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1. Bidding basis from Coquimbo Port

In not more than 15 days, the board of the Coquimbo Port Company (*EPCO*), will sell the bidding basis of a project for U.S.\$40 million to build a third front berth. Simultaneously, the contractor would operate all the cargo bulk carrier of this terminal, which in 2014 would be four times higher than today.

“15 days from now we should have the bidding basis, the important thing is to know what is it that we are going to bid and it must be approached by the board, to be held on Thursday (tomorrow)”, where process times and the potential bidders will be defined, he said.

Grisanti said that carrying out this process is fundamental for the port’s development because its infrastructure “is 50 years old and completely obsolete. What this bidding is looking for, is to transform the port into a useful one and not one with minimum participation such as the one it had has until now.” Concerning this, he adds “if the SEP and the MOP agreed a long time ago to bid it –I got to reach the last stage of the process–, it’s because this is necessary for the area, not for doing a great project, but a real one.”

Regarding the interest it would generate in the bidding industry, he said that “nobody who works in ports and who is cargo mover can be unrelated to a port like this, where there is too much to do and which can become a significant one.”

Notably, during 2010 at EpcO 168 ships were washed up, 396.121 tons were transferred, from which 154.428 tons were from concentrated copper ships on behalf of the mining Teck Carmen de Andacollo, representing 39% of the total annual port’s transference

After Lirquen Port –linked to Matte Group– was awarded a tender in May at San Antonio, now the spotlight is on the IV Region.

Hugo Grisanti claimed that he had already met with the principal port operators from the country and estimated that the project will generate a big interest. The concession will be of a minimum of 20 years, extendible for 10 years if new investments are made, and it would be awarded in November. KPMG is advising the Port throughout this process.

In August 2007, the Sistema de Empresas SEP (Company System), led by Patricio Rojas, froze Coquimbo’s bidding, after the opposition of about 450 stevedores.

Last year, the port moved 396 thousand of tons, and would go up to 700 thousand of tons by 2011, triggered by the copper concentrated ships. After the new investments, its capacity would extend to almost three million tons.

Grisanti pointed out that by 2014 the new terminal’s construction should be finished. He added that it would math with the plans of Xstrata Miner, which has studied to transport abroad the production of a new project through this port. Even though he did not mention the name of the place, it would be El Pachón, located in Argentinean territory, but very close to the boundary with Coquito.

Miners Carmen de Andacollo, Canadian Teck and Los Pelambres, from Luksic Group, also operated in that same region.

Source: Strategy and El Mercurio



2. Dirección de Obras Portuarias de Chile (Chile's Port Works Department) celebrates its anniversary with presentations of its management

With the anniversary of the Port Works Department of the Ministry of Public Works (MOP), experts presented about the new designs to face the natural phenomenon that affect the citizens. Geographer Marcelo Lagos took part of the presentations and discussed the impact of the Tsunami in Japan.

Different people in charge of the construction's development in the country's coastline were gathered together at the Ministry of Public Works audience to inform each other about the new approach in the infrastructures being constructed in the coastline and the impact that can be faced as a country towards natural phenomenon.

The initiative was organized by the MOP's Port Works Department, in commemoration of its 58th anniversary and with the purpose of informing the citizens about new infrastructures projects in development.

Javier Castro is the professional in charge of the Section of coastline and Architecture of the Port Works Department and his first presentation was approached to identify the progress that has taken the institution to develop works that respond the needs of people and the local history in which they develop, like in Dichadato's coastline; where he also presented a video of the first stage to be developed there.

Along with pointing the Port Works Department development in its different areas, Castro highlighted that "today the Department, together with its priorities of building works along the country's coastline, added the topic of security and in Dichato's case it has been thought of a wall and park to mitigate the effects of a possible tsunami and in Poza de Talcahuano's case we raised the construction bound, also to mitigate the water effects, where the investments for this and next year will be over 6.400 million pesos".

