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1. The CIP and CECIP Will Meet in Panama

The Sixth Meeting of the Inter-American Committee on Ports (CIP) and the Eleventh Meeting of the Executive Board of the CIP (CECIP) will be held in Panama City, Panama, from March 21 – 26, 2010.

The meetings will be held thanks to the kind offer of the Panama Maritime Authority (AMP). Additionally, during these dates meetings for the current TAGs will be programmed.

Shortly, the convocation, agenda, calendar and newsletter of the meetings will be announced and available on the CIP website www.oas.org/cip

2. New Stage for the CIP Magazine

Volume number 11 of the CIP Magazine is already in circulation, initiating a new stage under the new publishers Anuario Portuario Marítimo/Trading news. This new edition includes the contribution of distinguished individuals of the port activity: Ricardo Sanchez, expert in transportation of CEPAL, gives an overview of the crisis in the last 40 years and its effects on the shipping business. Representatives from many other ports in the Americas also offer their opinion on the crisis and the oceanographer Mr. Jean Michel Costeau mentions the urgent measures to reduce the effects of global warming. In addition, a report about the Port of Paranagua is included, which is the host port of this first edition with our editorial, among many other subjects of interest for the port sector.

This volume can be seen in digital format through this link [CIP Magazine OAS](#). For more information about the magazine, or to obtain a hard copy, please contact: revistacip@globalports.com.ar or dheredia@oas.org.

3. Port of Buenos Aires, Argentina with New Super Cranes

A new post-panamax crane, that demanded a US\$10 million investment, arrived to the Port of Buenos Aires for the Buenos Aires Container Terminal Services SA (BACTSSA), dealer of terminal 5 of Puerto Nuevo and a local subsidiary of the mega port operator Hutchison Port Holdings (HPH), from Hong Kong.

The brand new crane –in use since late November- has a 41 tons capacity under spreader and a 51.25 tons capacity under hook. Moreover its height under spreader is 36 meters along with a 46 meter-range over water. This feature will allow the operation of vessels with rows up to 18 containers wide, adapting the terminal capacity to the new requirements of the market, that being, bigger vessels.

"Even with the uncertainty created by a contract that will terminate in three years (the grant ends in 2012), the directors of the company are confident on the port of Buenos Aires' potential, and are awaiting the settlement of the grants' extension by the government in the immediate future," said the company.

In turn, the General Port Administration (AGP) also issued a statement stressing that the disembarkment of such structure "was carried out at dawn and only took 20 minutes." The organism adds that the arrival of this "second super post panamax crane (the first one arrived to Terminal Río de La Plata (TRP), the other dealer, in October) shows once again that the Port of Buenos Aires and its private operators work together to continue ensuring the international status of our port."

BACTASSA operates since 1994 terminal 5 of the Port of Buenos Aires. The terminal has two docks for container vessels and modern equipment and infrastructure, which includes fiscal deposits and a logistic center.

In turn, TRP owns the concession of the port operation until October 2019. It is integrated by DP World, responsible of the management of the terminal; Latin America Infrastructure Fund and other international partners.

Source: La Nación (Buenos Aires); BACTSSA; TRP.

4. Commercial Mission of Port of Le Havre, France in Buenos Aires, Argentina

The main objective of this mission was to disclose to the public, the local port community and shippers, the evolution of the supply of the services' infrastructure of Port of Le Havre's hinterland, with the goal to overcome competition from the ports of Antwerp and Rotterdam.

The presentation was chaired by Mr. Christian Leroux, Vice-president of the Council of Governance of Port of Le Havre and President of the *Unión Maritime et Portuaire* (UMEP) and by Mrs. Linda Duoet, International Development Director of the Port of Le Havre. On the other hand, Mr. Jean-Pierre Bernard, Representative of Le Havre for MERCOSUR, Mr. Hevré Cornede, Commercial Director of communications, Mr. Pascal Marti, responsible for reefer traffic, and Mr. Georges Krumeich of the Department of Communications and representatives from companies that work in Port of Le Havre also attended.

"The idea of this visit is to promote Port of Le Havre, with its development and growth. Port of Le Havre hopes to strengthen its position as an entry point to Europe for Argentina's international traffic. Furthermore, with this presentation, in some way or another we take Argentinean entrepreneurs and exporters to Europe and we bring European products to Argentina," stated Mr. Leroux.

