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1. SHORTENING OF PERSONNEL OF PRESTIGIOUS CRUISE LINE WILL NOT HAVE AN IMPACT ON ANTIGUA AND THE CARIBBEAN.

Royal Caribbean Cruises recently stated that a new restructuration will be taking place by reducing its personnel by 400, due to the rise of cost of gas by 55% and a drastic fall of its revenue in the second trimester. It is probable that this will not impact Antigua and Barbuda and the Caribbean.

According to the information provided by the cruise line, the reduction of personal will count for a significant annual reduction of 125 million dollars in expense.

Richard Fain, President of Royal Caribbean Cruise, stated that the majority of the companies' utilities have been reduced due to gas prices. It is expected that with the new restructuration a cost reduction of 15 million dollars will be achieved.

The President of the Antigua and Barbuda Cruise Tourism Association (A&BCTA), Nathan Dundas, states that he had communications with personnel of the Royal Caribbean Cruise line once he was notified of the decision by their part and expressed that the measure would effect land operations and not maritime operations.

Mr. Dundas indicated that he expects that these measures will not affect the cruises that arrive to Antigua and other Caribbean destinations. The Operation Calendar is scheduled to operate as programmed for Antigua and the rest of the Caribbean.

These measures have not been a surprise to the shipping industry due to that all the sectors has been affected by the rise of gasoline.

Royal Caribbean has scheduled more then 50 arrivals to Antigua during the next season. According to Mr. Dunda, no cancellations are expected during the next months. In spite of the announcements, no reservations from tourists have been cancelled.

In the marketing study made by the International Association of Cruise Line, one of the results demonstrated the high percentage of remembrance that Caribbean destination cruises provides.

Source: Antigua Sun



2. BUENOS AIRES AND ROSARIO WILL BECOME HOST CITY FOR THE XII INTERNATIONAL CONFERENCE OF CITY & PORTS.

The President of the Ente Administrador Puerto Rosario (Enapro), Angel Elias, was elected as Vice-President of the Latin American International Association of City and Ports (AIVP) and the city of Buenos Aires and Rosario has host cities of the XII International Conference of City and Ports that will be held in 2010. Both designations took place during the XI International Conference of City & Ports held in Stockholm, Sweden.

The Conference took place along with the General Assembly of AIVPE and the development of the seminar and meetings allowed for the exchange of information on the relations between port-city.

The association counts with an International Administrative Council integrated by 33 members and a General Directive that handles all the activities that are approved by the General Assembly, as well as the maintenance of the administrative functions of the network. The headquarters is in Le Havre (France).

The AIVP is integrated by 190 active members of 35 countries of the five continents and it constitutes an important international network of contacts among public and private operators that are involved in the evolution of city ports.

The Argentinean delegation was preceded by Ricardo Lujan, Sub-Secretary of Ports and Navigations of the Ministry of Transport of Argentina and other representatives of the private sector and local authorities.

Source: Rosario Net

3. PROGRESS ON THE BAHIA BLANCA PROJECT, ARGENTINA.

A contract was signed between the Bahia Blanca Port Management Consortium and Louis Dreyfus Commodities Argentina (LDC). It establishes the concession of land in which the international company would start building port installations and later oil and biodiesel plant.



Jorge Otharan, and the Director General of LDC, Fabian de Paul were among those attending the signing of the contract.

According to De Paul, the total amount of investment is approximately of 150 million dollars. He also explained that the construction work will begin in the next few months. The lands assigned by the Consortium are located in the area of Cangrejales next to Mega Enterprise. Moreover, Dreyfus ratifies its presence in the Bahia Port Movement, of which it has strong relations since more than a century ago. He also added that with this investment, the company bolsters its commitment to maintain its ties with grain trade in Argentina of which it has with this country since the 20th century.

Dreyfus is the third largest exporter of agriculture products in the country, with a capacity higher than 8 million tons. Its main assets are located in General Lagos and Timbues in the province of Santa Fe. The former grinds 12,000 tons of soy and the later (inaugurated in 2006) 8,000 tons.

The projected for Bahia Blanca has as first phase the construction of a port with ultimate technology and an initial storage capacity of approximately 80,000 tons.

It was expressed that “it is our intention to build, in a couple of years a new seed flower and soy grain mill and a biodiesel plant”. Furthermore, there is no doubt that in the agriculture production there will be an increase in the region, in which the Port of Bahia Blanca will eventually play a predominant role due to its operative conditions.

Moreover, De Paul indicated that the final project analyzes is being concluded and that in a couple of weeks the land movement and other preliminary tasks will begin. The time period for the first phase of construction is about one year, that is, the infrastructure could start functioning through the next harvest season; “We have 250 million dollars in investments of which the main project is in Bahia Blanca”.

Therefore, an important potentiality is what is assigned by the president of the Management Consortium of the Port of Bahia Blanca, when indicating the affirmation of the expansion work of 50 feet from the local harbor draught. Dr. Otharan assured that “in the first four months of 2009, licitation works must be undergone. Besides, what is important is that any political decision taken by the national government should assign the amount of 45 million pesos for



this stage”. This would mean the possibility to emancipate itself from the tides. Today, in order for a ship of 45 feet to depart, they must do this when there is a high tide of which each lasts for 6 hours.

This engineered harbor provides the ports with an incalculable magnificent panorama converting it in the principal port for Argentina’s overseas due to its depth and excellent road and railway entailment with the production and consumption centers.

The commercial possibility that is generated from the deepest part of the access channel has begun to take shape through investments of great magnitude. In 1993, a new terminal for corn containers and sub products was constructed and the existing terminals storage, reception and bulk capacity was expanded with several millions in investment.

Source: La Nueva Provincia, Bahía Blanca; Pesca y Puertos; Nuestromar

4. ARGENTINEAN PATAGONIA PREPARES FOR COMPETITION AGAINST URUGUAYAN PORTS.

In order to prevent Montevideo to become the main exportation port for Argentinean products to the world, a dredging project for the region of the Patagonia is in progress. Herewith, 200 thousand tons of exportation would stop its dependency on the Uruguayan port.

One of the products that are exported through Montevideo is the Patagonian fruit, since the logistical tendency is to supplant the load due to the palletized for the use of containers. Due to the limitation of dredging, the vessels of great bearing has difficulties to enter the terminals of the south of Argentina, the ships use Uruguay has platform and resorts to the feeder to take the loads that will later be transferred. These embarkations can barely hold a load of no more than 1000 TEU, against vessels with greater bearing that of six times the load.

In this context, the regulatory entity of San Antonio Este and the Serman Enterprise and Associates signed a contract for the study of “feasibility of dredging for access to the marine station of Rio Negrina”; with the purpose to facilitate the operation of container ships that requires great openwork.



The work of a consultant, a budget of almost 1 million pesos and a six months period, could evaluate the technical and economic feasibility and the environmental impact of the terminal works summons in the Golf of San Matias, which operability due to nature's limitations, is limited to the action of the tides.

Port sources assures that “a complex analysis must be done, but we are very optimistic and we believe that the study will posses positive outcome”.