Since the Mirada Global and the Academy from the geographer Marcelo Lagos presented one of his lasts researches that was related with the seaquake and the consequent tsunami in Japan, developing an analysis on the impact and the causes of this telluric movement in geographic terms and how should we look at this natural events as a Ministry.

Finally the National Principal on Port Works Ricardo Tejada Curti, presented the Port Works Department advance in both financial and work development matters, pointing that a big part of the coastal infrastructure in terms of work, connectivity and recreation has as main objective to look towards the sea". Tejada highlighted that in year 2008 we had an investment not exceeding 14 000 million pesos, meanwhile this year we overcame 40 000 million pesos, which motivates us to keep on working to improve people's life quality and the country's commercial development".

In total, since its official recognition in 1957, the Port Works Department celebrates 58 years, but the MOP began its program of development of port works in 1910 with the ports of Valparaiso and San Antonio.

Source: Port Works Department



3. A Nicaraguan shipping to boost exports

With the entry into operation of second shipping in the Caribbean that will take the El Rama-Miami's route, businessmen and the Nicaraguan Government foresee a dynamical decrease in the Ports Limon, in Costa Rica, and Cortes in Honduras.

The company Santé Nica Line is the spotlight of this topic. The group will operate with a Nicaraguan flag and will transport around 2.700 tons of dry and refrigerated loads every 15 days. According to Virgilio Silva, president of the Empresa Portuaria Nacional (EPN), this will reactivate Port Arlen Siu, located in the River Escondido, at El Rama (Nicaraguan South Caribbean).

Nicaragua lacks a deepwater port in the Caribbean and most of the country's exports get done through Honduran and Costa Rican ports, which in accordance with the exporters, means higher cost. According to a press release from the investment promotion agency ProNicaragua, the new shipping line invested \$8 millions in equipment, private marina, containers and other requirements to implement the route Miami- El Rama.

Bruno Elias Ramos, Santé Nica Lines' president, affirmed that the company is a 100% Nicaraguan anonymous corporation, that has a sister shipping (Santé Shipping Lines), headquartered in Miami, Florida, which operates since 2008 to various destinations in the Caribbean, Central America and Guantanamo Bay, Cuba. Virgilio Silva, president of the EPN, and different businesses, reported a saving between \$ 1,300 and \$ 1,500 per 20 to 40 feet container when stopping exports through Limon or Cortes.

Silva added that there are 24 million tons getting away from the country through the Costa Rican and Honduras ports, while at El Rama gets moved 30.000 tons per year.

According to the EPN's president, 48% of Nicaraguan's load exits through ports of neighboring countries, however, Mario Amador, president of the Chamber of Industries of Nicaragua (Cadin), assured to EF that the volume is up to 80%.

Amador pointed out that one of the existing problems with the shipping arriving Nicaraguan ports is that they do not do it frequently enough, and this causes problems for perishing products.

Another disadvantage is the insufficient depth for large vessels, which avoids some companies from arriving to the country. Jorge Molina, executive director of the Centro de Trámite de las Exportaciones (CETREX), said that the new shipping will take pressure off of the export of cargo by neighboring countries to eliminate export procedures by other nations and will mean savings for local entrepreneurs.

EPN officials expect for the cargo volume from port Arlen Siu to go from 30.000 to 50.000 tons per year, and for the shipping to overtake 22% of the cargo that departs from Costa Rican and Honduran ports. "We have to begin to break with the dependence towards foreign countries, we need, while constructing a main Caribbean port, have a minimum capacity installed (at El Rama) to export in a safe way to USA's east coast and import with better rates", said Azucena Castillo, general manager of the Producers and Exporters Association of Nicaragua (Apen). Nicaragua has the project of building a deep water port at Monkey Point, in the South Caribbean, but nothing is yet defined.

The only shipping that operated at El Rama was Vernon Line, but the exporters demanded for a better service and more frequency to move the exportable cargo. The new shipping waits two months to include another ship into the same route with a capacity of 3.000 tons.

