

INTER-AMERICAN COMMITTEE ON PORTS NEWSLETTER



Organization of
American States



N. 26

October 2009

Published under the mandate of the Inter-American Committee on Ports (CIP)
of the Organization of American States (OAS)

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1. Antigua and Barbuda Authorities in negotiations with cruise line

The Minister of Tourism of Antigua and Barbuda along with other senior industry officials met with the directors of Carnival Cruise Lines, following a company decision to withdraw the island from the itinerary of one of its ships. The measure could cause the country losses of about U.S. \$ 5.6 billion in revenue every year.

Carnival confirmed that from January 3rd, 2010, San Martin shall substitute Antigua on the 7th day of the southern Caribbean itinerary of the Carnival Victory ship. However, the island will remain in the Carnival Freedom itinerary that departs from Fort Lauderdale.

“This was a decision that we had been contemplating for some time. We have not modified the southern Caribbean route for the past four years and we had a desire to incorporate a new port of importance,” stated the company in a press release. “At the same time, San Martin is very attractive from a touristic point of view, and we have made a commitment with San Martin in order to support the port and the development of its infrastructure”.

Despite Carnival’s reason for withdrawal, it is believed that the measure is directly related to the confrontation between a local taxi driver and six passengers on a cruise ship, who arrived on the Carnival Victory in early September. The dispute culminated in a police station and is now being aired in court. “The tourism agents hope for a fast and cordial trial, which will end this new saga that has created chaos in the tourism industry in Antigua and Barbuda,” said ministry sources.

Source: caribbean360.com

2. Suspension of port taxes in the province of Buenos Aires, Argentina

The Government of the Province of Buenos Aires sent to the provincial Legislature a bill to suspend for 180 days article 26 of the legislation – which created the tax for port freights –, aimed at reforming the tax system in this province. In return, the government will propose increasing by one the port activity tax on gross revenue.

The original law promoted by the Provincial Executive Power created a new tax for the ports of Buenos Aires, which had to pay six pesos per ton of merchandise exported and 18 pesos per ton imported.

The decision to suspend this measure comes as a response to the strong opposition that the new tax stirred among entrepreneurs and port workers, who complained that the higher tax burden will generate a loss of competitiveness for the ports of Buenos Aires with regards to the port terminals of the neighboring provinces. Moreover, rural institutions also complained, and warned that the tax will burden producers.

According to provincial government sources, the intention is to work on signing a letter of commitment with the sector, in order to agree on an integral port law, which shall cover all aspects of the activity, including tax.

Source: Nación, La Prensa (Buenos Aires); Ambito.com

3. Beginning of the cruise season in Puerto Madryn, Argentina

The cruise season begins in Puerto Madryn with the arrival of two ships that combine the pleasure of traveling with expeditions of scientific curiosity, reaching the southernmost ports and the Antarctic hull, which will be prolonged until the 1st of April, 2010.



After the arrival of the two scientific ships, the “Norwegian Sun” is expected to arrive on December 3rd for the first time this season; although in the next months, it is scheduled to stop in 10 different occasions at the cruise dock of Puerto Madryn.

Moreover, the “Celebrity Infinity,” a five star ship with capacity for 1950 passengers and a crew of 997 members, will arrive to Puerto Madryn six times this season. The “Silver Cloud,” third on the list in number of arrivals, is one of the smallest ships that stops at the port with 296 passengers on board, and will dock at the historic pier, dedicated to the cruise business, on three different occasions - December 8th, December 28th, and January 2nd. Several other cruises have also requested the port’s services.

Puerto Madryn is located 80 km north of the capital of Chubut, at the center of Golfo Nuevo, on the southern part of the Peninsula de Valdes and it has two piers: the “Luis Piedrabuena” where the cruises are moored, and the “Almirante Storni,” which is usually used for tourism ships when the first pier has too much activity.

For the next five months, an estimated sixty thousand travelers, between tourists and crew, are expected; it is creating great expectations among local authorities and agents due to the impact that tourism has in the regional economy.

Source: www.turismoyargentina.com

4. Huge Contract to transport iron from Brazil to China

A U.S. \$5,840 million contract for the transportation of iron was signed between the Brazilian company Vale and the leading South Korean company in maritime transportation STX Pan Ocean. The Asian company announced this contract as the largest of its kind in the world.

