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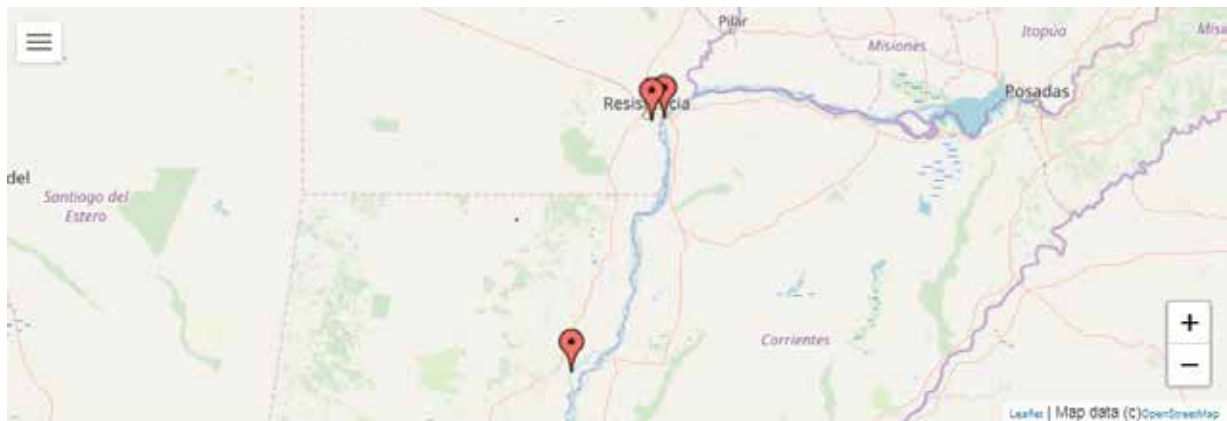
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Ports

Northern Ports

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Corrientes
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Port general description

The northern area of the country has an exit towards the sea through the ports on the Paraná and Paraguay rivers. The region occupies approximately 26% of the country's area and is traversed by the Uruguay, Pilcomayo, Bermejo, Paraguay and Paraná rivers, the latter two navigable and which transport part of the production of Bolivia, Paraguay and the southern Mato Grosso. The following provinces form part of the region: Jujuy, Salta, Tucumán, Santiago del Estero, Formosa, Chaco, Corrientes, Misiones and the northern area of Santa Fe. Also the region is bounded by four other countries: Chile, Bolivia, Paraguay and Brazil. The region has a population of almost 9,200,000 (approximately 20% of the country's total population) and eight capital cities with populations ranging from 220,000 and 811,000.

The road network in the region links the main consumer and production areas although there are more roads in a north-south than east-west direction. There are links with the main ports in northern Chile, the Bolivian cities of La Paz and Santa Cruz de la Sierra and with Asunción, capital of Paraguay. The railway network is developed towards the west and there are connections between Bolivia and some Chilean ports with the ports of Barranqueras and Formosa. The railway network in the eastern provinces of Corrientes and Misiones is not connected to the former network because the only bridge that crosses the Paraná river in this area is, for the time being, only for road traffic. However, it is connected with Paraguay and Brazil. There are nine international airports (Cataratas del Iguazú, Posadas, Corrientes, Paso de los Libres, Resistencia, Formosa, San Miguel de Tucumán, Salta and San Salvador de Jujuy), and another 18 public airports with paved airstrips. Even though there are several ports on the Paraná and Paraguay rivers, Corrientes, Barranqueras and Reconquista are, because of their infrastructure and location, the most used for significant movements of products involved in foreign trade.

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Km 1208 Paraná River

Province of Corrientes Argentine

Charts CR#1, sheet 60

Specialities and port connections

 Petroleum by products

 Forestry Products

 Containers

 Bulk Cargo



This city, the province capital, has a population of approximately 360.000 (including suburban areas) and is the seat of the provincial government. It is an important commercial and service center and is the head of a rich area which produces citrus, tobacco, foodstuffs, textiles and timber. There are highways connecting the city with the interior of Mesopotamia, the south of Paraguay and with the state of Rio Grande do Sul (Brazil). Towards the west the General Belgrano bridge over the Paraná river connects Corrientes with the city of Resistencia, the Chaco region and the Argentine north-west. Also, the Mesopotámico railway connects it with the south of the province of Entre Ríos, Buenos Aires.

Port general description

Located on the left bank of the Paraná river and up river from the General Belgrano bridge which connects Corrientes with the province of Chaco, this port has good depth alongside and is easy to access making it a good option the year round. The port and all its facilities are operated by Terminal Portuaria Corrientes S.R.L.

Services

There is fresh water for vessels, electric power, fiscal scale, fire-fighting equipment, fumigation service and garbage collection.

Other services

The city has loading facilities, land and air transport, medical attention, and regular communications services.

Description of berths

There is a concrete berth 373 m long, with a depth alongside of abt. 3,65 m (14 ft) in the low water season. The port can operate with push/pull tugs with ocean going or river barges, passenger ships, tankers, regular cargo vessels and pleasure craft. There are three anchoring areas between Kms. 1194 and 1222 of the Paraná river. There are three sheds totaling 2800 sqm and two open storage areas of 6000 sqm. It is equipped with two mobile cranes 120 and 140 tons capacity, forklifts and a tractor plus one transtainer for container storage. It is currently working with containers and fuels. General cargo includes charcoal, timber, leather, lumber for abroad with transshipment at Buenos Aires and Montevideo. General cargo movement 2011 amounted to 23.800 tons

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Km 1198 River Paraná

Province of Chaco

Arg Plan CR# 1, sheet 60

Specialities and port connections

Forestry ProductsForestry Products

ContainersContainers

General CargoGeneral Cargo

Bulk CargoBulk Cargo



Barranqueras, with about 57.000 inhabitants, is some 10 km away from Resistencia (capital city of the province of Chaco), and is in practice a suburb of the latter,. There are significant commercial and port activities. The port moves the local production of soy bean, sorghum, rice, coal, leather, timber, cement, fuel and sand. It is connected by the Belgrano railway with the northwest provinces of Argentina, with Bolivia and with Antofagasta and Iquique in Chile. The road network spreads in all directions within the country and also with Chile, Paraguay and Brazil. There are two international airports, Resistencia (15 km away) and Corrientes (24 km away)

Location images for reference



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Ports installations:

Facilities consist of 800 m of reinforced concrete quay, the center section of which is fitted with 6 handy dockside cranes 2×45 ton (29 m reach), 1×27 and 3×12,5 ton SWL. There are also 4 other earlier generation cranes of 3 ton SWL on the other sections of the quay, all in disuse. Also included in the port equipment is a 45 ton mobile crane and one 45 ton reachstacker for container handling. There are 3 warehouses, each of 1500 sqm covered area and an open storage area, partly paved, of about 7500 sqm for containers, plus additional storage space elsewhere. The private firm AOT S.A. operates at the quay two grain silos of 1.500 tons each and one 10.000 ton grain cell (former 2 ware houses) with one conveyor belt, loading rate 400 TPH, planning to install two more in the near future. Port Administration operates 1 conveyor belt of 300 ton/h load rate ; plans to install 6.000 ton grain silos. There is a grain elevator situated about 3 km north of the port which has its own berthing site capable of accommodating two barges on dolphins. This elevator is operated by CoLoNo S.A. The elevator has a capacity of 105.000 ton and is fitted with 2 conveyor belts, each capable of loading barges at the rate of 500 TPH.

Barges and small domestic tankers, move timber, charcoal, soybean, cotton, tannin, honey, sand, home trade oil, including some TEUS to Buenos Aires and Montevideo. During 2011, cargo movement was about 500.000 tons. Normal drafts are around 5,0 m (16'); early 2010, dredging works has begun to ensure both 3,50 m (11') draft and 80 m width all along the Barranqueras River. It is worthy of note that the closing of the sluice gates at the Yacyretá dam can produce a temporary drop in the river level of 20 or 30 cm three or four days later. With regard to barge movement at the port, barge convoys tie up to the bank on the opposite side of the creek and are ferried across one or two at a time.

At Puerto Vilela (Km 1196), A.C.A. operates 84.800 tons silos, loading barges bound to carry grain cargo to their terminal at San Lorenzo. Cargill also operates 3 grain silos, total 170.000 tons, loading barges bound downriver. Shell and YPF operates two small wharfs for coasters, located at Km 1198.

Services

Fresh water & electric power available. Fire fighting system fitted in quays. There is a 20.000 sqm area (partly paved) for bulk cargo and containers.

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Km 950 River Paraná
Province of Santa Fe Arg
Plan CR# 1, sheet 44

Specialities and port connections

Grain & By Products

Vegoils



A city of some 72.000 inhabitants in the north of the province of Santa Fe which hosts a medium-sized agricultural industry that processes the production of northern Santa Fe and western Santiago del Estero. Highways connect Reconquista north with Chaco and Formosa, south with the Pampa region and west with Santiago del Estero and Tucumán. There is still no road connection with the Mesopotamia across the Paraná River. The local airport runs local services with small aircraft.

The port of Reconquista, at San Jerónimo creek (Km 950 Paraná river), is 15 km distant from the city to which it is connected by road only. Cargoes handled are soybeans, cotton and sunflowerseed meals and oils.

Location images for reference



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Ports installations:

Consist of 5 jetties, 2 of 20 m and 3 of 5 m width, jutting out into the creek from a reinforced concrete quay of 650 m long, average depth in the stream and alongside being 4 – 4,60 m (13 – 15 ft). Two of these jetties are fitted with conveyor belts for barge loading, the belts being fed by trucks which are tipped up on two adjacent hydraulic ramps. Load rate for pelletized meals is about 200 TPH per belt, two barges being able to load simultaneously (empty barges are tied up on the opposite bank of the creek and ferried across 2 or 3 at a time). At a third jetty there are also 2 x 1500 ton oil storage tanks on the quay and loading of vegetable oil is either by pipeline from these tanks or directly from lorries. Loadrate for oil is about 150 TPH. After loading from quay, barges convoys (including tank barges) carry cargo to terminals at Timbúes/ San Martín/ San Lorenzo for loading onto ocean-going vessels. Port installations also include 1 shed of 7500 cubic meters as well as some 9800 sqm open yard space.

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Northern Pampa Ports

Northern Pampa Ports

Santa Fe
Diamante
Timbúes
San Martín
San Lorenzo
Rosario
Arroyo Seco
Villa Constitución
San Nicolás
Puerto Martins
Ramallo
Concepción del Uruguay



Port general description

In a 300 km stretch of the Paraná river, between the cities of Santa Fe and Ramallo, there are several ports and terminals which transfer cargoes from and to ocean going vessels. The area served by these ports is traversed by the Uruguay and Paraná rivers and, thanks to the Paraná-Paraguay waterway it serves, not only the northern area of the Pampa region but also neighbouring countries Bolivia, Paraguay and Brazil. These ports serve mainly the Export of grains and minerals, as well as the domestic traffic of fuels and containers to and from the ports of Central Pampa and Montevideo, taking advantage of the diversification in the port offer during the nineties.

The region is integrated by the following provinces: La Rioja, San Juan, Mendoza, San Luis, central Córdoba, Entre Ríos and southern Santa Fe. To the west the region is bounded by Chile and by Uruguay to the east. The region has a population of over 8.000.000 (approx 18% of the country's total population). There are six capital cities with populations ranging from 192.000 to 1.500.000, Rio Cuarto with 158.000 and Rosario with 1.250.000.

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Quick Info

Km 585 Paraná River

Province of Santa Fe

Lat 31°40'S Long 060° 42'W

Arg Plan CR-1 Sheet 25

BA Chart 2039/1982 B

Specialities and port connections

Grain & By Products

Containers

General Cargo



General description

This city, the capital of the province of Santa Fe, has 490.000 inhabitants (including the greater Santa Fe area) and is the seat of the provincial government. It is an important commercial and farming center. It is in the middle of a rich farming region and it is the main milk producing area in the country (and one of the most important in the world) that extends into the east of the province of Córdoba. Served by the Belgrano railway, it is thus connected with the north, northwest, Bolivia, Chile and the city of Buenos Aires south. The road network is important: a tunnel under the river connects Santa Fe to Mesopotamia region, Brazil, Paraguay and Uruguay; to the west it is connected with the Pampa region, and other destinations such as Coquimbo and Valparaíso in Chile. Towards the north there are alternatives to reach Bolivia and Paraguay and towards the south it connects via freeway with Rosario and Buenos Aires. In the nearby is a domestic airport and 160km away there is an international airport at Rosario.

Location images for reference



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Special Note:

Due to a progressive embankment on the access channel (no dredging done during the past few years), this port no longer operates with ocean going vessels; while draft restrictions in the access channel between Km 586,4 and Km 588,4 and at the elevator N° 1 berth, with depths of 6,70 m (22') or less, the port actually is shifting mainly to reefer and barge operations.

There are studies underway to construct a grain terminal at Parana river Km 583.

Port general description:

Entrance to the port is via an access channel 6085 m long by 60 m wide with a depth of about 6,70 at datum (zero level of the scale at Santa Fe), to which must be added the actual height of the river above datum at any given time. The height of the river varies throughout the year, being usually, but not always, highest from February to April and lowest from September to October.

At all times full details of river heights and depths at passes and in ports can be obtained from the locally published fluvial bulletin (Boletín Fluvial), notwithstanding which, this information should always be carefully checked with pilots.

Description of berths and port installations:

These comprise Basins 1 and 2, The Coastal Wharf, Elevator N° 1 and the North Derivation Channel.

Basins 1 and 2 lie side by side having widths of 120 m and 175 m respectively and being separated by a central quay (east side N° 1 basin, west side N° 2 basin) which is about 120 m in width. The quay frontage of basin 1 is solid stone whilst at N° 2 basin the quay is built on wooden pilings only with an open frontage. Dimensions of these basins are: Basin 1, west side 640 m, east side 555 m. Basin N°2, west side 695 m, east side 883 m.

Basin N° 1:

In disuse. It was suitable for containers and gencargo operations. To date, only small coastal and river boats moor at west side.

Basin N° 2:

In disuse. Former grain elevator now converted to hotel and casino.

Coastal Warf:

length 400 m, is a continuation of the western side of basin N°1.

The elevator N°1 stands on a further continuation of this quay to the south. The elevator was built in 1952; storage capacity is 55.000 ton. The berth consist of four interconnected fendered, concrete jetties each 16 m wide with length overall 240 m with outlying bollards on quay. The overhead gallery, supported on 5 towers/5 intermediate supports is 225 m in length and fitted with 8 telescopic chutes, 3 of which can operate simultaneously, being served by 3 conveyor belts at total average loading rate of 900/1000TPH.

Maximum clearance of chutes above water

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level with river at datum is 18,7 m and further deduction must be made for height of river above datum at any given time. Southward elevator N°1, one berth abt 120 m frontage handles containers and general cargo from and to Buenos Aires / Montevideo; there are 1 x 250 ton mobile crane, forklifts and 1 transtainer available.

North derivation channel:

This is about 2000 m long and runs just east of Basin 2. It has open banks and is used by vessels discharging petroleum products at Shell, for local consumption. Sand and pebble barges operate on the west bank. Five sand transporting plants are in the premises.

Roads:

Km 583 Paraná River, maximum 2 vessels.

Depths:

Access channel 6,70 m at datum.

To foregoing, height of river at Santa Fe above datum at any given time should be added to obtain actual depth in channel and basins. The Paraná river, between Santa Fe and San Martín has been dredged to give a minimum channel depth of 7,30 m (24ft), which minimum it should be noted, is in relation to an agreed reference level.

Local communications:

Traffic and security messages are attended by the Coastguard via VHF ch #9. Vessels arriving at Santa Fe must call via VHF, ch #9 and #12 from km 520 or before.

Pilots:

If necessary, port and river pilots may be selected from any of the several private associations serving Santa Fe and the Paraná river with offices in Rosario and Buenos Aires.

Business hours:

Port administration 0700/1500

Prefectura Naval 24 hs

Customs 0800/1430

Stevedores 0700/1300, 1300/1900 (sat 0700/1300)

All other periods overtime

Medical aid:

Available at 2 Provincial and several private clinics

Hotels:

Accommodation available at various hotels.

Transport:

Regular bus services to all important cities including Buenos Aires via Highway N°9.

Domestic airport at Sauce Viejo (22 km) with direct daily flights to Buenos Aires and elsewhere.

Bunkers:

Delivery by truck. Available with three days notice.

Fresh water:

Obtainable from quay.

Port equipment:

Mobile cranes 1x240 , 1x45, 1 transtainer and forklift trucks.

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Fumigation:

Available.

Garbage disposal:

Available.

Gangway watchmen:

Compulsory for all foreign flag vessels over 2000 GRT.

Repairs:

Two workshops available for minor repairs.

Stores/victuals:

Available locally.

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Quick Info

Km 533 Paraná River, left margin

Province of Entre Ríos

Lat 32°05'S Long 060°39'W

Arg Plan CR-1 Sheet 22

BA Chart 1982 B

Specialities and port connections

Grain & By Products

General Cargo

Bulk Cargo



General description

A small city with a population of some 20.000 located in a farming region in the province of Entre Ríos. The activity is basically commercial. The road network connects the region to Buenos Aires, the whole Mesopotamia, Brazil, Paraguay and Uruguay, and through the Paraná -Santa Fe tunnel and Victoria -Rosario bridge connects it to the Pampa region to the west. The closest commercial airport is in Paraná (capital of the province), some 50 km away.

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Port general description:

The main interest to shipping is the grain elevator situated in the port. The elevator is owned by Cargill and operates as Puerto Diamante S.A.

Grain elevator berth:

At northern end of the port, vessels berth starboard side to quay without tug assistance on 4 dolphins made of reinforced concrete, berthing frontage 156m with outlying head, stern mooring bollards, vessels of up to 257 m have berthed.

Cargo transferred from silos to loading gallery by twin inclined conveyor belts. Loading gallery supported on 4 latticed towers and fitted with 7 telescopic loading chutes; outreach about 22 m.

Vertical clearance reportedly 21,2 m at datum.

Average loadrate 900 TPH (2 belts).

Grain storage capacity is 90.000 ton. Reception rate: trucks abt 7300 TPH. Exports includes soybean, corn, wheat, sorghum and rice.

General cargo wharf:

Apart from the elevator berth there is an adjacent general cargo wharf 150 m length with four warehouses of 7000 sqm covered area, two of which are rented privately.

Barges berth:

A small 60 meter berth for barges has been constructed to the north of the general cargo wharf.

Roads:

Downriver from port, admitting as per standing regulations 2 Panamax size vessels.

Depths:

Access channel is 1.200 m long, 120 m wide, depth at datum 7,25 m (23 ft). Depth alongside elevator abt. 7,00 m. To foregoing add height of river above datum at any given time, details of which can be obtained from the Boletín Fluvial and should be checked with pilots before proceeding. The river between Diamante and San Martín (Santa Fe) has been dredged to give a minimum channel depth of 8,20 m (27 ft), which minimum it should be noted is in relation to an agreed reference level. Early 2012 dredging works were finished restoring to above mentioned drafts at entrance channel and berths.

Restrictions:

Port pilots discourage night time sailing from port to roads which about 45 minutes steaming time down-river.

Berth assignment:

Expected arrival time should be advised to grain elevator operators Puerto Diamante S.A. and Port Authorities at least 5 working days prior arrival. Berthing granted on first come, first served basis providing cargo export documents ready.

Local communications:

Traffic and security messages are attended by Prefectura Naval (Coastguard) on VHF channel 12.