Presently from the 500,000 tons of fruit exported, 40% are in containers and must be utilized as an infallible platform the Montevideo port. Seven years ago, the number that made Uruguay scale was invalid. It was explained that, “in 2011, the fruits will be transported by a 100% to the bodegas, but last year, 40% were left in containers; a modality that experienced a potential growth. It is a tendency that is being imposed in the world and without this dredging; the loads will continue to depend on Montevideo, where it will be transferred to the mother ship”.

“The reality of the fruit exportation business flags us that every time it is more complex to operate nautical ships and the world tendency is the embarkation of containers”, added Miguel Saiz, governor of Rio Negro during the signing of the contract.

“Our aspiration is to transform the port of San Antonio. This is a containers terminal that places us in a better position in the marine transportation market facing the future, especially towards the increase of shortage of refrigerated ships. A development of this sort could convert it into the main port pole not only for the north of the Patagonia, but as well for the center of the country”, concluded the Governor.

Source: INFOBAE Profesional

5. BRAZIL TAKES A DRASTIC TURN IN ITS POLITICS FOR PORT DEVELOPMENT.

The Secretariat of Ports of Brazil will be creating a new regime for the concessions of private marine ports. What is particular is that there would be no cargo restrictions established for interested investor, condition that is required in the present system.



This flexible model for construction of the private port terminals steers to receive in 10 years investments from 15,000 to 20,000 million dollars. The government has established priority projects and will be calling for licitations. The winner will be able to operate the terminal during the next 25 years with a possibility for an extension period of 25 more years. When the viable projects are determined, not only will an analyzes be an issue but also the logistical as exploration, but a special consideration will be given to the complementary investments that are contemplated for roads and railroads. Brazil represents a business for the terminals and ship-owners of 6.6 millions of TEU per year.

The vision of the Brazilian government is to provide an infrastructure in relation to the qualitative benchmark that the country pretends to provide, in order to position industries and sectors, with billionaire investments with isolated shares of flexible credit or aggressive politics for the promotion of the country abroad with a vision to attract more and more capital for the economy. It attempts to create roads, railroads, waterways, transportation fleets, warehouse and ports that possess standards according to the circumstances; in other words posses' high facilitator power for foreign trade of Brazilian goods and the rest of the world.

Source: La Nación (Argentina)

6. BAHIA'S PORTS (BRAZIL) RECEIVES US \$ 625 MILLION AND WILL BE PRIVATELY OPERATED AND MAINTAINED.

The official of the Special Secretariat for Ports of Brazil, Pedro Brito, announced that the port complex of the state of Bahia composed of the ports of Aratu, Ilhéus and Salvador, will receive 990 million reals (US\$635 million) in investment that will be used for the execution of infrastructure works that will last till 2010. The sum of 392 million reals will be destined for the improvement of the port of Salvador.

In an efforts to increment the load and unloading capacity and to attract new business, an agreement was signed to transfer all operatively and maintenance of the ports in the hands of privately owned companies. As well, the federal and local governments are responsible to extend the existing infrastructure.



According to the governor of Bahia, Jaques Wagner, the private terminals that are operated in the ports are competitive, which demonstrates that the structure is viable but it lacks investment. A research study lead by the Federal University of Rio de Janeiro, positioned the port of Salvador as one of the worst among the 18 major ports of Brazil. According to the

Minister, this situation should start to change by end of the year when investments of all three ports has been authorized.

However, even with these investments, some media believes that it will take time for Bahia to recuperate its lost competitiveness in the industry due to the lack of investment in the last years.

Source: BNamericas.com

7. MESOAMERICA PROJECT UNITS THE PORTS OF HONDURAS Y EL SALVADOR.

The Mesoamerica Project, formerly known as Plan Puebla Panama, started construction works of a 100 kilometer highway that will unit Puerto Cutuco, in the Pacific of El Salvador and Cortes in the Caribbean of Honduras. The Project started with the laying of the first stone by the President of Honduras, Manuel Zelaya, in the community of San Juan de Flores, Department of Comayagua.

"With the construction of the Dry Channel it is sought to strengthen the integration, approach markets and make more flexible the intraregional commerce", states the ambassador of Mexico in Honduras, Tarcisco Navarette Montes de Oca. The diplomat explained that of the 64.3 million dollars that the project will cost for the construction of the 100 kilometers highway, 55 million will be contribute by Mexico through the Central American Bank of Economic Integration (CBEI).

He explained that the port of Cortes that is 350 kilometers north from the capital will unite with Cutuco in El Salvador through the construction of a portion of the highway that would begin



from San Juan de Flores. In its first two phases of the 50 kilometers of construction will be building with the contribution of Mexico.

"The habilitation of the Dry Channel will facilitate the physical interconnection of the port of Cortes and the principal ports of Central America located in the Pacific due to their size and capacity to handle loads", expressed the diplomat. He also considered that this would strengthen the developing area in the economic and social area and resides communicating the highways of north of Honduras and the Pan-American in the south of the country, it will also allow a terrestrial pass way towards Nicaragua and El Salvador.

The Ambassador indicated that the rest \$9.3 million dollars that is needed for the completion of the construction of the highway could be obtained through financing of the Intern American Development Bank.

Cortes is the main port of Honduras and one of the most important in Latin America forming part of "Safe Port Initiative" of the United States. This initiative begins with April 2006 nonintrusive port inspection through gamma rays. This Honduran port is an American immigration port, of which there is only two more in the world - indicated Mr. Armando Sarmiento, Director of the Executive Income Division (DEI) of Honduras. The official explained that "essentially the port is the safest in terms of detection of nuclear material".

Source: NOTIMEX

8. COCATRAM CELEBRATES ITS XXXI ORDINARY SESSION

Representatives of Central American met in Panama on the occasion of the celebration of the XXXI Ordinary Session of the Center of Training of the Central American Maritime Transportation (COCATRAM) network.

The encounter had as objective to underline the strategies for training for the second trimester of 2008 and provide a report per country on the impacted achieved during the seminars organized during prior semesters. Those topics of discussion during the meeting were port



security, environment, facilitating maritime transportation and strengthening human resources.

The Director of the training and formation program of COCATRAM, Darling Rojas, stated that the seminars also allows for the training of instructors on diverse marine topics- whom later will be dictating courses in their various countries

The courses, which are financed by the Central American entity and in several occasion by the International Maritime Organization (IMO) has dictated approximately 40,000 officials of the maritime sector in Central American from 2000-2007.

The official stated that the training organized by COCATRAM is of great important and necessity, every time with the exception of Panama, the region does not possess similar centers that enables matters of marine transportation.

"The only existing way to strengthen human resources and increment the regions competitiveness are through training centers from our organizations, for which it is important its execution in Central America", was précised.

Source: EFE

9. DREDGING DELAY IN COSTA RICA REDUCES EFFICIENCY OF PORT OF CALDERA.

In the last months, the efficiency of the loading and unloading of the merchandises in the port of Caldera has declined due to the delay of the dredging of the dock. This directly affects the price that is paid by the Costa Ricans for the imported products such as grains. Today, the port is running with two out of three dockage positions that it had last year. The third of these positions accumulated a sand bank of 80 meters front that when there is a low tide, this turns into an extension of the Caldera beach.



