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1. Port Expansion (Argentina)

In 2011, the Mar del Plata Port will make a series of improvements in regards to its infrastructure. The Minister of Economics and Finance has committed complete financial support for the broadening of terminal 3 and the construction of two other docks.

The improvements will be placed on the south jetty port, specifically in terminal 3, which services deep-sea fishing and overseas vessels. The additional extension measures 185 x 155 meters, providing significantly more space for the large amount of port traffic.

Moreover, the Mar del Plata Port will become the first port in Argentina to contain 3-D technology, as well as the construction of a cruise terminal in the northern jetty. This project is supported by Governor Daniel Scioli.

All of the advances have been done under the direction of Mar del Plata Regional Consortium Port President, Eduardo Tomás Pezzati, which includes the unification of the port terminals 2 and 3, the retirement of the sunken ships, and the increased importance of the water channels leading towards the city.

It is important to note that the Port of Bahía Blanca has not fallen behind. Since 2010 it has increased its utilities by 33% in comparison to previous years. In 2009 it moved 10,094,712 tons; in 2010 the amount was 13,408,589 tons. The Port of Bahía Blanca hopes to see a significant increase in 2011 to coincide with its construction of three new docks to receive additional cargo shipments.

Sources:

“Las estadísticas 2010 superaron en casi un 33% al 2009”. NEWSLETTER Puerto Bahía Blanca. Febrero 2011: 3. Print.

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2. Modernizations at Puerto Limón (Costa Rica)

After a series of studies and analysis, the proposal offered by APM Terminals was accepted by the National Concessions Council of Costa Rica.

The construction of the new containers terminal Puerto Limón, will have an estimated value of USD 992 million. The construction is financed from a large private investment and has the capacity to receive 7000 ships, each carrying 12,000 containers.

The cost for each container will be an approximated value of USD 246, offering services such as mobilization and the loading/unloading of cargo from ships.

Furthermore, the Moín Terminal will begin to eliminate sediments with the objective of expanding its docking zone. Its series of modernizations are expected to be valued at USD 14 million and will include improvements in the dredging construction, a 200 meter extension of the northern jetty, the construction of new two docks, and the creation of two specific areas within the Port to receive crude petroleum, diesel and gasoline.

The Port of Moín is offering a sale to the highest bidder for the enlargement of its petroleum terminal at a cost of USD 92.3 million. The final date to receive the offer will be March 28th of this year, in order to begin



operations in the first semester of 2012. This development will permit the dockage of ships up to 80,000 tons.

This construction is extremely significant due to its increase in competitiveness and ranking of the Ports services.

Sources:

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3. Uruguay to Build Additional Port

The government of Uruguay has accepted the business of Montes del Plata, which will construct a new port in Punta Pereira, Conchillas, a coastal city that lies in the southwest province of Colonia, Uruguay.

With an estimated completion date of 2013, Carolina Moreira, the communications head of the Montes del Plata, asserts that the construction of the new port will be valued at USD 1,900 million.

The port will contain two docks with a height of ten meters. One dock will be used for exports and the other for barges that will transport construction material. An additional cargo terminal will be constructed to hold all chemical materials, as well as an area to collect containers and access the 700 meter river channel.

The Port is expected to begin construction operations in 2013.

From this year and onwards, Uruguay will have a series of events that will help to increase the income of the country. The Montes del Plata business foresees its continued investment in the entire Uruguayan territory.

Sources:

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4. Bolipuertos Drives Development with Responsible Social Enterprise (Venezuela)

The Bolivian Republic of Venezuela has taken the initiative to teach accident prevention within its ports. It plans to do this through talks regarding the labor security of Ports according to the Law of Prevention, Conditions, and Work Environment.

These talks have communicated the objectives that the port workers recognize the importance of a positive work environment and avoid placing their individual health each at risk.

The goal is to encourage similar talks throughout the Ports of Venezuela, and to make this information known to all of the workers within the port sector. This task began in Port Cabello which covers more than 2000 workers.

Establishing new projects regarding maritime routes from Puerto Cabello and Nueva Palmira, the Compromise Act was additionally signed between Bolivian Ports, S.A. and the National Ports Administration of Uruguay.

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5. Panamá Added to the White List of the Paris Memorandum of Understanding (MoU) on Port State Control

After many years of hard work, gaining experience within the port sector and ensuring the proper functioning of each of its ports, Panamá has left the gray list and positioned itself on the white list according to the Paris Memorandum of Understanding.

In 2009 Panamá left the black list and was placed on the grey list. In 2010 however, it has positioned itself on the white list of the Paris MoU.