Free pratique:

No local Port Health office. Ships put forward request via cable, telex or fax to Agents, for them to channel same via nearest office at Santa Fe,

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distant about 74 km. Travelling costs of either Doctor or on-duty Sanitary Officer are on ship's account.

Pilots:

Three private companies stationed at Rosario. Pilots usually travel up to Santa Fe by bus or car and thereon Agent arranges car transport to Diamante. Return trip is performed in similar fashion.

Tugs:

Vessels berth bow in without the aid of a tug, however one tug is required on departure for backing out of the berth. Vessels of less than 110 m are normally exempt from the use of a tug on presentation of request for exemption to PNA (Coastguard).

One tug is available in the area, must be requested through Agents in advance.

Medical aid:

Available at provincial hospital or private clinic.

Hotels:

One available (1 star category). Otherwise accommodation can be obtained at nearby cities of Paraná or Santa Fe.

Business hours:

Banks 0700/1200

Shops 0800/1200, 1600/2000

Customs 0700/1900

Port Ad. 0700/1900

Stevedores 0700/1430, 1430/2200 M/F

0700/1300 Sat

All other periods overtime.

Transport:

Intercity, long distance bus services to Paraná and Santa Fe and beyond via highways 11, 32 and 45.

Domestic airport at Paraná, distant 40 km with daily flights to Buenos Aires.

Bunkers:

Not available.

Fresh water:

Available from quay.

Garbage:

Withdrawal can be arranged via truck.

Warehousing:

Available two sheds of 750 and 450 m2 covered area.

Open storage:

Available nearby port area.

Gangway watchmen:

Compulsory for foreign flag vessels over 2000 GRT.

Fumigation:

Elevator administration can offer limited services for cargo spaces.

Repairs:

Minor repairs only.

Stores/victuals:

Available in limited amounts.

Electricity from shore:

Can be arranged via local Port Administration.

Ports

Northern Pampa Ports

Northern Pampa Ports

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San Lorenzo

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Quick Info

Km 441/465 River Paraná, right margin

Province of Santa Fe.

Arg Plan CR-1 Sheet 17

BA Chart 1982 B



General description

Timbúes, San Martín and San Lorenzo, together with other smaller towns, constitute the northern area of Greater Rosario, in the province of Santa Fe. With about 60.000 inhabitants, this area has important industrial plants, especially agro-industrial, chemical, petrochemical and oil. The Nuevo Central Argentino and Belgrano railway lines provide good connections in every direction except east. The port area is connected by an excellent road network and the new bridge between Rosario and Victoria now connects it to the Mesopotamia region. The Rosario and Rosario-Santa Fe highways by-pass the urban areas and allow a swift approach without mixing with local traffic. The Rosario international airport is 32 km away.

Location images for reference



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Northern Pampa Ports

Northern Pampa Ports

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Ramallo

Concepción del Uruguay

Quick Info

Port general description:

Timbúes, Puerto San Martín and San Lorenzo, commonly referred to in shipping circles as San Lorenzo, with their modern terminals for exporting grain, agricultural by products and vegoil have become the leading export area of these goods, with about 60% of Argentina's total annual movement. For all ports to/from San Lorenzo/San Martín/Timbúes, vessels proceed via the dredged channel presently maintained by Hidrovia S.A. as per contract at not less than 10,36 m (34 ft).

Stores/victuals:

Victuals unlimited. Stores normally coming from Buenos Aires. Vessels berthed at grain terminals usually supplied by launch, which ship chandler arranges.

Roads:

Km 441/445, admitting 8 vessels. Lightening zone kms 452/453,5 admitting 1 vessel and 2 barges or small ships alongside. Auxiliary roads kms 453,6/455 admitting 2 vessels.

River level:

The river fluctuates throughout the year due to the rise and fall of the Paraná and Paraguay rivers and their tributaries, usually being highest from about February to May and lowest from September to October.

Depth:

For datum depths of berths see berth descriptions. As per second stage of Hidrovia

S.A.'s dredging contract a minimum depth of 10,30 m (34 ft) with regard to an agreed reference level is to be maintained in the Paraná river main channel.

Berth assignment:

Berthing at all private grain, chemical or oil terminals is in conjunction with terminal operators and contact should be established about 10 days before vessel's arrival and thereafter closely maintained. Priority is given normally according to order of arrival subject to availability of cargo, readiness of export documentation and decision of respective Terminal Manager.

Local communications:

Prefectura Naval Radio (Coastguard) callsign L6K ch 14-16-09.

Pilots:

These may be chosen from a number of private companies located at Rosario and Buenos Aires that offer their services. Port pilots are stationed at Rosario, river pilots at Rosario or Buenos Aires.

Tugs:

Not required for berthing, unberthing at any of Timbúes, San Martín and San Lorenzo berths, except for ships exceeding LOA 185 m when maneuvering or unberthing from terminals in area between Km 447 and 449,5, plus the possible exception of Petrobras Energía San Lorenzo berths, regarding which Pilots / shipping agents should be consulted.

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Northern Pampa Ports

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Puerto Martins

Ramallo

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Quick Info

Business hours:

Port administration 0600/1300

Prefectura Naval 24hs

Customs 0930/1800

Stevedores 0600/1200, 1200/1800 M/F

0600/1200 Sat

Banks 0700/1300

Shops 0800/1200, 1500/1900

Medical Aid:

2 private clinics. Ambulance service from San Lorenzo to Buenos Aires/Rosario.

Hotels:

3 small hotels available at San Lorenzo, but accommodation can be sought at nearby city of Rosario.

Fumigation:

One local firm at San Martin offers their services.

Gangway watchmen:

Compulsory for all foreign flag vessels over 2000 GRT.

Repairs:

Only limited repairs by local and Rosario workshops. Larger repairs require assistance of workshops from Buenos Aires.

Shore gangway:

Available at all private terminals.

Transport:

Timbúes, San Martín and San Lorenzo are 35, 30 and 25 km North of Rosario on motorway with road connections to all parts of the country via Rosario.

Bunkers:

By barge only unless otherwise stated; in any case permission of terminal operator required beforehand.

Slops / Sludge:

By barge, with terminal permission.

Fresh water:

Available at all Terminals unless otherwise stated.

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Northern Pampa Ports

Northern Pampa Ports

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Timbúes

Termoeléctrica San Martín

NORTH y SOUTH berths

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COFCO Timbues NTH y STH berths

AGD Timbues

ACA Timbues

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Quick Info

Km 466 Parana River

Specialities and port connections

Petroleum by products



General description

TJetty for vessels operating at the electrical power generating plant. Consists of one central manifold jetty, with two fore and other two aft dolphins, total frontage 100 m, plus two outlying mooring points 74m up and down river, suitable for vessels up to LOA 237 m; depth alongside 7,3 m (24 ft) (will be dredged to 10 m); central manifold pipelines 1x24" and 1x10", connecting to 8x8,500 cbm tanks for gas-oil or diesel-oil storage.

Location images for reference



Ports

Northern Pampa Ports

Quick Info

KM 464,7 of the Parana River

Specialities and port connections

Grain & By Products Grain & By Products

Vegoils Vegoils



General description

Owned by Vicentin SAIC, Oleaginosa Moreno hnos and Molinos Rio de La Plata S.A. The berth offers a berthing frontage of 315 mts and 10 defenders.

Location images for reference



Northern Pampa Ports

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Termoeléctrica San Martín

NORTH y SOUTH berths

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COFCO Timbues NTH y STH berths

AGD Timbues

ACA Timbues

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Ports

Northern Pampa Ports

Quick Info

Storage capacity:

Seeds: 310.000 MT. Sbm hp: 167.000 MT. Shp:
27.800 MT. Sbo: 45.000 MT. Soylecitin: 10.000 MT.

No bunkers, fresh water and discharge of garbage
available.

Load Rate:

3000 MT per hour for grains by two gangs. 1000
MT per hour for vegoil by one line of 14" with two
hoses 8". Cargoes can be loaded directly from
silos or trucks.

Depth Alongside:

about 40 ft.

Mas Loa:

245 mts.

Air draft:

28 mts.

Loading arms:

Three telescopic schuters, loading by one arm.

Working time:

The usual working time is from Monday to Friday
from 0600 hs to 1800 hs and on Saturday from
0600 hs to 1200 hs. The remaining times are
considered as overtime, and as per terminal
regulation before berthing, the

charterers/shippers/coordinators/agents must
confirm the around-the-clock operations. If
nobody confirms the around-the-clock
operations, the Vessel could lose her position if
the terminal has any Vessel at anchorage that
confirms her around-the-clock operations.

As per terminal regulations, cargo holds to be
loaded at this terminal must be inspected before
berthing by all cargo controlling companies
acting in each case.

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 - LDC Timbues
 - COFCO Timbues NTH y STH berths
 - AGD Timbues
 - ACA Timbues
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Ports

Northern Pampa Ports

Northern Pampa Ports

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NORTH y SOUTH berths

LDC Timbues

COFCO Timbues NTH y STH berths

AGD Timbues

ACA Timbues

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Quick Info

Km 464 Parana River

Specialities and port connections

Grain & By Products Grain & By Products

Vegoils Vegoils



General description

Owned by SACEIF Louis Dreyfus. The berth consists of Four dolphins made of reinforced concrete, giving a frontage of 100 metres, with outlying mooring points for and aft. Depth alongside 10m (33ft). Three towers stepped at the dolphins, supports three loading arms with dust suppressors, connected to shore by a conveyer belt, aircraft 28 m to datum; 1x8" and 1x6" diameter vegoil pipelines; average load rate grain 1800 TPH, vegoil 800 TPH. Storage capacity: grain/by products 285.000 ton, oil 44.500 tons. About 150 meters upriver from this berth, there is a new barge pier, 140 m long; one conveyor belt connects berth to silos, discharge grains at a rate of 900 TPH. Bunkers /sloops by barge; no fresh water.

Location images for reference



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SHIP AGENTS

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NORTH y SOUTH berths

LDC Timbues

COFCO Timbues NTH y STH berths

AGD Timbues

ACA Timbues

San Martín

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Arroyo Seco

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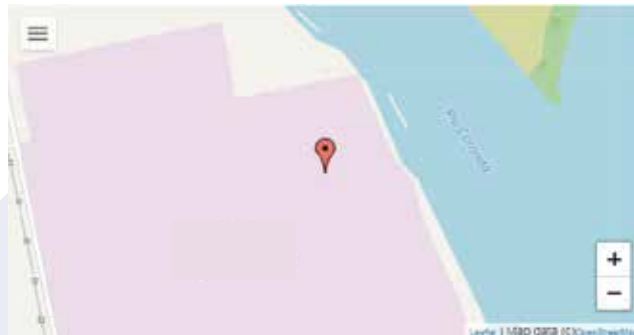
Quick Info

Km 462 Parana River

Specialities and port connections

Grain & By Products

VegoilsVegoils



General description

Owned by Noble Argentina S.A. pier made of reinforced concrete, with fenders, frontage 160m, with two outlying mooring dolphins. Depth alongside at datum 14,60 m. Grains are loaded via three multidirectional loading arms provided with dust suppressors, which are supported by three towers. Air draft 27 mts. Average loading rate of 1600 TPH. Grain storage silos 136000 ton plus cells 135000 ton: vegoil 5x15000 cbm tanks, connected to pier by 1x8" pipeline, load rate 1000 TPH.

About 400 metre upriver, a new pontoon wharf for vegoil and fertilizers, 120 m long, 18 m wide, with one shore mooring point upriver and stern mooring buoy; vessels up to LOA 204 m(handymax type); depth alongside 12m (39ft) to datum. The wharf is connected to shore by 2 viaducts 25m long, 4 m wide. Vegoil pipeline 1x8"; fertilizers discharge by ship's gear. Bunkering, slops, garbage disposal and fresh water not allowed/ available at berth. Actual annual Export capacity: about 3 million tons.

Location images for reference



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NORTH y SOUTH berths

LDC Timbues

COFCO Timbues NTH y STH berths

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Quick Info

Km 459.5 Parana River

Specialities and port connections

Grain & By Products



General description

ACEITERA GENERAL DEHEZA S.A. (A.K.A. RECOUP S.A.) HAS INAUGURATED A NEW GRAIN TERMINAL IN TIMBUES (SAN LORENZO).

THE TERMINAL HAS A TOTAL STORAGE CAPACITY OF 220,000 METRIC TONS FOR GRAINS.

THE DESIGN CAPACITY IS FOR 2,000 METRIC TONS PER HOUR BASIS TWO GANGS, BASIS GRAINS.

THE FIRST VESSEL LOADED HAS BEEN THE M.V. "NORDIC BUSAN" WHO WAS ALONGSIDE BETWEEN JANUARY 24TH AND 29TH BUT ONLY LOADED IN STRAIGHT TIME (06:00 TILL 18:00 HOURS) AND ACHIEVED AN AVERAGE LOAD RATE OF 900 TONS PER HOUR.

TOTAL CARGO LIFTED WAS 34,392.4 TONS OF WHEAT BOUND FOR INDONESIA.

TECHNICAL SPECIFICATIONS AS PER BELOW:

MAX LOA 265 METRES

AIRDRAFT 21 METRES

DEPTH ALONGSIDE 18 METRES, AT DATUM.

LOAD RATE: 2,000 TPH.

CONVEYOR BELT WITH TWO LOADING ARMS.

FW IS NOT AVAILABLE.

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Quick Info

To be operative soon.



General description

ASOCIACIÓN DE COOPERATIVAS ARGENTINAS C.L. IS BUILDING A NEW GRAIN TERMINAL

SLIGHTLY UP RIVER FROM THE RECENTLY INAUGURATED A.G.D. TERMINAL

DETAILS OF THIS NEW INSTALLATION ARE YET TO BE OFFICIALLY REPORTED BUT IT WILL BE OF A SIMILAR DESCRIPTION AND CHARACTERISTICS AS THE A.G.D. TERMINAL.

IT IS EXPECTED TO BE UP AND RUNNING BY APRIL THIS YEAR (2020).

Location images for reference



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La Alumbra

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Quebracho

T.F.A.

Pampa Energia

COFCO PGSM NORTH BERTH(ferts)

& SOUTH BERTH

ADM AGRO

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Quick Info

Km 458 of the Parana River

Specialities and port connections

Fertilizers



General description

Owned by Profertil, the berth offers a berthing frontage of 146 mts afforded by Four dolphins.

Location images for reference



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Quick Info

Storage capacity:

200.000 MT.

Cargoes discharged:

Solid fertilizers.

Discharge rates:

600 MT per hour. 4 hoppers able to discharge one cargo at a time.

Depth alongside:

17 mts.

Air draft:

13 mts.

Max LOA:

220 mts.

Working time:

The usual working time is from Monday to Friday from 0600 hs to 1800 hs and on Saturday from 0600 hs to 1200 hs. The remaining times are considered as overtime.

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Quick Info

Km 458 of the Parana River

Specialities and port connections

Fertilizers



General description

Owned by Profertil, the berth offers a berthing frontage of 146 mts afforded by Four dolphins.

Location images for reference



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Quick Info

Storage capacity:

200.000 MT.

Cargoes discharged:

Solid fertilizers.

Discharge rates:

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Depth alongside:

17 mts.

Air draft:

13 mts.

Max LOA:

220 mts.

Working time:

The usual working time is from Monday to Friday from 0600 hs to 1800 hs and on Saturday from 0600 hs to 1200 hs. The remaining times are considered as overtime.

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Quick Info

Km 457 Parana River

Specialities and port connections

 Bulk Cargo



General description

Private berth operated by Minera Alumbra Ltd., especially constructed for the loading of mineral ore (copper concentrate) from the Bajo La Alumbra mine in Catamarca. The berth consists of 5 dolphins giving a berthing front of 180 m with outlying bow and stern mooring points, length overall 348 m. Depth alongside 13 m (42 ft). Deadweight limitations for vessels using berth: unloaded 45,500 ton, loaded 60,000 ton. The ore arrives at the berth in railway wagons, being transferred to a 360° conveyor belt which feeds a radial ship loader. Loadrate 1250 TPH. Storage space at the terminal 50,000 ton. Used at small percentage (15%) of installed capacity, plans are to offer for other bulk cargoes.

Location images for reference



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Quick Info

Storage capacity:

200.000 MT.

Cargoes discharged:

Solid fertilizers.

Discharge rates:

600 MT per hour. 4 hoppers able to discharge one cargo at a time.

Depth alongside:

17 mts.

Air draft:

13 mts.

Max LOA:

220 mts.

Working time:

The usual working time is from Monday to Friday from 0600 hs to 1800 hs and on Saturday from 0600 hs to 1200 hs. The remaining times are considered as overtime.

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Quick Info

Km 456 Parana River

Specialities and port connections

Grain & By Products

VegoilsVegoils

Bulk CargoBulk Cargo

General description

Private berth owned by Terminal 6 S.A.

Location images for reference



ANTARES
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Northern Pampa Ports

Quick Info

a) North Berth:

Slightly up-river from the older South berth, this berth was built originally to attend the unloading of river barges carrying bulk cargo from up river ports using grab discharge, and in 1998 a new berth was built parallel towards the channel leaving a 23 meters wide gap for barge operation. Tugboat assistance is not required. Berth details: 4 dolphins with 161 m berthing front and two outlying mooring dolphins. Maximum LOA 270 m; depth alongside 12,20 m (40 ft); air clearance 25 m at datum. This berth is connected to the terminal by two belt conveyors, feeding (3) three loading arms with spoon trimmers, which allows two products to be handled simultaneously directly from silo, truck or wagons, at a loading rate of up to 1200 TPH grain and 1000 by-products, per loading line. For vegoil, 1 x 12" diameter provides a load rate of 500 TPH.

Grain storage capacity 1.160.000 tons, 410.000 for by-products on 15 cells and 15 silos, all interconnected. Reception rates daily: 40.000 tons from trucks, 26.000 tons from wagons, 10.000 tons from barge. Oil storage capacity is 110.500 tons in 38 vegoil tanks. Has 4 biodiesel tanks with a total storage capacity of 34.000 tons (8500 tons each).

Parking area for about 700 trucks. Fitted with railway sidings capable of handling 135 loaded and 60 empty wagons and interconnected with national railway line. Distance 11km to National Highway #9.

Berth assignment according to Terminal 6's schedule based on vessel's arrival at Zona Común, normally with notice of 15 days in advance for FOB shipments, Shippers' notice 10 days and Ship's ETA 3 days.

Terminal working time from Monday 06:00 up to Saturdays 14:00. Can operate during weekend with O/T payment.

This terminal can handle an annual total of abt 12 million tons for export of grain and by-products; vegoil 1,7 million tons.

b) South Berth:

In operation as from 1987 offering a berthing front of 155 m afforded by 4 dolphins together with 2 outlying dolphins for bow and stern moorings, depth alongside 12,20 m (40 ft), air clearance at datum 21 m. Cape size vessels load here.

Tugboat assistance is not required. Grain and by-products are loaded at this berth via 2 feeder lines and 4 loading arms which allow 2 products to be handled simultaneously directly from silo, trucks or wagons at a loading rate of about 800 TPH by-products and 1000 TPH grain per loading line. At this berth, 1 x 12" pipeline for biodiesel is available, load rate 500 TPH; there are 4 biodiesel tanks at the premises.

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Quick Info

Km 455 Parana River

Specialities and port connections

Petro Chemicals

VegoilsVegoils



General description

Private berth belonging to Alto Paraná S.A. built in 1991/92 for export of Methanol and Urea formaldehyde resin (UFC).

Berth consists of two reinforced concrete dolphins, 58 m apart, with central loading tower set slightly inland from dolphins and which connected to shore by metal viaduct.