This reduction in the dockage zone obliges the ships to wait till five days in the bay. Last year, the time of wait was no more than two days. This dockage is 9.5 meters of depth, 1.5 meters less than in 1981 when the port was opened. The reduction of the port's depth is present in the other two dockage positions, in the area of maneuvers and in the access channel. This obliges the shippers to enter with bulk ships with less load or smaller ships for transportation of containers.

Mr. Socar Alvarez, from the Shipping Agencia MARINSA, indicated that the port has become very slow and less competitive due to the lack of dockage positions. For every day of wait in the bay, the ships are charged \$40,000 to \$75,000, costs that are later transferred to the final consumer.

As an example, 80% of the grains that is imported by the country, such as wheat, corn, soy and rice, go through Caldera and this makes it become more expensive due to the additional costs of the port. Mr. Alvarez mentioned the case of 15 pineapple containers that could not be exported due to that the ship had to leave after three waiting days. The loss was valued in 6.6 million colons, stated Mr. Alvarez. MARINSA requested to the Costa Rican Institute of Pacific ports (INCOP) that qualifies the dock of Puntarenas in order to attend small ships. But the dock berth is outside the concession.

The concession firm, the Port Society of Caldera (PSC), recognizes that the problem exists and it defends itself by saying that with a lesser position it can take care of the same number of ships that arrived a year ago. Julio Cesar Ospina, Manager of the concession expressed that the fault is not by their part.

The last dredging that occurred in Caldera was 10 years ago, when the port was under INCOP. When the Society assumed the operations (August 2006), it also assumed the dredging maintenance, of which needed to be done in February 2007. However, the Technical Secretariat of National Environment (SETENA) did not grant permission until December of that year.

In the last seven months, the SPC called for licitation, but only three companies participated: Royal Boskalis and Van Oord, Holland; Dragados Internacionales, Honduras. In exchange of



the works, these companies asked for \$12.6 and \$13.75 per cubic meter, but the society had budgeted \$6 for every meter of dredging of 520.000 cubic meters.

Mr. Marcos Picado, engineer of SPC, mentioned that Regional Port Society of Barranquilla, whom carried out the work of \$3.6 millions. The work took 75 days and it would begin the first week of August.

On the other side, the Port Society of Caldera, foresees a financial disequilibrium of the contract due to the delay on the construction of the bulker dock. The works had to begin almost 18 months ago, in February 2007, but the delay was due to a shelter resource and an action of unconstitutionality that interposed the National Association of Public Employers (ANEP). The IV Court rejected the protest of the union of which they alleged that the project would provoke environmental degradation to the area.

Building the dock would cost \$52 million dollars (28, 912 million of colones), rather than \$21 million dollars (11.676 million colones) that was calculated in 2001 when the condition of the concession was drawn. Julio Cesar Ospina, General Manager of the concession considered that this disparity of \$31 million will generate a financial fissure in the project.

The Society has already handed data to the Ministry of Public work and Transportation (MOPT) in order to find a solution. Among alternatives, the MOPT could pay the difference of \$31 million or could elevate the tariffs and extend the concession period, from 20 to a maximum of 30 years.

Source: La Nación de Costa Rica

10. REFORMS ARE NOT MOVING FORWARD IN COSTARICAN PORT OF LIMON.

After resolving the issue with the worker of the Port Administration and Economic Development Association (JAPDEVA), the Costa Rican government received the resignation of Mr. Alvaro Rodriguez, third executive president of the association since installment of the current administration.



Even though the Ministry of Inter-institutional Coordination received a proposal of Royal Haskining for a master plan for ports for 50 years, there is still a need for a validation phase by the technical unit that directs this process, in order to begin the negotiations with the workers of JAPDEVA and elaborate a call for licitation for the concession.

“It is necessary to go gradually. Things are complicated. First, port operations need to be normalized”, stated Mr. Jose Luis Vasquez, organizer of the meeting that culminated with an agreement with the workers.

Time is strongly menacing the reforms. Half of the current administration period has passed by and the projects of port reforms have not even started. On the contrary, the date for the start of the works had to be delayed after being announced in 2007 that it will be commence in the first trimester of 2008 which letter was moved to march 2008-2009. However, Minister Vargas instated that the government would begin the concession of the ports of the Caribbean and the terminal, but now he abstains to set a date. He insists that the process will start in a few days.

Part of the conflict takes root from the controversy that was announced before the knowledge of the official offer. Loroy Perez, from the workers union of JAPDEVA (SINTRAJAP), declared that their proposal have not been answered since 2006 and warned that it is not believed that a private concession is the answer. “We believe that the modernization of the ports through JAPDEVA, counting with an investment of \$70 million would triple the income; this is the only viable option for us”, expressed Perez.

Moreover, in the enterprise sector is still in the wait for the government’s proposal. There is not an appropriate channel of communication. We are still waiting for a proposal, to approve or improve this, but till now there has not been anything”, expressed Monica Araya, president of the Chamber of Exports of Costa Rica (CADEXCO).

It is a prime conflict, since Limon mobilizes approximately 90% of the imports and exports of Central America.

Source: El Financiero



11. DREDGING KICK OFF FOR THE PORT OF GUAYAQUIL

The dredging of the marine port of Guayaquil was initiated after the signing of the contract between the Port Authority of Guayaquil (APG) and the Navy Dredging Service, entity that executes the job. The dredging company Francisco de Orellana officially is cleaning the access channel of the marine port and will be doing so for approximately 5 years.

During this time period, the dredging company will need to clean 91 kilometers of the channel that runs from the marine area of the Posorja parish (near to Playas) till the maritime terminal-south of Guayaquil. In this time, a draft of at least 10.5 meters is expected.

Alex Villacrés, President of the APG Directory expressed that during the first year 22 kilometers will be dredged from buoy 37 to 66, by the ships quarantine area (inspection before port entry). With this, ships of 9.6 meters in depth (low tide) will be able to pass through.

The dredge was built in Spain; the navy obtained this for 22 million dollars and it arrived to Ecuador on May 3rd. With a 75 meters deck girder, a beam 15, a metallic arm and a hopper (hold) of 1500 cubic meters of sediment in the access channel. It is expected to work 24 hours a day with a crew of 11 people and 2 shifts.

As it was revealed, during the first year it is expected to extract 1.3 million of cubic meter of sediment, a lower volume of waste that was removed in 2003 by Dutch dredge Volvox, shifted nearly 4 million cubic meters of sediment. The waste that will be removed will be deposited on the west of the island of Puma, same place where the waste where discarded in 2003.

According to the Navy, the ship is constructed with a capability to dredge 25 meters in depth, which allows it to carryout dredging along the coast and with an International prospect.

Mr. Alfonso Zambrano, commander of the ship indicated that every dredging cycle takes 4.5 hours. “we are working all day. The idea is that in the first year we achieve a depth of 9.6 meters in order to improve navigability”. Precisely, the most critical part of dredging is the first



phase, where the depth oscillates between 8 and 9 meters, a complex level for the transit of ships with great dimensions.