STX Pan Ocean stated that in the next 25 years, it will transport 300 million tons of iron from the giant Brazilian miner Vale from Brazil to China.

The South Korean society also stated, in a press release, that the contract could consolidate its leading position as the number one company of maritime transport in its country. STX Pan Ocean, subsidiary of the shipyard group STX, is the tenth biggest maritime transportation company in the world, with a fleet of approximately 300 ships.

Source: AFP

5. Port of Santos’ expansion, Brazil, requires U.S. \$ 2,900 million

The expansion plan of the Brazilian port of Santos will cost approximately U.S. \$ 2,900 million, announced the São Paulo State Port Authority (CODESP) in a press release.

More than 70% of the investment will be obtained from the private sector and the rest will be provided by the state government, which is in charge of improving maritime and ground access to the port. The plan is based in a study carried out by the World Bank and should be ready at the end of this year. The study projects a growth of 158% between 2009 and 2024 and an increase in the cargo movement from 89 to 230 million tons.

The general cargo movement, such as containers and vehicles, is expected to grow 238% by 2024. In the next five years, the volume shall increase 58%, the study concludes. In order to satisfy the demand, the port will need 16 new specialized docking sites by 2024, from which 9 must be built by 2014, according to the World Bank.

As of now, there are three ongoing expansion projects exceeding U.S. \$ 1,400 million, which are being carried out by the terminal operators Embraport, Brasil Terminais Portuários (BTP), and Tecondi. The most developed project so far is the Tecondi terminal, at the port's right margin. The company is building a new

320 m pier that will have a 14,5m draft and the old cranes are being replaced by new and modern equipment for containers. These improvements will increase the terminal's capacity from 318.000 to 700.000 TEUs in a year.

Moreover, Embraport's facilities plan to become the biggest multi-purpose terminal of the country. The participants of this project are Odebrecht in partnership with DP World, with 51.5%: the Federal Government, through de federal unemployment-insurance funds (FGTS) with 33.3% and the Coimex group with 15,2%. The total budget is U.S. \$ 500 million. The first phase will finish by the end of 2012; by this date the terminal will be able to manage 1 million containers per years. The second stage will be executed in 2014 and will increase the container movement capacity to 1.5 million per year. Simultaneously, the terminal will also have the capacity to mobilize 2.000 million liters of ethanol per year.

BPT's project of nearly U.S. \$ 900 million is the largest of the three projects. The French group MSC is a partner in the initiative, which should be ready by 2012.

The compensation expected by the private sector from the State is the improvement of the maritime and ground access to the port, because without the proper connections, the construction of new terminals will be useless. In addition to the improvements on ground access to the port, it is essential to improve the rail systems, specially the construction of Sao Paulo's line.

Moreover, the terminal operators are waiting for the port's dredge projects, with an initial 15 m draft which will eventually be extended to 17 m , allowing the port to receive post-Panamax ships.

Source: CSLOG Equipo de Comunicaciones

6. Ecuadorian authorities will end concession in the Port of Esmeraldas

Engineer Jorge Vera, Sub-secretary of Ports, Maritime and Fluvial Transportation, informed that they would begin the paperwork to terminate the concession contract for the Port of Esmeraldas, which is currently managed by the Consortium Puerto Nuevo Millennium.

The decision was taken by the Ecuadorian President, Mr. Rafael Correa, during his visit to Manabi, after listening to the report from the representatives of the Esmeraldas Port Authority regarding the management of the city's maritime terminal. "After seeing the figures, the President indicated that what needed to be done was end the concession; this process would follow the same scheme as the one used in the port of Manta," said Vera.

It was informed that the concessionary of the terminal failed to accomplish the infrastructure works and the required investment.

Officials from the Consortium Puerto Nuevo Millennium (which possesses Ecuadorian and Colombian capital) chose not to issue a statement on the Government's plan. In July 2004, when the port was transferred to the private administration, it was established that the Consortium would give a quota every two years to the Port of Esmeralda for social development. The quantity was approximately U.S. \$200.000. During the concession, the investment plan was estimated to be U.S. \$20 million.