An outlying mooring tower upstream and mooring buoy downstream permit mooring of vessels up to 230 m LOA, Ddwt 46.000 ton. Overall distance between moorings 290 m. The loading tower has three different levels to be used as convenient depending on vessel's size and height of the river and has pipelines laid on from storage tanks ashore. Tank capacity 8000 cbm methanol, 1700 cbm UFC. Loadrate methanol 170/250 TPH, UFC 160 TPH from 2x6" pipelines. Depth alongside at datum reportedly 9,20 m (30'02" ft).

Terminal 6 S.A. and Quebracho have made arrangements to use this berth for exporting vegoils and biodiesel from their crushing and processing plants.

ANTARES
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Quick Info

a) North Berth:

Slightly up-river from the older South berth, this berth was built originally to attend the unloading of river barges carrying bulk cargo from up river ports using grab discharge, and in 1998 a new berth was built parallel towards the channel leaving a 23 meters wide gap for barge operation. Tugboat assistance is not required. Berth details: 4 dolphins with 161 m berthing front and two outlying mooring dolphins. Maximum LOA 270 m; depth alongside 12,20 m (40 ft); air clearance 25 m at datum. This berth is connected to the terminal by two belt conveyors, feeding (3) three loading arms with spoon trimmers, which allows two products to be handled simultaneously directly from silo, truck or wagons, at a loading rate of up to 1200 TPH grain and 1000 by-products, per loading line. For vegoil, 1 x 12" diameter provides a load rate of 500 TPH.

b) South Berth:

In operation as from 1987 offering a berthing front of 155 m afforded by 4 dolphins together with 2 outlying dolphins for bow and stern moorings, depth alongside 12,20 m (40 ft), air clearance at datum 21 m. Cape size vessels load here. Tugboat assistance is not required. Grain and by-products are loaded at this berth via 2 feeder lines and 4 loading arms which allow 2 products to be handled simultaneously directly from silo, trucks or wagons at a loading rate of about 800 TPH by-products and 1000 TPH grain per loading line. At this berth, 1 x 12" pipeline for biodiesel is available, load rate 500 TPH; there are 4 biodiesel tanks at the premises.

Grain storage capacity 1.160.000 tons, 410.000 for by-products on 15 cells and 15 silos, all interconnected. Reception rates daily: 40.000 tons from trucks, 26.000 tons from wagons, 10.000 tons from barge. Oil storage capacity is 110.500 tons in 38 vegoil tanks. Has 4 biodiesel tanks with a total storage capacity of 34.000 tons (8500 tons each).

Parking area for about 700 trucks. Fitted with railway sidings capable of handling 135 loaded and 60 empty wagons and interconnected with national railway line. Distance 11km to National Highway #9.

Berth assignment according to Terminal 6's schedule based on vessel's arrival at Zona Común, normally with notice of 15 days in advance for FOB shipments, Shippers' notice 10 days and Ship's ETA 3 days.

Terminal working time from Monday 06:00 up to Saturdays 14:00. Can operate during weekend with O/T payment.

This terminal can handle an annual total of abt 12 million tons for export of grain and by-products; vegoil 1,7 million tons.

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ADM AGRO

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Quick Info

Km 454,5 Parana River

Specialities and port connections

Grain & By Products

VegoilsVegoils



General description

Terminal for grain, by products and vegetable oil owned by Cargill.

Berth: 4 reinforced concrete dolphins. Length overall 134 m with two outlying mooring dolphins, suitable for vessels 297 m LOA. Depth alongside 12,50 m (41 ft), air draft 21 m, both to datum.

Cargo transferred from silos/cells by inclined conveyor belt to loading gallery. Gallery supported on three towers stepped alongside dolphins and towers fitted with two multi-directional loading arm (northern end) and one telescopic chute. Outreach arms 22 m; chute 20 m. Average loading grain 1800 TPH, by products 1400 TPH, two products simultaneously. Silos and cells storage capacity 715,500 tons grain/by products. Reception 21.000 ton grain per day ex trucks. Parking space 700 trucks. No railway sidings. Berth fitted with 1x12" pipeline for loading soybean oil from 20 storage tanks with total 83.000 ton capacity. Average load rate 900 TPH.

Fresh water not available, shore gangway available. Bunkers not allowed. The terminal can handle abt.4 million tons grain/by-products and vegoil per year.

Location images for reference



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Quick Info

a) North Berth:

Slightly up-river from the older South berth, this berth was built originally to attend the unloading of river barges carrying bulk cargo from up river ports using grab discharge, and in 1998 a new berth was built parallel towards the channel leaving a 23 meters wide gap for barge operation. Tugboat assistance is not required. Berth details: 4 dolphins with 161 m berthing front and two outlying mooring dolphins. Maximum LOA 270 m; depth alongside 12,20 m (40 ft); air clearance 25 m at datum. This berth is connected to the terminal by two belt conveyors, feeding (3) three loading arms with spoon trimmers, which allows two products to be handled simultaneously directly from silo, truck or wagons, at a loading rate of up to 1200 TPH grain and 1000 by-products, per loading line. For vegoil, 1 x 12" diameter provides a load rate of 500 TPH.

b) South Berth:

In operation as from 1987 offering a berthing front of 155 m afforded by 4 dolphins together with 2 outlying dolphins for bow and stern moorings, depth alongside 12,20 m (40 ft), air clearance at datum 21 m. Cape size vessels load here. Tugboat assistance is not required. Grain and by-products are loaded at this berth via 2 feeder lines and 4 loading arms which allow 2 products to be handled simultaneously directly from silo, trucks or wagons at a loading rate of about 800 TPH by-products and 1000 TPH grain per loading line. At this berth, 1 x 12" pipeline for biodiesel is available, load rate 500 TPH; there are 4 biodiesel tanks at the premises.

Grain storage capacity 1.160.000 tons, 410.000 for by-products on 15 cells and 15 silos, all interconnected. Reception rates daily: 40.000 tons from trucks, 26.000 tons from wagons, 10.000 tons from barge. Oil storage capacity is 110.500 tons in 38 vegoil tanks. Has 4 biodiesel tanks with a total storage capacity of 34.000 tons (8500 tons each).

Parking area for about 700 trucks. Fitted with railway sidings capable of handling 135 loaded and 60 empty wagons and interconnected with national railway line. Distance 11km to National Highway #9.

Berth assignment according to Terminal 6's schedule based on vessel's arrival at Zona Común, normally with notice of 15 days in advance for FOB shipments, Shippers' notice 10 days and Ship's ETA 3 days.

Terminal working time from Monday 06:00 up to Saturdays 14:00. Can operate during weekend with O/T payment.

This terminal can handle an annual total of abt 12 million tons for export of grain and by-products; vegoil 1,7 million tons.

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Km 454.2 Parana River

Specialities and port connections

Petro Chemicals

Bulk CargoBulk Cargo



General description

Owned by Mosaic S.A. fertilizers, branch of Cargill, this terminal is situated immediately south of Quebracho grain terminal. The berth consists of 3 dolphins offering a berthing front of 130 m with 2 outlying mooring towers, giving an overall length of 270 m, depth alongside 9,5 m (29'7) at datum; fresh water and electric power available at pier; fitted with hoppers and conveyor belts to permit grab discharge of fertilizers to a 158.000 tons capacity deposit; discharge rate 500 tons/h. As per Coastguard (PNA) regulations, the berth is suitable for vessels of maximum LOA 210 m and 42.000 ton displacement. Annual cargo movement abt. 500.000 tons of Urea and other fertilizers.

Location images for reference



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Km 454.2 Parana River

Specialities and port connections

Petro Chemicals

Bulk CargoBulk Cargo



General description

Owned by Mosaic S.A. fertilizers, branch of Cargill, this terminal is situated immediately south of Quebracho grain terminal. The berth consists of 3 dolphins offering a berthing front of 130 m with 2 outlying mooring towers, giving an overall length of 270 m, depth alongside 9,5 m (29'7) at datum; fresh water and electric power available at pier; fitted with hoppers and conveyor belts to permit grab discharge of fertilizers to a 158.000 tons capacity deposit; discharge rate 500 tons/h. As per Coastguard (PNA) regulations, the berth is suitable for vessels of maximum LOA 210 m and 42.000 ton displacement. Annual cargo movement abt. 500.000 tons of Urea and other fertilizers.

Location images for reference



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Quick Info

Km 451,4 Parana River

Specialities and port connections

Petro Chemicals



General description

A private berth for loading chemical products (hydrocarbons, LPG), belonging to Petrobras Energia S.A. Berthing is on two dolphins 90 m apart with outlying mooring buoys, suitable for vessels up to 180 m LOA. Depth alongside at datum 4,60/6,10 m (15/20 ft). Loading and discharging is via six pipelines with 8" connections at rate of about 200 cbm/h. Due to varying depths and shifting banks the constant regulations concerning limitations and use of tugs change frequently; it is recommended to check this info periodically.

Location images for reference



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Quick Info

Km 451 Parana River

Specialities and port connections

Grain & By Products

VegoilsVegoils



General description

Terminal for grain, by products, vegoil. Berth: 4 reinforced concrete dolphins; overall berth frontage approximately 150 m with outlying head/stern mooring dolphins suitable for vessels of around 230 m LOA. Depth alongside reportedly 12,20 m (40 ft) at datum, air clearance 22 m at datum. Cargo transferred to loading gallery by twin inclined belts. Loading gallery supported on 4 towers stepped adjacent to dolphins. Two products loaded simultaneously via 2 telescopic chutes, outreach 20 m. Loadrate grain 2400 TPH; by products 1600 TPH. Storage capacity grain 335.000 ton. Reception grain ex trucks 850 TPH; wagons 400 TPH. Parking for 800 trucks, railway siding for 40 wagons. Berth fitted with 2x8" vegoil pipelines giving loading rate up to 900 TPH. Oil storage capacity 34.000 tons.

Located 650 metres upriver, a new pier 100 m long with 2 outlying mooring dolphins is under construction, provided with a rail mobile grab for discharge fertilizers to a new constructed cell 75.000 tons capacity (a second cell is planned, same capacity); also for unload grain from barges; pipelines to be provided at pier will allow loading operations for vegoil and biodiesel to ocean going vessels. Expected to be operational ending 2012.

Working hours: M/F 06:00/12:00, 12:00/18:00. Sat 06:00/12:00. Otherwise overtime.

Annual exports capacity abt 3 Million tons.

Location images for reference



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Km 449,5 Parana River

Specialities and port connections

Grain & By Products

VegoilsVegoils



General description

Berth built in 1968, acquired by ADM Agro who commenced operations in 1996.

Berthing is on 6 dolphins. Depth alongside at datum about 7,80 m (24ft) , air clearance 19 m to datum. Grain loading arrangements on the berth consist of three tall latticed loading towers (two northern towers interconnected and fed by one conveyor belt) fitted with three telescopic chutes which are swung out on fixed horizontal arms over the vessel; loading rate is 1000 TPH.

The original lower central loading position has been retained for loading vegoil only, with 2×6" oil pipelines laid onto berth giving delivery rate of about 950 TPH. Terminal grain storage capacity 131.000 ton with reception from trucks only at about 1200 TPH.

Vegoil storage capacity 20.000 ton, also connected to Pampa and Dempa vegoil plants. Annual exports amounts to abt 1 Million tons.

Location images for reference



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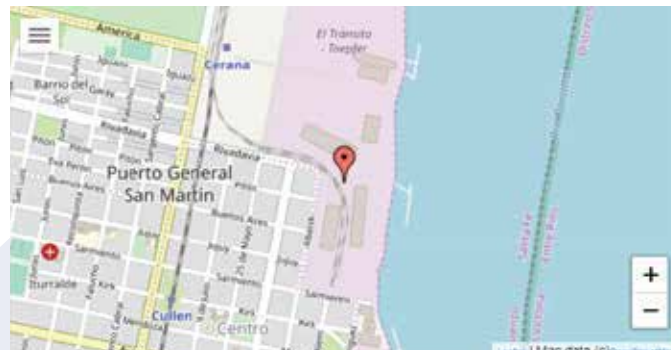
Quick Info

Km 449 Parana River

Specialities and port connections

Grain & By Products

VegoilsVegoils



General description

This is a private berth owned by Bunge Argentina S.A. Vessels berth on three dolphins affording a berthing front of 125 m with outlying head and stern mooring points. Suitable for vessels of up to LOA 270 m and beam 38 m. Depth alongside 12,20 m (40 ft) at datum, air clearance 25,7 m at datum. Loading is via two inclined conveyor belts capable of handling two different products simultaneously, to an overhead loading gallery supported on three reinforced concrete towers stepped alongside dolphins and fitted with 3 loading arms. Loadrates: grain 2000 TPH (2×1000), pellets 1600 TPH (2×800). Storage capacity 420.000 ton; 1×10" pipeline connecting to DEMPA's oil tanks allow to load vegoil. Bunkering not allowed.

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Quick Info

Km 448,5 Parana River

Specialities and port connections

Grain & By Products

Vegoils



General description

Terminal for grain, by products, vegoil also owned by Bunge Argentina S.A. Berth: 5 reinforced concrete dolphins length overall 125 m with outlying head/stern moorings. Depth alongside 12,20 m (40 ft) at datum; air clearance 24 m at datum, suitable for vessels of maximum LOA 235 m beam 32,5 m.

Cargo transferred from silos via conveyor belt to two loading arms fitted with vertical chutes located at center of berth. If required, vessels may shift up and down berth to load different hatches. Average loading rate grain 2000 TPH. By products 2x600 TPH.

Storage capacity grain, by products 135.000 ton. Reception rate 600/700 TPH ex trucks. Adjacent parking for 1050 trucks. Terminal connected to railway. Berth fitted with 1x6" and 1x10" vegoil pipelines to oil tanks permitting loading of two types of oil simultaneously. Tank storage capacity 46.000 ton. Loadrate 600 TPH. Bunkering not allowed.

Location images for reference



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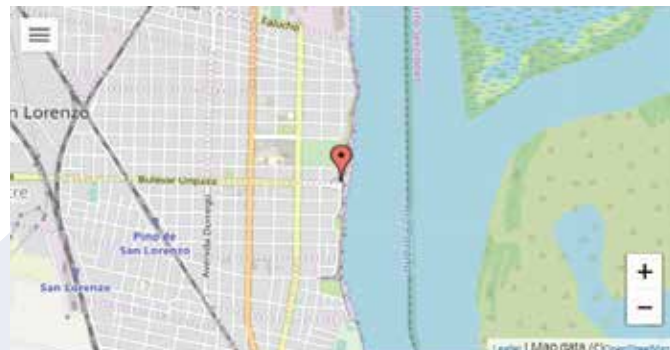
Quick Info

Km 441/465 River Paraná, right margin

Province of Santa Fe.

Arg Plan CR-1 Sheet 17

BA Chart 1982 B



General description

Timbúes, San Martín and San Lorenzo, together with other smaller towns, constitute the northern area of Greater Rosario, in the province of Santa Fe. With about 60.000 inhabitants, this area has important industrial plants, especially agro-industrial, chemical, petrochemical and oil. The Nuevo Central Argentino and Belgrano railway lines provide good connections in every direction except east. The port area is connected by an excellent road network and the new bridge between Rosario and Victoria now connects it to the Mesopotamia region. The Rosario and Rosario-Santa Fe highways by-pass the urban areas and allow a swift approach without mixing with local traffic. The Rosario international airport is 32 km away.

Location images for reference



Ports

Northern Pampa Ports

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Location images for reference



Port general description:

Timbúes, Puerto San Martín and San Lorenzo, commonly referred to in shipping circles as San Lorenzo, with their modern terminals for exporting grain, agricultural by products and vegoil have become the leading export area of these goods, with about 60% of Argentina's total annual movement. For all ports to/from San Lorenzo/San Martín/Timbúes, vessels proceed via the dredged channel presently maintained by Hidrovia S.A. as per contract at not less than 10,36 m (34 ft).

Stores/victuals:

Victuals unlimited. Stores normally coming from Buenos Aires. Vessels berthed at grain terminals usually supplied by launch, which ship chandler arranges.

Roads:

Km 441/445, admitting 8 vessels. Lightening zone kms 452/453,5 admitting 1 vessel and 2 barges or small ships alongside. Auxiliary roads kms 453,6/455 admitting 2 vessels.

River level:

The river fluctuates throughout the year due to the rise and fall of the Paraná and Paraguay rivers and their tributaries, usually being highest from about February to May and lowest from September to October.

Depth:

For datum depths of berths see berth descriptions. As per second stage of Hidrovia S.A.'s dredging contract a minimum depth of 10,30 m (34 ft) with regard to an agreed reference level is to be maintained in the Paraná river main channel.

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Berth assignment:

Berthing at all private grain, chemical or oil terminals is in conjunction with terminal operators and contact should be established about 10 days before vessel's arrival and thereafter closely maintained. Priority is given normally according to order of arrival subject to availability of cargo, readiness of export documentation and decision of respective Terminal Manager.

Local communications:

Prefectura Naval Radio (Coastguard) callsign L6K ch 14-16-09.

Pilots:

These may be chosen from a number of private companies located at Rosario and Buenos Aires that offer their services. Port pilots are stationed at Rosario, river pilots at Rosario or Buenos Aires.

Tugs:

Not required for berthing, unberthing at any of Timbúes, San Martín and San Lorenzo berths, except for ships exceeding LOA 185 m when maneuvering or unberthing from terminals in area between Km 447 and 449.5, plus the possible exception of Petrobras Energía San Lorenzo berths, regarding which Pilots / shipping agents should be consulted.

Business hours:

Port administration 0600/1300

Prefectura Naval 24hs

Customs 0930/1800

Stevedores 0600/1200, 1200/1800 M/F

0600/1200 Sat

Banks 0700/1300

Shops 0800/1200, 1500/1900

Medical Aid:

2 private clinics. Ambulance service from San Lorenzo to Buenos Aires/Rosario.

Hotels:

3 small hotels available at San Lorenzo, but accommodation can be sought at nearby city of Rosario.

Transport:

Timbúes, San Martín and San Lorenzo are 35, 30 and 25 km North of Rosario on motorway with road connections to all parts of the country via Rosario.

Bunkers:

By barge only unless otherwise stated; in any case permission of terminal operator required beforehand.

Slops / Sludge:

By barge, with terminal permission.

Fresh water:

Available at all Terminals unless otherwise stated.

Fumigation:

One local firm at San Martín offers their services.

Gangway watchmen:

Compulsory for all foreign flag vessels over 2000 GRT.

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Repairs:

Only limited repairs by local and Rosario workshops. Larger repairs require assistance of workshops from Buenos Aires.

Shore gangway:

Available at all private terminals.

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Quick Info

Km 448 Parana River

Specialities and port connections

Petroleum

Petroleum by products



General description

Belonging to Repsol-YPF S.A. consists of 2 reinforced concrete dolphins, and can accommodate one medium size vessel. Depth alongside 9,40 m (31 ft). Downstream is a small warf for coastal vessels.

Location images for reference



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Quick Info

Km 447,3 Parana River

Specialities and port connections

Petroleum by products



General description

Berthing front afforded by 2 dolphins. Usually coastal, clean product tankers use this berth. Berth fitted with 6", 8" and 10" pipelines for handling naphtha, kerosene and diesel oil. Depth alongside 7,30 m (24 ft).

Domestic trade only.

