



**INDEX**

- 1. Expansion of the Benito Quinquela Martín Terminal is a reality**
- 2. Brazil begins construction of new port terminals**
- 3. Tourism Promotion in Central America and the Caribbean**
- 4. New maritime security exercises in the Caribbean**
- 5. Chile receives large container ships**
- 6. Major investments in Port of Barranquilla**
- 7. Signs of growth and economic recovery in the region**
- 8. Autonomous Port Executive Committee (CEPA) Gets New Chair**
- 9. Port of Charleston restructuring its docks area**
- 10. New challenges for port security in wake of Gulf spill**
- 11. Mexico planning major investment in ports**
- 12. Bid for construction of new terminal in Guaymas**
- 13. Yurimaguas-Peru Gets New Port Terminal**
- 14. Port of Spain Port: major maritime hub in Eastern Caribbean**
- 15. Towards a regional integrated maritime strategy (RIMS)**
- 16. Port Activities**



## **1. Expansion of the Benito Quinquela Martín Terminal is a reality**

The concessionaire of the Río de la Plata Terminals presented a project for expansion of that cruise passenger terminal, which was approved by the General Port Authority of Argentina.

The expansion project includes infrastructural improvements to the terminal and the remodeling of the third pier of Puerto Nuevo. With an investment of near 6 million dollars, it is expected to receive 12,000 passengers and large ships of over 300m freeboard length.

Among the main features of the project proposal are: increasing the total area to 12,785.80m<sup>2</sup>; construction of a modern 10,000m<sup>2</sup> building; construction of a luggage room to accommodate more than 12,000 suitcases; installation of a latest-generation security system; upgrades to the administrative offices; and a computerized information system, among others. With regard to the remodeling of the third pier, the project includes an extension to the north side and the demolition of the south side, to give the dock a vertical shape.

These works will allow the terminal to better serve passengers and thereby be more productive as it tackles the major challenges posed by large cruise ships. The project has been budgeted for execution over 10 years beginning in May and running until November 2019.

With respect to large investments, recently BACTSSA (Buenos Aires Container Terminal Services), concessionaire of Terminal 5 at the Port of Buenos Aires, recently got a new Post Panamax gantry crane valued at \$10 million, “with technology of last generation, and capacity to handle vessels up to 18 containers wide”. These new investments are testimony to the commitment of Port of Buenos Aires to meeting trade demands.

Source: Puerto Buenos Aires, cronista.com

## **2. Brazil begins construction of new port terminals**

With the economic recovery underway since the beginning of the year, Brazil has been putting emphasis on new infrastructural projects that will promote productivity in its port sector.

Among the new works in progress, there is the construction of one of the most modern container terminals in the country, and the construction of terminals for liquid cargo. The total of the investment of these works is around US\$670.2 million.

The works started in the first quarter of the year are expected to be completed in early 2012 and will be carried out by the consortium BTP and Andrade Gutiérrez construction firm.

Economic recovery is expected to be sustained at the end of the year and this will continue to promote big investments in infrastructure and equipment. In this last rouble, note should be made of major investments of this country when eight new cranes were bought by Tecon Suape SA (TSSA), which is responsible for most of Brazil’s container ports. These purchases are part of a three-year investment program, worth nearly US\$45 million, to improve the capacity and terminal operations under its responsibility.

Source: Container Management Magazine



### **3. Tourism Promotion in Central America and the Caribbean**

The Ministers of Tourism of Central America and the Caribbean are collaborating on measures to contribute to boost the sector worldwide. Tourism is a leading activity in this region accounting for a huge percentage of the GDP in many of the countries which integrated this activity.

This initiative is aimed primarily at promoting the region as a "unique destination," increasing the prospects for attracting more tourists to each country.

The Minister of Tourism of the Dominican Republic noted that the initiative will help to "strengthen its economies and their productivity, although each individual country's tourism can still be promoted as the region is promoted as a single tourist destination."

Source: caribepreferente.com

### **4. New maritime security exercises in the Caribbean**

The United States Navy has introduced new maritime security exercises in the Caribbean, in order to train local personnel in combating threats. These exercises come in response to recent events, such as piracy, that threaten global maritime security.

These training sessions involve the introduction of a system of military maritime transport rescue and ship rescue, a diving unit with diver training for the region.