The huge development abilities related to the placement into service of the container terminals of Port 2000 (in less than ten years, Port of Le Havre's capacity regarding containers will triple) must lead to commercial activities between Port of Le Havre and the Port of Buenos Aires, as well as to continuing their development in the years to come, they stated.

"The *Grand Maritime Port du Havre* (GPMH) has set as an objective to industrialize its land communications and develop intermodal transportation, favoring and accompanying mass transportation," stated Ms. Douet. She adds "In total, the sum of the expected investments by GPMH throughout 2009/2013 represents almost 700 million Euros, which will be used for the expansion of the *Canal du Havre*, railway and river transportation and the multimodal platform. Basing its data on traffic, financial and social hypothesis, GPMH has identified a central plan that allows guaranteeing financial stability in a short, medium, and long term."

Source: Webpicking

5. The Port Sector Analyzes the World Crisis in Buenos Aires

During TOC Americas 2009, in Buenos Aires, the subject "Dealing with 2009: Understanding the Effects of the Global Economic Crisis - Creating Opportunities from the Crisis" was discussed. During the conference, held from November 9-11, many topics were analyzed, such as the situation of maritime transportation and the ports of the region and the Caribbean, as well as the sector's perspectives in the region for the upcoming years.

Mr. Ricardo Lujan, Subsecretary of Ports and Navigable Waterways of the Secretariat of Transportation of Argentina, and Mr. Luis Angel Diez, Inspector of the Port of Buenos Aires, were present at the official inauguration. During the first day, the presence of high executives from Hamburg Sud, Maersk Argentina and CSAV highlighted the meetings.

The subjects addressed were the evolution of shipping services in the region, the factors that form the network of shipping services for the North-South and East-West routes, the recovery of charter fees and the sustainability of shipping lines, among many others.

During the second day, topics about the financial situation of the port market and its terminals, the new investments and the planning and performance of the region's ports were analyzed. On the last day, "Innovation Day" was held as many topics regarding the use of new technologies and equipment at the ports were presented.

The Panama Canal was another important topic addressed during the conference. Some of the queries to be resolved were: How is the cargo movement being planned in relation to the new volumes that the Panama Canal will transport? And how is this expansion going to affect the Caribbean's role?

The conference was organized by Toc Events WorldWide, and was sponsored by Halcrow, Nexans and Conductix Wampfler, and subsidized by the Port of Buenos Aires, the Navigation Center of Buenos Aires and Valenciaport, together with the strategic support of the Global Institute of Logistics.

Source: CRONISTA TRANSPORT & CARGO

6. Barbados in talks with Carnival UK for the Development of a Cruise Business

Barbados is considered an essential element for the development of Carnival's cruise business. Currently three ships, Ventura, Oceana, and Artemis, are expected in the Port of Bridgetown for this winter season, but in 2010, four cruise ships will dock in this port, after the luxurious cruise ship, Azura, is launched. The news was announced by the CEO of Carnival UK, David Dingle, during a meeting with the Prime Minister of Barbados David Thompson in Great Britain in early October.

While describing the meeting as "very productive," Mr. Thompson said that it was crystal clear that Carnival sees Barbados as a key partner in the development of its cruise business in the Caribbean. Carnival UK is a global cruise company that groups five different cruise brands, comprising the main cruise operators in North America, Europe and Australia. Among these, is P&O Cruises which operates from Barbados.

The three vessels from P&O Cruises, based in Barbados, will have during the winter season in the northern hemisphere itineraries of approximately 14 days in the Caribbean. In the meeting, Mr. Thompson also examined ways in which passengers of these vessels could visit the island for a longer period of time.

During his visit to Carnival UK, Prime Minister Thompson toured the newly launched facilities of Ocean Terminal in Southampton. The terminal is considerer one of the most modern in the world and can hold 4,000 passengers simultaneously.

Source: Caribbean Net News, Government Information Services of Barbados.

7. Bolivia Negotiates Purchase of Barges to Reach the Atlantic Ocean

President Evo Morales' Government is negotiating with Argentinean and South Korean enterprises the purchase of sixteen (16) barges for cargo transportation through a waterway that leads to the Atlantic Ocean. The Minister of Defense, Mr. Walker San Miguel, stated that the sixteen barges will transport 1.500 tons of merchandise in the Parana-Paraguay river system, which will allow the production of resources that will benefit the Armed Forces and Bolivia.