Location images for reference



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Km 446,7 Parana River

Specialities and port connections

Petroleum

Petroleum by products



General description

This complex has 3 reinforced concrete jetties numbered 1 to 3, from South to North, as follows: N° 1 inverted "L" shaped jetty, suitable for vessels of LOA 230 m, beam 35 m, displacement 55.000 ton. N° 2 "T" shaped jetty suitable for coastal craft LOA 110 m, beam 14 m. displacement 8000 ton. N°3 inverted "L" shaped jetty suitable for vessels LOA 230m, beam 30 m, displacement 55.000 ton. Minimum depth alongside at all times reportedly: N° 1 jetty 15,20 m (50 ft), N°2 jetty 9,70 m (32 ft), N° 3 jetty 13,10 (43 ft).

These berths are served by 4", 6", 8", 10", 12" and 14" pipelines to permit discharge of crude oil, petroleum by-products, as well as bio diesel from suppliers for the nearby refinery; discharge rate 1700 tons/h for crude.

Location images for reference



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446,2 Parana River

Specialities and port connections

Grain & By Products

Vegoils



General description

Private Grain Terminal owned by Asociación de Cooperativas Argentinas. Inaugurated in 1985. Vessels berth on 4 dolphins, frontage 176 m with outlying head and stern mooring bollards. Vessels of up to 275 m LOA have berthed. Supply from storage is via two inclined conveyor belts to the overhead loading gallery which is supported on 4 latticed towers stepped onto platforms adjacent to the dolphins. Loading is via 4 multidirectional arms provided with dust suppressors with chutes at their extremities which are swung out over the vessel, outreach 22 m, loadrate grain 2200 TPH, by products 1000 TPH. Depth alongside at datum about 12,20 m (40 ft). Air clearance 16 m at datum with loading arm horizontal. Berth fitted with 2x12" pipelines for vegoil with reduction to 8", loadrate 850 TPH. Immediately down river, a barge pier with one fore and 2 aft dolphins, for grain or fertilizers discharge. Terminal storage capacity grain 240.000 ton, fertilizer storage capacity 50.000 tons, oil 36.500 ton. Grain reception ex trucks 1200 TPH, wagons 800 TPH. Parking for 500 trucks, railway siding for 90 wagons. Fertilizers are discharged by grab/ship's crane at aprox 500 TPH basis three gangs. Bunkers by barge subject to ACA's authorization.

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Km 443 Parana River

Specialities and port connections

- Petroleum by products
- Petro Chemicals



General description

Private terminal owned by Akzo Nobel Functional Chemicals, for export of various chemical products. Vessels berth on 2 dolphins and a central jetty, giving a total of 60 m frontage, with outlying head and stern mooring buoys, suitable up to LOA 210 m. Depth alongside about 9,20 m (30'). Berth fitted with four 6" pipelines, loadrate 250 ton/h. Also used for loading vegoil from the Vicentin Terminal next door.

Location images for reference



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Km 442 Parana River

Specialities and port connections

Grain & By Products

Vegoils

Bulk Cargo



General description

Private Grain Terminal owned by Vicentin SAIC, inaugurated 1987. Vessels berth on 4 dolphins, berthing frontage 140 m with outlying mooring dolphins 95 m ahead, 60 m astern. Depth alongside at datum 12 m (39 ft); air clearance 24,5 m at datum with loading arm in horizontal position. Cargo transferred from flats/silos by two conveyor belts to overhead loading gallery which supported on three reinforced concrete towers stepped adjacent to dolphins. Towers fitted with three multidirectional loading arms having vertical chutes and fitted with mechanical trimmers. Maximum loading rate grain 1200 ton, by products 700 ton per belt and can load two products simultaneously. Berth fitted with 2x6"/10" pipelines for loading vegoil, loadrate 800 TPH and vegoil also loaded at adjacent Akzo Nobel berth via 1x10" pipeline. Terminal storage grain/pellets 234.000 ton, vegoil 28.700 ton, and 3 x 4500 ton deposit for bio-diesel storage. Reception from trucks 1400 TPH. Parking space 180 trucks plus additional adjacent space. Berth also has good barge discharging facilities on its inner side where whole convoys of barges coming from upriver ports can be accommodated, grain/pellets being discharged via two suction units onto conveyor belt fitted on South end of berth. Bulk sulphur for adjacent Akzo Nobel terminal also discharged at this berth using one grab on fixed arm (or ship's gear with grab), to hoppers placed over above mentioned conveyor belt and on series of additional conveyor belts. Bunkers via truck only, subject Vicentin's authorization. Annual exports for grain/by products and vegoil abt. 5 million tons.

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Rosario

Arroyo Seco

Villa Constitución

San Nicolás

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Concepción del Uruguay

Quick Info

Km 441,8 Parana River

Specialities and port connections

Grain & By Products



General description

Owned by Molinos Río de la Plata, this terminal adjacent to their San Lorenzo mill, it begun to operate in 2005. Pier made of reinforced concrete, frontage 145 m, with two outlying mooring dolphins, 60 m ahead and 40 m astern. Depth alongside at datum 17 m, aidraft 22,80 m to datum; suitable for vessels LOA 275 m. Grain and by-products are loaded via three multidirectional loading arms, which are supported by three towers stepped on the pier. Loading rates grain 2x1600 TPH, by-products 1400 TPH, (two products simultaneously). Two pipelines for vegoil, at 600 TPH and 800 TPH each. Parking area for 1000 trucks. Storage capacity grain 240.000 tons, by-products 170.000; oil 54.000 tons. Annual export capacity abt 5 million tons.

Location images for reference



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Concepción del Uruguay

Quick Info

Km 420 Paraná River

Province of Santa Fe

Lat 32° 57'S Long 60° 38'W Arg

Plan CR 1 Sheets 15 and 16

BA Charts 2039, 1982



General description

Rosario is the second largest city in Argentina, with a population of about 1.207.000 (including the greater Rosario area). It is located in one of the largest and richest grain producing areas, and is also among the most industrialized regions in the country. There are factories building cars, spare parts, refrigeration equipment, railway equipment, home appliances, machinery for the dairy industry, etc. Also outstanding is the production of vegetable oil and by-products, dairy products, pressed meats, etc. 50% of the furniture industry in the country is spread in the outskirts of Rosario. The chemical and petrochemical industries are also very important and there are oil distilleries, as well as several plants producing bio-diesel from soybean oil. The road and railway network spreads from Rosario towards all points in the country, with the Nuevo Central Argentino, Ferroexpreso Pampeano, Buenos Aires/Pacific and Belgrano lines serving the city as well as numerous highways. Rosario is the head station of the grain railway line that connects it to Bah'a Blanca, actually not used as much as in years before. The airport is close to the city and has extensive domestic and international services.

Location images for reference



Ports

Northern Pampa Ports

Quick Info

Location images for reference



Port general description:

The importance of the city as a port has diminished in recent years due to the building of modern, more efficient grain terminals up river at Timbúes, San Lorenzo and San Martín, and down river at Villa Gobernador Gálvez, Punta Alvear and General Lagos, although the terminals to the South remain under Rosario customs jurisdiction. The trade in bagged cargoes died away, leaving the old city wharfs largely idle except for seasonal shipments of sugar and citrus, and most cargo

operations, other than grain, have been carried out at Terminal 1.

Port authorities, ENAPRO (Ente Administrador Puerto de Rosario), the public entity administering the port as from October 17, 2002, has handed out in concession the port operation for 30 years to Terminal Puerto Rosario S.A.

Description of Berths:

From North to South, these can be conveniently divided into 4 groups.

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Quick Info

- a) Puerto Rosario Terminal 2 .
- b) MOP Berths.
- c) Puerto Rosario Terminal 1.
- d) Grain Elevators VI and VII berth.

Roads:

Only for vessels arriving to or sailing from Rosario.

Main anchorage:

Between kms 410 and 412, left margin.

Secondary Anchorage:

Between kms 419,5 to 421,5 left margin.

Auxiliary anchorage:

between kms 424 and 425, left margin.

Reserve anchorage:

between kms 426 and 428, left margin. It's to be noted that assignment of anchorage is as per instructions from local Coastguard Traffic Control Office (CONTRASE).

Paso Alvear anchorage:

SE from southern dolphin, Punta Alvear berth, right margin.

Manoeuvring zones:

- a) Km 408/410 for vessels arriving to or sailing from Punta Alvear, or arriving at Rosario from upriver ports.
- b) Km 421,5/424 for vessels sailing from Rosario for downriver zones.
- c) Km 399/401 for those vessels that, coming from upriver ports, are unable to swing at kms 408/410.
- d) Km 428/430 for vessels sailing from reserve anchorage.

Depths:

For datum depths at individual berths see Berth Descriptions. As per second phase of Hidrovía S.A. contract a minimum depth of 10,30 m (34 ft) with relation to an agreed reference level is to be maintained in the main channel.

Restrictions:

Maximum speed 6 knots within channel off berths.

Berth assignment:

At private berths at managers discretion and prior agreement.

Local communications:

Radio Rosario L5Q on 477 KHZ. Rosario Prefectura naval radio (coastguard) L6I VHF on ch 12.

Pilots:

These may be chosen from a number of private companies, located at Rosario and Buenos Aires, that offer their services. Port pilots are stationed at Rosario, river pilots at Rosario or Buenos Aires.

Tugs:

Habitually no tugs used in this port. If required they must be ordered from Villa Constitución.

Business hours:

Prefectura Naval 24 hs

Customs 1100/1800

Immigration Dept 0800/1300

Health dept 0800/1300

Stevedores 0600/1200; 1200/1800

Banks 0800/1200

Shops 0800/1300, 1500/1900

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Quick Info

Medical aid:

Attention and treatment available. Several Private and Public Hospitals and Clinics. Emergency services. Ambulances available.

Hotels:

Accommodation available all year round.

Transport:

Highway N° 9 connects Rosario with Buenos Aires southwards, Santa Fe northwards and Córdoba and Mendoza westwards. Efficient daily bus services in all directions. Railway traffic presently goods service only. From domestic airport, regular daily flights to/from Buenos Aires and other cities.

Bunkers:

Must be arranged through suppliers and delivery by road tankers / barge at all city wharfs, Terminal 1 and Unit III elevators, if terminal or wharf operators approved. Careful coordination required to avoid dead freight extra charges for waiting time.

Slops / Sludge:

By barge, with terminal permission.

Divers:

Available.

Electricity from shore:

Can be supplied at quay by local electricity company.

Fresh water:

Available at all berths.

Fumigation:

Available.

Gangway watchmen:

Compulsory for all foreign flag vessels over 2000 GRT.

Garbage:

Collection can be arranged as required.

Shore cranes:

At Terminal 1 1x25 ton SWL dockside cranes, along with various mobile cranes.

Repairs:

Limited repairs can be carried out by local workshops. For larger jobs naval repair firms from Buenos Aires must be employed.

Stores/victuals:

Whilst available locally, if large quantities required it may be convenient to arrange them through ship chandler at Buenos Aires.

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Quick Info

Specialities and port connections

Grain & By Products



General description

Wharf about 300 m in length with Sheds D and E and small grain elevator to which grain, agri by-products brought down by barge from Paraguay and transhipped/stored in elevator and thereafter exported on ocean going vessels; however there has been no activity for more than ten years.

Location images for reference



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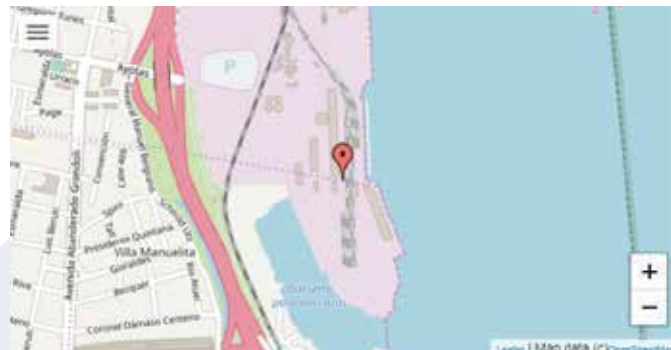
Concepción del Uruguay

Quick Info

Km 415,3 Parana River

Specialities and port connections

Grain & By Products



General description

Berthing is alongside 4 dolphins, length overall about 250 m. Berth served by two inclined loading conveyor belts, leading from silos to overhead loading gallery, which is supported on 8 towers, fitted with 8 telescopic chutes. Storage Unit VI and Unit VII silo capacity 210.000 ton. Average loading rate about 1200 TPH. Depth alongside 10,60 m (35') at datum; air clearance at datum about 22 m. Quay fitted with both broad and narrow gauge railway sidings. Elevators Units VI & VII constructed about 50 years ago (Unit VII wharf, in disuse because structural problems), taken in concession for 25 years as from 1996 by Servicios Portuarios S.A. Annual exports abt. 3 million tons.

Location images for reference



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Quick Info

Km 408 Parana River

Specialities and port connections

Grain & By Products

Vegoils



General description

Located near Villa Gobernador Gálvez, this new terminal is approximately 12 km down river from Rosario, inaugurated on 2006 and owned by Cargill S.A.C.I., for grain, by-products and vegetable oil. Vessels berth on 4 reinforced concrete dolphins, giving a total berthing frontage of 155 meters, with outlying head and aft mooring dolphins. MAX LOA 282m. Depth alongside 10 m (32'10" ft) to datum. Loading is via one belt conveyor for solids and one 20 inches pipeline for vegoil. The loading gallery is supported on three towers stepped alongside the dolphins and fitted with three multi-directional loading arms; air clearance 21 m to datum. Maximum loadrate grain and by-products 1600 TPH; vegoil 1100 TPH. Bunkers by barge. Annual exports abt 2.8 million tons.

Location images for reference



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Quick Info

Km 406,5 Parana River

Specialities and port connections

Grain & By Products



General description

This grain terminal is approximately 15 km down river from Rosario and is also owned by Cargill. Vessels berth on 4 interconnected dolphins; berthing frontage of 135m with outlying head/stern mooring dolphins; overall distance between mooring dolphins 270m. Cape size vessels berth. Loading is via two inclined conveyor belts to the central tower of the loading gallery, the gallery being supported on three towers stepped alongside the dolphins. Towers are fitted with three multi-directional loading arms, maximum loadrate 2000 TPH, and can load two products simultaneously. Depth alongside at datum 9,70 m (32ft); air clearance at datum 21m. Terminal storage capacity 300000 ton. Parking for 1000 trucks, convoys of 30 railway wagons. Has adjacent quayside road giving Access for stores, bunkers (long length hose required), however weight on viaduct joining road to alongside ship's stern limited to 2.5 tons. Shore gangway available. Fresh water by barge only. There is an anchorage off the port for one Vessel. Annual movement capacity about 6 million tons.

Location images for reference



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Quick Info

Km 395 Paraná river, right margin

Province of Santa Fe

Lat 33° 07' 5" S Long 060° 42' W

Arg plan CR N°1, sheet 14

BA chart 1982



General description

This city is in the south of the province of Santa Fe has a population of 21.000 and there are several farm related industries and ports. It is 32 km away from Rosario and it is connected with the rest of the country through the Buenos Aires/Santa Fe freeway. The NCA railway line goes through the city and the closest airport is at Rosario, with domestic and international flights. (IT SHOULD BE NOTED THAT AS PER NORMAL AND CUSTOMARY PRACTICE THIS AREA IS CONSIDERED TO BE INCLUDED WITHIN THE ROSARIO PORT RANGE.)

Location images for reference



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Anchorage:

Anchorage for vessels awaiting berth is between

kms 394,7 -398,3, left margin, as permitted by

Coastguard; usually maximum four vessels.

Maneuvering zones are at kms 398,3 – 393,3 for

vessels sailing downriver and at kms 394,0 – 394,7

for vessels arriving from upriver ports.

Slops / Sludge:

By barge, with Coastguard permission.

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Quick Info

Km 396 Parana River

Specialities and port connections



Grain & By Products



Vegoils



General description

Owned by SACEIF Louis Dreyfus this terminal has 2 berths: north berth for grain and by-products, and south berth for vegoil only. The grain (north) berth, of reinforced concrete, is in relatively deep water 250 m offshore, with an inclined loading conveyor belt and a viaduct of steel lattice work on concrete pilings connecting it to the terminal. This berth consists of four dolphins, overall length 140 m with two outlying mooring dolphins 75 m ahead and astern. Cape size vessels have berthed. The loading gallery is supported by three vertical towers stepped alongside the dolphins and to which 3 loading arms are attached. The loading arms, which are lowered/swung out over the vessel have 25 m outreach and are fitted with adjustable vertical chutes at their ends, which in turn are fitted with rotating spoons making these units multi-directional. Loading is from two belts at average 2800 TPH for grain or 1500 TPH for by products. The berth is fitted with a 12" vegoil pipeline giving loadrate 1000 TPH. Grain storage at the plant is 1.100.000 tons, oil 91.000 tons, with ample capacity for reception of railway wagons and trucks. Depth alongside the berth is reportedly 12/20 m (39/65ft) North/South ends at datum and clearance at datum 24 m. Fresh water available from private firms. Bunkers by barge only.

The bio-diesel and vegoil berth, about 250 m south, made of reinforced concrete consists of three dolphins, giving a total frontage of 100 m, with two outlying mooring dolphins, for vessels LOA 270 m; depth alongside 20 m (65') at datum ; 2x12" pipelines, gives a load rate 800 cbm/h. Annual export capacity for both grain biodiesel and vegoil, abt. 8 million tons.

Location images for reference



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Quick Info

Km 395,5 Parana River

Specialities and port connections

Petro Chemicals

Grain & By Products



General description

Owned by ADM berth on four dolphins giving a total berthing front of 180 m, with outlying head and stern mooring dolphins, connected to shore by viaduct 196 m long over steel pilings, permits loading of victuals to vessels. Suitable for vessels of up to LOA 230 m. Depth alongside 13,70 m (45 ft) at datum; clearance (loading arms) 27,5 m at datum. Loading is via two conveyor belts (in a future stage, two conveyor belts) to an overhead loading gallery supported on three towers stepped alongside dolphins and fitted with 3 loading arms. Loadrates: grain 2400 TPH. Storage capacity: grain 200.000 tons, fertilizers 20.000 tons.. Fresh water: not available. Bunkers by barge. Annual export capacity: abt. 4 Million tons.

Location images for reference



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Quick Info

Km 394,6 Parana River

Specialities and port connections

Petroleum by products



General description

This terminal belongs to SHELL CAPSA and is used only by their coastal tankers, usually transporting gasoil from Buenos Aires. The jetty, or central discharging platform, consists of four dolphins, giving a total frontage of 60 metres, 7 metres wide, with three outlying mooring dolphins (2 for head lines, 1 for stern lines). The berth is connected to shore by a central viaduct 145 metres long which carries the pipelines connected to oil and biodiesel storage tanks.

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Wharf for River Craft

Puerto Acevedo Acindar

Commercial Wharf

Puerto Acevedo Acindar

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Quick Info

Km 365 Paraná River

Province of Santa Fe

Lat 33° 14'S Long 60° 20'W

Arg Plan CR 1 sheet 13,

BA Chart 1982 A



General description

Villa Constitución is a city in the province of Santa Fe of 47.000 inhabitants that serves an important farming area. There is also an important steel mill which produces rods, billets and sheets. The Santa Fe-Buenos Aires freeway offers a good connection with the main industrial centers as well as with other highways into the Pampa region. There are good railway connections provided by the Nuevo Central Argentino, Ferroexpreso Pampeano and Buenos Aires/Pacific lines. The closest airport is at Rosario, some 50 km away, with domestic and international flights.

Location images for reference



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Quick Info

Port general description:

The port of Villa Constitución is situated on the right hand margin of the Paraná river, 33 miles below Rosario.