The differences between the list colors signify the quality of ships passing through the various ports, not meeting the norms and standards of maritime security. Of the 8,391 inspections that were performed at the Panamanian Ports, 485 were detained, and the maximum number of detained vessels to pass to the white list was 549.

The key to success was to eliminate the registration of certain vessels. For example, the ships that were extremely old and outdated are no longer used. This achievement has significantly improved the control and quality of services offered throughout Panama's Port system.

Panama has received a positive record from not only the Paris MoU, but also the Tokyo MoU, Mediterranean MoU, India MoU, and the Viña del Mar MoU.

Moreover, the Maritime Authority of Panama has met with six consulting firms and is interested in performing a Feasibility Study of the development of Short Distance Maritime Transportation Development within Mesoamérica.



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<http://www.lukor.com/not-mun/europa/portada/09031121.htm>
<http://www.amp.gob.pa/newsite/spanish/prensa/noticias/2011/ene/20110120.html>
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6. The Port of Cutuco Offers New Prices (El Salvador)

The Port of Cutuco is located in the southwest of Fonseca Bay in La Union Province of El Salvador. Although it has favorable port characteristics, it has experienced a decline in maritime trade.

Based on the Maritime Port Authority of El Salvador, it has decided to reduce the port tariffs. These discounts vary according to the type of services offered, but the percentages remain between 10 and 20%. The Port has currently had movement of 15% of its total capacity, but expects an increase to 30% due to the tariff reduction.

The general manager of the Autonomous Executive Port Commission affirms that these modifications are being made with the objectives of raising port awareness and attracting both national and foreign investment.

Although the Port is relatively new, the goal is to increase its productivity to equal the Port of Acajutla. For this purpose, changes are being made to the studies of dredge and will soon conduct port maintenance to regain the lost depth of the channel.

Furthermore, the Port of Cutuco expects to enter into contracts with tourist companies in order to receive cruise ships from around the world.

Sources:

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<http://www.elmundo.com.sv/economia/6436-cutuco-opera-solo-al-15-de-su-capacidad.html>

7. Grand Bahama Port Authority Makes Business Ownership Easier

The Grand Bahama Port Authority Limited (GBPA) recently launched an initiative that will facilitate the growth of business within its capital city of Freeport. The 'Self-storage/Warehouse' program created by the GBPA significantly lowers business start-up costs by renting out self-storage units to individuals within certain trades. It additionally allows these individuals to apply for a GBPA business license which is issued to all businesses within the 'Port Area' of Grand Bahama Island.

This Port Authority initiative has received warm welcome from Freeport residents due to its promotion of economic growth. It helps to satisfy the demands to enter business, while providing a sense of relief to those small businesses already established. By allowing the placement of business equipment within a storage unit, more residents possess the ability to become entrepreneurs. The Port Authority has issued 3200 licenses and provides service to 1000 vendors.

A practical example depicting the benefits of the new 'Self-storage/Warehouse' program is offered by John Gallagher, proprietor of Albacore Storage Units in Freeport; "If you take a small business person like a



window cleaner, he doesn't need to rent an office. Now he can get a storage unit, put all of his equipment in it where it's secured and operate his business using a cell phone." Storage units can be rented for \$139-\$289 and an initial security deposit of \$100 which is refundable. This not only reduces costs, but gives greater mobility to those with GBPA business licenses.

Sources:

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8. Prince Rupert Port Handles Record Cargo (Canada)

Established in 2007, the Fairview Container Terminal is the most recent addition to the Port of Price Rupert in the northern territory of British Columbia, Canada. The Port has seen a 29.5 percent increase in container volumes over 2009. In 2010, the Port held 343,366 twenty-foot equivalent units (TEU) which contributed to its handling of a total of 16,424,512 metric tons for the year. This increase in cargo transport is attributed to a strong growth in coal volumes. Although the container area of the port is currently operating at a 50 percent capacity level, Shaun Stevenson, the vice-president of the Prince Rupert Port Authority predicts continued growth in 2011 and expects to reach the Port's container capacity of 700,000 TEU within the next three years.

Reflecting a significant recovery, these figures enhance the Port of Prince Rupert's importance for strategic trade with Asia. The Port had a 24.2 percent increase for loaded import containers from Asia, placing the 2010 statistic at 193,507. A large number of these imports traveled from China, complimenting a 37 percent export increase in which the Port handled 149,859 containers. According to Stevenson, lumber and other forest products from Western Canada compromise the increasing amount of containers exported to Asia and throughout China. Its geographic location and extensive rail network, effectively link the business of the Port with the North American continent.

The Port of Prince Rupert was designated as the "fastest growing container port in North America and the 8th fastest in the world in September 2010" by Dewry Publishing's annual container port overview. The steady growth in trans-Pacific trade from Asia has the potential to establish the Port of Prince Rupert as a gateway for Canadian and U.S. exports.