The General Manager of the Esmeraldas Port Authority (APE), Lawyer Ramón Angulo, stated that if the concession is terminated, all the legal aspects must be revised to avoid harming the State.

Source: El telégrafo; El Universo, Mundo Marítimo

7. President Correa promotes collective action for Ecuadorian ports

President Rafael Correa called nonsensical the competition among the ports of Manta, Guayaquil, Puerto Bolivar, and Esmeraldas. He said that, as public institutions, they must work in coordination to achieve the best results for the benefit of the whole country.

“What’s happening is absurd,” said the Chief of State while explaining that the adjustment costs are higher than the benefits from competition. “That’s why collective action, coordination, and complementarity are better,” the President stated. Coordinated actions, he said, must be based on public, governmental, and state politics, with the intent of recovering the ports, such as the port of Manta, where improvements are evident, after Hutchinson left the leadership of the port.

In this sense, he affirmed that it is necessary to define aspects such as the concessions’ model, the role of private ports, etc. “The idea is for these ports to be connected to the fluvial ports in the Amazons and from there outwards. This is part of the policy that the government studies,” he said.

Source: Mundo Maritimo, Presidencia del Ecuador.

8. Port of Savannah (U.S.A) prepares for the Panama Canal expansion

The Port of Savannah is getting ready for the Panama Canal expansion, estimated to be ready in 2014, Georgia’s Governor, Mr. Sonny Perdue, announced while visiting the inter-oceanic route.

Mr. Perdue, along with other representatives from the Georgia Port Authority, was welcomed by the administrator of the Panama Canal Authority (ACP), Mr. Alberto Aleman Zubieta. Mr. Zubieta explained to the American delegation the progress made on the route’s expansion initiated in 2007, with the goal of completing it by 2014, a total investment of U.S. \$250.000 million, and its impact in several regions of the world.

Mr. Perdue declared that the Port of Savannah will increase its capacity in order to receive post-Panamax vessels, the biggest ships in the maritime industry, which will be able to sail through the amplified canal in 2014. Georgia Authorities plan to deepen the Savannah River so that bigger vessels start docking in the fourth U.S. container port.

The ACP and the Georgia Port Authority signed a cooperation agreement in 2003 to carry out joint initiatives in commerce, exchange data, investigate markets and share information on expansion and development plans.

According to figures provided by the ACP, 72% of the container movement that arrives or leaves from Georgia is done through the Panama Canal.

Source: Mundo Maritimo, Notimex

9. Large Cruise and fortress could boost tourism in Haiti

An ultramodern transatlantic and a XIX century fortress built by one of the leaders of the slave rebellion, has become a priority in Haiti’s plans to revive tourism in the least favored nation of the Americas.

Starting December, Royal Caribbean Cruises will send “Oasis of the Seas,” the world’s largest cruise ship, on a weekly basis to the northern beach of Labadee in Haiti, another important step for an economy that crumbled during the years of political turmoil.



The next step could be to build a road between Labadee and the park that contains the huge fortress Citadelle Laferrière and the Sans Souci palace built by Henri Christophe, the leader of the slaves' revolt that liberated Haiti from the French Government in 1804.

Haiti's Tourism Minister, Mr. Patrick Delatour, estimates that thousands of tourists from cruises will be hiking from Labadee to the Citadelle. Labadee is a tourist complex where Royal Caribbean is investing U.S. \$ 55 million to build a cruise dock and other tourist attractions. Authorities declared that the "Oasis of the Seas," which will start its visits in December, can carry up to 6,000 tourists to Haiti's beaches in each trip.

UNESCO declared the Citadelle and Sans Souci Palace, "World Heritage" in 1982, stating that both are universal symbols of freedom, being the first monuments built by the slaves who had obtained their freedom."

Source: Reuters

10. Jamaica will build terminal for larger cruise ships

As pointed out by Jamaican Finance Minister, Mr. Audley Shaw, the Terminal will be the first one in the northern region of Jamaica, and will accommodate the largest cruise ships in the world.

It will generate 500 new jobs during its construction and 900 permanent jobs after completion. The HSBC Bank of London and a Danish credit agency will provide close to U.S. \$122 million to help build the Falmouth terminal, east of Montego Bay. The terminal will have the capacity to receive and attend a large cruise and a smaller one simultaneously.