Mr. San Miguel stated that this purchase is part of an ambitious plan for the strengthening of the Nation, with the primary goal of regaining its maritime presence. He also added that there have been negotiations with Argentinean and South Korean providers and shortly, the government will announce which company provided the barges and other transportation material.

He explained that waterway transportation to the Atlantic is a business that only private enterprises take advantage of, thus the Bolivian Naval Force (Fuerza Naval Boliviana) will raid in this business and mentioned that the beneficiaries will be the oilseed producers and the indigenous enterprise Jindal, which exploits the rich iron reservoir of Mutub.

Source: The Associated Press.

8. Modern Cranes for Valparaiso and San Antonio Ports in Chile

The South Pacific Terminal Valparaiso (TPS) will reinforce its efficiency in container displacement with new Post Panamax equipment, the same one that arrived on November, becoming the fifth gantry crane of this type in the terminal, which is the principal operator of this port.

The new unit has bigger dimensions and reach than the other 4 cranes that are currently operated by TPS, and it also incorporates the latest technology in this type of equipment, specialized in container displacement.

This acquisition is an US\$ 8 million contract with the Chinese company ZPMC, the biggest manufacturer of heavy port equipment in the world, which also has a fleet of 26 vessels for shipping off its products. The form of delivery used by ZPMC consists in loading the fully assembled cranes on the vessels' decks, so that upon landing the only remaining task is to install minor pieces and carry out the corresponding tests before becoming fully operational.

This new crane will join the other four – two Chinese and two German – that are in service in TPS, all of them with post-2002 technology. The use of equipment with the most advanced features in the market, together with the ongoing training of its workers and modernization of procedures, has enabled TPS to be recognized as one of the best equipped and most productive terminals in South America's coast.

As for the port of San Antonio, the two new gantry post Panamax cranes purchased by the San Antonio International Terminal (STI) arrived in the same ship, thus becoming the terminal with the most amount of this type of machinery in Chile and the West Coast of South America. STI is the only terminal with six gantry cranes that will be able to increase 40% of its capacity of cargo transportation, equivalent to 250 thousand containers per year.

The powerful machineries that demanded a US \$19 million investment, were also manufactured by ZPMC, and have cutting-edge technologies, which stand out due to their dimensions and technical characteristics. They have a hundred-ton lifting ability under hook and a 52 meter outreach.

With these acquisitions, designed to reach performances of about 40 and 45 containers per hour during the loading and unloading processes, STI reaches a US \$ 22.5 million investment in equipment this year, the largest amount that a port has ever invested in the country in 2009.

Source: Marítimo Porutario; Mundo Marítimo

9. Colombian Ports Will Exceed the Half a Million Cruise Passengers Next Year

Colombian ports will receive more than half a million cruise passengers this season that just started and will finish in June 2010, which is a 22.7% increase from a year earlier, according to the predictions offered by the Colombian organization Proexport.

Specifically, Cartagena of Indies, considered to be one of the main ports in South America at the beginning of the cruise season, will have approximately 337,000 travelers and 140,000 crew members in 195 cruise ships, which will generate around US \$ 30 million for the city; while Santa Marta port and San Andres port will receive 120,500 and 3,400 cruise passengers, respectively.

The cruise season started in Colombia with the arrival of Ocean Dream of the Spanish shipping company Pullmatur to Cartagena of Indies, which is the third company, besides Royal Caribbean and Princess Cruises that uses the Colombian city as an intermediate city to board passengers.

"Colombian cities have the necessary infrastructure to receive and attend tourists," assured the Vice-president of Tourism of Proexport Colombia, Ms. Nubia Estrella Martinez, in a statement. Until June 2010, Proexport estimates that 195 cruise ships will arrive to Colombia, 46 more vessels than the previous season.

Source: Europa Press

10. Analysis of a new Mega Port in Limon Port, Costa Rica

The National Concession Council (CNC) authorized a private enterprise to develop technical studies on a new mega port for container movement in Moin, Limon. The company is the British - Canadian firm American Gategay Development (AMEGA), which already has the authorization for the analysis of its feasibility, studies on environmental impact, a preliminary engineering design and the reference terms for the bidding of public works. This information was confirmed by Mr. Francisco Jiménez CEO of *La Junta de Administración Portuaria y Desarrollo Económico de la Vertiente Atlántica* (JAPDEVA).