Last June, the Municipality of Guayaquil stated that the project could not begin until certain procedures have been fulfilled, such as the obtaining of an environmental license. Meanwhile, the APG assured that town does not have any competence in the area of removal of sediments, for which a license from this entity is not necessary. Even though the work has been initiated without a license from the Municipality, the crew is confident that this will not have an impact on the environment.

Twelve days prior to the cleaning, the Government declared “the dredging of the access channel of the Maritime port of Guayaquil is of great magnitude and national interest”, accomplishing the established decree of the Minister of Environment, Marcela Aguiñaga. According to specialists, this will reinforce the portfolio in this subject.

Mr. Villacrés indicated that the environmental licenses issue is because its renovation. APG has an environmental license for dredging since 2001 and in order to obtain its renovation, an update of the environmental impact study that has been going on since 1998 needs to be concluded. “We estimate that in no more than 30 days we will obtain the environmental license”, indicated an APG official.

The official acknowledged that the environmental study that was completed in 1998, was updated in 2001, 2003, 2006 and “know in 2008 in order to obtain the renovation of the license the update is being done”. At this point they are awaiting for a response from the Ministry of Environment through the sub- Secretariat who are review these documents.

Source: El Comercio, El Universo, CRE Satelital

12. CALIFORNIA STRUGGLES TO CLEAN ITS PORTS.

The environmental regulations of the port of California will become the strictest of the world and according with the states regulations, this will improve the quality of life of many



residents, even though it will have to confront with legal attacks from international shippers.

The *Los Angeles Times* reported that with the approval of these regulations, by 2009 all navels operated 24 nautical miles form the coast of California must use diesel which has a low count of sulfur rather than using bunker, a resinous substance that is cheaper and easier to obtain, but highly contaminant

The newspaper estimates that 2 thousand navels will be affected, among these containers, oil tankers and cruises.

The regulations impact will not only be restricted to the state, since 43% of the imports enter to the country through Los Angeles and Long Beach, point out the Times.

Due to the Californian winds typically blown from west to East, the emissions from the maritime navels represents almost 1/5 of the cancerous particles and half of the sulfuric oxide that contaminates the inland.

The regulators mentioned by the newspapers confirmed that in California the new regulations would:

- Safe 3,600 lives in the first six years;
- Reduce respiratory and cardiovascular illness;
- Reduce 80% of the risk of contracting cancer due to marine pollution;
- State savings of at least \$6 billion yearly in medical expenses;
- Cost the transportation industry \$140 to \$360 million yearly.

The maritime transporters strongly disagree with these regulations because these will cost the industry \$140 to \$360 million a year. The shippers' arguments that the state does not possess the necessary jurisdiction to regulate more then 3 miles from the states water limits. Last year, the Association of Pacific Commercial Transporters obtained a favorable court decision, blocking a states plan to reduce pollution through machinery regulations, recorded the *Times*.



It is still not clear if the Association will be taken the same measure with the new regulations, but President, John McLaurin, expressed to the newspaper that the new regulations, “is simple a replica and represents old arguments that has failed”.

Once entered in effect on July 1, 2009, fines for infringement of regulations will be higher then the additional \$140 thousand dollars of combustible that each cargo vessel that will need to be spent. The vessels operated by combustible over the limited use of sulfur will be fined \$45,500 for every visit, with a maximum of \$227,500 or the fifth visit.

On the other hand, a national transportation group presented a federal lawsuit against the Ports of Los Angeles and Long Beach, alleging that the anti-contamination norms that are envisioned for trucks, favors big transportation companies over smaller independent contractors, was yesterday declared by the group. The American Trucking Association (ATA) began a lawsuit at the US District Tribunal in Los Angeles.

According to the Clean Truck Program that will begin on October 1, the ports of Los Angeles and Long Beach has prohibited trucks older then 1989. The plan also will require that 17 thousand trucks with short destinations be registered, in less then five years, as employees of authorized transportation companies. In the documents presented to the Tribunal. ATA states that this forbids the discrimination against independent contractors that can not afford newer trucks. Bill Graves, President and Executive Director of ATA, said that the requirement does not have anything to do with the objective a air purification.

ATA, claims in the documents that the port measures violates a federal law that forbids governor and local authorities to approve any legal obligations that are “related with price, routes and services or any motorize transportation”. Plan advocates stated that these norms are fundamental for the protection of public security and the environment.

“When thousand of lives are interrupted each year due to toxic emissions from the ports, we have a moral obligation to acted upon it”, expressed Antonio Villaraigosa, Mayor of Los Angeles. “The health of our environment and citizens are in risk and it is time to put a stop to 16 thousand truck with dirty diesel motors that on a daily bases pollutes our air”. Richard Steinke, Executive Director of the Port of Long Beach, states that the Clean Truck Program of



his port was carefully designed and expects that is legalize by the tribunals. “We have worked closely with industry sector of trucks and maritime transportation for the development of a feasible program”, states Steinke. “It is of great disappointment that APA is trying to pursue the contrary”.

On the other hand, Volvo Trucks has delivered 300 - 100 VNL trucks for the start of the Ports Cleaning Program for Los Angeles and Long Beach. These will be given to the qualified fleet and operators that was selected by port authorities with the objective to renew the fleets with low environmental impact equipments.

According to the California Air Resources (CARB), each truck is equipped with Motors that are productive, efficient and clean, certified in compliance with environmental norms as well as approved as Drayage models (transportation from the port to the containers receptors of the intermodal transportation). Additionally, this improves the economy combustible saving by 5%.

Source: Los Angeles Times

13. DP WORLD BECOMES THE FIRST OPERATOR TO INTEGRATE WITH C-TPAT

DP World has become the first International Port Operator to be accepted by the United States Coast Guard as a member of the security initiative “Customs-Trade Partnership against Terrorism” (C-TPAT).

DP World explained that the C-TPAT certificate is a pledge for guaranteeing the standard for International security of ISO 28000, of which the company has acquired and its requirements is in accordance with the installation network that is composed by 44 port terminals.

The executive director of DP World, Mohammed Sharaf explained that “we are proud of being part of C-TPAT and of having obtained the certificate for all of our ports. This is a new acknowledgment for our commitment to maintain and manage high security standards in the development process of our terminals”.



In addition, the naval company's spokesperson commented that "these types of initiatives are contemplated in our International efforts to guarantee a secure global chain:", Mr. Sharaf emphasized that the company significantly values the security of their operations and that with the integration of C-TPAT, this will surely benefit their clients since containers will have a high priority in the immigration process.

The program will also enhance the exchange of information among members, having as benefit the fluidity of the exchange of commercial merchandizes.

DP World also will be participating in the Containers Security Initiative (CSI) of the United States government. Officials from the Immigration Department of the United States will be working from 14 of these terminals and will oversee the company in regards to inspection of containers with final destination the US.

According to the Port Operators, thank you to the pilot program "Secure Freight Initiative", from the US government, DP World has become a pioneering company in regards to cooperation between the private and public sector for the development of new technologies for the inspection and positioning of containers.