The training runs to until the end of June 2010, and draws participation from officials from Antigua and Barbuda, Barbados, Grenada, Dominica, Saint Kitts and Nevis, Saint Lucia, and Saint Vincent and the Grenadines.

These exercises are part of "High Speed Vessel-Southern Partnership Station," a five-month US Navy naval development program throughout the Caribbean, Central and South America.

Source: United Press International UPI.com

### **5. Chile receives large container ships**

The Port of Valparaiso recently received the MSC Botswana, a 300 meter vessel with a 6,200 TEU capacity. This is one of the first large ships to arrive in Chile and one of the few being incorporated into that country's port service.

This ship belongs to the world's second largest container shipping company, the MSC (Mediterranean Shipping Company), which provides transport services between the East and the of South American West Coast.

With this arrival, Chile is demonstrating its capability to handle large vessels which demand significant infrastructural works to deal with the global trend in shipping.

And, with the expansion of the Panama Canal, large container ships are expected to arrive, and this has encouraged several countries of the region to prepare to have their ports share in these benefits, and Chile has been no exception.

Source: latercera.com



## **6. Major investments in the Port of Barranquilla**

Despite the recent financial crisis that shook major economic activities worldwide, and thus the port sector in general, Colombia's main ports pulled through and did an effective job of holding on to their activities.

The Port of Barranquilla, located on Colombia's Caribbean coast, is one of the main ports of the country, where despite the global downturn in 2008 and 2009, was considered by ECLAC as the only one that saw increased container movement in 2009, surpassing ports like Manzanillo in Mexico and Callao in Peru, which are among the region's major ports.

Colombia is staking its bets on large-scale modernization of its ports, taking advantage of the global economic recovery and revival of investment in the region. Managed by the Regional Port Authority of Barranquilla since 1993, the Port of Barranquilla has been implementing its Development Master Plan which includes investments of \$178 million in port terminal extensions and improvements from 2007 to 2043.

The Port of Barranquilla is specialized in container shipping, general cargo, bulk, and coal. The investment, contained in the mentioned Development Plan, includes the extension of the container area to reach 381,600 TEU per year, increasing bulk cargo storage capacity, automating warehouses, building new storage areas for general cargo, and purchasing new equipment such as cranes, among others.

The dynamism of this port is a significant boon to the economy of Barranquilla, a city constitutionally designated as a special industrial and port district since 1993. At the national level, it is the third most important port of Colombia, heading the list of the Port of Buenaventura located on the country's Pacific coast.

Besides the Port of Barranquilla, other Colombian ports have also show vibrant economic activity in ports, with major investments and modernizations, for example, "the Port of Cartagena is prepared to receive large Panamax vessels and to increase container shipment, with some \$150 million in investments over the past two years; the Port of Santa Marta will invest more than \$127 million for its expansion and its new and purchase of new equipment, increasing its capacity to 400,000 TEU per year; and the Port of Buenaventura, meanwhile, will invest \$450 million in expanding and modernizing its docks, purchasing equipment, and consolidating its container yards.

Source: Eltiempo.com, Regional Port Authority of Barranquilla (SPRB)

## **7. Signs of growth and economic recovery in the region**

Although the financial crisis hit the more developed economies of the world hardest, Latin America and the Caribbean suffered less of its impact, thanks to their build-up of international reserves, a significant increase in foreign investment in the years preceding the crisis, and effective management of public policy.

The impact on the region, specifically in the port sector, was mainly visible in the fall-off in container and general cargo shipment, a reduction in the terms of trade, in tourism, and in the growth leisure fleet, among others. Now, in mid 2010, there are signs of recovery and economic confidence in the region, including reactivation of infrastructure projects that were on hold because of uncertainty in 2008 and 2009.

ECLAC has put projected growth in the region to be 4.1% for 2010, and this could be slightly higher by year end due to improved terms of trade and the decline in risk aversion.

Growth is manifested differently in each country, according to the International Monetary Fund (IMF), which notes that "this is happening faster than expected; is strongest in raw material-exporting countries; and those directly affected by the slow recovery in developed economies, such as tourism-dependent countries, will take a little longer to recover."



