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## **1. Barbados with strong expectations for 2010-2011 Cruise Season:**

Bridgetown started its 2010-2011 cruise season with optimism; because, as a cruise destination, Barbados has many advantages. The most important, worthy of notice are: the country's positive image, its high profile and its high quality shore excursions that are attractive to up-market cruise passengers.

Additionally, local cruise tourism executives are optimistic by reports that some cruise lines are returning to the Caribbean from Mediterranean excursions and that new lines have Barbados as a destination on their 2011 itineraries. In the past 10 years, cruise passenger arrivals in Barbados have not gone below the 500,000 mark and according to information from the major cruise lines Barbados should receive over 800,000 passengers and could reach as high as 900,000.

Agents also stated that the increase in airfare costs and the limits imposed on personal baggage by airlines have made tourists and holiday seekers to opt for the cruise industry where one single ship takes them to several territories for one fare, without the hassle now associated with air travel.

In spite the many advantages Barbados has, there are disadvantages that the island will have to overcome in order to increase tourism. For example, Barbados is one the oldest cruise destination of the Caribbean and it does not have the same modern infrastructure as other Caribbean cruise destinations. Also, the growing violence in the Caribbean seems to be affecting the Region's cruise industry. In order to counteract these disadvantages, authorities of the Port and Ministry of Tourism have already announced plans for a USD 100 million dedicated specifically to the construction of a cruise pier designed to accommodate two megaships simultaneously and it is expected to be ready in 2012.

Sources:

<http://www.caribbean360.com/index.php/news/15661.html>

Harding, Charles. "Barbados Optimistic About Cruise Business Next Year." *Caribbean Maritime*. Oct. 2010: 18-19. Print.

## **2. Port of Halifax wraps up 2010 cruise season (Canada):**

This season the Port of Halifax welcomed over 260,000 passengers aboard 127 cruise ships. Destination Halifax estimates that 8% of all tourists visiting Halifax are cruise passengers and the economic impact to the area from passengers, crew, and cruise lines is USD 50 million approximately.

According to Patricia Lyall, Destination Halifax President and CEO, "The cruise market continues to bolster the overall performance of our tourism sector and calls for continued focus as an opportunity for sustained growth." Likewise, Cathy McGrail, Manager of Cruise Development at the Halifax Port Authority explained that "The 2010 cruise season has been so successful thanks to our partners who have all worked together to deliver excellent service."

The 2010 cruise season started on April 27th and finished on October 30th. Halifax is Nova Scotia's capital city and the gateway to Atlantic Canada. Being one of the largest harbors in the world, it draws a major share of Canada's container trade and oodles of cruise ship visits in the late summer and early fall. Annually, Halifax hosts more than 100 ship visits from lines including Carnival, Celebrity, Crystal, Cunard, Holland America, Norwegian, Princess, Royal Caribbean and Seabourn.

Sources:

<http://www.cruisecritic.com/ports/newport.cfm?ID=32>

<http://www.portofhalifax.ca/english/news-and-events/index.html#endofseason>



### **3. EPSA: developing logistics for the future (Chile):**

A few months ago, the Empresa Portuaria San Antonio (EPSA) led the creation of a Logistic Community with the goal of consolidating San Antonio Port as the main center of logistics and transports of Chile.

With this purpose, EPSA convoked distinguished personalities of both the private and public sector to the seminar “Private-Public Integration to Consolidate Port Logistic Centers” in order to define the basis of the new Logistics Community of San Antonio (Comunidad Logistica de San Antonio COLSA)

The activity meant an important step in the creation of this port community because it will allow the port to do operations as an integrated logistics system with the capacity of launching the efficiency of this terminal. Alvaro Espinoza, General Manager of EPSA and President of the directory COLSA explained that the creation of this community “is fundamental in order to face the challenges this port will have in the future and to consolidate it as the main port in Chile and one of the most important in the west coast.”

This initiative was also born from the need to increase economies of scale, the efficiency in port activities and the competitiveness for the clients of the port system. Espinosa stated that “it is essential to have a solid sustainable base in order to align all the parties of the port towards a common objective that is to make San Antonio a more efficient port that will collaborate to the growth of the country.”