This mega port project is a public grant from a private enterprise, presented by AMEGA since June, 2007. It is a large terminal for container movement that will be built in the northeast area of the current Port Moin. The project is valued in US \$ 700 million; it will have a dozen portico cranes (minimum) and eight dock positions that will operate simultaneously.

According to Mr. Jimenez, this analysis stage is likely to take roughly 6 months. After, CNC must evaluate if the project is feasible and auction it. If the winning company is not AMEGA, the winning company must pay for the costs of the practicability studies. According to an AMEGA press release, if this project is granted, 5,000 new jobs will be created in El Limon. Then, during operation, there will be 1,000 permanent new jobs. This project is totally independent from government initiatives wanting to grant the old Moin and El Limon Ports.

11. Costa Rica to Host an Environmental Maritime Port Meeting

Central American countries, Panama, Venezuela, Colombia and the Dominican Republic met in late October with the objective of studying "International Convention for the Control and Management of Ships' Ballast Water and Sediments," adopted in February of 2004 by the International Maritime Organization of the United Nations.

During this meeting, a group of experts on the maritime subject developed a course called "Introduction to the Management of Ballast Water," in order to prepare individuals from the participating countries to become familiar with the importance of the convention and to promote it among the Member States' corresponding General Court, leading to its approval. Training was imparted by the IMO's training director, Dr. Pedro San Miguel, and organized by the Central American Commission for Maritime Transportation (COCATRAM), with the IMO's sponsorship, which is the United Nations' specialized institution responsible for the security of maritime transit, and the prevention of maritime pollution and the Ministry of Public Works and Transport (MOPT).

The uncontrolled waste of ballast waters in destination ports is a problem that impacts the marine environment, sanitary security and health of human beings, and last, but not least, the economy of the maritime activities, aquaculture, and many others. This subject is highly important as foreign organisms that navigate through the oceans taking advantage of the ship's ballast water have created many problems for the marine environment. As opposed to other maritime contaminations caused by maritime transit, once the maritime organisms and exotic species are introduced, they are almost impossible to eliminate.

Source: Buenas Noticias

12. Alabama Promotes Maritime Port of Mobile in Colombia

Alabama Governor, Mr. Bob Riley, lead a delegation that recently visited Colombia with the objective of strengthening and expanding already existing relationships, and to collaborate in the subject of research and development. In Addition, Mr. Riley was hopeful to promote Alabama's new port in the city of Mobile, Alabama, which has a pier specialized in loading and unloading iron, another for coal, and another one for containers.

Port of Mobile, in Mobile, Alabama, USA, is the only deep water port of this state, and was the tenth biggest port in the US in 2006. It is located along the Mobile River that flows into the Mobile Bay, in the Gulf of Mexico. The Port of Mobile is a public port, with deep water terminals with direct access to 2,400 kilometers of waterway in the US. The Alabama State Port Authority owns the port and operates the terminals of public use in Mobile. The terminal operates with bulk cargo containers, fractioned cargo, roll on/roll off, and heavy cargo. In the port, there are also private bulk terminals.

"The port that is specialized in iron is completely automatic and magnetized, and only needs four people to run it," stated Mr. James Lyons, Alabama State Port Authority President and Director, who traveled with Mr. Riley to Colombia. Mr. Lyons suggested that Colombian port authorities should visit Port of Mobile, in order to change experiences and ideas.

Currently, Colombia is ranked third among the Latin American countries that Alabama exports to and is the ninth commercial partner in importance at a global scale for this region in the U.S.

Source: Portafolio

13. Japan Worried about the Launching of Port of La Union in San Salvador

After 10 months of the project's inauguration, the Japanese government is showing worries because the port has not started operations yet. Mr. Nozomu Miyoshi, consultant for the Central American and the Caribbean Division of the Japan International Cooperation Agency (JICA), with headquarters in Tokyo, stated " Honestly, we are worried that our help is not being used once implemented."

Mr. Keiichi Tsunewaka, JICA Vice-President and Director of the Research Institute of that agency, stated that "if the port does not operate correctly, there will be many problems in El Salvador. We will be judged by this new government (Japanese) and by the public opinion due to the failure of this project."

El Salvador's Ambassador to Japan, Mr. Ricardo Paredes, said he understands Japan's concerns because the Asian nation wants "to maintain its image as an unblemished cooperative country;" an interest that El Salvador must take advantage of in order to start commercial maritime activities. "I have evidence that Japan could be interested in contributing even more. Japan could be the only country interested in Port of La Union's success, as it is linked to Japan's prestige, as well as having financed the project," the diplomat stated.