A few years ago, Nicaragua had an international shipping of its own, the Mamenic Lines, owned by former president Anastasio Somoza. After the triumph in 1979's Revolution it was handed to the State. Following the defeat of the government of Daniel Ortega in 1990 and before handing power, managers of this company sold the ships to companies in Panama and declared the Nicaraguan in bankrupt.



EPN data indicates that together, all the country's ports handle a total of 3,1 million tons for 2010, for a 17% over fulfillment of the projected goals.

According to Silva, in 2011 they expect to increase by 25% the cargo transported through the main ports, meaning, reach 3,7 million tons.

Only in Corinto, are expected to handle 2,7 million tons, 33% more than recorded in 2010.

Source: El Financiero, Costa Rica.

4. Shipping reduce services to stop rates decline

The capacity increase and the volume decrease in transpacific routes are forcing companies to reduce and suspend the services in an attempt to halt the fall in freights. The service New World Alliance – APL, Hyundai Merchant Marine and Mitsui OSK Lines – is the last to make the announcement of the service's suspension in its Southwestern Pacific route (PSW Transpacific service).

The service, implemented with five 4.600-4.700 TEU ships, ended by July 14th with a final journey from Busan to the East. In a joint statement, the alliance members said that they will continue lending services between Taiwan, South China, Korea and Los Angeles (Oakland). The transpacific service has been under pressure for the last months because of the exceeded capacity that threatens the route's rates being manifested along the high season.

Drewry announced in his quarterly report that the capacity in commerce has increased by 11.4% during the second trimester y it is expected for it to increase by 4% during the high season's third quarter.

He also said that it is expected for freights to decrease an average of 21% in the main east-west routes this year.

However, Shanghai's Containerized Freight Index (SCFI), that keeps track of prices on the basis of information from shippers and shipping lines, showed that in every "spot" rate in the West coast of United States of America they increased by US\$19 reaching US\$1,652 per TEU. Nevertheless, this still is under the US\$1,977 rate that companies were accomplishing in services for the West coast in January.

The main containers shipping have decided since April, to cease their transpacific trade operations, due to the pressure on freight, weak volumes and rising oil prices.

Source: El Boletín Panamá, Panama

5. Intensifying trade between Mexico and South America could increase

Currently, sea and air transports are the main means used to move goods from Mexico to South America.

Luis Ricardo Rodríguez, international trade expert from the KPMG consulting firm, stated in an interview that both, ports and airports could benefit from infrastructure projects to increase trade with South America.

He said that orography in the South American region hinders the movement of products via terrestrial, and this is why the products Mexico exports to Peru, for example, move by ship or airplane.



Rodríguez also stated that ports located in the Pacific (Lázaro Cárdenas and Manzanillo) are the ones that receive more help from exporters to transfer products into an Andean region.

According to the Ministry of Economy, nowadays around 83% of total Mexican exports are going to United States and Canada, 5% to South America, 5% to the European Union, 3% to Asia, and 1% to Central America.

But the fact that 80% of Mexican exports are going to United States and Canada, meant that land transportation would get the bulk of infrastructure project, while the trucking and rail are the means used to transfer goods to northern Mexico.

The National Plan on Infrastructure 2007-2012 contemplates a 287,000 million pesos investment for road infrastructure projects and 49,000 million pesos more for trail, while for ports and airports will just receive 71,000 and 59,000 million pesos, respectively.

Source: CNN Expansion

6. Coastal Ports Meeting on behalf of AMIP at September

The Mexican Association of Port Infrastructure, Marine and Coastal (AMIP) organizes a forum called Coastal Ports Meeting (Encuentro Portuario Costero) which takes place from September 7th to September 9th at Port Mazatlan, Sinaloa.

This forum will provide a framework to celebrate the 45th anniversary of the Association and it is expected to be open by the Secretary (Minister) of Communications and Transports, Dionisio Pérez-Jácome.

The AMIP, leaded by Thomas Cortés Petersen, made known that the encounter's objective is to gather the port community together, region's authorities, integral port administrations, institutions and organisms related with coast activity, legislators, terminal operators and port services providers.