The ministerial declaration adds that Royal Caribbean Cruise Lines has already invested U.S. \$ 102 million in the project.

The announcement comes amid a 15% drop in the number of cruises that visit Jamaica. The Caribbean Tourism Organization stated that during the first semester 551,000 passengers arrived to Jamaica, a figure that contrasts with the 646,000 recorded in the same period of 2008.

The Port Authority of Jamaica will oversee the development of berths and the terminal's construction, while Royal Caribbean will be responsible for landscaping works and the construction of shops and restaurants.

The government hopes to repay the loan in 10 years by applying tariffs to passengers, which are estimated to reach the 800,000 per year.

Source: NUESTROMAR

11. Panama Canal's expansion contributes to the environment

The Panama Canal expansion could reduce CO2 by more than 100 million tons of in a period of 10 years because it is the shortest route for maritime transport and it allows more cargo capacity per vessel, informed an executive of the inter-oceanic route.

This is what the Panama Canal Authority (ACP) has called "The World Maritime Green Route," a project which aims to cut emissions of greenhouse gases and contribute to both the protection and the regeneration of the Hydrographic Basin's forests of the inter-oceanic route.

This reduction would begin in 2015, after the completion of the expansion project, and as of now, is planned for ten more years, by 2025.

Another component of the “Green Route” is the reforestation of 20.000 hectares in the Panama Canal Basin in the next 5 years, which would have very positive effects in the next 20 years, reducing CO2 by an estimated 6 million tons.

“If in December, in Copenhagen (Denmark), the Convention of Climate Change approves the certificate program to Reduce **Emissions** from **Deforestation** and Forest **Degradation (REDD)**, roughly U.S. \$30 and \$40 million will be recovered,” which will be reinvested in the Basin, stated the Manager of the Environment Division, Mr. Oscar Vallarino.

The ACP also plans to give "environmental incentives" to farm owners who protect forests with an initial investment of U.S. \$18.5 million "to regain their areas and develop sustainable agriculture and cattle farming.”

Source: EFE

[12. Four interested bidders in Paraguayan silos in the Port of Paranagua](#)

Four companies submitted their bids for management and commercial exploitation of the silos belonging to the National Administration for Navigation and Ports (ANNP) of Paraguay in Paranagua. Mercosul Consortium integrated by Cimbessul SA y Diagro SA offered 0,90 cents per ton of grain; the B&D Consortium offered 0,60 cents; Almacenes Generales Gical SA. offered 0,70 cents, and Labhoro Servicios Maritimos Ltda. offered 0,85.

The event took place despite the claim submitted to the Public Procurement Directorate by the Paraguayan *Cereal and Oilseeds Chamber of Exporters (CAPECO)*, former administrator of these silos, which sought the annulment of the procedure.

Lawyer Borja Milner, ANNP’s legal adviser, explained that this was a public notice, which is not in force by the Public Procurement Act but instead arises from a self-regulating port institution. "These contracts can be signed by the ANNP directly without any notice; however, since the government decided to make the procedure as transparent as possible, the call was made public," explained Borja.

There is currently a legal dispute between the ANNP and CAPECO due to the revocation of the contract. The prices offered far exceed what is currently paid to the ANNP by CAPECO.

Source: Ultima Hora (Uruguay); Mundo Marítimo

[13. Paita Port concession in Peru was signed](#)

The Chairman of the National Port Authority, Vice-Admiral Frank Boyle, signed on behalf of the Peruvian government the Paita Port concession contract with the Consorcio Terminales Portuarios Euroandinos (TPE).

The purpose of signing this concession contract is to modernize the Paita Port Terminal in order to facilitate the growth of exports in Peru.

The consortium TPE was awarded the bid on March 31st, 2009 with a U.S. \$120 proposal for the movement of 20-foot containers and U.S. \$ 151,43 for 40-foot containers, being this the minimum rate established in the competition’s rules.

The required investment in the technical proposal amounts to U.S. \$ 132 million; however, TPE will invest an additional U.S. \$ 100.8 million, adding up to a total of \$ 232.8 million, to be invested in the modernization of Paita Port Terminal.