Roads:

In way of kms 364/367,5 left margin, sufficient space for 5 large vessels, good holding ground.

Channel depths:

As per Hidrovia S.A. dredging contract the main channel is to be maintained at not less than 10,30 m (34 ft) with regard to the agreed reference level.

Access channel depths:

8 m (26 ft) at datum, which must be specially considered by Masters in close relation to Unit 2 berth's depth.

Berth assignment:

As per request to Port Administration, subject to availability of cargo and related export documents or instructions given by Shippers. At ACINDAR's berths: as per agreement with port managers.

Local communications:

Villa Constitución Prefectura Naval Radio (Coastguard) VHF on channels 9 and 16. Shipping agents presently all operate from San Nicolás.

Pilots:

Port pilots stationed at Rosario, river pilots at Rosario or Buenos Aires. They may be chosen from any of the several private pilotage associations or companies operating.

Access/tugs:

Entrance to the Servicios Portuarios Elevator Terminal (Unit 2) via the access channel using one tug for berthing/unberthing. One tug of 1850 HP is stationed at this port. The Puerto Acevedo, Acindar and Mineral Wharfs are reached prior to arrival at the above mentioned access channel, no tugs required and berthing permitted at any time.

Business hours:

Port administration 0600/1500
Coastguard 24 hs
Customs head office 0700/1400
Customs dockside 0600/1800
Stevedores (Straight time) 0600/1200, 1200/1800
0600/1200 sat
Business 0800/1200, 1400/1800
Banks 0700/1215
Shops 0800/1200, 1600/2000 0800/1200 sat

Hotels:

Two small hostels but accommodations available at San Nicolás.

Transport:

Regular bus services to/from Rosario, Buenos Aires via nearby Highway N° 9. Railway goods service only via Buenos Aires/Pacific railway line. The Acindar steel-mill has its own private landing strip for light aircraft.

Bunkers:

Normally by barge since delivery by truck either difficult or impossible.

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Quick Info

Slops / sludge:

Available by barge.

Divers:

Locally not available, but arrangements can be made at Rosario or San Lorenzo.

Fresh water:

Available at all berths.

Fumigation:

Local private firms available or from nearby ports of San Nicolás and Rosario.

Gangway watchmen:

Compulsory for all foreign flag vessels over 2000 GRT. Open storage: Open storage adjacent to coastal wharf berth.

Repairs:

Minor repairs can be carried out by local or nearby workshops. Radio/Electronic services must be called in from Buenos Aires/Rosario

Shore gangway:

Available at Elevator and Acindar berths.

Stores/victuals:

Available.

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Quick Info

Km 366 Parana River

Specialities and port connections

Grain & By Products



General description

This terminal has been taken in concession by Servicios Portuarios S.A. for 25 years as from 1994. The pier itself is of reinforced concrete on pilings, offering two berths, one on each side. The pier lies in an East/West direction and is 165 m long, 12,6 m wide, being able to take Panamax size vessels on the outer berth and vessels of around 180 m on the inner berth. The loading gallery has 2 belts feeding 7 telescopic chutes, 4 to the outer berth and 3 to the inner berth. Only two chutes are able to work at a time. Total load rate is about 900 TPH or 450 TPH per ship if two vessels are working simultaneously. Storage capacity at the elevator silos is 65.000 ton with an additional adjacent underground storage of 170.000 ton. Facilities can receive about 200 trucks per day. Berthing and unberthing are in daylight hours only with assistance of one tug. Fresh water and electric power are available on the pier. Depth alongside about 8 m (26 ft) at datum. Loading activities at Elevator Berths can be affected by depth in access channel, currently dredged to 8 m (26 ft) at datum. At this terminal, bunkers only by barge. Annual grain export capability : abt. 300.000 tons.

Location images for reference



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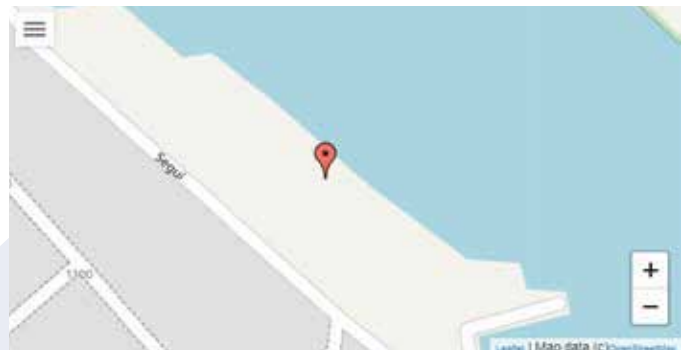
Puerto Martins

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Quick Info

Km 365,5 Parana River



General description

Situated near entrance of the access channel and suitable for use by small craft. Depth alongside about 2/2,30 m (6/7 ft) at datum. The concrete wharf is 80 m in length and accessible for road transport.

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Quick Info

Km 365 Parana River

Specialities and port connections

Steel Products



General description

Of reinforced concrete construction, 110 m long, 20 m wide with outlying mooring points. LOA 190 (with 5% tolerance). There are 2x12 ton travelling cranes situated at the rear of the wharf which load the steel products, mostly wire coils, weight about 1,4 ton each, 4 at a time. Vessels of up to 180 m berth, with the logical inconvenience of having to shift up/down the quay if end hatches used. Load rate for wire coils is 2000/2500 ton per day. Depth alongside about 7,00 m (23 ft) at datum.

Location images for reference



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Commercial Wharf

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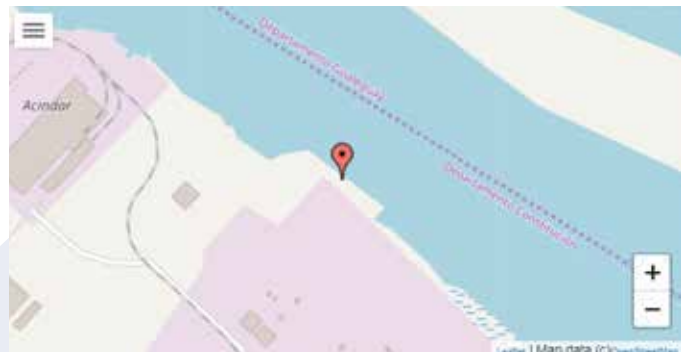
Concepción del Uruguay

Quick Info

Km 364 Parana River

Specialities and port connections

 Bulk Cargo



General description

Adjacent to the Acindar loading berth, it is 160 m long, 20 m wide, with outlying mooring dolphins. LOA 270.

The wharf is fitted with an overhead travelling grab fitted-crane for discharging iron ore to storage areas via an extensive conveyor belt system. The iron ore, the raw material for the Acindar plant, is discharged around the clock at an average rate of about 420 TPH. The crane's height gives the grab an airdraft of 15 m to better facilitate the discharge of Panamax size vessels. Depth alongside about 7,60 m (25 ft) at datum. Vessels enter/sail any time, no tugs required. Fresh water available on quay.

Location images for reference



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Grain Elevator

Central Térmica Power Station

Siderar berth

Puerto Martins

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Quick Info

Km 343 Paraná River

Province of Buenos Aires

Lat 33°22'S Long 060°08'W

Arg Chart CR #1, sheet 12

BA Chart 1982 A

General description

San Nicolás is the northernmost city in the province of Buenos Aires and has abt. 130.000 inhabitants. The town has an important commercial activity that serves a vast farming area. The main industry is SIDERAR, the largest steel mill in the country, and there is also a large power plant. It is served by the Nuevo Central Argentino railway which connects the city with Santa Fe, Córdoba and the city of Buenos Aires. The Santa Fe-Buenos Aires freeway offers a good connection with the main industrial centers as well as with other highways into the Pampa region. The closest commercial airport is in Rosario, some 60 km away, with domestic and international flights.

Location images for reference



Ports

Northern Pampa Ports

Northern Pampa Ports

Santa Fe

Diamante

Timbúes

San Martín

San Lorenzo

Rosario

Arroyo Seco

Villa Constitución

San Nicolás

Puerto Nuevo

Grain Elevator

Central Térmica Power Station

Puerto Ingeniero Buitrago

Puerto Martins

Ramallo

Concepción del Uruguay

Quick Info

Port general description:

The port consists of four distinct sections which from North to South are as follows:

- Km 352. Puerto Nuevo (New Port) Open quay berths (A.P.B.).
- Km 350,5. Grain Elevator berth (A.P.B.)
- Km 347,5. Central Térmica San Nicolás – Power Station.
- Km 344,5/347. Ing. Buitrago Port – Steel plant, import/export berths.

Roads:

There are several official anchorages for vessels obliged to wait off Puerto Buitrago, Ramallo, San Nicolás and Villa Constitución and Masters and Agents should ensure that Pilots are properly instructed in this respect to avoid possibly having to shift anchorage if there is any misunderstanding.

Depths:

To datum: Puerto Buitrago Mineral berth 6,20 m (20'4") -6,80 m (25'7") Commercial berth 8,60 m (28'2") -9 m (29'6"). Central Térmica 9,80 m (32'2"). Puerto Nuevo 8 m (26'2") -8,70 m (28'6"). Puerto Nuevo Access Channel 7,80 m (25'7"). As per contract Hidrovia S.A. has to maintain least depth of 10,30 m (34 ft) in the main channel route, in relation to an agreed reference level.

Restrictions:

LOA 230 m for vessels intending transit Mitre Channel, otherwise no official LOA/Beam restrictions.

Berth assignment:

5/2 days preadvise to berth operators. Once berth assigned Coastguard (PNA) to be informed.

Local communications:

San Nicolás Prefectura Naval Radio Coastguard (PNA) call-sign L6G VHF ch 12 (Continuous).

Pilots:

Port pilots are stationed at Rosario and may be chosen from any of the associations offering their services. Paraná river pilots may be ordered from any of the Buenos Aires or Rosario companies offering their services.

Tugs:

Not compulsory for berthing/unberthing, however port pilots may suggest the use of tugs under certain conditions, according to vessels LOA, maneuver or berth. Nearest available tugs stationed at Villa Constitución. Please contact your Ship Agent for further information.

Hotels:

There are 13 hotels, 1 to 3 star categories.

Business hours:

Port Adm 0600/1500

Dock Office 0600/1800

Coastguard 24 hs

Customs 0700/1400

Stevedores 0600/1200, 1200/1800

Banks Summer 0800/1300 Winter 1000/1500

Shops Summer 0800/1200, 1530/1930

Winter 0900/1300, 1500/1900

Ports

Northern Pampa Ports

Northern Pampa Ports

Santa Fe

Diamante

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San Martín

San Lorenzo

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San Nicolás

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Central Térmica Power Station

Puerto Ingeniero Buitrago

Puerto Martins

Ramallo

Concepción del Uruguay

Quick Info

Bunkers:

Should it be necessary, bunkers can only be supplied in small trucks or trailers.

Slops / Sludge:

Available by barge or truck.

Medical aid:

Available at Municipal hospital and private clinics.

Electricity supply:

At New Port berth only, 380 V.

Fenders:

Fitted at all berths.

Fresh water:

Supplied by pipelines to all berths. Supply rate about 6 TPH.

Fumigation:

One licensed company available for hold/cargo fumigation.

Gangway watchmen:

Compulsory for all foreign flag vessels over 2000 GRT.

Shore gangways:

Available at elevator berth only.

Repairs:

Local firms can carry out limited repairs.

Stores/victuals:

Victuals and usual kitchen stores available. Deck and engine stores only from Buenos Aires with sufficient pre-advice.

ANTARES
SHIP AGENTS

Ports

Northern Pampa Ports

Northern Pampa Ports

Santa Fe

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Puerto Nuevo

Grain Elevator

Central Térmica Power Station

Siderar berth

Puerto Martins

Ramallo

Concepción del Uruguay

Quick Info

Km 352 Parana River

Specialities and port connections



Grain & By Products



ContainersContainers



Billets LingotsBillets Lingots



Steel ProductsSteel Products



Bulk CargoBulk Cargo



General description

Operators are Delegación Portuaria Bonaerense (D.P.B.). This is a solid reinforced concrete quay, 537 m long, 40 m wide and equipped with 6 good dockside luffing cranes of 20-27 ton SWL, with 11 grabs of 1-10,5 cbm capacity. Additional equipment includes 2 mobile cranes 7-30 ton SWL; 4 f/l trucks 7-10 ton SWL and 2 diesel railway shunting engines. At the rear of the quay and at its mid point, Messrs Servicios Portuarios have built 4 grain silos, total 21.000 ton capacity, which, via a series of loading arms and portable conveyor belts can load vessels berthed alongside, average load rate about 800 TPH. In addition to grain, bulk exports from the Puerto Nuevo berth include zinc concentrate and other minerals, whilst imports include steel slabs, profiles and billets. There is a very large open storage space adjacent to the quay which has been used to temporarily store both bulk cargoes and containers. Additionally: Profertil (fertilizer plant) operates from this quay. Storage capacity 45.000 ton solid and 22.500 liquid fertilizers; Discharge rate 350 TPH (solid) and 600 TPH liquid. PAMSA (Alcohol-by and wine products) has two pipelines from nearby tanks of 33.000 cbm capacity, total loadrate 400.000 litres/h.

Location images for reference



Ports

Northern Pampa Ports

Northern Pampa Ports

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Timbúes

San Martín

San Lorenzo

Rosario

Arroyo Seco

Villa Constitución

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Grain Elevator

Central Térmica Power Station

Siderar berth

Puerto Martins

Ramallo

Concepción del Uruguay

Quick Info

Km 350,5 Parana River

Specialities and port connections

Grain & By Products



General description

Also operated by Delegación Portuaria Bonaerense (A.P.B.). Berth consists of 2 dolphins, each 10 m frontage, 143 m apart, with outlying bollards 60 m beyond dolphins. Loading is via an overead gallery supported by 6 towers, each fitted with a telescopic chute and fed by 2 conveyor belts. Average loadrate 1000 TPH if grain taken from main silos (storage 20000 ton) or 700 TPH if grain taken from auxiliary silos (storage 57000 ton). Grain exports annual capacity, including Puerto Nuevo and grain elevator, about 380000 tons.

Location images for reference



Ports

Northern Pampa Ports

Northern Pampa Ports

Santa Fe

Diamante

Timbúes

San Martín

San Lorenzo

Rosario

Arroyo Seco

Villa Constitución

San Nicolás

Puerto Nuevo

Grain Elevator

Central Térmica Power Station

Siderar berth

Puerto Martins

Ramallo

Concepción del Uruguay

Quick Info

Km 347,5 Parana River

Specialities and port connections

 Bulk Cargo



General description

Quay is reinforced concrete 200 m length. Originally built to receive equipment for power station whilst building and now used to receive coal. Quay equipped with 2 Demag cranes fitted with 5 cbm grabs, 15 m outreach and conveyor belts. Also one fixed 180 ton crane. Disrate coal about 7000 ton per day with 2 holds 2 cranes. There is an adjacent 180.000 ton open coal storage space. Coal imports are presently from Colombia, Australia and South Africa, as well as coastwise home trade from Rio Gallegos.

Location images for reference



ANTARES
SHIP AGENTS

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Central Térmica Power Station

Siderar berth

Puerto Martins

Ramallo

Concepción del Uruguay

Quick Info

Km 344,5 Parana River

Specialities and port connections

Steel Products

Bulk Cargo



General description

This port serves the steel plant (formerly government property Somisa) owned by private operators Siderar.

The port consists of two sections. Berth "A" (southern quay) for discharge of iron ore and coal plus loading of coke breeze and Berth "B" (northern quay), the commercial berth for the loading of finished steel products.

Both quays are of reinforced concrete and lie at an angle of about 230 °each other.

"A" berth, 680 m length, 15 m width, fitted with 1 grab fitted crane of disrate 850 TPH and 1 crane disrate 1400 TPH and a grab fitted unloader with disrate 1600 TPH together with auxiliary equipment, plus bulldozers for operating in holds.

Location images for reference



ANTARES
SHIP AGENTS

Ports

Northern Pampa Ports

Northern Pampa Ports

Santa Fe

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San Lorenzo

Rosario

Arroyo Seco

Villa Constitución

San Nicolás

Puerto Martins

Ramallo

Concepción del Uruguay

Quick Info

Province of Buenos Aires

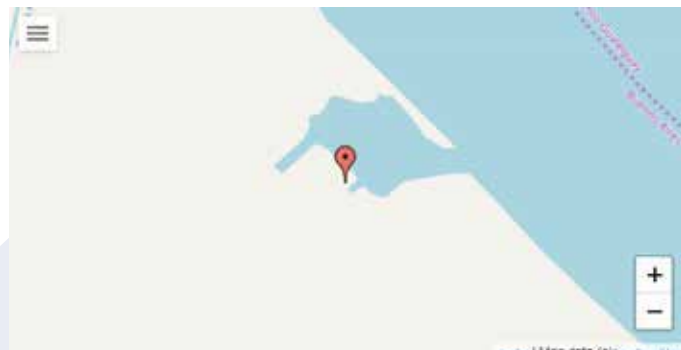
Km 332,5 Paraná River

Lat 33° 26'S Long 060° 04'W

Specialities and port connections

 Bulk Cargo

 Dry Dock



General description

Puerto Martins is situated on the right bank of the Paraná river between Ramallo and San Nicolás and is a private wharf and ship repair facility that is also used by barges discharging manganese, iron ore and ferroalloys from Corumbá, South Brazil, for a local steel maker.

Wharf belonging to TALLERES MARTINS S.A.C.I.; vessels lie alongside 4 reinforced concrete dolphins offering a berthing front of 150 m. The wharf is fitted with 3 dockside cranes of 6/25 ton SWL and a warehouse of 6000 sqm covered area. Elsewhere within the premises there are two further cranes of 6,3 and 70 tons respectively. There is also a large open storage used for depositing manganese, iron ore or other cargoes, discharged from barges. Both the warehouse and the storage area, together with two weighbridges on the premises are under Customs control. The facility is fitted for ship repair work, with oxy/acetylene, compressed air, portable generator available on the wharf together with an adjacent workshop. Cargo handling equipment consists of 2 forklift trucks of 3/10 ton, 6 mobile 5/7 ton cranes, 2 tractors, 2 trucks, container spreaders, etc. Depth alongside 7,00 m (23 ft). Entry during daylight hours only. This wharf is under jurisdiction of San Nicolás Customs House and Ramallo Coastguard.

Location images for reference



Ports

Northern Pampa Ports

Northern Pampa Ports

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Diamante
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Villa Constitución
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Puerto Martins
Ramallo

Concepción del Uruguay

Quick Info

Km 330 Parana River
Km 326 Paraná River
Province of Buenos Aires
Lat 33° 28'S Long 60° 00'W
Arg plan CR#1, sheet 11
BA Chart 2039, 1982



General description

Ramallo is a town of about 12.000 inhabitants in the north of the province of Buenos Aires, located just 16 km south of San Nicolás in an area of intense agricultural production. The largest hardboard (made with eucalyptus) factory in the country is here. The town is 10 km away from the Rosario-Buenos Aires highway (Highway N° 9). Other highways connect Ramallo with the farming region in the north and west of the province of Buenos Aires.

"B" berth 320 m length, 30 m width, fitted with 2x15 ton SWL cranes and 1x30ton SWL. Additionally, 3x15 ton and 1x24 ton SWL forklifts for operating in holds, and shunting engines; railway wagons on quay.

Location images for reference



SHIP AGENTS

Ports

Northern Pampa Ports

Northern Pampa Ports

Santa Fe

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Ramallo

Concepción del Uruguay

Quick Info

Depths:

Alongside elevator berth 9 m (29'6") at datum.