The figures are already bearing positive results. So far this year, figures for some countries, such as Mexico and Peru, are between 15% and 18% in terms of the increase in container shipment; new investments are in the works in such cases as Uruguay, to build a second container terminal; and the Caribbean has been making major investments in ports in order to prepare to receive large cruise ships. ECLAC, meanwhile, estimates that foreign direct investment in Latin America and the Caribbean will increase between 40% and 50% in 2010.

Source: ECLAC, IMF

### **8. Autonomous Port Executive Commission (CEPA) Gets New Chair**

Mr. Luis Enrique Córdova Macías was sworn in by President of the Republic of El Salvador Mauricio Funes, as the new Chairman of the Autonomous Port Executive Commission (CEPA).

An electrical engineer with a master's degree in agricultural economics from the University of Texas, Mr. Cordova has held senior positions in the public and private sectors, including as Executive Director of the Agency for Investment Promotion in El Salvador (PROESA); Deputy Minister of Finance (1999-2001); Minister of the Economy (1993-1994); and Minister of Agriculture (1991-1992). He has sat on boards of directors of such institutions as the Río Lempa Executive Hydroelectric Commission (CEL), the Chamber of Commerce and Industry of El Salvador, the Sustainable Development Commission, the National Registration Center (CNR), the Social Investment Fund for Local Development (FISDL), the Multisectoral Investment Bank (BMI), and CEPA.

Mr. Cordova will face major challenges as CEPA Chairman, including those brought on by the recent opening of Nuevo Puerto de la Unión, construction of which involved some US\$200 million in investment.

Source: CEPA

### **9. Port of Charleston restructuring its docks area**

Located in South Carolina, United States, the Port of Charleston, which is under expansion, intends to meet demand and remain competitive by improving and expanding the capacity of its facilities.

This is why Jim Newsome, head of the State Ports Authority (SPA), intends to transform all of the port's operations using a "common user" model.

The port currently allows some shipping companies to use its facilities, whereas under the new model that Newsome is proposing, port operations would be based on a kind of multimodal platform used by all carriers. In light of this proposal, space on the docks needed to be reorganized and freed up, an endeavor begun in late 2009, in order to increase the port's commercial traffic.

According to the SPA, this reorganization will facilitate recovery of 20% of the capacity of the docks.

Thanks to this new system, the Port of Charleston will boost productivity and security, on par with such ports as Savannah, Georgia, one of the leading ports on southeast coast of the United States.

The SPA expects the reorganization to be completed by year end.

Source: The Post and Courier, Port Charleston Magazine



## **10. New challenges for port security in wake of Gulf spill**

One of the world's worst marine disasters began on April 22, 2010, when the Deepwater Horizon platform, operated by British Petroleum (BP) in the Gulf of Mexico, exploded, killing 11 workers and leaving incalculable and irreversible ecological damage.

This accident is considered one of the most catastrophic for the marine world. Most certainly, the sectors most affected are oil, tourism, and fisheries, the latter being one of the most crucial since a large number of families in the region depend on the flora and fauna of the Gulf.

BP for its part, has taken responsibility and since the explosion has made a significant effort to stop the oil slick, but this has been difficult and slow because of the more than 80,000 barrels of oil that could be pouring into the sea every day, according to recent estimates.

This type of environmental disasters poses new challenges for port security. Prevention and contingency plans are really important given the imminent threat that such accidents pose to the environment.

What happened in the Gulf has given rise to new questions: Are other countries of the region prepared for an accident like this? Are current contingency and security plans efficient?

Against the backdrop of this environmental disaster, deep-water exploitation will surely be more controlled, permits will cost more, and in some cases will be harder to come by. But in reality, more than a cost all the effort put into security is an investment that can help prevent situations such as the more than 400 species now threatened, dependent families losing their jobs, and million-dollar compensation having to be paid out to the most seriously affected, among others.

Source: eltiempo.com

## **11. Mexico planning major investment in ports**

Recovery in the Mexican port sector has been evident since the beginning of this year. With cargo volume increase estimated at 11%, container shipment at 25%, and a little more than 20% in the number of cruise passengers compared to last year, Mexico has been on the rebound from the consequences of the international crisis.

President Felipe Calderón recently announced the Mexican government's interest in improving its ports and to that end, also announced an investment of over US\$541 million to promote development of the sector, involving as well road and railway improvements, among others.