During the ceremony, Deputy Minister of Transport and Communications, Mr. Jose Gonzalez Quijano said that Paita Port will become, with this concession, the second maritime terminal in the country, as it will move an average of 500 thousand containers per year, which will revive significantly Peruvian foreign trade.

Source: APN; La República, La Primera (Perú)

14. Master Plan of the Salaverry port terminal of Peru was presented

The National Port Authority (APN) exposed the Master Plan of the Salaverry Port Terminal to the central government authorities, regional and local governments involved in the port sector, and representatives of public and private institutions that are part of the port community. In the meeting, the current situation of the Salaverry port was presented, together with the National Port Authority's proposals on price rates and investments to ensure the development of this important port.

The National Port Authority reported as general objectives in the Salaverry Port's development the competitiveness of the terminal's foreign trade, to have positive effects on the terminal's economic activity, and to increase the number of jobs linked to port activity.

Moreover, among the specific objectives mentioned were the significant short-term investments, investments directed to attending the increase of mineral cargo, containers and cereals with competitive performances, and the recovery of the cargo that is produced in the region of La Libertad and the nearby areas that nowadays head to other ports. The presentation offered at the city of Trujillo, Peru, was attended by the Chairman of the National Port Authority (APN), Vice-Admiral Frank Boyle Alvarado, APN Director of Planning and Economic Studies, Engineer Eusebio Vega, Head of Project of Haskoning-Indesmar Consortium, Mr. Edgardo Indesmar Gamarra, and Project Manager of ProInversión, Lawyer Patricia Alarcón.

Source: APN

15. Modernization of Peruvian fluvial ports will cost U.S. \$195 millions

The modernization of the three major river ports of Peru: Iquitos, Pucallpa and Yurimaguas, require an investment of over U.S. \$ 195 million, according to the National Port Authority's (APN) projections.

The APN Director of Planning and Economic Studies, Mr. Eusebio Vega Bueza, stated that the only way that Peru will have modern ports in the short term is through private investment since state investment is insufficient. He pointed out that the ports of Iquitos, Pucallpa and Yurimaguas require an investment of U.S. \$ 18 million, \$ 22 million and \$ 155 million, respectively, which will allow designing an integrated system in order to build the axis of the Amazon's logistics chain.

Regarding this juncture, the *Asociación para el Fomento de la Infraestructura Nacional* (AFIN) considers a national priority to grant these river ports to private hands by 2010 in order to take advantage of the Free Trade Agreement that Peru is subscribing to.

For AFIN General Manager, Mr. Juan Pacheco, the current situation of river ports is far from satisfactory due to the lack of investments; thus, without the proper and productive infrastructure or the means to raise their competitiveness, they will continue being handicapped.

Source: OSITRAN; Webpicking

16. Montecon of Uruguay announced a U.S. \$ 10 million investment between 2009 and 2010

The Port Operator Montecon announced a U.S. \$10 million investment between 2009 and 2010; and in case of winning the bid for the new container terminal of the Port of Montevideo, the investment could reach US \$270 million between 2010 and 2015. The company also informed that in that five year period it will acquire six cranes: five for full or loaded container operations, and one for empty container operations.

In addition, the company responsible for almost 40% of the containers of the Port of Montevideo expects a 24% increase of the capacity of plugs for refrigerated freights. This improvement is associated to the company's strategy to reduce the containers' stay time at the port.

Since 2001 and with the investments expected for 2009, Montecon invested U.S. \$75 million in equipment, technology, staff training and payments for the use of port infrastructures.

Source: Observa (Uruguay) Mundo Marítimo

17. Loss of 47,8 tons of merchandise in Spanish ports

The Spanish port traffic is going through one of its worst moments, with widespread declines in freight traffic in all port facilities and all types of ships.

In the first seven months, the State's ports have seen their traffic decrease by 16.78% compared to the same period last earlier. This percentage yields a decrease of 47.795.220 tons.

The total for 2009 barely exceeds 237 million tons, compared to the 284.8 million tons of the previous year, according to statistics published by the *Ente Publico Puertos del Estado*.