Pilots should be consulted with regards to depth in access channel before proceeding.

Pilots:

As for San Nicolás.

Business hours:

Same as San Nicolás.

Local communications:

Coastguard L6F VHF Ch 09, 12, 14.

Medical aid:

Available for emergencies only. See San Nicolás.

Hotels:

Available, but accommodation should be sought at nearby city of San Nicolás.

Bunkers:

Must be ordered from Buenos Aires, delivery by barge only.

Fresh water:

Not available.

Stores/victuals:

Available at Cooperativa wharf. Large quantities should be requested from San Nicolás/Rosario/Buenos Aires.

ANTARES
SHIP AGENTS

Ports

Northern Pampa Ports

Northern Pampa Ports

Santa Fe
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San Nicolás
Puerto Martins
Ramallo

Concepción del Uruguay

Berth N° 1
Berth N° 2
Berth N° 3
Berth N° 4
Berth N° 5

Quick Info

Province of Entre Ríos

Km 183 Uruguay River, right margin.

Lat 32° 30'S Long 58° 15'W

Arg. chart C.R. #3 sheet 12

BA chart 2039, 3549



General description

Concepción del Uruguay, a city in the province of Entre Ríos, has a population of 72.000 and is located in a farming region with citrus production and poultry-breeding activity. Forestry is also important in the area (eucalyptus). It is connected by the Mesopotámico railway to Buenos Aires and the rest of Mesopotami.

Located just 35 km from the Colón-Paysandú bridge and 100 km from the Gualeguaychú-Fray Bentos bridge (both over the Uruguay River) the town has good road connections with all regions. There is an airport with commercial services to Buenos Aires and Paraná on small aircraft.

Location images for reference



Ports

Northern Pampa Ports

Northern Pampa Ports

Santa Fe

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Ramallo

Concepción del Uruguay

Berth N° 1

Berth N° 2

Berth N° 3

Berth N° 4

Berth N° 5

Quick Info

Port description:

The port of Concepción del Uruguay is situated on the right bank of the Itapé Creek and joined to the river Uruguay by an exterior channel 1300 m long continued by an artificial access channel 1200 m long, both 60 m wide and dredged to 6,70 m (22'); in 2010, reported a minimum depth of 5,70 m at access channel. It is about 320 km by road or river from the port of Buenos Aires.

Port Installations and Berths:

The quay frontage extends for 1170 m and consists of a series of quays and jetties numbered 3 to 23. There are, however, only 5 berths in general use.

Roads:

On River Uruguay, right margin, between kms 187,5 and 189,4. Since outbound vessels usually swing to head downriver in this stretch, inbound vessels can anchor at kms 176/77 in order not to interfere with outbound ship's maneuvers.

Access channel:

Linking the Uruguay river with the Itapé creek on which the port stands, the exterior access channel is 1300 m long continued by the artificial access canal 1200 m long and both are 60 m wide. Channel depth is 6,00 m (20 ft) at datum; as said, in 2010 reported a minimum depth of 5,70 m at access channel.

Turning basin:

At end of Access Canal and in the Itape creek

offering a turning circle of about 330 m diameter.

River level/Depths:

These are subject to periodic rise and fall of the river, prevailing wind conditions in the River Plate and also on the regulation of the flow of the upriver Salto Grande dam. Generally the river is highest between April/June and September/October and lowest from December to February. In recent years, minimum river levels below Concepción del Uruguay have been maintained at 5,40-5,70 m (17-19 ft).

Restrictions:

Max LOA permitted 225 m. Drafts are governed by depths in river passes, with UKC of two feet being required at all times. Governing depths are usually to be found at Paso Punta Amarilla (km 47,8), Paso Abrigo (km 108) and Altos y Bajos (km 175). At km 101,5 the river is spanned by a bridge joining Puerto Unzué (Arg.) to Fray Bentos (Urg.) which at its center has a reported height of 45,25 m at datum. Entry and departure from Concepción del Uruguay are habitually in daylight hours, particularly for vessels of LOA exceeding 140 m. Vessels of LOA over 200 m are not permitted to proceed to the elevator berth if a tanker of LOA exceeding 80 m is berthed at ° 5 berth. However, local PNA (Coastguard) have, depending on circumstances, granted exemptions to this regulation.

Local communications:

VHF Coastguard (PNA) Concepción del Uruguay
L8T Ch # 09-12-14-16.

Ports

Northern Pampa Ports

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Northern Pampa Ports

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Concepción del Uruguay

Berth N° 1

Berth N° 2

Berth N° 3

Berth N° 4

Berth N° 5

Pilots:

In all cases of vessels entering inwards, except those proceeding directly from a Uruguayan port, river pilots must be requested from the only private company at Buenos Aires whose members are qualified Uruguay river pilots. In any case the port pilot must always be requested from the above mentioned company. On sailing, the port pilot will also attend as far as Zona Común or, if the vessel is due to proceed via the Paraná river, as far as Nueva Palmira roads where Paraná pilots take over. In the latter case, agents must make arrangements to both send and return the pilots involved to/from Nueva Palmira, usually by river craft to/from Colonia and then by car to/from Nueva Palmira.

Tugboats:

No tug available presently.

Business hours:

Stevedoring 0700/1300, 1300/1900, 0700/1300

sat

Customs 0700/1500 head office 0700/1800 dock office

Banks 0700/1100

Shops, Winter 0800/1200, 1600/2000

Summer 0700/1200, 1600/2000

Offices Winter 0800/1200, 1500/1900

Summer 0700/1200, 1700/2000

Medical aid:

Municipal hospital and 2 private Clinics. Mobile emergency service available.

Hotels:

One 3 star hotel plus various modest accommodation hotels.

Transport:

Through the motorways (provincial/national), interurban and inter-city bus services are provided, likewise to neighboring Uruguay via Gualeguaychú and Colón. Regular daily flights (Monday to Friday) have been established between Buenos Aires and Concepción del Uruguay.

Bunkers:

Available. Ample preadvise required to arrange necessary documentation. Usually via tank trucks.

Shore electricity:

Available 220/380 V AC up to about 100 KW.

Fresh water:

Available at quayside.

Fumigation:

Limited pre-loading fumigation can be arranged locally. However if fumigation on completion of loading required then specialized firms from Buenos Aires should be called in.

Gangway watchmen:

Compulsory for foreign flag ships of over 2000 GRT.

Ports

Northern Pampa Ports

Santa Fe
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Ramallo

Port Equipment:

Mobile cranes 1x175 ton (Liebherr), 2x SWL 7x25 ton, 3 F/L trucks SWL 6t, 1 tractor. Additional stevedoring equipment available for hire from private firms.

Open storage area:

20.000 sqm available.

Port warehouses:

7 bonded warehouses, total 20.000 sqm covered area.

Repairs:

Minor repairs can be arranged locally. For electronic equipment, arrangements must be made via Buenos Aires.

Stores/victuals:

Available in moderate quantities.

Loading rates (providing good supply cargo alongside):

Bundles eucalogs 3600 ton p/d basis 4 gangs 2 shifts

Bagged rice 50 TPH per gang

Bulk rice from elevator 700 TPH

Bulk rice from conveyor 400 TPH per belt

Grain from elevator 10.000 ton per day.

Concepción del Uruguay

Berth N° 1
Berth N° 2
Berth N° 3
Berth N° 4
Berth N° 5

Ports

Northern Pampa Ports

Northern Pampa Ports

Santa Fe
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Concepción del Uruguay

Berth N° 1
Berth N° 2
Berth N° 3
Berth N° 4
Berth N° 5

Quick Info

Specialities and port connections

Forestry Products

Fruit

General Cargo

General description

This is a continuous quay, 212 m in length with good open storage space adjacent to the berth, for general cargoes.

"B" berth 320 m length, 30 m width, fitted with 2x15 ton SWL cranes and 1x30ton SWL. Additionally, 3x15 ton and 1x24 ton SWL forklifts for operating in holds, and shunting engines; railway wagons on quay.



ANTARES
SHIP AGENTS

Ports

Northern Pampa Ports

Northern Pampa Ports

Santa Fe

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Concepción del Uruguay

Berth N° 1

Berth N° 2

Berth N° 3

Berth N° 4

Berth N° 5

Quick Info

Specialities and port connections

General Cargo



General description

A continuous quay, 100 m in length, normally not used because it's mid section lacks sufficient strength to support the weight of loaded trucks but where, nevertheless, conveyor belts and fork lift trucks can operate.

Berth is assigned after the requesting party accepts responsibility in writing for any problem or inconvenience resulting from the bad state of same.

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Northern Pampa Ports

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Ramallo

Concepción del Uruguay

Berth N° 1

Berth N° 2

Berth N° 3

Berth N° 4

Berth N° 5

Quick Info

Specialities and port connections

General Cargo



General description

This is newly remodeled and the preferential berth for loading general cargoes; consists of a 150 m long continuous quay with a wide open storage area; one 170 ton crane and 30 reefer connections (actually upgrading to 60) for container. This berth is used by a reefer company (domestic line and also connections to Montevideo port) for loading citrus from two of the adjacent port warehouses converted into cold store (-10° to 4° C), with a total capacity of 14.000 cbm.

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Northern Pampa Ports

Northern Pampa Ports

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Villa Constitución

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Concepción del Uruguay

Berth N° 1

Berth N° 2

Berth N° 3

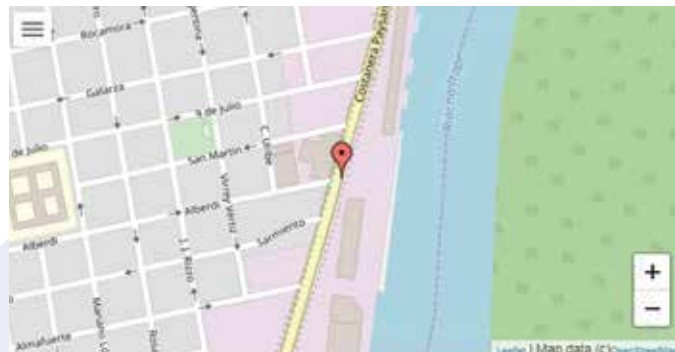
Berth N° 4

Berth N° 5

Quick Info

Specialities and port connections

Grain & By Products



General description

These are three short jetties which form the grain elevator loading berth, giving a berthing frontage of 90 m in length with outlying bollards for head/stern moorings. Loading from silos and cell is via 2 inclined conveyor belts to an overhead loading gallery supported on 5 concrete towers stepped onto platforms alongside the dolphins. The towers are fitted with 4 telescopic loading chutes, and one horizontal loading arm. at the northern end. Loadrate about 1000 TPH. Cargoes usually loaded are soybeans and rice. Storage capacity 32.000 ton. Grain elevators are actually operated by Louis Dreyfus; grain is loaded in barges bound for Arroyo Seco Terminal (south of Puerto Rosario area) for later export.

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Northern Pampa Ports

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Concepción del Uruguay

Berth N° 1

Berth N° 2

Berth N° 3

Berth N° 4

Berth N° 5

Quick Info

Specialities and port connections

Petroleum by products

Fruit



General description

A continuous quay of 80 m in length equipped for tanker operations by Repsol-YPF (home trade only). The remaining berths and quays, which require renovation or repair, are only used temporarily should there be congestion at the port. Plans are to install an area close to the port to be designated as a 'Free Zone', but the scheme has yet to be fully implemented.

ANTARES
SHIP AGENTS

Ports

Central Pampa Ports

Central Pampa Ports

San Pedro
Ibicuy
Del Guazú
Lima ports
Zárate
Campana
Escobar
Buenos Aires
La Plata



General description

This region encompasses the city of Buenos Aires, the central and northern part of the province of Buenos Aires, the southern end of Santa Fe, northern La Pampa and the southern part of Córdoba, San Luis and Mendoza. Its coast is formed by the river Paraná de las Palmas and the River Plate (Río de la Plata) and includes ports in the lower Paraná, in the City of Buenos Aires and the greater Buenos Aires area and in the city of La Plata. It is bounded to the west by Chile and to the east by River Plate. Approximately 21.500.000 people (about 47% of the country's total population) live in the region, with four capital cities with populations ranging from 196.000 to 2.900.000 inhabitants.

The epicenter for the political, economic and administrative activity of the Central Pampa region is at the city of Buenos Aires (national capital) and the counties around it which conform the greater Buenos Aires area.

This greater urban area has approximately 14,1 million inhabitants. The city of Buenos Aires is the seat for the national authorities, diplomatic representatives and the country's financial-commercial center. Including the greater Buenos Aires area, the lower Paraná and the greater La Plata area, the region has approximately a third of the country's industries, totaling about 35% of the national production. The region has a dense cargo transport infrastructure which is being constantly modernized to satisfy the increasing needs of the sector. A vast network of radial and belt highways crisscrosses the area, connecting it to the whole country. The Zárate bridge crosses the delta of the Paraná river and establishes a road and railway connection with the southern area of the province of Entre Ríos. Towards the west the highway connects with Santiago de Chile through the Cristo Redentor pass. There is also a network of toll highways to access the city of Buenos Aires. Seven railway lines have their base in this city and fan out from here covering most of the interior of the country. There are four international airports (Ezeiza, Jorge Newbery, Mendoza and San Fernando) and six public airports with paved runways.

Ports

Central Pampa Ports

Central Pampa Ports

San Pedro

Ibicuy
Del Guazú
Lima ports
Zárate
Campana
Escobar
Buenos Aires
La Plata

Quick Info

Km 277 Paraná River

Province of Buenos Aires

Lat 33° 41'S Long 059° 39'W

Arg Charts CR#1, sheet 9

BA Chart 1982

Specialities and port connections

Grain & By Products

Fruit

General Cargo

Bulk Cargo



General description

San Pedro is a city in the northern part of the province of Buenos Aires of 46.000 inhabitants located approximately 100 km from Rosario and 250 km from Buenos Aires. It is in the midst of an important farming and fruit producing area (specially peaches and citrus). There is little industrial activity, except for some fruit processing and packing plants. The Nuevo Central Argentino railway line passes some 4 km from the port and the Santa Fe – Buenos Aires highway is some 12 km away. Other provincial highways connect San Pedro with the farming area in the province of Buenos Aires.

Location images for reference



Ports

Northern Pampa Ports

Central Pampa Ports

San Pedro

Ibicuy
Del Guazú
Lima ports
Zárate
Campana
Escobar
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Port general description:

The principal port activity is related to grain, fruit and agricultural by-products. Occasionally, due to low river condition, vessels bound for Villa Constitución or San Nicolas with imports of iron ore or other bulk cargoes lighten at San Pedro.

Description of berths:

The port consists of piers N° 1 and N° 2, with a river craft basin between them. Pier N° 1 is 220 m long with the elevator loading gallery on its southern side, for ocean going vessels, and the pierhead 85 m long, where vessels load fruit or other bulk agricultural by-products via portable conveyor belts. Loading at the elevator berth is by means of an overhead loading gallery fitted with 7 telescopic chutes; air draft is about 23 m at

datum. The loading rate is about 1200 TPH. Total storage capacity at the elevator and adjacent sites is presently 121.000 ton. Pier N° 2 is for small craft/home trade vessels. The grain elevator, is owned by Terminal Puerto San Pedro. Installations are capable of receiving from trucks up to 4.500 TPD. Nearby is a 50.000 sqm truck parking area. Grain exports 2011 amounted to 369.000 tons and citrus in pallets 187.000 tons.

Entrance:

Entrance is via a short access channel 60 m wide, vessels dropping starboard anchor off the pierhead and coming astern, maneuvering into the berth stern first, with head and stern ropes out onto the N° 1 pier to berth port side to quay. The starboard anchor is recovered once alongside.

Tugboats:

No tugs at San Pedro and vessels berth bow out without the aid of tugs. In case of adverse weather conditions vessels customarily await improvement of conditions before proceeding rather than requesting tugs from elsewhere.

Roads:

Anchorage for 3 vessels. Auxiliary roads used mainly for topping off or lighterage operations and can accept 2 vessels.

Depths:

Access channel, turning basin and basin for ocean going vessels (Elevator berth at Pier N° 1 and Pierhead), dredged to 9,15 m (30 ft) at datum.

River level:

Affected by seasonal fluctuations of Paraná and Paraguay rivers. The river is usually highest from February-May and lowest around Sept-Oct. Mean average level at San Pedro is 5 ft above datum. Tidal influence can be felt at San Pedro, particularly when SE'ly gales blow off River Plate causing rise of river level, but its influence is not important.

Drafts:

Provided river levels permit, vessels may load to the limiting depth in the Mitre channel plus an allowance for the tide, always maintaining an UKC of two feet as required by Coastguard regulations. Thus, if the river level at San Pedro at any given time is, say, 11m (36 ft) or more and the governing depth in the Mitre channel is 9,70 m (32 ft) then,

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taking advantage of the usual 1 or 1,3 m (3 or 4 ft) of tide in the River Plate, a sailing draft of 10/10,30 m (33/34 ft) is possible.

Restrictions:

Daylight arrivals/sailings only. No length/beam restrictions but recommended not exceed max LOA 225 m and maximum beam 33 m. Reefers and other coastal vessels: no berthing / unberthing restrictions.

Local communications:

VHF via San Pedro Radio call/safety on ch 16. Operations on ch 25, 27, 28. San Pedro Prefectura Naval Radio (Coastguard) call sign L6E. VHF on ch 12. Agents VHF ch 10.

Pilots:

Port pilot station is at Rosario (private companies). Paraná river pilots may be requested from Rosario or Buenos Aires, according to the company appointed. Minimum advance notice of 3 hours required.

Business hours:

Port Administration 0600/1500
Coastguard 24 hs
Customs 0700/1400
Stevedores 0600/1200, 1200/1800, 0600/1200 sat
Offices 0800/1200, 1500/1900, 0800/1200 sat
Banks 0800/1300 summer 1000/1500 winter
Shops 0800/1200, 1600/2000, 0800/1200, 1700/2030 sat

Medical Aid:

Available at the municipal hospital and 2 private clinics.

Hotels:

3 hotels, generally with room available.

Bunkers:

From Buenos Aires or Campana, by truck or barge.

Fenders:

Berths have fixed rubber fenders.

Fresh water:

Available by pipeline at berth (8ton/hour).

Gagway watchmen:

Compulsory, for all foreign flag vessels over 2000 GRT.

Garbage:

Discharge by crane from Vessel to truck.

Repairs:

There are no local workshops. Repairs may be requested at Buenos Aires, San Nicolas or Rosario workshops which must be registered with coastguard authority.

Stores/victuals:

Supplies in small accounts can be provided by local suppliers, otherwise are provided through Buenos Aires/Rosario.

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Open storage:

There are 4 open storage spaces within the port area.

Warehouses:

There are warehouses for fruit pallets, totalizing 18000 sqm.

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Km 218 Ibicuy river

Province of Entre Ríos

Lat 33° 45'S Long 059° 10'W

Arg Charts H-130 CR #1, sheet 7

BA Charts 2039, 1982

Specialities and port connections

Grain & By Products

Forestry Products

General Cargo



General description

Ibicuy is a small town of 4000 inhabitants in the southern area of the province of Entre Rios, located in the Delta of the Paraná River. There are no industries and the activity is mainly commercial. It is 40 km away from National Highway N° 12 which connects it to the north with the Mesopotamia and south to the greater Buenos Aires area and the Pampa region. The Mesopotámico railway connects with the port. There is an airport for smaller aircraft 117 km away at Gualeguaychú.