In this seminar also participated national experts of the sector such as Ms. Gloria Hutt, Transport Undersecretary who explained the vision of the country regarding the logistics development; Mr. Gabriel Pérez, expert in transports and services of the Economic Commission for Latin America and the Caribbean (ECLAC) who stated the importance of the private-public alliance for the integral development of activities in this sector; and Mr. Aldo Signorelli, General Manager of Port of Arica who presented about the experience of EPSA because was the previous President of this institution.

Sources:

<http://www.mundomaritimo.cl/noticias/puerto-san-antonio-da-un-nuevo-paso-en-la-creacion-de-su-comunidad-logistica>

<http://www.elmorrocotudo.cl/admin/render/noticia/28120>

<http://www.puertosanantonio.com/web/?p=1244>

### **4. Port of Cartagena awarded “The best port of the Caribbean” for the fifth time (Colombia):**

The Sociedad Portuaria Regional de Cartagena (SPRC) was awarded as the “Best port of the Caribbean” by the Caribbean Shipping Association (CSA) in recognition to its performance and continuous collaboration to the international commerce of the port. This was announced in the annual banquet of the CSA which was celebrated in Montego Bay, Jamaica this year.

Captain, Alfonso Salas, General Manager of the SPRC, explained that many were the key elements that made the SPRC winner of this award; for example, authorities carried through an extensive comparative analysis of several Colombian ports. Out of this study, the authorities determined measurable elements that make ports more competitive; such measurement is based in five points: geographical distance, productivity, tariffs, domestic cargo and complementary services offered by the port in order to achieve efficiency. Once the study was analyzed, authorities implemented a plan in which the port evolved and maintained a constant movement towards change depending on the world demand, thus creating a strong comparative advantage.



Another key and fundamental event that helped the port grow is the expansion of the Panama Canal, because it not only allows the arrival of more vessels and containers, but also allows the country a bigger participation in the international market and costs are reduced, thus becoming more profitable for enterprises.

In the last three years, authorities have invested a total of USD 600 million in all the stages of the port and it is estimated that next year USD 150 millions will be invested. Additionally, three years ago the SPRC acquired scanners which are operated, controlled and maintained by the United States government for the inspection of operated containers and that have improved the capacity of service of the port.

Sources:

[http://www.larepublica.com.co/archivos/INFRAESTRUCTURA/2010-11-12/el-puerto-de-cartagena-invertira-us150-millones-1\\_114995.php](http://www.larepublica.com.co/archivos/INFRAESTRUCTURA/2010-11-12/el-puerto-de-cartagena-invertira-us150-millones-1_114995.php)

<http://www.caribbeanshipping.org/archway/news/10-10-portawards.htm>

<http://alcatraz.puertocartagena.com/>

#### **5. Puerto Limon announces new concession (Costa Rica):**

In August, Costa Rica's government invited for International bids to finance, build and operate the new USD 1 billion container facility in Port Limon. The Ministerio de Obras Públicas y Transporte (MOPT), Port Authority (Japdeva) and the National Council of Concessions (Consejo Nacional de Concesiones CNC) of Costa Rica were in charge of establishing the bidding terms.

The new terminal, named the Contenedores del Limon Terminal, is located in an artificial island at 10 km from Port Limon (of 70 hectares) and it will provide protection for the 1,500m berth line.

It is important to mention that the 33 years concession represents an important step in Port Limón's modernization, which is expected to introduce higher productivity and lowering waiting vessel times. The project will be developed in three phases; the first is scheduled to begin in the first semester of 2012.

Sources:

[http://163.178.170.36/index.php?option=com\\_content&view=article&id=2908:se-abre-paso-negociacion-en-puertos-de-limon-gobierno-acepta-dejar-anterior-convencion-colectiva-en-muelles&catid=36:pais&Itemid=52](http://163.178.170.36/index.php?option=com_content&view=article&id=2908:se-abre-paso-negociacion-en-puertos-de-limon-gobierno-acepta-dejar-anterior-convencion-colectiva-en-muelles&catid=36:pais&Itemid=52)

[http://www.container-mag.com/cm\\_archive.php?newsMonth=9&newsYear=2010](http://www.container-mag.com/cm_archive.php?newsMonth=9&newsYear=2010)

#### **6. Port of Miami launches new service to Europe (United States):**

Through a press release, Port of Miami announced the launch of a new service linking North Europe to the United States East Coast and Mexico.