The result of bulk solids is especially significant. It lost more than 19 million tons, a 30.5% decrease. However, another of Spain's strong points, which is the general cargo of containers, decreased by almost 13 million tons, which implies a 15% reduction in the traffic of these goods.

This negative balance is visible in all the ports in the country, with the exception of Melilla. In addition, the North African port registers some irrelevant numbers; it moved in seven months 476,320 tons, a 3.89% increase over the previous year.

In percentages, the largest declines were those of the docks in Malaga (57.71%), Pasajes (37.7%), Gijón (33.61%), Almería (28.64%), Vigo (28.18%), Santander (27%), Alicante (26%) and Bahia de Cadiz (25.85%) and Aviles (21%) compared to the previous year. The best performances were those of Marin, with a 1% decrease, Valencia (4.19%) and Seville (8.21%).

The port of Barcelona had the biggest decrease in the quantity of tons transported between January and July, more than 7 million tons. Second was the port of Cadiz with a loss of 4.5 million tons, and Bilbao and Gijon, with 4 million tons. The fifth place was for Cartagena, with 3.5 million, followed by Las Palmas and Tarragona, which lost 3 million tons in goods.

The economic crisis is not confined to Spain; it also affects the countries of origin and destination of the goods. This results in fewer vessels sailing, as shipping companies have reduced their movements. This situation implies that, in seven months, the Spanish ports stopped receiving 6.562 vessels, 9% less than in 2008. The container ships were the most affected; an estimated 1,500 are docked in port.

Source: Fuente: La Voz de Avilés

[18. Maersk and CMA CGM merge two of their routes between South America and the Caribbean](#)

The shipping companies Maersk Line and CMA CGM have announced that starting the end of September, two lines offered between the east coast of South America, Central America and the Caribbean will merge. Thus, the North Coast Express Service (NCX) and Brazilian Express (Brasex) will be converted into one route, operated by four ships capable of carrying up to 2,800 TEUs.

The new route configuration includes better coverage of the Caribbean, with new stops in Port of Spain (Trinidad and Tobago), Kingston (Jamaica) and Puerto Cabello (Venezuela). Another additional stop in Vitoria (Brazil) will favor the transport of goods between the Caribbean and Central America with Brazil.

The new route will include stops in the ports of Buenos Aires (Argentina), Zarate (Argentina), Montevideo (Uruguay), Rio Grande (Brazil), Itajai (Brazil), Paranagua (Brazil), Santos (Brazil), Port of Spain (Trinidad and Tobago), Cartagena (Colombia), Manzanillo (Panama), Kingston (Jamaica), Puerto Cabello (Venezuela), Point Lisas (Trinidad and Tobago), Vitoria (Brazil), Santos (Brazil) and Buenos Aires.

Source: CSLOG Equipo de Comunicaciones

[19. September 24th – World Maritime Day](#)

In his message to the international maritime community during the World Maritime Day, IMO Secretary General, Mr. Efthimios E. Mitropoulos, said now was the time to make tough decisions to tackle climate change and act with total commitment.

"In the IMO, we are investing heavily to protect and preserve our environment, both marine and atmospheric. We accomplished in 2008 a milestone in our efforts to reduce pollution from ships, which we are strongly applying to limit and reduce greenhouse gas emissions from shipping operations. In fact, when considering this year's theme for Maritime Day, 'Climate change: a challenge for IMO!' was chosen unanimously, in recognition of the great attention that this issue is receiving from the Organization, especially this year," said Mr. Mitropoulos.

He highlighted the job carried out to face the greenhouse gas emissions (GGs) to this date, including the development of an Energy Efficiency Design Index for new tankers and the Ship Energy Management Plan (SEMP) (which includes orientation for best practices on the efficient exploitation of ships' fuel) and an Energy **Efficiency** Operational **Indicator** (EEOI) (which helps determine the efficiency of a ship's fuel).

"Climate change, of course, affects us all," said Mr. Mitropoulos. "Nobody can be immune to it. For that reason, the responsibility to find a solution, from a realist point of view, cannot fall upon one country or group of countries, one region or one continent; it can neither be done by a couple of individual activities. We are, as never before, all together in this."