Among the topics to be addressed are highlighted the Mexican Port System's Prospective, the National Policy on Seas and Coasts, and Port Policies in Latin America.

For this meeting it is expected the participation of Alejandro Chacón, General Coordinator of Secretariat of Ports and Merchant Marine; of Antonio Díaz de León Corral, Technical Secretary of the Interministerial Commission for Sustainable Management of Oceans and Coasts of Mexico (CIMARES) and Carlos Gallegos, Executive Secretary of the Inter-American Committee on Ports of the Organization of the American States (OAS), among others.

Also, there will be a presentation on Macro-diagnosis of Coastal and Maritime Zones, Brazil's case and other on Coasts and Coastal Order led by Othón Pérez, general director of Port Development and Management of the Secretary (Minister) of Communications and Transports and the port specialist, Héctor López Gutiérrez, Inopesa's General Director.

Source: t21.com.mx



7. Twenty two percent of the TEUs increases at Manzanillo's Mexican port

The streamlining of procedures, the quality of services in the port community and the modern infrastructure of Manzanillo's API, give result to an increase of TEUS movement by more than 22%, from January to June, compared to the same period during 2010.

From January to June, 2011 there were 268 anchored vessels, from which 199 did so under the shipping agency's instructions (to wait cargo from another vessel –transshipments–) and only 35 of the 268 ships were for waiting for spring, meaning less than 1%.

Another important datum is the increase to 375 thousand tons of agricultural bulk cargo handle at Manzanillo so far this year, which represents 2.2 percent compared to year 2010 and to 2.6 tons of mineral bulk, meaning one percent more than last year.

Source: Manzanillo Port, Mexico.

8. The Panama Canal will have a US\$2.398,9 millions record budget by 2012

The Panama's Canal Authority (ACP) will have a record budget of 2.398,9 million dollars for 2012's fiscal year (AF 2012) which will report direct contributions to the State for 950,7 million dollars, informed an official source.

The ACP's administrator, Alberto Alemán, said while presenting the budget to the journalists that the 2.398,9 million dollars will be a record number for the Canal, influenced by the high quality of services provided.

The number represents a 292,6 million dollars rise compared to the approved budget for 2011 AF (2.106,3 million dollars), and regarding to the contribution to the National Treasury of 136.7 million dollars more than in the previous budget, which was 814 million dollars.

It is estimated that toll revenues will be 1.828,4 million dollars, considering the traffic projections for the track and according to the new tolls structure for every segment of the Canal approved in 2010.

For the fiscal year running from October 1st, 2011 to September 30th, 2011, Alemán pointed out that the 320 million tons of cargo transit will also be a record for the operations on the waterway.

"These numbers are a real reflection of how world economy moves and the efficiency demonstrated in the Canal's management, where its segments have increased", stated Alemán.

He pointed that for the next fiscal year it is expected, among other things, the bidding for the construction of the first bridge over the Panama Canal in the Atlantic sector. Its final design was awarded last June to China Communications Construction Company/Louis Berger Group's consortium.

"This bridge must be finished by 2014, much earlier than stipulated by the law", noted Alemán he pointed that, in addition to the bridge that will cross over the Canal, there will be built 12 road kilometers and a bridge over Chagres River.

It is also contemplated a departure to begin with the design of what will be the fourth bridge over the Canal, which will be located on the Pacific side.



On his side, the executive vice-president of the ACP's Administration and Financial Department, Francisco Miguez, pointed that together with the projected papers on the Canal's expansion in the AF 2012, they will continue with the construction of the new set of locks.

Source: EFE Agency

9. New port facilities will arrive to Venezuelan terminals

This information was supplied by the president of the company Bolivariana de Puertos (Bolipuertos), C/N Elsa Gutiérrez Graffe. She stated that this acquisition will be possible thanks to a contract established with companies of wide international trajectory, as they are: Equipment Solutions INC (CES) y Cargotec.