This service is operated by the French company Compagnie Maritime d'Affrètement Compagnie Générale Maritime (CMA CGM) and the Chilean company Compañía Sudamericana de Vapores

(CSAV) with a total of five vessels with 3,000 TEUs apiece, of which the French carrier will provide three (3) and the Chilean carrier two (2).

The new service baptized Victory Bridge, commenced service departing from Le Havre, France on October 17, 2010 and arrived in Miami for the first time on November 3, 2010. It is expected that the Victory Bridge, which will call twice weekly in Miami, will add approximately 35,000 TEUs (twenty-foot



equivalent units) to Miami's port annually. The rotation is as follows: Le Havre, Antwerp, Rotterdam, Bremerhaven, Charleston, Miami, Veracruz, Altamira, Houston and Miami.

Additionally, many are the advantages this service will bring. For example, the new service will provide the shortest transit times on the market both eastbound and westbound between North Europe and Mexico. The transit time between Altamira in Mexico and Antwerp in Belgium will take sixteen (16) days, compared to twenty one (21) previously. Moreover, this is the only service providing direct connection between French port of Le Havre and Miami.

With this service "provides an important opportunity for the Port of Miami to expand trade with Europe and Mexico," explained Bill Johnson, Director of the Port of Miami.

Sources:

[http://www.cma-](http://www.cma-cgm.com/eBusiness/Schedules/LineServices/ServiceSheet.aspx?ServiceCode=VICTORY)

[cgm.com/eBusiness/Schedules/LineServices/ServiceSheet.aspx?ServiceCode=VICTORY](http://www.cma-cgm.com/eBusiness/Schedules/LineServices/ServiceSheet.aspx?ServiceCode=VICTORY)

<http://www.joc.com/maritime/cma-cgm-upgrades-europe-mexico-service>

[http://www.miamidade.gov/portofmiami/press\\_releases/10-10-26\\_victory\\_bridge.asp](http://www.miamidade.gov/portofmiami/press_releases/10-10-26_victory_bridge.asp)

## **7. Ports of Mexico, epitome of growth for the region:**

The mobilized cargo in the main commercial ports of Mexico, through sixteen (16) Integral Port Administrations (Administraciones Portuarias Integrales APIs), increased approximately 23% in 2010. Additionally, the container cargo increased 33% compared to the year 2009.

It is important to mention some data of specific ports; for example in the Gulf of Mexico, Altamira Port increased its movement around 26% compared to 2009, mobilizing 370,000 TEUs and Port of Veracruz which increased its cargo movement 22% mobilizing almost half of million of TEUs. On the Pacific Coast, Port of Manzanillo increased its movement by 40% mobilizing approximately 1,105,000 TEUs and Port Lazaro Cardenas also registered a 40% growth mobilizing 569,000 TEUs.

For the Secretaria de Comunicaciones de Transportes (SCT) of Mexico, the positive statistics are a direct consequence of the many investments carried through by both the public and private sector in the Mexican ports which are directed to maintain and increase the competitiveness of the ports at an international level. In 2010, investments will reach 9,200 millions of Mexican pesos (approximately USD 736) from which 6,800 millions were public investment and the remaining was private.

The port sector is of great importance for the North American nation because it has launched its economy and the new plans, policies and investments have as a final objective to make Mexico the logistics platform of North America by becoming the principal port destination from Asia and many other parts of the world.

Sources:

<http://www.empresaexterior.com/2010102934557/logistica/en-mexico-se-incrementa-la-carga-portuaria-al-cierre-del-tercer-trimestre.html>

<http://www.sct.gob.mx/despliega-noticias/article/comunicado-195-inversiones-portuarias-por-mas-de-70-mil-millones-de-pesos-en-el-sexenio-de-la-infra/>

## **8. SCT, APILAC and OAS carried out the Convention on Port Logistics (Mexico)**

From November the 2<sup>nd</sup> to the 5<sup>th</sup>, 2010 the First Hemispheric Convention on Port Logistics and Competitiveness was carried out in the Hotel Las Brisas, Ixtapa. It was organized by the Coordinación General de Puertos y Marina Mercante de la Secretaría de Comunicaciones y Transportes (SCT) and the Administración Portuaria Integral de Lázaro Cárdenas (APILAC) both



from México and the Inter-American Committee on Ports (CIP) of the Organization of American States (OAS).

