup> with the departure of the ship “Cala Pantera”. “ These changes respond to the regional market requirements that direct demand and trustworthy services with fixed departures and competitive transit times between the main ports”, stated the company.

Source: Veintepies

### **16. NEW PORT PRESIDENT FOR THE STATE OF SPAIN**

The Cabinet of Spain named Dr. Fernando González Laxe as the new president of Port of the State, public institution that manages 28 Spanish port authorities. Dr. Laxe replaces the position of Mariano Navas that has been named as the new Chief of Center Studies and Public Experiments (CEDEX).

Dr. González Laxe was a member of the Galicia Consultative Council and Director of the University Institute of Maritime States. The new President of Port of the State was also president of the Galicia Conclave, Senator and member of the Parliamentary Assembly of the European Council.

He also occupied the position of Lieutenant of his native city. The former chief executive, Dr. in Economic Sciences and professor of Applied Economy, has experience in maritime economy, which has named the Director of Fishing Affairs of the Ministry of Agriculture, Fishing and Feeding of the socialist Government, as well as the Spanish representative in the world-wide Conference of the FAO on fishing.



Dr. González Laxe has indicated that he assumes the position with three objectives: to improve the ports, services, to guarantee its maritime and interior accessibility, and to impel its fundamental function of being the great engine for the development of the surroundings in which they are located.

Source: Europapress

### **17. PORTS OF CHINA, THE UNITED STATES AND EUROPE REGISTER BACKWARD RESULTS**

Numerous ports of China, United States and Europe have undergone reductions in the volume of traffic that has moved in the first trimester compared to the same period in 2008. In the case of Shanghai, the largest Chinese port, backward movement was by 15%, reaching 5.61 million TEU, whereas the Shenzhen case moved 3.88 million TEU, 21% less than the same trimester of the previous year.

Between January and March, the port of Guangghzhou registered 2.15 million TEU, 24% less than the three same months of the past exercise. Also the ports of Ningbo, Xiamen, Dalian and Lianyungang saw their quaterly traffic be reduced, the 2% and 10%, although other enclaves like Qingdao, Tianjin and Yingkou increased their volumes of merchandise in 2%, 1% and 9%, respectively. In the United States, the port of Los Angeles moved between January and March 1.53 million TEU, which corresponds to a reduction of 17.4%.

In Europe, the volume of containers managed by the port of Rotterdam in the first trimester of the year reached 2.25 million TEU, 16% less than in the same period of the previous year. Also, the port of Antwerp underwent a backward movement by 16.3%, reached the 1.74 million TEU compared to January, February and March of 2008. The Port Authority of Rotterdam estimates that the volume of traffic of that port for this year will be between 6% and a 10% inferior to the one of the previous period.

Source: Veintepies

### **18. MAERSK LINE AND HANJIN SHIPPING: LOSSES IN THE FIRST TRIMESTER OF 2009**

Maersk Line and Hanjin Shipping - two of the main shipping companies in the world have registered important economic losses in the first quarter of the year. Both companies published its economic data based on the first two months of 2009 due to the deep crisis in the sector, motivated by the international situation, and a third month not as bad as the previous ones but still with some bad results.

Hanjin Shipping registered operative losses of 130.40 million Euros. On the other hand, The Danish Maersk Line finalized the first three months with a net losses of 400 million Euros. The shipping company A.P. Moller-Maersk, the largest Danish industrial partnership where the division Maersk Line is integrated, lost



286 million Euros in the first three months of the year, due to the effects of the economic crisis on its main business, the maritime transport of containers.

The gross gain of the company decreased by 87%- 234 million euros. The invoicing was 12% less compared to the same period of last year, due to the price decline of the petroleum and the maritime loads' tariffs, as well as the reduction of the activity of the maritime containers transport.

In addition, the South Korean shipping company has negative data in all aspects. The income sales have dropped by 39.2% compared to the same period from the last year. Out of 935.6 million euros registered by these sales, 720 million come of the traffic of containers, which represents 37.5% lower than in the first quarter of the 2008, when 846,731 TEU were transported, whereas in the first trimester of the 2009 it was of 628.599.

Source: EUROPASUR.ES

### **19. PHILIPPINE ICSTI STARTS CONSTRUCTIONS TO FINISH THE PORT OF LA PLATA**

The Philippine logistic company: International Containers Services Terminal (ICSTI) inaugurated its construction activities at the containers terminal in the Argentine port of La Plata, with an investment of 250 million dollars.

The terminal, located 50 kilometers to the south of Buenos Aires, will demand two years of work and will be operated by the Tecplata company, controlled by ICSTI and Argentine investors. "This port containers is going to have a good future", said the Argentine president Cristina Fernandez, who in an act took place at the port of La Plata and emphasized that "this country, in the middle of the international crisis, continues conserving its economic activity and its employment level".

The terminal will have an initial capacity to move about 500,000 containers per year and the port of La Plata will happen to have 34 feet of draft " becoming one of the main international ports of the River of La Plata and region".

Source: EFE

### **20. MINOR CASES OF MARITIME CONTAMINATION OF SHIPS WILL BE PENALIZED**

The European Union Cabinet of Justice, met in Luxembourg, and has approved the agreement with the European Parliament to remodel the Board 2005/35 on maritime contamination coming from ships, with sanctions for minor contamination cases that deteriorate the quality of the water.