The total amount of port infrastructure, built during the former Salvadorian Administration, adds to US \$183 million, from which approximately US \$ 105 million was contributed by the Japan Bank for International Cooperation (JBIC). There is no news if the port will be granted or not, or in what conditions it will be granted for that matter.

In an attempt to attract investments to the port, JICA has designated a selected group of experts for a study that will define the port's operation mode. The assistance consists in reviewing the provisional action plan created by the Autonomous Port Executive Committee (CEPA), projections of future demand, and the financial risk and analysis of the infrastructure, confirmed JICA Consultant Mr. Miyoshi. The total aid, as a donation, adds up to US \$100 thousand; results are expected in ten months.

Mr. Satoru Sato, General Director of the Office of Latin American and Caribbean Affairs, from the Ministry of External Relations in Japan, said they had thought to "use the Port of La Union as a logistic center of distribution in Central America." Thus, there are talks of a dry canal that will connect the Pacific with the Atlantic Ocean, he said.

For now, CEPA is working in the elaboration of a new Law for the operation of the pier, because the other two that had been sent to the Legislature have already lost validity. None of these past proposals awoke any interest among investors.

Source: elsalvador.com

14. Three Interested Bidders in the Container Terminal in Manzanillo, Mexico

The Philippine group International Container Terminal Services (ICTSI), SAAM together with *Grupo Mexico*, and the Mexican fishing operator TUMI with the Spanish consortium *Terminal de Contenedores de Barcelona (TCB)* were chosen for the bidding of the Second Specialized Container Terminal in the Mexican port of Manzanillo.

Stevedoring Services of America in Mexico (SSA Mexico), gave up its right to be part of the process through a letter presented to the Directors of this port lead by Jose Julian Dip Leos. Sources working at the port explained that this company previously stated that it would not participate for the second

terminal as the company currently holds the grant of the first container terminal where in the last couple of years it has invested more than US \$130 million; its investment priorities will be canalized to other port projects.

The Philippine Company drew a lot of attention because, after almost a decade distanced from Mexico, after selling its whole port business to HPH in Veracruz, Manzanillo and Ensenada, the company signed up to compete once again. TCB, which is already operating the TEC of port of Progreso and Yucatan, created the TCM company (Terminal de Contenedores de Manzanillo) and became partners with TUMI, a strong fishing association in the pacific. At the same time, Grupo Mexico became associated to SAAM that controls the tugboat business in six ports in Mexico.

The selection process is being carried throughout November by the *Comisión Federal de Competencia* (CFC)

Source: Info-Transportes (Mexico)

15. Concessions of River Ports in Peru under Two Disciplines

The grants of the river port of Yurimaguas and Iquitos (both in Loreto) y Pucallpa (Ucayali) will fall under two disciplines; as a first option, the concession will be granted as a package and if there are no bidders the ports will be granted separately, stated Mr. Enrique Cornejo, Minister of Transportation and Communications.

The National Port Authority (APN) proposed that the concessions be done separately because not all ports have the same degree of development to be handed over to the private sector. APN believes that the separate concessions will not reduce the investors' interest and assured that entrepreneurs from Brazil, Spain and Peru have expressed their interest in these terminals.

"I understand APN's concerns, but what would happen if after granting the port of Yurimaguas there wouldn't be any bidders for the rest of the ports? We have to consider this possibility," said the Minister. In that sense, he stated that the Private Investment Promotion Agency (PROINVERSION) has proposed a way out for this situation in order to avoid any problems. "The first bid will be a package and if there are no parties interested, the ports will be auctioned separately, this way both options ensure the investors' interest."

Source: Fuente Andina (Peru)

16. Favorable Opinion Regarding Construction of the Mineral Pier in Callao, Peru

The Ministry of Transportation and Communications (MTC) issued a favorable opinion toward the construction of an exclusive pier for minerals in the breakwater over the Port of Callao, informed the *Consorcio Transportadora* of Callao, founder of the private initiative that will demand an approximate US \$96.5 million investment. "This way, MTC gave PROINVERSION the go ahead to continue with the analysis process of the initiative presented in July of this year," they stated

They pointed out that the stage of approval, next step after the National Port Authority (APN) endorsed in September the technical aspects of the project, had been completed. They stated that now PROINVERSION must continue with the economic and financial evaluation process of the project, and subsequently the call process. "If there isn't any other company interested in the construction of the Mineral Pier, then authorities of the State will establish the construction conditions with the *Consorcio Transportadora* of Callao," they said. They explained that this infrastructure will allow the country to count with an exit for the growing production of minerals from the central part of the country.