At the moment, this program tries to identify the most effective way to locate hidden nuclear and radioactive materials in containers. This is being tested in DP World terminals in Southampton (United Kingdom) and Karachi (Pakistan).

Source: Veintepies

14. SALVADOREAN GOVERNMENT WILL MAKE NEW BASES FOR PORT CONCESSIONS

The Salvadorian President, Mr. Antonio Saca, proclaimed that the government with the consensus of the political forces of the country will be writing a Project for new bases for concessions for the ports of Acajutla and La Union (currently under construction).



Last April, the government remitted for study and approval of Congress the new bases for concession of two ports. This document establishes that the operator will invest 95 million dollars during the first five (5) years, in order to “guarantee operability” of the maritime terminals. The legal disposition sets forth that the initial payments must be made by the operated concessioner during the signing of the contract, of which can not be less the US\$ 40 million plus tax.

President Saca announces the decision to rewrite the new bases for concessions, after the National Conciliation Party (PCN); the traditional ally in the Assembly and with which make up the simple majority, will be objecting the bases for concession of two ports based on serious concerns. The government assured that “it is not the best signal that is sent to the country”. It is expected that with the new draft of bases of concessions a “political consensus” will be reached in order to obtain the new concessions in a “transparent, proper and beneficial manner for the country.

On the other hand, the President of Congress and PCN leader, Ruben Orellana, expressed that his party will not allow the “given away” to individual or foreign companies the assets of the state which belongs to the Salvadorians, as will be the case of approved the proposal of the Executive, which will facilitate the concessions in comparison to the current law. The PCN does not see the need to put for concession the port of Acajutla because it highly contributes to the States treasury. “Acajutla is a profitable port. We could place on concession La Union and leave Acajutla in the hand of the state”, declared Mario Ponce, leader of PCN. PCN will be recommending the Executive that experienced port industrialists participate in conjunction with political parties in the writing of the draft of the new concession bases for the ports of Acajutle and La Union. Alejandro Marroquín, sub-chief of PCN, revealed that the industrialists Leionel Mejía, Mario Andino and José León Flores will be put forward to the government as contributing and assessing in this topic.

The other parties, el Frente Farabundo Martí para la Liberación Nacional (FMLN) y Cambio Democrático (CD) has reacted with lots of wariness of the advertisement of Saca. “We will be awaiting the official proposal. The FMLN has proposed a mix venture of concessions, of which the 51% of the stocks belongs to the State and the rest 49% by international operators



with great prestigious and security”, commented the sub-chief of FMLN, Humberto Centeno, whose party classifies this as “disguised privatization” of the States goods.

Juan Pablo Durán, deputy of CD mentioned that “improving the bases of concessions is good, independently if this is private or mixed, the benefits for the country need to be safeguarded. The words of the President will be taken and we will give our own opinions”. On July 11, the government sustained a meeting with Readers and deputies of PCN and Christian Democratic Party (PDC) to discuss on concessions. The chief of PDC, Carlos Herrate, considers that it was not necessary new bases for concessions of either ports.

On the other hand, Engineer Albino Román, President of the Executive Board of Port Autonomy (CEPA) assured that all concerns of PCN are clearly answered in the International loan contract as well as in the concessions. Even the President of CEPA last week sent a letter of eight pages responding to the questions posed by the Deputy Ponce in several public Medias; “We have complete disposition to answer any question that may arise”.

Engineer Román reiterated that all the port works are in good course and assured that the dredging works; the dock return, the port treatment plant and the optical cabling of the terminal are assured by contract by the construction companies; Japanese, Toa Corporation and Belgium, Jan de Null. The maintenance and operation investments will run by the concession company once this takes possession of the estate.

In regards to the extra-port areas, CEPA official assured that this is an added initiative for those companies that are interested in the concession. As well, this will allow ports in the future to have load platforms, free zones areas, Industrials and services jointly with companies of product distributions and not exclusively with ports. “We talk about create a port in a logistical center for load distribution and not only a port, like is currently the case of Acajutla. This will allow a 13.5% over gross revenue from commercial activities”, declared.

This committee was created to stand up against the objections of the legislative fractions. The dignitary announced that the committee will be headed by the Vice-President, Ana Vilma de Escobar and also integrated by the Minister of Public Works, Jorge Nieto; Minister of Defense, Jorge Alberto Molina Contreras, Minister of Land, William Handal; Technical



Secretary of the President, Eduardo Ayala Grimaldo, member of the National Development Committee, Sandra de Barraza; Commissioner for Governability, Gloria Salguero Gross and Albino Roman, President of the Executive Board of Port Autonomy (CEPA). “They will represent the government at the highest level, in order to discuss with political parties; I am widely open and I have mentioned this to the PCN”., declared the dignitary.

Source: La Prensa y El Diario de Hoy -El Salvador.

15. BECAUSE OF THE EXTENSION OF THE PANAMA CHANNEL, US PORTS ARE REQUESTING AID.

The coastal ports of the USA have decided to taken advantage of the extension of the Panama Channel by multiplying their actual volume of cargo. The ports that are located in Florida are requesting federal funds in order to carry out investment projects.

Experts believe that Florida Ports could greatly benefit from the extension of the channel. Before this could be obtainer, certain transformations needs to be undergone, such as the deepening of its navigation channel in order to assist large scale vessels that will transit in the Panama Channel as of 2014.

According to these experts, the large scale vessels will take the place of smaller once, which will need to be relocated, creating growth improvement for other ports that does not or cannot assume the costs of deepening the channels.

The port of Jacksonville, Florida (JAXPORT) has begun the construction Project of a cargo terminal in conjunction with Mitsui OSK Lines, Navigation Company with headquarters in Tokyo and that are among the principal cliental for authorities of the Panama Channel.

The port of Miami has positive prospect in obtaining the required authorization and fund approval for the deepening of its channel. This opportunity to enjoy the benefit will also be extended to other ports such as Savannah and Charleston rather then exclusively to the 14 ports of Florida.

Source: Estudio1panamá



16. MEXICO TO STRENGTHEN PORT SECURITY

In order to strengthen to struggle against the trafficking of weapons, the port of Veracruz, as well as other terminals that have strong International trade presence, installs Gamma Ray equipments for the detection of radioactive merchandises with destination USA. The Director of Promotion and Port Administration of the Secretariat of Communication and Transportation (SCT), Leonardo Mazo Margáin, explained that those equipments are in Mexico and in an initial stage will be installed in the ports of Altamira, Manzanillo, Lázaro Cárdenas and Veracruz.

The federal official stated that the Mexican ports will be updated with security equipments in order to respond to International demands, principally those of the Untied States, in order to improve the struggle against illegal trafficking of weapons, drugs, general smuggling and terrorism. Among the new dispositions, the American government requested the improvement of connecting ports in relation of tracking of diverse radioactive cargos to prevent the entry of elements that could be used in terrorist attempts.

It was added that the installation of Gamma Rays equipment in the port of Veracruz as in other port terminals, will allow the examination of all types of objects, containers, encapsulations, cloths, general merchandise, counting with highly sophisticated mechanisms that can detect irregularity of any sort in a shipment.