Sources:

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<http://www.rupertport.com/pdf/newsreleases/record%20annual%20cargo%20volumes.pdf>



9. Jaxport Delays Hanjin Terminal Construction (United States)

Plans to construct a USD 300 million Container Terminal at the Jacksonville Port has been delayed by two years. This facility will now begin operation in 2016, while fully serving the Port's commerce with the Hanjin Shipping Co. of South Korea.

The decision to delay its construction has been attributed to the need to deepen and dredge the Jacksonville Harbor. According to the Jacksonville Port Authority, "the intended post-Panamax depth of 48 ft will enable it to accommodate the larger container vessels Hanjin and its partners in the CKYH alliance will operate after the Panama Canal completes its new set of locks in 2014."

Once the Container Terminal is in operation, Hanjin will make use of 8,000 twenty-foot equivalent ships in order to secure the minimal annual guarantee of 170,000 containers.

The delay is viewed as a necessary action in order to provide "maximum benefits" to both the Hanjin Shipping Co. and the Jacksonville Community. This will ultimately allow for a larger quantity and size of items to be shipped through the Port of Jacksonville.

Sources:

<http://www.jocsailings.com/MaritimeNews/NewsArticleDetail/tabid/74/ArticleId/10544/Jaxport-Delays-Hanjin-Terminal-Construction.aspx>

http://www.jaxdailyrecord.com/showstory.php?Story_id=532788#

10. Port of Los Angeles Breaks Export Volume Record (United States)

The Port of Los Angeles experienced a record amount of exports in 2010, reaching 1,841,274 twenty-foot equivalent units (TEU) in comparison to the 2009 volume of 1,668,911 TEU. With an increase of more than 200,000 TEU, the total container traffic at the Port of Los Angeles grew by 16 percent. An increase of 10.3 percent in port exports contributed to the 2010 growth, in addition to a 12.8 increase for imports.

An important aspect of the Southern California economy, international trade produces more than half a million jobs. Mayor Antonio Villaraigosa asserts that the Port's strong growth will continue to create employment opportunities, while simultaneously advancing the President's National Export initiative agenda.

In order to ensure growth in 2011, the Port has established a firm partnership with businesses in the area. Tracy Rafter, the Chief Executive Officer of the Los Angeles County Business Federation stated that they not only have the "port resources to help increase export trade, but also a coalition of regional businesses and civic leaders focused on facilitating the growing dialogue on exports – identifying ways to help businesses here and elsewhere increase their export activity."

Sources:

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<http://articles.latimes.com/2011/jan/20/business/la-fi-0120-ports-20110120>



11. Mexico-Tampa Container Service Launched

The Zim American Integrated Shipping Service, which recently announced the launch of a direct container service between Mexico and Tampa, Florida is undergoing expansion. Greatly anticipated by the Tampa Port Authority, the new weekly Mexico Tampa Express Service (MTX) is scheduled to begin on the 29th of January and will rotate between ports in Kingston, Veracruz, Altamira and Tampa. Zim will charter two ships, each of different capacity. The first will hold 550 twenty-foot equivalent containers (TEU) and the other will hold 700 TEU containers.

According to the Tampa Port director Richard Wainio, “Having a direct, reliable service in this trade operated by a major global container carrier is huge,” due to the amount of business traveling through not only Mexico and Florida, but also to the southeastern United States. The Mexico Tampa Express Service is anticipated to decrease the congestion on the land trade routes as well.

Additionally, a route between Tampa and Kingston, Jamaica will be included in order to improve transit times and access markets throughout Asia, the Caribbean, and the Mediterranean.

Sources:

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<http://www.jocsailings.com/MaritimeNews/NewsArticleDetail/tabid/74/ArticleId/10525/New-Zim-Container-Service-To-Link-Tampa-and-Mexico.aspx>

12. Yacht Industry Security Conference Success Examines Maritime Interests

The Maritime Security Council (MSC), which was established in 1988, hosted the first annual Yacht Industry Security Conference on January 18th to address small vessel security issues. The MSC, Island Global Yachting (IGY), the U.S. Coast Guard and the Homeland Security Institute convened at the IGY Yacht Haven Grande Marina in St. Thomas U.S. Virgin Islands. They worked collaboratively to strengthen security within the yachting community and increase its dialogue with the regulatory agencies.

The President of the MSC, Phillip Murray, stressed the importance of cooperation between the “owners, captain and crew that transit the waters of the Caribbean and the agencies that are responsible for keeping nations and territorial waters safe.” Issues highlighted by the conference include the presence of weapons on board Yachts, the benefits of information sharing between Yachts in the region, and the necessity of a consistent security compliance system throughout the Caribbean.