The project will operate with the highest standards regarding security and the preservation of the environment and will have a pier rated highly at a global level, they confirmed. The *Consorcio Transportadora* of Callao is integrated by the companies *Cormin Callao, Perubar, Sociedad Minera El Brocal, Chinalco Perú, and Santa Sofía Puertos* (as a port operator.) The objective of the consortium is the design, financing, construction and operation of the Mineral Pier to be installed next to the breakwater, north of Port of Callao, and also the hermetic transportation strip that will stretch from the mineral deposits to the ships.

Moreover, they stated that among the benefits for Callao and Lima is the elimination of 92,000 annual trips of trucks between the deposits and the port, amount that would increase to 130,000 with the new operations in Chinalco, Peru. "This way, Callao will have less vehicle congestion that is always increasing due to the commercial dynamics," said the Consortium.

Source: Agencia Andia (Peru)

17. St. Kitts and Nevis Reports an Increase in Cruise Passengers

St. Christopher Air & Seaport Authority (SCASPA) reported on a 340% increase in cruise passengers in September 2009 in comparison to the same month last year.

SCASPA's Treasury and Statistics Department indicated that 12,516 cruise passengers visited St. Christopher, in September of 2009, when in September 2008 only 2,842 cruise passengers visited the city. All the passengers boarded the Carnival Victory, which docked in St. Kitts and Nevis four times this month.

Moreover, the Treasury and Statistics Department stated that this September 9,161 people travelled through Robert L Bradshaw International Airport on 476 flights, compared to last September's 8,605 passengers on 642 flights. St. Kitts and Nevis are two islands united into the Federation of Saint Kitts and Nevis, also Federation of St. Christopher and Nevis, which form a country on the north of the islands of Barlovento in the Antilles.

Cruise tourism has brought US \$ 44 million to these islands' economies, during the 2008/2009 season.

Source: Caribbean Net News; St. Kitts Net News

18. ISO Certification for the Maritime Authority of Suriname

The Maritime Authority of Suriname (MAS) is becoming more competitive through its services. MAS became one of the few semi-governmental organisms of Suriname, and of the English-Dutch Caribbean, to receive ISO 9001:2008 Certification.

With this positive outcome, the company has shown that ISO quality management procedures are still being followed, after the ISO 9001:2008 certification. This announcement was made by Mr. Dekkers Edouard F. from the EQA International Certification Institute.

According to Mr. Orfeo Weibilt, MAS Quality Director, the ISO certification is proof that this company is operating according to international regulations.

MAS controls the fulfillment of the juridical norms in Suriname's maritime transportation. The company guarantees a secure and efficient traffic of ships from and to Surinam under the international regulations, norms, and treaties ratified in the country.

MAS hopes to become the best maritime authority in the region. At the same time, MAS is headquarters of the Caribbean Maritime Information Center (CMIC).

Source: Caribbean Net News

19. Uruguayan Government Approves Law with Rules for a New Container Terminal

The Uruguayan government enacted Law 18.350 that establishes the normative for the installation of a new container terminal in the Montevideo Port. This law was approved by the Uruguayan Congress.

In this law, the National Port Administration (ANP) is authorized to build a limited liability company with registered shares with the objective of building, managing, conserving, and exploiting the new terminal for 30 years. In addition, the ANP is authorized to auction 100% of the stock portfolio between March 1st and June 1st, 2010, specifying that former stockholders of other terminals in the Montevideo Port will be able to buy stocks. The starting price of the auction is US \$1,200.

Source: ANP (Uruguay)

20. Royal Caribbean to have the Biggest Cruise Ship in the World

A 225.000 ton and 361 meter-long steel giant, "Oasis of the Seas" is the biggest cruise ship that has ever crossed the seas. A total cost of US \$1,000 million, the cruise ship is also the most expensive in history.

The cruise ship, built in the Finnish shipyards STX Europe, has a maximum capacity of 6,300 passengers and 2,160 crew members, together with 16 decks distributed along its 65 meters above sea level.