The convention had approximately 200 participants and 33 speakers from Member States and Permanent Observers of the OAS. The event had an inaugural session and a closing session and seven sessions where the speakers shared their experiences and knowledge regarding logistics and competitiveness.

The documentation of the presentations can be found and downloaded on the CIP's website: <http://www.oas.org/CIP/presentacionesixtapa.html>.

#### **9. Panamax 2010 (Panama):**

The last PANAMAX 2010 version took place in August, and it was organized by the governments of Panama and the United States of America. 2000 troops from 18 countries of the region participated in the military exercise that attempts to train the capability the army, navy and air forces have while responding to a crisis that will be a threatening situation to international trade.

Considering Panamanian Canal's importance, its authorities have been implementing this exercise with the purpose of abating the Canal's vulnerability to military, and terrorist attacks, among others. The simulation engages multinational defending maneuvers, humanitarian assistance and disaster response capabilities in the Panamanian coast line near the Canal.

2010 PANAMAX's participants were Argentina, Belize, Brazil, Canada, Chile, Colombia, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, México, Nicaragua, Panamá, Paraguay, Peru, United States of America and Uruguay.

This exercise was put into action for the first time in 2003, and since then countries' participation has increased notably, evidencing the emerging interest for cooperating in regional security matters.

Sources:

<http://en.mercopress.com/2010/08/18/military-exercise-to-defend-the-panama-canal-brings-together-18-countries>

#### **10. Tramarsa invests on fleet of motorboats and tug boats (Peru):**

The port operator Tramarsa, from the Romero Group, will invest USD 33 millions by purchasing 5 tug boats and 8 motorboats with the goal of modernizing its fleet. This investment is due to the reactivation of the international commerce, which is growing approximately 10% and that demands efficiency not only in the land infrastructure but also in the maritime services.

Two (2) of the five (5) tug boats are already operational and the other three (3) are expected to arrive to the port by March of 2011.

Mario Hart, General Manager of Tramarsa explained that "with these incorporations to the company's fleet, Tramarsa will consolidate as the major port operator of the country." As part of the ongoing investment in edge technology, in 2009, Tramarsa started the construction of eight (8) modern motorboats that will serve in the different terminals and ports that the company operates in the Peruvian coasts.

Sources:

<http://www.mundomaritimo.cl/noticias/tramarsa-invierte-us33-millones-en-remolcadores-y-lanchas>



<http://www.financiero.com/noticias/operadora-portuaria-peruana-tramarsa-invertira-us33-millones-nuevos-remolcadores-y-lanchas.asp>

### **11. Port of Port of Spain acquires more efficient software (Trinidad and Tobago):**

Port of Port Spain's administration announced the replacement of the CTMS TOS software for the Navis SPACS N4, which will precipitate the expansion of the port's loading capacity.

Nowadays, Port of Port Spain (PPOS) has a loading capacity of 400.000 TEUs and it attempts to increase its capacity to 500.000 TEUs. Nonetheless, an updated software was required in order to boast productivity and yard utilization capacity and greater control over resources to properly respond to changes in the flow of cargo.

Zebra Enterprise Solutions (ZES) is the company that manages Navis SPARCS N4. ZES is the division of Zebra Technologies Corporation specialized in hardware and software solutions which are designed to suit the world's largest supply chains. In accordance with this company, the new software governs the movement of container logistics and operations and offers users improved customer support, lower operating costs and increased utilization. Additionally, it enables greater control over resources for operations to quickly and intelligently respond to changes in the flow of cargo.

In this sense, the general manager of ZES, Bill Walsh, stated that "Navis SPARCS N4 is the system that will take PPOS to the next level to support its anticipated growth [and] will put it on track to achieving its plan of increasing size and shipping capabilities".

Sources:

<http://zes.zebra.com/about-us/newsroom/in-the-news/10062010.jsp>

<http://zes.zebra.com/about-us/index.jsp>

[http://www.forwarderexpress.com/FordEx\\_News-21116.html](http://www.forwarderexpress.com/FordEx_News-21116.html)

### **12. New Asian commercial route to Latin America:**

Evidencing the economic potential of the Latin American market, two large transportation companies, Hanjin Shipping and Hyundai Merchant Marine, have opened new commercial routes to the region. These companies are the number 1 and 2 in South Korea and have planned to incorporate a new route North-South in order to connect Asia with the West coast of Latin America.