"To achieve the desired objectives in the fight against climate change, we should opt for realistic, pragmatic, viable and profitable solutions, and most of all, balanced and implemented through mechanisms that are clear, practical, transparent, free from corruption and easy to manage," said Mr. Mitropoulos, and added that the solutions "should be applied universally, and for this to be achieved, there is a need for global participation and a consensual agreement."

Source: IMO

20. Sixteen countries sign the Rotterdam Rules

A group of sixteen countries signed last Wednesday, September 23rd in The Netherlands, the Rotterdam Rules, a new UN Convention that describes the rights and duties associated with the maritime transport of goods.

The event took place in Rotterdam, the city that gives name to the United Nations' Convention, and according to the port authority, the countries that signed the Convention are very active maritime nations such as the United States, Norway, Greece, The Netherlands, as well as Congo, Denmark, France, Gabon, Ghana, Guinea, Nigeria, Poland, Senegal, Spain, Switzerland and Togo. Yet no country in Latin America or the Caribbean has signed the Agreement.

The Rules of Rotterdam, which will give greater clarity to the responsibilities of all actors involved in maritime transport, will enter into force one year after they have been signed by 20 countries worldwide, helping to boost international trade, and taking into consideration that 80 percent of global trade is by sea.

These are the first rules that regulate maritime transport of goods and establish legal uniformity in the field of maritime transport; thus, replacing a series of individual contracts that already existed to protect this sector, such as the Hague Rules, the Hague-Visby Rules and the Hamburg Rules.

It should be noted that the Convention clearly defines the responsibilities and obligations during the transport process as a whole. In turn, it activates the infrastructure for the development of electronic commerce in maritime transport, which means less paperwork and shorter response times, reducing the likelihood of errors and lowering costs.

The Rotterdam Rules were approved by the United Nations General Assembly on December 11th, 2008, which were the result of intergovernmental negotiations carried out between 2002 and 2009 within the United Nations Commission on International Trade Law (UNCITRAL), after the International Maritime Committee (CMI) developed a draft for the Convention.

Source: Maritime World

21. Port Activities

- “XIV Ibero-American Course on Port Management”, organized by Puertos del Estado de España and the Inter-American Committee on Ports (CIP), Oct. 5th – 30th, 2009.
http://www.oas.org/cip/docs/cursos/31_xiv_iberogestion_espana_oct09/convocatoria.pdf
- “98th AAPA Annual Convention,” organized by the American Association of Port Authorities (AAPA) in Galveston, Texas, U.S.A. Oct 25th-29th, 2009.
<http://www.aapa2009.com>
- “Technical Seminar on Navigating the Environment - and Sustaining Benefits,” organized by the World Trade Center Miami and the Port of Miami in New Orleans, Louisiana, U.S.A on Oct 28th, 2009.
<http://www.pianc.iwr.usace.army.mil/con2009nav.cfm>
- “Sea Cargo Americas & Air Cargo Americas,” organized by the World Trade Center of Miami and the Port of Miami, on Nov. 4th – 6th, 2009 in Miami, Florida, U.S.A.
<http://www.seacargoamericas.com/>
- “IV IIDM Congress,” organized by the Ibero-American Institute of Maritime Law (IIDM), to be held Nov. 8th – 11th, 2009 in Punta del Este, Uruguay.
<http://www.iidmaritimo.org/#/congresos/>



- I Foro de la Cámara de Actividades Portuarias y Marítimas “Retos y Oportunidades del Principal Complejo Portuario Argentino”. Organized by Cámara de Actividades Portuarias y Marítimas; on November 12, 2009, in Rosario, Argentina.

<http://www.foroportuariodesantafe.com/capym.html>

- Seminar on Port Cities: Globalization and Sustainable Development,” organized by the Spanish International Cooperation Agency. To be held in Cartagena, Colombia, on Nov. 17- 20th, 2009

http://www.cifaeci.org.co/aeci_cartagena/on_line/web.seminario?action=VerInfoActividad&id=171109-2&activa=1.

- “Masters of Science Logistics and Supply Chain Management,” organized by the Caribbean Maritime Institute (CMI) and the Port Management Association of the **Caribbean** (PMAC). To be held on November, 2009, in Kingston, Jamaica

http://www.oas.org/cip/docs/cursos/master_pmac_nov09.pdf