In addition, through the introduction of sanctions due to breach, applicable to physical and legal people, the concept of “ responsibility chain” is introduced, that is to say, the responsibility of different people or legal participants in the maritime traffic (such as cargo or the classification societies).

Based on this, the new board establishes that each Member State determine the level of the penal sanctions for these crimes, as long as these are effective, proportionate and dissuasive according to a note sent by the Cabinet of Justice.

One of the main objectives of this new norm is to dissuade the people in charge of the maritime transport, which turns out to be more profitable to pay a sanction than to respect the protective legislation of marine means.

Source: Galiciaé

### **21. MAERSK SUPPORTS PROPOSAL OF EMISSIONS' CONTROL AREA IN USA AND CANADA**

The shipping company Maersk Line indicated that it is committed with environment protection and that the environmental considerations are a high priority in the management of activities.

They indicated that the maritime transport industry has a direct impact on the environment in the residential and commercial communities. Maersk Like also committed in supporting all the hard work done to diminish and to mitigate the environmental impact of the maritime transport.

In March, 2009, the United States and Canada sent a proposal to the International Maritime Organization (IMO), the main regulating agency of the maritime transport industry, established the MARPOL norms for the vessels that operate in waters of both countries.

These new regulations would establish more restrictions and norms for the ships that provide to the market vitality of the USA and Canada.

The company Maersk Line affirms that it will support USA and Canada and informs IMO that it should take into consideration these high-priority normative developments during the next meeting in July.

“We considered the initiatives taken by the Environment Protection Agency of the United States and Canadian authorities as the solution of a crucial problem that the industry may face”.

“As an international organization, we want IMO to lead the consideration of the proposed standards on global scale,” commented Maersk President, Mr. John Clancey.

Source: Maersk Line



## 22. PORT ACTIVITIES

- “Maritime Economy online course”, 2nd Edition, organized by the Spanish Marine Institute, from May 4 - July 24, 2009.

[www.oas.org/cip/docs/cursos/29\\_curso\\_online\\_ecomar\\_esp\\_mayjul09/convocatoria.pdf](http://www.oas.org/cip/docs/cursos/29_curso_online_ecomar_esp_mayjul09/convocatoria.pdf)

- “First Hemispherical Convention on Port Environmental Protection”, organized by the Administration of the Ports of Paranaguá and Antonina (APPA), the Special Secretariat of Ports (SEP) both of Brazil, and the Inter-American Commission of Ports (CIP), and will be held from the July 21-24, 2009, in Foz do Iguaçu, Brazil.

<http://oeabrasil2009.com.br/>

- “V Regional Marine Port Congress”, organized by the National Port Commission of Guatemala, from July 29 – 31, 2009, in Guatemala City.

<http://www.cpn.gob.gt/vcongreso.html>

- “Hemispherical Seminary on the challenges of the Port Woman facing the Challenges of the 21st century”, organized by Dominican Port Authority APORDOM and the Inter-American Commission of Ports. It will be carried out from August 17-21, 2009, in Santo Domingo, Dominican Republic.

[http://www.oas.org/cip/docs/cursos/33\\_semhemisf\\_mujer\\_ago09/boletin\\_informativo.pdf](http://www.oas.org/cip/docs/cursos/33_semhemisf_mujer_ago09/boletin_informativo.pdf)

- “Fourth International Congress of "Smart Rivers' 21”, organized by the Institute of Civil Engineers, and will be realized from September 6-9, 2009 in Vienna, Austria.

<http://smartrivers.org/>

- International Conference "Coasts, Marine Structures and Breakwaters 2009" , organized by the Institute of Civil Engineers and it will be held in Edinburgh, Scotland on September 16-18, 2009.

<http://ice-breakwaters.com/>

- “2009 Scholarships Program for internships in Spanish port organizations and institutions”, organized by Port of the State and will be held from September 25 - October 23, 2009 in Spain.

[www.oas.org/cip/docs/cursos/30\\_pasantias\\_espana\\_09/convocatoria.pdf](http://www.oas.org/cip/docs/cursos/30_pasantias_espana_09/convocatoria.pdf)

- “Masters in Port Management and Multimodal Transport”, organized by the Valencia Port Foundation and the Inter-American Commission of Ports (CIP), and will be held from October 1, 2009 to June 25, 2010



[http://www.oas.org/cip/docs/cursos/32\\_master\\_gestionpor\\_transinter\\_oct09jun10/convocatoria.pdf](http://www.oas.org/cip/docs/cursos/32_master_gestionpor_transinter_oct09jun10/convocatoria.pdf)

- “XIV Latin American Port Management Course”, organized by Ports of the State of Spain and the Inter-American Commission of Ports (CIP), from October 5-30, 2009.

[http://www.oas.org/cip/docs/cursos/31\\_xiv\\_iberogestionespana](http://www.oas.org/cip/docs/cursos/31_xiv_iberogestionespana)

- “Technical Seminar in Navigation and Environment”, organized by The Miami World Trade Center and Port of Miami, and will be held in New Orleans, Louisiana, United States, on October 28, 2009

<http://www.pianc.iwr.usace.army.mil/con2009nav.cfm>

- “4<sup>th</sup> Sea Cargo Americas Conference”, organized by The World Trade Center Miami Port of Miami, from November 4- 6, 2009, in Miami, Florida

[www.seacargoamericas.com](http://www.seacargoamericas.com)