“Along with this acquisition it will be optimized the operations at the sea terminals nationwide located. Thanks to our president's efforts, Hugo Chávez Frías, and his permanent interest in national ports development, we have managed to buy these units, and we can replace obsolete equipment”, he stated.

Gutiérrez affirmed that there will be purchased 34 Power Pack, 30 bomb Cart trailers without corners, 28 Reach Stackers, three forklifts with vacuum Spreaders and 19 terminal tractors.

Likewise, the maximum port authority highlighted that workers in the operational area are constantly receiving specialized training in the use of these machines.

The ports growth can only be achieved with the modernization of operations and the quality of implements used by the highly trained workers; this is the reason why Bolivariana de Puertos establishes alliances with companies specialized to supply equipment that ensure an optimum productive and economic nation's development.

Source: Bolipuertos, Venezuela.

10. Singapore-Uruguay APN International Forum

The Singapore-Uruguay International Forum fully achieved its objective of presenting to our country how Singapore has managed to become, in 40 years, a world reference.

That small country that has 36.000 multinationals (4.000 of them have set up their regional headquarters in Singapore) moves in its port 29 million TEUs annually, receives 200 ship lines and 140.000 vessels per year, knew how to live in extreme poverty in the early 60s, explained Clarence Hoo, headmaster of the organism that can be assimilated to Uruguay XXI.

The event, supported by the World Bank, was attended by the interim president Danilo Astori and the World's Bank headmaster for Argentina, Paraguay and Uruguay, Penélope Brook.

According to Hoo, the used strategy was to turn Singapore into a world's hub, since it is a small country with a key location in the Asian Southeast, a must for the region's production. Located between China and India, a methodic labor was begun to offer a regulatory, occupational and operative framework to provide an ideal location for business development. These began with port activity, competitive, technologic, skilled handwork and a good business environment.

This hub development allowed India, because of the Duty Free Zone mechanism, to encourage the arrival of large industrial and service firms.



Today Singapore ranks among the top in GDP of its citizens, in competitiveness, connectivity, lack of corruption, innovation and research. Indeed, Hoo explained that logistic hub was followed by a very strong industrial development and the implementation of an innovation hub based on the citizens training that in the 60s was illiterate in very high percentages.

Brook agreed with the fact that “experiences cannot be transferred mechanically from one country to another”, however he found many basic similarities between Uruguay and Singapore (area, ethic, legal respect, stability, institutional respect), pointing out the coincidence of both countries in thinking continuously “in how to improve the business environment not just for big companies but for small businessmen” and emphasized that the key is always in “without affecting the effectiveness, always consider reducing time and costs (in production, transactions, etc.), always thinking about progress through continuous reforms and commitment to innovation”.

Engineer Alberto Díaz, ANP’s president, said “we are interested in learning from the best, know their practices and then study how can we transferred them into our reality”. Roberto Kreimerman highlighted “we must deepen trade and production in our region, just as Singapore did with India and China, and go from selling a 20% to selling 50%, and we are moving towards it”.

Source: La Republica, Uruguay

11. SAAM Brazil and CSAV join the "Puerto 24" initiative at Santos' Brazilian port

CSAV group and SAAM Brazil are providing an important support to the project “Puerto 24” (Port 24). This project has as main objective to set the operation of port activities at Santos Port 24 hours a day, seven days a week.

Ever since July 14th, through Saam Cubatão, its “deposit” of empty containers, began operating continuously for an initial six month period.

According to CASV Group the Operations on the East Coast of South America’s Vice-president, David Giacomini, Brazil’s capacity on port infrastructure is “saturated” and applies to all stakeholders to take responsibility. “This is the reason why we believe and are committed to the project and its efficiency”, he stated.

Jorge Cárdenas, Brazil SAAM’s General Director, also said that he believes in the project and reinforced the commitment of the company with the country’s activities. “The CSAV’s support represents a big step and we believe it is an attraction for other companies to come and join the project, which aims to increase the capacity, competitiveness and the rise in services’ offer”, stated the executive coordinator of the project José Cândido Senna.