Impressive from every angle, the building of this naval engineering wonder took almost three years, in which 500 designers and thousands of operators finished this colossal work in the time stipulated by Royal Caribbean, the second most important cruise company in the world. 525.000 square meters of steel were used, 5,000 kilometers of electrical cord and 630,000 liters of paint, figures that give faith of the gigantic magnitude of the project.

The ship incorporates the last technological innovations that allow it to produce its own energy, drinkable water, treat waste, and even control the residues of its own chimneys. In addition, the designers have strived to create an original and exclusive ship, providing it with super-luxurious cabins of 154 square meters, with a view to the ocean and spectacular recreation areas, such as the "Aqua-Theater", an outdoor amphitheater situated on the stern to enjoy the aquatic shows.

"Oasis of the Seas" will have Fort Lauderdale, Florida as a base port. Its inaugural trip will be a four day cruise to Labadee, Haiti. In the next months, this giant will offer seven day cruises through the Caribbean islands.

By late 2010, "Oasis of the Sea" will share hegemony with its twin brother "Allure of the Seas," a cruise ship of identical dimensions that is being built in the same Finnish shipyards for Royal Caribbean.

Source: elMundo.es

21. The Validity Process of the Rotterdam Rules Progresses

The UN Agreement on the Rotterdam Rules, an international transportation contract for total or partial maritime merchandises, has been signed by the twentieth nation, only a month after the

agreement was opened for signing. The Republic of Niger is the twentieth signatory country of the Rotterdam Rules.

The twenty signatory countries represent a combination of developed and developing nations, among them are some of the most important nations regarding commercial and maritime affairs. Altogether, they represent 25% of the current volume of world commerce, according to the UN publication from 2008 International Merchandise Trade Statistics Yearbook. Now, the 20 nations must ratify it for the Agreement to enter into force.

The General Assembly approved the Rotterdam Rules on December 11, 2008 with the goal of instituting a contemporary and uniform system to regulate the modern transportation of containers from door to door that cover a maritime stretch, but not limited to the transportation of merchandise from port to port.

Many innovative aspects have been introduced in the agreement, among them the dispositions that allow the usage of electronic documents of transportation, as well as other actions in order to improve the current deficiencies in transportation. It is worth noting that these measures will favor the cargo business, particularly in the developing countries and the least developed countries, which depend on these transportation services.

Moreover, it is very likely that the harmonization and modernization of the legal regime in the matter, with an implementation by many countries that dates back to 1920 or before, will foster a general reduction of operational costs, will allow more certainty over the solutions of the new problems to come, and will promote more confidence among the parties carrying out international business.

The Rotterdam Rules will be applicable to the transportation by sea of merchandise contracts and it also refers to the connection of land transportation. As a result, multi modal transportation will be covered by a contract and an applicable judiciary system.

Source: United Nations Information Services

22. Port Activities:

- “XIX International Seminar on Ports, Navigable Waterways, Intermodal Transportation and External Commerce.” Organized by *Anuario Portuario Marítimo*. Held in Buenos Aires, Argentina, December 2nd and 3rd, 2009.

<http://globalports.com.ar/ampliar.php?idr=13620>

First Webinar on US port security initiatives and their implications for ports in Latin America and the Caribbean, organized by the Technical Advisory Group on Port Security of the CIP. Will be held on Wednesday, December 9, 2009, through www.safeports.org

- 89th Meeting - Transport Research Board. Organized by Transport Research Board. Held in Washington, D.C. from December 10th, 2009 until January 14th, 2010
<http://www.trb.org/AnnualMeeting2010/Public/AnnualMeeting2010.aspx>
- “Changing International Routes of Commerce” Seminar. Organized by AAPA. Held in Tampa, Florida from January 26th to 27th, 2010
<http://www.aapa-ports.org/Espanol/seminario.cfm?itemnumber=17206>
- AAPA Spring Conference. Organized by AAPA. Held in Washington, D.C., U.S. from March 22nd to 23rd, 2010.
<http://www.aapa-ports.org/Espanol/seminario.cfm?itemnumber=17207>

- Sixth CIP Meeting and Eleventh CECIP Meeting. Organized by the Inter-American Committee on Ports (CIP) of the Organization of the American States (OAS) and the Autoridad Maritima de Panama (AMP). Held from March 21st to 26th, 2010