He noted that "they are vigorously promoting the country's infrastructure to fully exploit its logistical potential; they are honoring their commitments and, despite the international economic crisis, they have continued to invest in the strengthening of the country's maritime port infrastructure; and this year alone they hope to invest another seven billion pesos in port upgrade and expansion works."

The main beneficiaries of this investment are the ports of Tampico, Altamira, Tuxpan, Veracruz, Progreso, Mazatlán, Manzanillo, and Lázaro Cárdenas.

President Calderón added, "They are engaged in the biggest road infrastructure project the country has ever seen—a highway to connect Mazatlán to the following Tamaulipas coasts: Matamoros and Tampico, through the Mazatlán-Durango hub, works costing nearly \$20 billion being undertaken by my Government. This, of course, involves building the biggest bridge of its kind in Latin America and, by some of its architectural details, the world's largest."

Source: *Mundo Marítimo*



## [12. Bid for construction of new terminal in Guaymas](#)

The Secretariat of Communications and Transportation (SCT) of Mexico, along with the Integral Port Authority (API) of Guaymas, has invited bids for construction of the second fluid terminal, involving the construction, outfitting, and operation of the port facility for 10 years.

The infrastructure will have two 10,000-ton tanks for handling fluids, and will be able to move up to 300,000 annually.

This new project is among several being planned by the SCT to boost the country's port development. Along with that region's API, the SCT has been seeking to attract investment to build two new facilities at the Port of Dos Bocas: a fluids plant and a specialized lab to handle chemicals, and this will help improve productivity in this region, which accounts for 85% of oil the country's production.

This type of investment is an indication of significant economic recovery in the Mexican port sector, which had turned in positive growth figures so far this year, according to SCT, which states that as of the "end of the first quarter this year, through the 16 Federal Integral Port Authorities (APIs), the Federal Port System, set up by the Secretariat of Communications and Transportation, handled a total of 56,062,272 tons of cargo, a 24.9% increase over the 44,875,723 tons recorded for the same period in 2009.

Other important developments in the Mexican port sector include the recent call at the Port of Lázaro Cárdenas by the largest container ship in the history of Mexico and preparations by the Port of Chiapas to receive the largest bulk carrier in its history with more than 12,000 tons of corn, to consolidate Mexico's position as a logistics platform.

Source: Secretariat of Communications and Transportation (SCT) of Mexico

## [13. Yurimaquas-Peru Gets New Port Terminal](#)

The National Port Authority (APN) of Peru, through *Proinversión*, invited concession bids for a new port terminal in Yurimaquas. The concession will run for 30 years including the construction period.

This new terminal will be built in the town Nueva Reforma, at a cost of more than US\$56 million. The award of the concession is expected to be made by the second half of 2010.

The concession will include construction of the port terminal, including dredging of the area in question, equipment acquisition, and construction of a new bridge, and consideration is also being given to building a new road to connect the new port to the Tarapoto road.

The plan is for the new terminal, at least in its first phase, to have a quay 100m long by 12 m, a passenger berth of 10m in length, 6,092m<sup>2</sup> of storage areas for general cargo, a 600m<sup>2</sup> area to process and store perishable goods, a 7,994 m<sup>2</sup> container yard, two 30-ton self-propelled cranes, four 30-ton tractor trailers, six four-ton lifts, four 30-ton trucks, two container chassis, one boat for river maintenance works, and other ancillary cargo handling equipment.

This impressive initiative will facilitate increased productivity for Peru's port sector, as well as increased trade.

Source: *Proinversión*, National Port Authority



#### **14. Port of Port of Spain: major maritime hub in Eastern Caribbean**

Located in Trinidad and Tobago, the Port of Port of Spain in recent years has been the leading commercial operation in the Eastern Caribbean region. While last year (2009) saw stagnation in trade, the port recorded a 6% growth in container traffic, which figure involved the shipments of more than 401,260 TEU. Among other important statistics, this port saw shipment of about 110,000 tons of bulk cargo, and received more than 45 cruise ship calls.

Investments have also been key to the growth of this port, and last year investment in new equipment purchases totaled about US\$20 million, including to acquire a fifth crane, five rubber-tire gantry cranes, and 12 trucks, among others.