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Port general description:

Ibicuy is a port situated on the left bank of the River Ibicuy and about 7 km above the point where it joins the Paraná Guazú (km 211). The port is inoperative due to the collapse of the New Quay in September 2011, which occurred during handling of iron ore that exceeded the wharf cargo design capabilities. During 2012, both the government of Entre Rios Province (port owner) and the concessionaire, have begun studies and plans to repair and reactivate the port.

Description of berth:

The quay (called Continental) for ocean going vessels is of reinforced concrete and steel construction, 160 m long, 14 m wide, with outlying mooring points for head/stern lines. This quay and facilities were remodeled to comply with new security regulations. Maximum LOA 220 m. Wood pulp, eucalogs, rice and general cargo is received directly alongside by trucks or railway wagons, temporary lines being set up on the quay for that purpose when required. As said, studies and plans to reconstruct the continental quay (New Quay) are ongoing and expected to begin effectively middle 2012; plans include new port premises, enlarging actual capabilities to receive about 1.000.000 tons of manganese yearly (from Urucóem, Brazil) by barge, as well as soy bean and by-products, eucalogs, rice, wood pulp and general cargo, and transfer it to ocean going vessels.

Depths/restrictions:

Berth 10,50 m (34'06"ft) and least depth in Ibicuy channel is 10,60 m (35ft) at datum. Further restrictions established by least depths in Access routes (Paraná Guazú river, Paraná de las Palmas river, Emilio Mitre channel or Martín García channel) Coastguard regulation IBIC N°17/00 establishes a minimum safety margin under the keel of 60 cm (2ft) for every Vessel sailing the Ibicuy river, from the port to the mouth of the Paraná Guazú river.

Pilots:

Port pilot is requested from Campana by agents well beforehand so that pilot's transport may be arranged. Paraná river Pilots are requested from Buenos Aires.

Tugboats:

Not available locally, nor compulsory. However for vessels over LOA 157 m Pilots request assistance of one tug for unberthing, which must be called from Campana.

Business Hours:

Banks 0800/1300

Shops 0800/1200, 1600/2000

Port administration 0700/1300

Coastguard 24 hs

Customs house 0700/1300

Stevedores 0700/1300, 1300/1900, 0700/1300 sat

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Medical Aid:

One small local hospital. Local resident doctor, can attend on board.

Hotels:

None. With sufficient notice bed and breakfast accommodation can be arranged through agent.

Bunkers:

Can be arranged with three working days pre-advise.

Fresh water:

Available at berth by truck only and with sufficient pre-advise.

Port equipment:

None. Forklift truck and mobile crane available from private owners.

Port warehousing:

2 warehouses with total 1000 sqm covered area.

Port open storage area:

Space about 21000 sqm but decreasing as new quay and facilities under construction.

Stores/victuals:

Limited, should be requested at least 48 hours in advance, otherwise arrange to Supply from Buenos Aires or Campana.

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Km 178 Paraná Guazú River

Province of Entre Ríos

Lat 33° 54'S Long 058°53'W

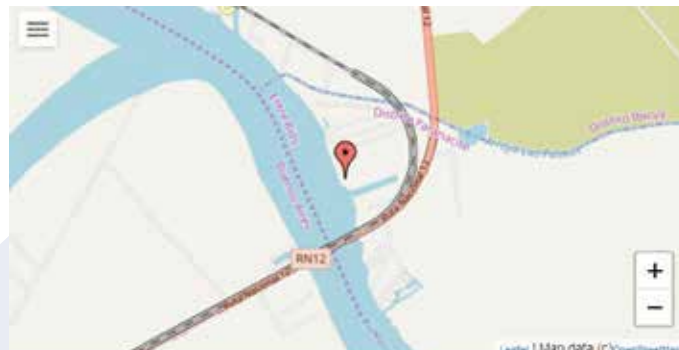
Arg Charts H-130 CR #1, sheet 7

BA Charts 2039, 1982

Specialities and port connections

Grain & By Products

General Cargo



General description

Terminal del Guazú is located on the left coast of Parana Guazú River , at Villa Paranacito Municipality area (head of the Islas del Ibicuy Department), in the southern part of the province of Entre Ríos. There are no industries or other activities. It is located at km 113 of the National Highway N° 12 which connects it to the north with the Mesopotamia and south to the greater Buenos Aires area and the Pampa region. The terminal is connected to the Mesopotamico railway system.

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Terminal Del Guazú (km 178):

Multi-purpose terminal owned by del Guazú S.A, situated on the left bank of the Paraná del Guazú river.

BERTH:

the berth consists of one continuous quay made of reinforced concrete, total frontage 200 m, with six rubber fenders, connected to shore by four viaducts; depth alongside 11,30 m (37 ft) to datum. Suitable for vessels up to LOA 260 m ; Panamax and Cape-Size vessels have berthed. Grain storage capacity 80.000 tons in two cells 40.000 tons each.

Grain (wheat, soybean and corn) and by-products are loaded via two moving towers stepped on the pier, with loading arms; no shifting necessary.

Loading rates for grains 2x1200 TPH, when loading from both storage cells. Also bagged rice (each 50 Kg) can be loaded with ship's gear.

Pipelines (1x8" and 2x6") are laid at pier, for oil or chemicals operations from and to Voxen S.A., near Del Guazú premises (see note below).

At the premises, two grain discharge platforms for trucks, at 600 TPH rate; and one rail-wagon discharge platform, can unload two wagons simultaneously at 600TPH rate. One warehouse 2000 sqm available, for general cargo and forestry operations. A 20000 sqm parking area is available for abt. 200 trucks, with weighting facilities (2 weight scales).

Barge Basin:

There is a 50.000 sqm semi-enclosed dock located downstream, with a draft of 10 m (33ft);

facilities are under construction; it will receive barge convoys at any given time; the basin will be fitted with one gantry type crane, providing an unloading 300 ton per hour rate (depending of cargoes types). The terminal is taking full advantage of its connection to the railroad system (Ferrocarril Mesopotámico) and highways nearby. Customs delegation at the premises.

Note: As said, Voxen SA located next to the terminal, operates various carbon steel tanks with storage capacities 13,500 cbm for mineral oil and 6,000 cbm for vegetable oil. The tanks are connected by pipelines 1x8 "and 2x6" to Del Guazú pier for loading / unloading.

Pilots:

Port pilot is requested by agents from Campana well beforehand so that pilot's transport may be arranged. Paraná river pilots are requested from Buenos Aires.

Tugboats:

Not available locally.

Medical aid:

Available at Zárate city, abt 30 km by highway and bridges. One small local hospital at Ibicuy , 40 km by road and a small First Aid facilities at 6 km; ambulance available.

Hotels:

Various at Zárate city.

Bunkers:

Not Available.

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Fresh water:

At operators discretion.

Port equipment:

One mobile crane available.

Stores/victuals:

Should be requested in advance, from Buenos Aires, Zárate or Campana.

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Km 134 River Paraná de las Palmas

Province of Buenos Aires

Lat 33° 58'S Long 059° 12'W

Arg Charts CR#1, sheet 5 RPP

H-130 BA Chart 1982, 2039



General description

The small town of Lima is located north of Zárate and Campana near the panamerican highway having two major berths being the Atucha nuclear power station and the Delta Dock terminal.

Location images for reference



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Km 135 Parana de las Palmas River

Specialities and port connections

Grain & By Products

General Cargo



General description

Owned by Central Nuclear Atucha (nuclear power station), the quay is situated on the right margin of the Paraná de las Palmas, 21 miles up river from Campana. The quay, of reinforced concrete, is 33m long, 20m wide, with 1 bow and 3 stern mooring dolphins and was built especially for the discharge of heavy material for the atomic energy plant. Depth alongside is about 13,40 m(44ft). Port pilot services must be requested at Campana pilot station and Parana river Pilots at Buenos Aires. Atucha is under the jurisdiction of Campana customs house and Prefectura naval Zárate (coastguard).

Location images for reference



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Km 132,5 Parana de las Palmas River

Specialities and port connections

 Grain & By Products

 Bulk Cargo

 General Cargo

 Vehicles

 Forestry Products



General description

This multi purpose terminal operates with car storage and general cargo. The area consists of 288 hectares with a 1400 meter river frontage. Continuous investments are carried out in order to expend and diversify the port installations. The terminal specialises in the handling of vehicles, general cargoes and bulk/grain. Also forestry products and Wood pulp are handled here. Up to date, the following installations are to be found:

QUAYS: A total of two quays and a basin are available.

BERTH 1: One reinforced concrete quay on pilings, 170 m length and 10 m width, duly fendered and with a reported depth of minimum 11,58 m (38 ft.). The quay is connected to the shore by 3 viaducts, each 10 m width and is suited for vessels up-to LOA 230 m. On the quay 2 mobile grain conveyor towers have been installed with a loading rate of 550/600 tons per hour each. A Panamax vessel will not have to shift as its 7 holds are under reach of the conveyor towers. Usually vessels moor port side. Tower N° 1 (upriver) will cover holds 1 up to 4/5 and Tower 2 (down river) covers holds 3/4 -7. Grain loading vessels have priority berthing at this quay. Grains exports during 2009 amounted to about 1.000.000 tons.

BERTH 2: Upriver a floating pontoon has been installed. The pontoon of 155 m length and 30 m width is moored against 5 dolphins, 2 bridges connect the access from shore to the pontoon. Vessels with LOA of 225 m may moor here, for general cargo and car operations when berth N° 1 is occupied.

BARGE BASIN: Down stream there is a semi enclosed dock for barges; the dock measures 200 x 100 m with a draft of 4,88 m (16 ft) enabling the mooring of 4 barges at any given time. A fixed gantry type crane is fitted with a 12 cbm grab giving it a rate of 200/400 ton per hour (depending on cargo type). The crane is able to handle both grain as minerals and is connected to the warehouses thus enabling direct transfer from barge to warehouse or vessel.

INSTALLATIONS: Next to berth 1, 2 pillar-less warehouses are to be found each of 150 x 50 m (L x B) suitable for the reception of different type of cargoes both bulk as general cargo. It's bulk capacity for grain is 35.000 tons at each warehouse. Reception of grain is carried by 2 platforms with a reported capacity of 500 ton/h and elevated to the horizontal warehouses by means of conveyor belts; loading from warehouse to vessel is carried out by a conveyor belt system of 1100 ton/h, which feeds 2 loading bulk towers mounted on the quay with a capacity of 600 ton/h each.

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The towers are able to travel on the quay thus avoiding shifting of the vessel. A facility for the inspection, classification and drying of grain is available; it consists of a 60.000 sqm parking lot for trucks; a covered area for automatic sampling and truck inspection together with a laboratory; 2 weigh-scales; a dryer tower of 200 ton/h capacity; one platform connecting 8 silos gives a combined storage capacity of 36.000 tn. The whole facility is connected by a 1200 ton/h conveyor belt to the port area.

CAR OPERATIONS: Open storage areas for cars consists of 4,5 hectares, and 23 hectares for the storage and distribution of vehicles. At the area a 2200 sqm ultra modern PDI depot has been installed and the area functions as a distribution – hub center for cars. A total of 4800 car slots are sheltered and offer protection against hail/rain, etc. During 2009, a total of 55.000 vehicles were moved.

GENERAL CARGO: Three warehouses available, one of 3200 sqm for general cargo and logistic activities, one of 4000 sqm for bulk import and general cargoes and a 3rd warehouse with 4000 sqm was completed for the exclusive handling of forestry products.

Local Communications:

WT/RT via General Pacheco Radio. Traffic and safety communications via Zárate Prefectura Naval Radio VHF ch 14, 72.

Location images for reference



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Km 107 River Paraná de las Palmas

Lat 34° 06'S Long 059° 01'W

Arg Charts C.R.#1 sheet 4 RPP, H-130

BA 1982, 2039



General description

The city of Zárate has 92.000 inhabitants, an important commercial activity and several industries; among them, chemical and beer industries. There is also a car factory. Located on the north edge of the Buenos Aires metropolitan area, it is connected by the Santa Fe-Buenos Aires highway and has other connections to the rest of the country, especially with the Mesopotamic provinces, Brazil, Paraguay and Uruguay through the road/railway Zárate Brazo Largo bridge over the Paraná river. There are two railways serving the city: Nuevo Central Argentino and Mesopotámico.

Location images for reference



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Description of berths:

The terminals are, from west to east, Terminal Las Palmas, Vitco Terminal, TZ-Terminals Portuarias, Zárate Port and Puerto PIAPSA, all on the right bank.

Vessels arriving from upriver or sailing downriver usually embark/ disembark port pilot passing Campana. Night time arrival and sailings permitted.

Local Communications:

Traffic and safety communications via Zárate Prefectura Naval Radio VHF ch 14, 72.

Restriction / Bridges:

"Zárate-Brazo Largo" spans the Paraná de las Palmas connecting the provinces of Buenos Aires and Entre Ríos. Clear height of center span over Paraná de las Palmas reportedly 49 m at datum. Masters at all times should check actual clearance before proceeding.

Tugboats:

Not compulsory but port pilot may request one tug to swing vessel for proceeding downriver, depending on vessel's LOA and weather conditions. Alternatively vessels may proceed to km 120 to swing. At TZ Terminales Portuarias when Ro-Ro vessels need to berth starboard side to quay for ramp operations then usually 1 or 2 tugs used for berthing. Tugs are stationed either at Km 103,5 or at Campana, one hour steaming time away.

Pilots:

Compulsory; port pilot to be requested from Campana, Paraná river pilots from Buenos Aires.

Hotels:

various available in town.

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Medical aid:

1 hospital and private clinics, ambulance service.

Transport:

Zárate lies on highway N° 9. The Buenos Aires-Rosario motorway, with regular efficient bus services to these cities and elsewhere. The city also lies on the Buenos Aires Rosario NCA railway line.

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Km 123 Parana de las Palmas River

Specialities and port connections

Grain & By Products

Containers

Bulk Cargo



General description

Private multipurpose terminal owned by Molca S.A. Initially dedicated to river craft and tug/barge operations, and as from March 2007 initiated operations as a grain terminal.

The grain terminal berth, consists of three reinforced concrete dolphins, length overall 128 m, with outlying head / stern moorings; suitable for vessels up to LOA 230 m. Depth alongside 11 m (36 ft) and airdraft 22,50 m (73 ft), both to datum. Grains are transferred from silos via one double conveyor belt (2 belts) to three towers, each stepped on the dolphins and fitted with loading arms; loading rates: grains 2400 tph, by-products 2000 tph. Grain storage: 75.000 tons in 9 vertical silos, 30.000 tons in flat cells.

Another berth for coastal and feeder is 200 mts long; ships up to LOA 110 m (5% tolerance) normally operates, depth alongside 5,50 m (18 ft) at datum. There is an enclosed dock for barge ops. Covered bonded storage of about 8000 sqm plus 4000 sqm of open storage area are available.

Container handling, storage and operation are available for 3,200 TEUs, three reachstackers, 200 and 100 ton mobile cranes. Fresh water available at quay. Annual cargo movement is about 700.000 tons of grains and 30.000 TEUS.

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Km 112,6 Parana de las Palmas River

Specialities and port connections

Petroleum

Petroleum by products

Petro Chemicals



General description

Private terminal owned by Vitco S.A., dealing in home trade, imports, and exports of crude oil, petroleum by-products and chemicals. Average cargo movement from all sources 0,5 -1 million cbms per annum. The terminal has 2 berths: N° 1 berth for ocean going vessels and N° 2 berth for river craft. N°1 berth consists of three dolphins presenting a berthing front of about 100 m with a central manifold jetty, together with outlying mooring bollards, suitable for vessels of up to around 230 m LOA/60.000 DWT. N°2 berth, suitable for river craft of up to LOA 135 m (+/-5% tolerance) and 37.000 ton DWT, consists of 2 berthing dolphins and a central manifold jetty.

Depths alongside about 10,30 m (34 ft) and 9,14 m (30 ft) at datum respectively. Fresh water and electric power available from quay. Bunkers by barge. Shore storage tank capacity, total 181.380 cbm in 21 tanks with 8, 10 and 14" pipelines fitted to berth. Shore reception capacity 500-1400 cbm/hr depending on commodity.

Location images for reference



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Km 111 Parana de las Palmas River

Specialities and port connections

- Vehicles
- Containers



General description

Private cargo port belonging to Murchison Group operating with container and Ro-Ro vessels. The port has 2 specialised terminals (cars, containers and general cargo). Operations at both terminals are round the clock (see also tugs).

Total area of terminal 143 hectares with 1000 m river frontage, divided in two areas. There is one steel and reinforced concrete quay recently extended to 382 length, 20 wide, fitted with one 45 ton Gantry crane and trellex fenders every 18 m suitable for vessels 250 m LOA, Dwt 60.000. Depth alongside 10,60 m (35 ft) at datum. A second berth consisting of three dolphins, total frontage 250 m, immediately downstream from the above quay allows simultaneous berthing for two vessels, exclusively car carriers. The ramp of the "Ro-Ro" vessels moored at the dolphins being landed on the aforementioned quay.

This terminal offers a bonded 160.000 sqm area for container and general cargo operations, with 295 reefer plugs. One 9500 sqm warehouse for consolidate cargo; 1 mobile 104 ton crane, 7 container reach stackers (all 42 Tons) and 5 container top loader (32 Tons). Outside the premises (nearby area) the terminal operates a transfer to and from the national railway system.

The area specifically designed for vehicular cargo, has a 950.000sqm paved reception/storage area of which 230.000 sqm are bonded enclosure, allowing stowage for up to 47.000 vehicles. Warehousing with a total covered area of 4600 sqm specially equipped for PDI (pre-delivery inspection, washing and repairs). Major cargo movement amounted over 500.000 vehicles, imported and exported.

Location images for reference



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Km 110,2 Parana de las Palmas River

Specialities and port connections

Forestry Products

Containers

General Cargo

Bulk Cargo



General description

This port is not operational due to the collapse of abt 70 metres of the shore up to 35 metres inland, in the spot where the floating landing stage and its ramps (see description below) meet the shore; as result of this collapse, almost all the area for cargo transfer of the terminal has sunk. To date (June 2012) there are no plans to repair and restore its capabilities.

The following general description of its facilities is given as reference.

This terminal handles all types of general/bulk cargoes as well as containers. Disused warehouses have been recycled as storage for bulk, and generals and now include 5 bonded warehouses, 12 warehouses and 2 bonded 25,000 sqm areas, with weighing facilities. Berth consists of three dolphins offering 120 m berthing front. Depth alongside about 12,81 m (42ft). Between dolphins and the shore the exferry boat Delfina Mitre has been moored and acts as a floating landing stage (measuring 103×17,5 m), being joined to the shore by 2 ramps (17,48×4,5 m) SWL 80 ton each. Vessels of around 220 m have operated, shifting if necessary to leave working hatches alongside the landing stage.

Cargo operations include discharge and reception bulk fertilizers and chemicals into warehouse and thereafter bagging and distribution. A 27,500 sqm of covered storage is available. All operations are carried out by Zárate Port personnel with ship's gear. Container operations are by ship gear or hired mobile cranes brought onto landing stage. Fresh water available on berth. Bunkers by truck or barge.

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Bulk Cargo



General description

This terminal, constructed in 1999, is situated abt 1 Km downstream Zarate-Brazo Largo bridge. The quay made of reinforced concrete, 132 m length and 20 m wide, depth alongside abt 10 m, for ships up to LOA 230 m. There is also a barge dock 100.000 sqm, 20 ft draft, connected to the river by a 400 m access channel, 50 m wide, with various shore mooring points, where tugs and other vessels moor.

Plans are to construct a new general cargo quay 350 m length, abt. 100 m downriver next to barge dock entrance.