It was sustained that the presence of the federal administration is visible in the 800 million pesos in security and vigilance infrastructures located in the ports. Added to this amount is another 560 million pesos, originated from the fiscal resources authorized for the first time by the Federation.

It was commented that security is priority number 1 in the 16 ports of the country, especially in the marine, where it is a visible growth in cargo transportation especially containers, facing the possibility of the mobilization of forbidden merchandise.

The engineer Lazo Margáin focused on the need to invest in Gamma Ray and X-Ray equipments as well as new installations for customs with closed circuit installment, television,



automated controlled access, information system and the creation of a Coordination Committee of all the federal security entities.

The Marine Secretary, the General Procurement of the Republic, Federal Public Security Secretariat and the Mexican Army consolidated themselves to integrate the Unified Center of Marine Vigilance, “currently these centers are operating in eleven of the country’s ports”.

Source: Diario de Xalapa

17. MEXICAN PORTS OBTAIN US\$1,000 MILLION IN INVESTMENTS.

The Secretariat of Communication and Transportation (SCT) will be opening five (5) licitations with a value of \$1,000 million dollars for the extension and improvement of the country’s ports, added Lic. Alejandro Chacón, General Coordinator of the Marine Merchant and Port of SCT. The call is launched through the year allowing the strengthening of the ports of Lázaro Cárdenas, Manzanillo, Mazatlán and Guaymas.

Mr. Chacón sustained that the cancellation of the Specialized Automobile Terminal (TEA), one of the most important project of the country in Lázaro, Cárdenas, was due to that the area where it was going to take place was already designated to a company that will be in charge of storage. “In the moment that this was under consideration, there existed a storage contract in vigor and it was not suitable to launch a licitation during the validity of a contract that was in progress, it was decided to commence once all is concluded”.

Mr. Chacón emphasized that the new licitation for TEA will be launched by the end of August and the final decision will be given out by December. “This will be bigger; it will develop an area of 50 to 55 hectares and will allow for an annual mobilization of 700,000 vehicles, leading the terminal to become the most important in the country”. As well, the port of Lázaro, Cárdenas will launch a licitation for the development of a terminal specialized in containers.

The Specialized Automobile Terminal (TEA) will obtain a construction investment of 350 million pesos, of which will is estimated that by the end of this decade there will be a mobilization of approximately 166 thousand units, informed Armando Palos Nájera, Director of the Integral Port Administration of Lazaro Cardenas (APILAC). The investment will be



arranged in two phases; the first phase of 180 million pesos for the construction of the automobile terminal that is expected to begin early January of next year, assured the engineer Palos Nájera.

Mr. Chacón explained that in regards to other projects such as the extension of the Mazatlán Channel, the licitation for this will be launched in September and will require an investment of 350 million pesos. This port will allow the strengthening of the wagon axis of Mazatlán-Durango, which will connect to Matamoros uniting Mexico with the United States. This development will also serve as a logistical platform that will contribute to the efficient exchange of merchandizes between both nations as well as allowing diverse vessels to start exploring the possibility to start exporting through this port and simultaneously ignite the regions industry.

Source: El Economista

18. NICARAGUAS PRESIDENT WELCOMES MIAMI-DADE PORT DIRECTOR.

The Nicaragua's President, Daniel Ortega, welcomed the Director of the American Port, Miami-Dade, and Bill Johnson, who arrived to the country to explore the possibilities to invest in the construction of a deep water port in the Caribbean cost of Monkey Point. "Your visit is of great importance because you to strengthen the reaction with the United States", expressed the Nicaraguans dignitary.

The Nicaraguan government is interested in the construction of a deep water port in Monkey Point; in the jurisdiction of the Atlantic South, in order to count with an exit to the Caribbean Sea, to avoid the dependency on the exportation of their products through the ports of Costa Rica and Honduras.

Mr. Johnson decided to visit Nicaragua thanks to an invitation from the Director of the National Port Company, Virgilio Silva, after his visit to Miami last January for the ratification of an Agreement between the ports of El Rama and Miami. This project is estimated in 350 million dollars and has been promoted among companies and governments from Brazil, Venezuela, Iran, Untied States, etc.



The Port Director of Miami-Dade informed that he has had conversations with several American investors that are very interested in constructing the Nicaraguans port. Mr. Johnson is hoping to return to Managua in February 2009 with the American investors.

President Ortega explained the port authorities of Miami about the construction of the port of Salvador Allende (which has concluded) at the embankment of Managua and another at north end of Lago Xolotlan in San Francisco Libre (which will be concluded in 70 days). The construction of both ports on the coast of the Lago Managua will greatly contribute to the marine transportation in the lacustrine, asserted that National Port Company.

The official of the National Port Company confirmed that possibility that by November or beginning of next year, interested Brazilian investors will be arriving to the country for the Monkey Point project. The official states that these ports usually generate annually approximately 120 million dollars, due to which currently the port of Cortez and Limon are collecting.

The President of the Nicaraguan Producer and Exporters Association (APEN), Enrique Zamora confirmed the importance of depending on an exit route through the Caribbean Sea, saving in transportation costs of 500 to 700 dollars per container. The port of Monkey Point would have a capacity of 10 thousand containers a week; double the capacity of Port Corinto, most important marine terminal of Nicaragua, located in the Pacific in the department of Chinandega.

Source: AFP; El Nuevo Diario y La Prensa (Nicaragua); INFOTRANSPORTES

19. NICARAGUA CERTIFIES ITS PORTS AS SAFE DOCKS.

Nicaragua just culminated the process of reaffirming the certification of its Pacific and Atlantic marine ports in compliance with the International Protection Code for Vessels and Port Installment (PBIP). This as allowed the recertification of the ports of Sandino, Corinto, Rama and Bluff. The Nicaraguan ports received their first certificate in June 2004, after the enter in vigor of the PBIP Code, measure that would prevent terrorist attacks, drug and weapon trafficking and protection of the environment.



“The certification of the ports have been attained with the necessary guarantees to assure the export and import of merchandizes through these ports”, affirmed the General Director of the Terrestrial Transport of the Ministry of Transportation and Infrastructure, Capitan Manuel Mora.

According to Mr. Hugo Lopez, General Sub Director of the Marine Transportation of the Ministry of Transportation and Infrastructure, the recertification of the ports assures the users trust in the ports of Nicaragua and turns it into a high competitive and safe port for the development of the International marine operations.

The recertification coincided with the presence of Mr. Pedro San Miguel, Division Director of Technical Cooperation for Latin American and the Caribbean of the International Maritime Organization, who emphasized the efforts for port security improvements. “In Nicaragua, excellent actions have taken place in order to guarantee the adherence to the international norms on maritime protection”.

Mr. San Miguel assured his collaboration for this country and cited that “the training is directed to the formation and training of the crew personnel of the vessels and in the improvement of the administrative marine process, of which is linked with the endeavor of the Nicaraguan government to adhere itself to International norms”.