An Executive Security Exercise was administered by the Homeland Security Institute during the afternoon session of the conference. This presented the opportunity to respond to a scenario in which the United States coast and Caribbean Island both experience a terrorist attack. The exercise produced discussions on the possible actions and procedures to prevent a future attack.

The Organization of American States was represented by Mr. Everton Walters of Barbados Port Inc, serving as a representative of the constituencies of the OAS at this event. The Inter-American Committee on Ports looks forward to increased cooperation and involvement with the Maritime Security Council.

Directly addressing the safety and concerns of the maritime community within the Caribbean and United States, the Yacht Industry Security Conference was a complete success.



Sources:

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<http://www.maritimesecurity.org/>

13. The American Association of Port Authorities to Host 2011 Cruise Seminar

The 2011 American Association of Port Authorities (AAPA) Cruise Seminar, to be hosted in Miami from February 9-11, will focus specifically on sustainability, security, and financing within the cruising industry.

President Kurt Nagle of the AAPA, recognizes the cruise industry as a “major economic engine and jobs generator for Western Hemisphere port communities, as well as a vital component of the maritime transportation system.” AAPA’s annual Cruise Seminar is therefore an important forum to address the needs and concerns of the cruising industry. The Seminar will bring together cruise line and port executives, in addition to representatives from the financial, tourism, planning, and environmental private sectors.

The Seminar will focus on the regional markets of North America, Mexico, and Latin America in order to develop a plan of action that will enhance the cruising industry’s economic recovery.

Sources:

<http://aapa-ports.org/Press/PRdetail.cfm?mnitemnumber=&tnitemnumber=&itemnumber=17749&unitemnumber=&pf=1&snitemnumber=>
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14. Fifth Course on Management of Port Terminals (Dominican Republic)

Held from January 31 to February 12, 2011, the Fifth Management Course of Port Terminals was organized by the Dominican Port Authority (APORDOM), the Ministry of Foreign Affairs (MFA), the Presidential Commission for the Modernization and Port Security (CPMSP), and the CIP of the OAS.

This two-week long course was conducted at the headquarters of the MRE. Its purpose was to increase the training for both officials and executives which have recently joined the port sector, on existing techniques within this sector in order to improve productivity and competitiveness. This will thereby contribute to the achievement of efficient, economic, safe and flexible ports.

The organizers and advisory body extended scholarships to all participants who had been accepted in order to cover the right of admission refreshments, lunches, supplies and materials, in addition to social activities. A total of 10 scholarships were awarded to foreign participants.

With the fifth edition of this course, the CIP continues its role as a facilitator for the training of port officials in the hemisphere.

For more information about other scholarship opportunities, courses and events please go to the CIP website:

<http://www.oas.org/CIP/cursos.html>



15. CECIP XII Meeting, Viña del Mar, Chile:

The twelfth session of the Executive Committee of the Inter-American Committee on Ports (CECIP) will take place from March 29 to April 1, 2011 in the city of Viña del Mar, Chile.

The Committee is comprised of the following 15 Member States, which have been elected for a two year period (2010-2011): Argentina, Barbados, Brazil, Chile, Ecuador, United States, Guatemala, Jamaica, Mexico, Panama, Paraguay, Peru, Dominican Republic, Uruguay and Venezuela.

The objectives of the Twelfth Meeting of CECIP include the evaluation of the performance of the subcommittee work plans drafted in 2010, the definition of the subcommittee work plans for 2011, and the determination of which location will next host the CECIP meetings.

Information regarding the convocation, agenda, calendar and newsletter of the meeting is available through the CIP website at www.oas.org/cip

16. Port Activities

- *XII Meeting of the Executive Committee of the CIP (CECIP).*

Organized by the CIP/OEA. To be held in Viña del Mar, Chile from March 29 to April 1, 2011.

- *International Congress on Port Cities and their future trends*

Organized by the Columbian Association of Industrial and Mechanical Engineering

To be held in Cartagena de Indias, Colombia, from April 27-29, 2011.

www.jornadasinternacionalesdepuertos.com

- *IAHP World Ports Conference.*

Organized by the International Association of Ports and Harbors. To be held in Busan, Korea from May 23-27, 2011.

<http://www.iaphworldports.org/>

- *Third hemispheric conference on environmental port management*

Organized by the Administration of Uruguay's National Ports and the CIP/OAS. To be held in Montevideo, Uruguay, in September of 2011.

- *SmartRivers Conference 2011.*

Organized by the PIANC, in New Orleans, Louisiana, United States, from September 13-16, 2011.

<http://www.smartrivers.org/>