Source: Maritime Guide, Brazil.



12. Authorities evaluate the enlargement of Port Kingston

The Port Authority of Jamaica, PAJ, is evaluating the possibility of enlarging Kingston's Port by 100 acres (40,5ha) north to create a logistics center and a free trade zone in areas that are now occupied by the Tinson Pen Aerodrome, informed The Jamaica Observer newspaper.

"We are considering the construction of a logistic center in the north section of Kingston's Port. However, this project is not yet being developed, since first we must prepare the physical planning of the project and then wait for the government's approval", said the PAJ's Vice-president, Byron Lewis, to BNamericas.

The suggested project is part of the PAJ development plan to become an important transfer center in America for products coming from China, Europe and South America.

Jamaica's airport authority, which oversees the airport, is aware of the plans that PAJ has, but reveals that there has not been any decision taken yet.

Also, if used the lands of the airfield, terminal operations would move to "Vernamfield, Clarendon, or elsewhere, while the short trips aircrafts business would have to operate from the Normal Manley International Airport", was quoted as saying PAJ president, Earl Richards.

PAJ was established in 1972 and is the main maritime agency responsible for regulation and development of the port and maritime industry in Jamaica.

Source: bnamericas.com

13. Sanitation at Port Nassau

The Ministries of Health and Environmental Services and Transportation and Aviation of Bahamas are carrying out a cleaning process to obtain sanitation on the Nassau capital's port, informed Nassau Guardian.

The local firm The Road Runner Company is implementing a work of dredging and port sanitation bed as part of the program. The firm also demolished and removed a building near Bay Street that had been consumed by a fire. Bay Street, which also has an outdoor market, will undergo a renovation to make it a tourist attraction.

Sanitation is performed after reconditioning the infrastructure of the pier, with road improvements, new sidewalks, better fencing and lighting. The pier lends its services to interisland boats.

Nassau is located at New Providence Island, the most populated island in Bahamas.

Source: bnamericas.com



14. Bridgetown Port implements a new customs system

Port Bridgetown in Barbados will operate a new automated system of custom data, known as Asycuda, with the purpose of processing imported and exported goods that come in and out of the port, announced the government in its web site.

With Asycuda, the custom's officers will no longer process the customs declarations, but will do it the importers, exporters or brokers directly through the internet from an office or household.

"In case importers have to examine their goods, they could make the process easier by being sure that the custom officer has available a computer with internet access", said an official.

Bridgetown port was build during the early 60s and was enlarged during the mid 70s. During the last years, it has experienced growth in both, cargo ships and tourists visiting.

Source: bnamericas.com

15. Port activities

- The Asociación Mexicana de Infraestructura Portuaria, Marítima y Costera (AMIP) organizes a forum named Encuentro Portuario Costero and will be held from September 7th to 9th, 2011, at Port Mazatlán, Sinaloa.

<http://www.amip.org.mx/inicio/>

- *Primera Conferencia Hemisférica sobre Cabotaje a nivel Regional, Campeche, México. Held from September 12th to September 15th, 2011.*

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

- *Primera Convención Hemisférica sobre Dragado y Balizamiento, Buenos Aires, Argentina. Held in October, 2011.*

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

- *Foro Conmemorativo del X Aniversario de la Promulgación de las Leyes de la Navegación Venezolanas.* Organized by La Academia de Ciencias Políticas y Sociales of Venezuela, the Centro de Post-Grado of the Facultad de Ciencias Jurídicas y Políticas of the Universidad Central de Venezuela and its emphasize in Derecho de la Navegación y Comercio Exterior. Held from October 13th to October 15th, 2011, in Caracas, Venezuela.

<http://www.wix.com/ven619/foroleyesmaritimasvenezolanas>

- *Tercera Conferencia Hemisférica sobre Gestión Medio Ambiente Portuario, Montevideo, Uruguay. Held from November 22th to November 24th, 2011.*

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