Source: El nuevo Diario (Nicaragua), Veintepies

20. PANAMA ACCELERATES THE PASS OF THE EXTENSION OF THE CHANNEL.

The widening of the principal world bioceanic communication is expected to conclude in 2014, with an investment of 5,250 million dollars which will duplicate (from 300 to 600 million tons annually) the transportation capacity through the channel, allowing the passing of Pos-Panamax vessels.

The budget commission of the Panamanian national Assembly approved the projects budget for the Panama channel for the 2009 fiscal year, which ascends 2,105.7 million dollars- 77.3 million dollars more then what as stipulated in the current budget; the highest it has been since the channel was transferred by the US in 1999. The Panamanian Channel authorities



(ACP) indicated that the budget was supported by the commission of the Ministry of Channel relations, Dani Kuzniecky, the Administrator of the channel, Alberto Aleman Zubieta and the sub-administrator, Jose Barrios. The new fiscal practice presents US\$ 1.456,1 million in revenue of tolls, US\$432,6 for transport services, US\$179,2 million for the sell of electric energy and water and US\$37.7 million in interests. The channel's budget has the highest revenue since 1999. The 2009 contribution of ACP for Panama is calculated for 750 million dollars.

In the operation section, 646.3 million dollars is contemplated which is 42.7 million more than the present sum. Mr. Aleman informed that the institutions expenses are of 802.11 million dollar of which 137.78 million is destined to the extension of the channel. He indicated that the next fiscal year, the channel investments will be of 638.1 million dollars for a period greater than a year.

According to the ACP budget project for the 2009 fiscal year, the total number of traffic of vessels will reduce in a 6.2% passing from 15.142 to 14.210. The net tons of the vessels that transit through the Channel in 2009 is estimated at 180.1 million Cpsuab (Universal system of measurement of vessels in the Panama Channel) and the total traffic through this mean is estimated in an average of 14.210 to 38.9 million per day and transit of vessels of high intensity is estimated in a 12.882 to 25.3 million.

Since last year till 2014, ACP has developed a project to extend a third set of huge floodgates that will duplicate in 300 to 600 million tons the capacity of annual load transportation through this route.

On the other hand, the English company Willis Limited, offers the lowest price in the licitation placed by ACP for the hiring of an insurance broker for three projects for the extension, including the design and construction of new floodgates. Among five participating companies, the English offer was of 695.000 dollars for seven years- length of the project, and this would include two dry excavation projects that need still a licitation. According to ACP officials, the qualification of Willis Limited will be evaluated in order to determine the contracts adjudications.



The contract of the design and construction of the new floodgates is the main licitation program for the extension. The adjudication of the contact is contemplated for December of this year. Those companies that have been prequalified are: CANAL, Atlántico Pacífico de Panamá, Bechtel, Taipei, Mitsubishi Corporation and Grupo Unidos por el Canal, among other 30 companies around the world.

At the same time, the Chinese company Cheoy Lee shipyards will be constructing ten tugs for the channel with a cost of 98.5 million dollars. The first tugs will have a deadline for November 2010, declared ACP. The contract provides an option for the acquisition of three additional tugs in a period of ninety days. Currently, the ACP counts with 29 tugs and a team of approximately 400 employees; among captains chief of machineries and marines.

The Mexican association Cilsa Panamá-Minera María had a work advancement of 3.2% on the dry excavation for access to the Pacific Channel (CAP). Since March 21st to April 30th, 263,246 cubic meters have been removed form the excavation for the extension of the channel.

The channel has an estimated extension of 6.1 kilometers of which will unite the new Pacific Pos-Panamax gate with Corte Cuelba; the narrowest part of the channel.

The ACP awarded to Cilsa in November 2007 a contact for the second dry excavation project of the CAP. This was done after the association offered to lowest price of the pubic licitation (25.4 million dollars).

The work for this second dry excavation project will include the removal of approximately 7.5 million cubic meters of land and it is scheduled to end the contract by October 2009.

Source: Nuestromar, Burica Press

21. PANAMA LEADS WITH THE HIGHEST NUMBER OF PORT CRANES.

As part of the infrastructure of logistical services, Panama has the highest number of installed port cranes in Latin American. According to Containerization International Yearbook 2008,



those ports that are privately operated possess 50 port cranes which equivalent to 21% of the total found in Latin American.

The port of Bilbao, operated and administered by Panama Ports Company since 1997, is equipped with 18 port cranes and 1,270 meters of dock to attend Post-Panamax and Panamax vessels. In Cristobal there is 620 meters of dock with 6 cranes. Manzanillo International Terminal possesses 16 cranes of which 14 are Post-Panamax.

According to the organism, after Panama, Mexico have 33 cranes and Brazil 31 cranes. In the Caribbean, Jamaica has 17 cranes, Bahamas 10, Puerto Rico 6, Dominican Republic 17 and Cuba 4. In South America, the Argentinean ports have 18 cranes, Chile 8, Colombia 4, Uruguay 2 and Ecuador 1.

With Latin American economic growth and the extension of the Panama Channel, most countries in the region has started to invest in their ports in order to address the current demand. Analysts confirm that at this time, the majority of Latin American economies present growth, in spite of the US crises.

Source: La Prensa (Panamá)

22. PANAMA CANCELLED THE LICENSE OF 40 VESSELS WITH PANAMANIAN PAVILION.

Panama cancelled the license of 40 vessels with Panamanian flag that has been detained twice in the last 6 months due to deficiency, especially in European ports, because they placed in risk the open registry of Panama, declared an official source. The Director of Merchant marine of the Panamanian Maritime Authority (AMP), engineer Alfonso Castillero, said that these cancellations are done in accordance to a resolution that was emitted by this entity.

These are specific cases of which this resolution depends on the fulfillment of a series of requisites and controls of vessels of 15 and 20 years old registered under Panamanian pavilion due to that these are the most prominent to inspections and detention in the Paris



Memorandum of Understanding. “A vessel of more than 20 years old and that has been detained more than two times, its license is to be cancelled”, stated.

The MOU gathers all the European maritime administrations and is born from the Security Agreement of Ocean Life that all member state must inspect vessels of foreign pavilion that arrives to their ports. The most frequent vessel detentions of Panamanian pavilion in European ports is due to the equipment deficiency and devices against fires, maintenance of the embarkation, structural parts and security equipments.

Panama is currently found in the gray list of the Paris MOU, of which by the end of this year a reevaluation of the member states will occur classifying them as “white”, “gray” or “black” according to the number of detention of their vessels. The engineer Castellero expressed, “Our goal is to avoid becoming part of the “Black” list; for the past two years we have been at the border of Paris “gray” list. In order for this not to occur, we are taken harsh measures and studied all MOUs, especially Tokyo, US Coast Guard, the Mediterranean, among others”, stated Castellero.

Castillero explained that the resolution contemplates sanction for the companies to inspect and certify the vessels on behalf of Panama as well as for the inspectors themselves.

Source: EFE

23. DUBAI'S PORTS WILL ADVANCE THE START OF THE OPERATIONS OF THE SOUTH DOCK OF EL CALLAO IN PERU.

The advancement of the demolitions jobs in the port of El Callao, which will begin construction on the new container terminal of the south dock, will determine with exactitude that the works will be concluded earlier than expected. The president of Superior Organism on the Infrastructure Investment Transportation of Public Use (OSITRAN), Juan Carlos Zevallos, stated that according to Dubai Ports signed concessionaire, the established period of 36 months for the operation works with the new terminal could be reduced to 30 months and end the project by end of 2010 and not in May 2011 like is established in the contract.