According to the Hanjin Shipping and Hyundai Merchant Marine's representatives, it is important to amplify the number of routes and implement strategies that are commensurate with the continuing growth of the region; especially, when most of the current commercial routes are addressed to Europe and the United States. For many years, Hanjin only had one North-South route; nevertheless, the number of routes will reach to 4 adding the Latin American route.

On the other hand, vessels of the company Maersk are increasing their presence in routes that cover Asia-Latin America; these ships are built with ton characteristics that match the specific needs of the regional market.

Executives of the companies affirmed that their attention is essentially addressed to emergent economies, such as the Latin Americans and Africans that show growth rates that turn them into very important commercial opportunities.

Source:

[http://www.meatradenewsdaily.co.uk/news/081010/denmark\\_maersk\\_container\\_meat\\_service\\_a\\_spx](http://www.meatradenewsdaily.co.uk/news/081010/denmark_maersk_container_meat_service_a_spx)



[http://www.arirang.co.kr/News/News\\_View.asp?nseq=106392&code=Ne2&category=2](http://www.arirang.co.kr/News/News_View.asp?nseq=106392&code=Ne2&category=2)  
<http://www.longshoreshippingnews.com/2010/10/maersk-line-increasingly-serving-latin-america-to-tap-growing-trade/>  
[http://www.arirang.co.kr/News/News\\_View.asp?nseq=106392&code=Ne2&category=2](http://www.arirang.co.kr/News/News_View.asp?nseq=106392&code=Ne2&category=2)

### **13. Transparency and accountability in the Member States of the SICA (Central America):**

The Central American Integration System (SICA) is the institutional framework of regional integration created in 1991 within the Protocol of the Center American Countries' Charter. Currently, SICA Member States are the following: Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua y Panama.

During the last Summit of the Chief of State and Government of SICA, held in El Salvador, on July 2010, the commitment reached in the XXXIII SICA Meeting, 2008, in regard with transparency in institutional managing and transparent accountability was renewed.

Approved by resolution in the 2010 Summit, Member States of the SICA entrusted the Regional Auditing Council (CFR-SICA: Specialized Institution within the SICA) with the task of auditing diverse regional institutions, and exhorted the latter to cooperate with the council in his duty.

Among the institutions to be audited there is the Center American Maritime Transportation Commission (COCATRAM). This commission is the specialized entity of the SICA in charge of the maritime development and port matters in that region. Its main function is to give advice on the designing and implementation of policies that aim to satisfy international trade's necessities in terms of quality, profitability and efficiency. Therefore, the audit's outcomes will be very useful to have a better picture of how port and maritime issues are managed in the region.

In COCATRAM, audits began in September, 2010 with the purpose of study the financial management of the period from the first of January to the thirty first of December, 2009. Audits will last 45 days approximately; afterwards, the council will present the outcomes to the Chief of State and Government of the SICA.

Sources:

<http://www.cocatram.org.ni/cbreve.html>

<http://www.sica.int/sica/instituciones.aspx?IdEnt=401>

MARPORT, Boletín informativo del quehacer de COCATRAM en la Región Centroamericana. N° 6, octubre-noviembre 2010

### **14. Port Activities:**

- *Security Council Yacht Industry Security Conference*. Organized by the Maritime Security Council in St. Thomas U.S. Virgin Islands from January 11th-12th, 2011.  
<http://www.oas.org/CIP/docs/cursos/Yacht%20Conference%20Invitation.pdf>
- *V Course of Management of ports terminals*. Organized by Autoridad Portuaria Dominicana (APORDOM), Comisión Presidencial para la Modernización y Seguridad Portuaria (CPMSP) and CIP/OAS. In Santo Domingo, Dominican Republic. From January 31st to February 11th, 2011
- *XII Executive Meeting of the Executive Board of the CIP (CECIP)*. Organized by CIP/OAS. In Viña del Mar, Chile. From March 29th to April 1st, 2011.



- *Third Hemispheric Conference on Environmental Management Port.* Organized by Administración Nacional de Puertos de Uruguay and CIP/OAS. In Montevideo, Uruguay. From 19th -23<sup>rd</sup> of September, 2011
- *Smart Rivers Conference 2011.* Organized by PIANC. In New Orleans, LA. From September 13th -16th , 2011. <http://www.smartivers.org/>