The Port is now planning to expand its container yard space, for it to be capable of handling an additional 80,000 TEU per year.

Source: Caribbean Maritime Magazine

#### **15. Towards a regional integrated maritime strategy (RIMS)**

The Regional Integrated Maritime Strategy (RIMS) is a long-term plan of action for the maritime sector (including cargo, cruise, and luxury yachts) for the Caribbean and Latin America region, with a view to closer relations aimed at developing regional maritime interests.

Effective implementation of this strategy in the region will contribute to more efficient operations and services; establishment of a regional network to collaborate on security and efficiency in the maritime sector; increased productivity, reduced costs, market expansion, and job-creation, and will lay the foundation for a stronger integration between the Caribbean and Latin America.

This strategy is based on five pillars: 1) the timely and accurate maritime information: Regional Information Technology Platform; 2) Trade Facilitation: Community-based trade systems; 3) Customs integration; 4) Cruise tourism integration; and 5) Maritime security integration.

The Caribbean Shipping Association's upcoming event entitled "RIMS Now: Dawn of a New Beginning," will be held in Montego Bay, Jamaica (October 11-13, 2010) to bring together various personalities to work on issues to contribute to effective application of the strategy.

Source: Caribbean Shipping Association (CSA)

#### **16. Port Activities**

- *XV Ibero-American Port Management Course*. Organized by *Puertos de España* and CIP/OAS. To be held in Spain, from October 4-29, 2010. Application deadline is August 27, 2010.

[http://www.oas.org/CIP/docs/cursos/35\\_becas\\_spain\\_2010/convocatoria.pdf](http://www.oas.org/CIP/docs/cursos/35_becas_spain_2010/convocatoria.pdf)

- *XIX Latin American Port and Harbor Congress*. Organized by the American Association of Port Authorities (AAPA). To be held in Manta, Ecuador, from July 6-9, 2010.

<http://www.congresomanta2010.com/>

- *Maritime Economic Development Workshop*. Organized by APPA. To be held in Tacoma-Washington, United States, from July 13-14, 2010.

<http://www.aapa-ports.org/Espanol/seminario.cfm?itemnumber=17213>





- *Port Security Seminar and Expo*. Organized by AAPA. To be held in New Orleans - Louisiana, United States, from July 21-23, 2010.

<http://www.aapa-ports.org/Espanol/seminario.cfm?itemnumber=17214>

- *NAVEGAR International Congress - "The New World Trade Routes."* Organized by Conexão Marítima magazine, in Porto Alegre, Brazil, from August 24-26, 2010.

<http://www.navegar-congresso.com.br/site/bin/index.php>

- *MBA in Maritime Transport and Logistics*. Organized by the Normandy School of Management, France. This will run from September 2010 to September 2011.

[http://www.oas.org/CIP/docs/cursos/mba\\_mar\\_trans\\_log.pdf](http://www.oas.org/CIP/docs/cursos/mba_mar_trans_log.pdf)

- *International Maritime Committee (IMC) Symposium*, organized by the IMC and the Argentine Maritime Law Association (AADM). To be held in Buenos Aires, Argentina, from October 24-27, 2010.

<http://www.cmi2010buenosaires.com.ar/es>

- *AAPA/NAWE/MARAD Training in Marine Terminal Management*. Organized by AAPA, in Jacksonville - Florida, United States, from October 25-28, 2010.

<http://www.aapa-ports.org/Espanol/seminario.cfm?itemnumber=17215>

- *XII International Conference on Cities and Ports*, organized by AIVP. To be held in Buenos Aires-Rosario, Argentina, from November 15-19, 2010.

<http://www.citiesandports2010.com/?rubrique1&lang=es>

- *The Challenges of a Contemporary Port City: Port Urban Development and Environmental Sustainability*. Organized by the International Center for Port Technology and Management: Port Authority of Santander, Menéndez Pelayo International University and University of Cantabria, Puertos del Estado, Government of Cantabria; RETE, and CIP/OAS. To be held in Cartagena de Indias, Colombia, from November 16-19, 2010. Application deadline is September 15, 2010

[http://www.cifaeci.org.co/aeci\\_cartagena/on\\_line/index.jsp](http://www.cifaeci.org.co/aeci_cartagena/on_line/index.jsp)