“At this time, what corresponds to OSITRAN is to assure the quality level of security and assure the fulfillment of the works, just as it is expected by the technical dossier that is annexed to the concessions contract. In addition, assure the fulfillment of the environmental norms”, declared. The project is done with a supervisory company, in this case it is a Peruvian Japanese association and professional of OSITRAN who are monitoring the fulfillment of the contact.

"Till now, the Project is advancing just as is contemplated in the work schedule and not road block is expected", stated, even though during the dredging process they did find suffer some delays due to the finding of remaining of the Chilean War in the deep sea in front of the port.

"We are considering that the work Schedule is going to be reduced, it is expected to finish the first phase in 36 months; the embarkations in charged of dredging and clearing of the ports are working 24 hours, 365 days a year and it counts with professional specialists in the issue for which works are being finished relatively quickly", stated.

The Dubai Port authorities, company that has the concession of the new terminal of containers, stated that august of this year the works of demolition of dock 9 will be completed as well as the dredging for the deepening of the dock of 14 meters. By august the filing with sand to obtain more land over sea will begin as well as the placement of pilots that will support the platforms where the six field cranes and other equipments that is needed for the terminal.

The General Manager of Dubai Ports, Mr. Maciek Kwiatkowski, concessionary company of the new container terminal that is being constructed on the south dock state the in view that this infrastructure will count with 6 port cranes and 18 field crane this will allow the capacity of moving 150 container per hour, more then other terminals. Mr. Kwiatkowski reemphasized that the objective of Dubai Ports is to convert El Callao in a port hub or principal container terminal in the River-Basin of the Pacific for it to be the entry and exit port of the region.

Source: OSITRAN



24. PORT MANAGEMENT ASSOCIATION OF THE CARIBBEAN AWARDED THE PORT OF ST. KITTS.

The Port Management Association of the Caribbean (PMAC) honors the port of St. Kitts with the most improved port in the region for 2007.

St. Christopher Air and Seaports Authority received the recognition for its high efficiency level and for putting into practice systems to heighten its operations, training of personnel and its yields.

“This is really a surprise..., but we are very happy to be recognized for our efforts to improve our efficiency and the benefits of our services to St. Kitts”, expressed the Port Administrator of St. Kitts Mr. Roosevelt Trotman, during the reception of the “Novaport” cup, which is awarded yearly to the best PMAC member port.

“We have worked hard and have made huge steps in the last two years”, said Mr. Trotman.

The award was given during the XI Annual Meeting of PMAC in Antigua. The President of PMAC, Mr. Evertom Walters, congratulated the executives of St. Kitts and expressed that the meeting had succeeded to reunite the port executives to discuss about the port industries.

Among the issues that were touched upon during the meeting, a Memorandum of Understanding between PMAC and the Inter-American Commission on Ports (CIP) was signed. Mr. Walters expressed that the Memorandum with the CIP would consolidate the initiatives of technical cooperation for the promotion and unification of port development among Member States.

Source: Caribbean 360

25. RIVER AND LAKES SEMINAR IN PERU.

Counting with the participation of more than hundred people, the city of Iquitos, Peru will be hosting the “International “Seminar of River and Lakes” that will be held on August 12-15, 2008. and organized by the National Port Authority of Peru (APN) and the Inter-American Commission on Ports (CIP). The seminar will gather specialists and



port authorities from Peru and other CIP Members states who will attend presentations from experts in the field.

The issues that will be touched upon are as follows:

- "Development of river and lake ports of the region" by Mr. Joao Acacio Gomes de Oliveira Neto of DTA Engenharia (Brazil);
- "Integration initiative by South American infrastructure IIRSA" by Mr. Guillermo Vega Alvear from the Commerce Chamber of Peru;
- "Interconnection of the Orinoco's Basin; Amazon and Rio de la Plata" and "River navigation in Colombia: by Dr. Mariano Ospina Hernández of the Integration Center of Rivers of South America –Colombia;
- "Security Management of the river navigation system in Argentina" by the Mr. Mayor Oscar Venenati;
- "River Navigation in Brazil" by Mr. Luis Eduardo Da Silva Alves from the National Agency of Marine Transportation in Brazil;
- "Transportation sector politics for the development of port sectors: Proposal for the development of river and lakes in Peru", by Mr. Juan Carlos Paz Cárdenas from the Ministry of Transportation and Communication of Peru.
- "The River and Lakes navigation system in Peru" by Naval Captain Carlos Reyes Lazo from the General Directorate of Captain and Coast Guards of Peru;
- "Development of the Commercial Navigation in the Rivers of the Peruvian Amazon and their activities and advancement" by Mr. Jorge Gastelo Villanueva from the Ministry of Transportation and Communication of Peru;
- "Hydraulic characteristics of Rivers: Transportation of Sediments, Rivers morphologic of rivers and rivers defense"; by Naval Captain Rodolfo Sablich Luna Victoria from the Directorate of Navigation of Peru;
- "River and Lakes routes as developmental poles" by Mr. Luis Garfias Rospigliosi of ALATEC Ing. & Consultores (Spain-Peru); and
- "River and Lakes Ports and environmental protection" by Mr. Carlos Sagrera from Ocean Pollution Control of Panamá.



The contest was preceded by the Magisterial Conference: Present situation and development perspective of the river and lakes ports of Peru” dictated by the Vice-Admiral Frank Boyle Frank Boyle Alvarado, President of the Directorate of National Port Authority of Peru.

The participants of which Mr. Carlos Gallegos, Executive Secretary of CIP, reaffirmed the importance of the content of the Seminar and considered that the topic be deepened through more activities in accordance to the CIP standards, in order to obtain the fluvial integration of South American as an economic and ecological alternative for merchandize transportation among South America. The presentations can be found at eh National Port Authority of Peru website.

(<http://www.apn.gob.pe/>).

26. PORTS ACTIVITIES.

- The Masters in Port Management and Inter-module Transport, organized by the Valencia Port Foundation and CIP/OAS will take place on October 2, 2008 to June 26, 2009 in Valencia, Spain.
- The XIII Iberia-American Course on Port Management, organized by the Ports of Spain and CIP/OAS will take place on October 5-November 1, 2008 in Madrid, Spain.
- The Master in Customs and Logistics is organized by the World Custom Organization (WCO) and the University of Le Havre and will take place on October 13 till June 6, 2009 at the Service Formation Continue de l’Université du Havre, France.
www.univlehavre.fr/enseign/form_cont/douanelog.htm
www.campus-logistique-normandie.fr
- The Latin-PPM Certificate Program is organized by the American Association of Port Authorities (AAPA), Trainmar America and CIP/OAS. Open Registration.
- The X Meeting of the Executive Body of CIP/OAS (CECIP) will take place on December 5, 2008 in Buenos Aires, Argentina.