Location images for reference



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Km 97 Paraná de las Palmas, river right margin

Province of Buenos Aires

Lat 34° 09'S Long 58° 58'W

Arg Chart H-130, C.R.# 1 Sheet 4

BA 1982 A/2039



General description

Located at km 97 on the right margin of the Paraná de las Palmas, Campana is in the province of Buenos Aires and has a population of 86.000. Besides having considerable port and commercial activities Campana also has a good industrial infrastructure; outstanding are TENARIS SIDERCA, the manufacturer of seamless steel pipes and the ESSO oil distillery, among other industries. The Santa Fe-Buenos Aires highway offers a good connection with the main industrial centers as well as with other highways into the Pampa region.

Located 10 km from the Zárate-Brazo Largo bridge, it has good connections with Mesopotamia. The Nuevo Central Argentino railway connects it directly with Rosario, Córdoba, Santiago del Estero and Tucumán.

Location images for reference



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Port general description:

Campana is a port situated on the right hand margin of the Paraná de las Palmas, the branch of the Paraná river on which the Mitre Channel is located. It is about 75 km NW of Buenos Aires by road and is the home of Siderca steel mill which produces steel piping. It is also growing as an alternative port to Buenos Aires for certain cargoes, particularly fruit.

Description of berths:

Port installations and berths from upriver downwards are: Tenaris Siderca (steel mill and quay), Euroamérica Terminal, Depsa (Ex National Wharf), Esso Terminal, Maripasa Quay, Carboclor, Rhasa and Tagsa terminals.

Anchorage:

Km 60.7-63.0 and 108/111.

Depths:

In the fairway depths range between 15/18 m (50/60 ft). For depths alongside quays and jetties see individual berths.

Restrictions:

Length Overall up to 230 m. Maximum draft determined by depth/tide at assigned berth or prevailing conditions in access channel and/or principal channel routes. Night navigation to/from Campana via Mitre Channel permitted for vsls up to 230 m LOA.

River level/tides:

At Campana the tidal effect in the River Plate is experienced, HW and LW usually being about 4 hours after Buenos Aires and of a lesser intensity. In addition the river level can be affected by the prevailing wind. SE'ly gales (Sudestada) in particular being capable of increasing the level by

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as much as 60 -90 cm (2-3 ft).

Local communications:

WT and RT via Argentina Radio. Traffic and Security messages are attended by Zárate Coastguard, service via VHF (H 24) stations L5T Ch# 72, LSO 23 Ch# 14-16, LSO 44 Ch 12, Campana Coastguard, L5S Ch# 09-12-14-16-77, and Escobar Coastguard, L5R on Ch# 16-72. Local Shipping Agencies are equipped with VHF systems.

Berth assignment:

At terminal operators discretion.

Pilots:

Port Pilots belong to the private company which serves the ports on the Paraná de las Palmas and Ibicuy rivers (Campana, Zárate, Atucha, Lima and Ibicuy). Their services are requested at Campana. Paraná river pilots are requested via Buenos Aires. Two (2) Pilot launches available.

Tugboats:

For vessels proceeding down river and requiring to be swung, the use of one tug is compulsory for vessels exceeding 157.5 m LOA (or 194.25 m for vessels fitted with bow thruster) Use of tugboat may be avoided by proceeding up-river and swinging at km 120. Use of tugs by exempted vessels may be recommended by port pilots under certain wind and/or river current conditions. Normally up to four tugs (1350 HP) are stationed at this port. Or at Zárate, about 6 Km upriver.

Business hours:

Port Administration 0600/1500 (m/thu)
0600/1400 (fri)
Coastguard 24 hs
Customs 0930/1800
Stevedores 0600/1200, 1200/1800, 0600/1200 sat
Offices 0600/1200, 1400/1800, 0800/1200 sat
Banks 1000/1500

Medical aid:

Municipal Hospital and three private Clinics.

Hotels: Two 2/3 star category.

Transport:

Campana lies on Highway N° 9, the main Buenos Aires/Rosario motorway. Regular bus services to these cities and elsewhere. Railway goods services to Buenos Aires and other cities as well as passenger train service to Buenos Aires.

Bunkers:

Fuel, diesel and gasoil locally available. Requests should be made in advance (at least 48 hours) in order to complete documentation. Can be supplied via tank trucks or barges (depending on quantity) except at Esso berths where by pipeline only.

Divers/salvage:

Two local firms have equipment for assistance, salvage and underwater work, including 2 tugboats of about 200 and 90 HP, one fitted with a crane of 7 tons SWL.

Gangway watchmen:

Compulsory for foreign flag vessels over 2000 GRT.

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Shore cranes:

Mobile cranes can be hired from private companies.

Repairs:

Workshops available to carry out minor deck, engine and electrical repairs. Underwater services available. For bigger jobs it is convenient to make suitable arrangements with larger workshops/shipyards at Buenos Aires.

Shore gangways:

Available at Carboclor Jetty, of about 10 m length.

Slops:

Dischargeable at Carboclor berth. Can be arranged by road tanker at other berths providing early advise given.

Stores/victuals:

Available locally. For large quantities convenient to arrange through shipchandlers at Buenos Aires.

Loading/Discharging rates:

Seamless steel pipes 250/300 MT/shift per gang
Petcoke, bulk 350 TPH

Bundled logs 200 MT/shift per gang

Iron Ores 400/500 MT/hour

Chrome bulk 2500/3000 MT/day

Crude oil 1000/2000 cbm/h

Fuel oil 80/450 cbm/h

Gasoil 450 cbm/h

Diesel oil 170 cbm/h

Naphtha, normal 200/250 cbm/h

Naphtha, extra 330 cbm/h

Naphtha catalytic 450 cbm/h

Naphtha virgin 150/200 cbm/h

Solvent 350 cbm/h

Base lubricant 100/240 cbm/h

Dilutant 150/400 cbm/h

Additives 130 cbm/h

Treated water 50 cbm/h

Slops (carboclor) 150 cbm/h

Chemicals 150/600 cbm/h loading/discharging

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Specialities and port connections

Petroleum by products



General description

In October 2012 with an initial investment of abt usd130m trafigura started the constructions of Petromining Terminal in Campana Port. It is expected to be ready by September 2014.

Liquid storage capacities:

– 70.000 M3 Gas Oil

– 40.000 M3 Gasoline

– 15.000 M3 Jet Fuel

– 3.000 M3 Biodiesel

Berths/docks/equips:

– One berth upto Panamax

– One berth upto 4 tank barges simultaneously

– Trucks: 2 racks with 4 loading arms

– Access channel depth 34' FW

Location images for reference



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Km 98,5 Parana de las Palmas River

Specialities and port connections

Steel Products

Bulk Cargo



General description

Owned by Tenaris -Siderca. Reinforced concrete quay 185 m length, 17,70 m wide. Depth alongside at datum about 8,80 m (29 ft), and about 9,70 m (32 ft) 5 m off. Berth equipped with a travelling grab fitted crane, hopper and belt system used for the discharge of bulk iron ores, outreach 22 m, airdraft about 17 m.

Average disrate 500 TPH. This berth is also used to load seamless steel pipes from their own plant, by using ship's gear. Space alongside for pipe loading is somewhat limited due to the conveyor belt installed on the quay. No fresh water available. Bunkers by barge only. Annual exports of seamless steel pipes is about 200.000 tons.

Location images for reference



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Km 98 Parana de las Palmas River

Specialities and port connections

Steel Products

Bulk Cargo

Fruit

Forestry Products



General description

This multipurpose terminal, situated just down river from the Siderca terminal, has a quay front of 305 m max LOA 230 m, but can accommodate 2 vsls of up to 200 m LOA simultaneously. Depth alongside is about 10 m (33 ft). Level of quay above waterline at datum 3 m. The berths operates reefer, forestry, iron & steel products (steel pipes), bagged and bulk cragoes. The terminal has a total of 6500 sqm floor area capable of accommodating 6500 fruit pallets (3000 in refrigerated and 3500 in ventilated space, including 13 reefer compartments). Direct railway siding. The terminal also offers 30.000 sqm covered area in warehouses for dry cargo and an open storage of 40.000 sqm. Normally no tugs required if berthing port side to quay. See also Maripasa.

Location images for reference



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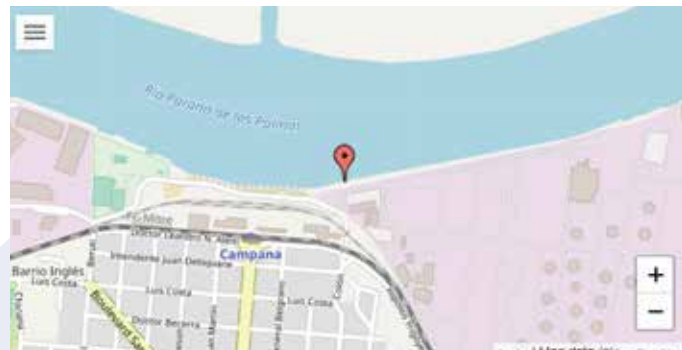
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Km 97 Parana de las Palmas River

Specialities and port connections

Steel Products

General Cargo



General description

This is the original state owned Campana cargo wharf which has been taken over in concession by private operators. Built of reinforced concrete, 116 m length, 35 m wide and fitted with two Yokohama fenders, depth alongside at datum abt 9.10 m (30 ft). Due to length of quay, usually 3 or at most 4 adjacent hatches can be worked at a time. No shore equipment available. Fresh water available. Bunkering permitted by truck or barge.

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Km 96,5 Parana de las Palmas River

Specialities and port connections

Petroleum

Petroleum by products



General description

The important Esso refinery operates around the clock and has 4 berths in use which are, from West to East, piers C, H, G and E. Both crude and petroleum by products, including petcoke, are handled. Reported depths at datum of between 8,25 to 10,40 m (27 to 34 ft) berths C, E, and H, and 6,00 m (20 ft) berth G; berthing is portside to jetty in all cases. Berthing/unberthing at night usually but not always allowed, as per PNA judgement.

Location images for reference



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Specifications for vessels using these berths are as follows:

Pier C(#5) H G E(#1)

Ddwt 60000 45000 10000 25000

Max LOA 230 220 100 150

Min LOA 40 80 – –

Fresh water available at all berths. Bunkering permitted by pipeline only.

PIER C (INTAKE N° 5):

Reinforced concrete platform on piles, 129 m length, vessels berth on 8 dolphins. Can operate with crude, fuel oil, gas, diesel oil, naphtas.

Pipelines 2×10", 7×8", 2×6", 1×4", 1×2".

PIER H:

Built of reinforced concrete, 16 m long, vessels LOA 40 to 220 m berth on 7 dolphins. Handles liquid cargoes similar to Pier C. Pipelines 2×10", 5×8", 4×6", 3×4", 1×2". In addition, berth is equipped to load petcoke from a loading tower which is stepped onto the dolphins. The tower is fitted with loading arm with chutes at extremities and which are swung out over the loading vessel.

Loading arm can rotate through 70° horizontally and 35° vertically, outreach 30m. Vessels loading petcoke should have a beam not exceeding 30 m. Loading is by one conveyor belt and a chute requiring vessels to shift to place loading hatches under the chute. Loadrate about 500 TPH. Depth alongside 10,40 m.

PIER E (INTAKE N° 1):

Built of reinforced concrete on wooden piling, length 50 m, with 2 berthing reinforced concrete dolphins. Cargo operations are similar to Pier C. Pipelines 2×12", 8×8", 7×6", 4×4", 1×2", . Depth alongside about 8,25 m .

PIER G (INTAKE o/ZERO): Built of reinforced concrete. Length 10 m. Cargo operations similar to other berths. Pipelines 2×10", 7×8", 2×6", 1×4", 1×2".

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Km 95,8 Parana de las Palmas River

Specialities and port connections

Steel Products

General Cargo

Bulk Cargo

Fruit



General description

This is a reinforced concrete quay 225 m length, 25 m width, SWL 3 ton per sqm, height of quay at datum 4,5 m. Equipped with rubber fenders. Depth alongside abt 10 m (33 ft) having a paved adjoining reception/open storage area. Three warehouses: 1x 10.600 sqm for dry cargo, 1x 6300 sqm for dry bulk, as well as 1x4000 sqm and 1000 sqm reefer bonded warehouses. Has a 80 ton weighbridge installed.

The terminal is under lease to Euroamerica who use it as an annexe to the main terminal (see above). The principal operations at the terminal are fruit, pipes, paper and other general cargo.

Location images for reference



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Km 95,5 Parana de las Palmas River

Specialities and port connections

Petroleum by products

Petro Chemicals



General description

Private terminal for bulk liquid chemicals. Berth consists of central manifold jetty, 25 m long with three berthing dolphins giving 70 m frontage with 6 outlying mooring bollards. Capable of accepting tankers up to LOA 230 m.

The berth is connected to 32 shore tanks by 1x4", 6x6" and 1x8" pipelines, and 1x10" pipeline connected to Cabot plant. Storage capacity abt 25,000 cbm. Tanks fitted with heating coils and pressurized by dry nitrogen. Discharge rates up to 350 cbm/h depending commodity and possible to be increased if simultaneous pipelines used. Slops reception available. Estimated cargo movement 200,000 cbm per year. Depth alongside abt 10,30 m.

Location images for reference



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Km 95,5 Parana de las Palmas River

Specialities and port connections

Petroleum by products

Petro Chemicals



General description

Berth has a central manifold platform and 2 dolphins fitted with Yokohama fenders. The terminal has a 93.000 cbm tank storage, with 1x12", 1x10" gasoil, 7x6" chemicals, 1x4" and 1x6" for naphtas, chemicals, slops, pipelines laid on to berth. Depth alongside abt 10,00 m. Bunkers: fueloil, gasoil or diesel oil only available. Restrictions: Max LOA 230 m. Max displacement 60.000 M ton. Night-time berthing permitted.

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Km 93,4 Parana de las Palmas River

Specialities and port connections

Petro Chemicals



General description

The berth consists of 3 dolphins with protecting fenders and a central manifold jetty 30 meters in length and outlying mooring points. Depth alongside 9,70 m (32 ft) at datum. The tank farm presently consists of 111 tanks ranging from 280 to 1200 cbm capacity totalling 77.000 cbm capacity, 17 of which comprising 10.100 cbm are of stainless steel with 12x6" pipelines laid on to berth. Total planned capacity in the future will be 150.000 cbm in 227 tanks and the plant will handle a wide range of chemical products.

Location images for reference



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KM 60 to 83 of the Paraná de Las Palmas river
Province of Buenos Aires
Arg.Chart CR 1 Sheet 5 RPP, H-130
BA 2039, 1982



General description

In this area on the Paraná de Las Palmas river is located the new YPF gas terminal. Also at this river area, there are various zones regulated with different purposes.

Location images for reference



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GNL Escobar Terminal:

This terminal belongs to YPF and operates with liquid natural gas ("LNG", equals "GNL" in spanish), consisting of 1 main jetty connected to 2 smaller ones, giving a total frontage of 130 metres long (with 2 upstream outlying mooring dolphins at 70 m and 135 m, plus 2 other downstream at 65 m and 140 m), to where a storage and re-gasification vessel moors, and to which gas tenders side alongside to transfers its gas cargo. The main jetty has an articulated arm for offloading gas. The terminal is located on an excavated and dredged artificial basin abt 170 metres inside the southern river shore, giving a good security clearance with respect to river traffic. Depth alongside 12,70 metres, maximum LOA 230 m. The terminal is under Campana Port and Customs authorities.

Roads:

The nearby area is divided as follows:

KM 77,5-83,0 Waiting zones for vessels waiting for high tide to resume navigation downriver or waiting for traffic to proceed up-river. KM

60,7-63,0 Waiting zone for vessels waiting for berth at Campana-Zárate. Standby pilots are obligatory at all times whilst vessels are anchored / operating in this area.

KM 73,5-75,5 Forbidden crossing or overtaking zones. This also applies to KM 75,5-76,5 when ships maneuvering at Gas Terminal.

KM 73,5-76,5 Anchorage prohibited zone.

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Federal Capital and Province of Buenos Aires

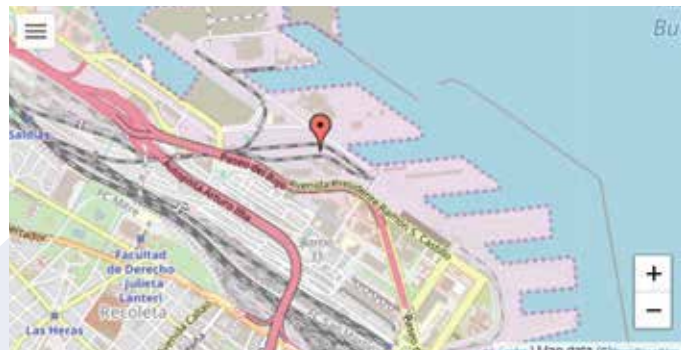
Km 0 River Plate

Lat 34° 34'S Long 58° 23'W

Arg. Charts H-116, 118, 155, 156.

BA Charts 1749, 1851, 2039, 3561.

US Charts 24050, 24052, 24053, 23030



General description

The port of Buenos Aires, which forms part of the city, is situated on the right hand margin of the River Plate and all river distances are calculated from this point (km 0). Buenos Aires is the seat of the national authorities. It covers an area of 200 sqkm and has 3.058.000 inhabitants (2010 est.). In practice, the greater Buenos Aires urban conglomerate includes 24 counties in the province of Buenos Aires (although the city is growing and incorporating new areas) covering 3830 sqkm and has a population of about 12.000.000. In the downtown area of the city, very close to the port, are the seats of the executive, legislative and judicial powers and all the administrative departments thereof. The authorities of the Buenos Aires city government are also in the same area (the city has a special status, not unlike that of the Argentine provinces) and its various administrative departments are spread all over the city. The downtown area concentrates most of the financial activity and most shipping companies and ship agents are also there. The industrial and commercial enterprises, as communications got better, have slowly moved out their offices to the outskirts of the city, although most of them still have their administrative headquarters downtown. The greater Buenos Aires area is the largest industrial conglomerate in the country, being in the first place in production volumes in the country, except in the agricultural, mining and steel mill industries. The intense city traffic has been somewhat improved with a network of urban and suburban freeways which permit a swifter transit in and out of the downtown/port area. The highways served by these freeways constitute a virtual spider web that spreads out from the center of the city. There are railway connections with most of the country through seven railway lines which also have suburban passenger services. The commercial airlines are served by the Jorge Newbery airport, which is only 10 minutes away from the downtown area and handles all domestic and regional flights, and the Ezeiza (Ministro Pistarini) International airport which handles most international flights and is 40 km away from the downtown area and connected by a freeway. There is also another airport which can handle international traffic (San Fernando) and various smaller airports. The El Palomar Air Force base is used by Air Force and Navy transport services and also has a passenger terminal. The following information refers to the port of Buenos Aires, which includes Puerto Nuevo (New Port), North and South Basins, Dock Sud (South Dock) and neighboring installations.

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Medical aid:

Attention and treatment available at all levels from a wide variety of Public and Private Hospitals and Clinics. Medical attention to crew members is normally provided through ship's Agent but Prefectura Naval (Coastguard) can be called upon in an emergency. Ambulances, launches and helicopters can be provided either by ship's Agent or Prefectura Naval in case of serious illness or accident requiring immediate attention.

Business hours:

Customs house 0700/1900

Public offices 0700/1300 or 1300/1900 or 1000/1800

Terminal operators 24 hs

Banks 1000/1500

Shops 0900/2000 & 0900/1300 sat

Offices 0900/1800

Stevedores:

Flat rates are quoted by all terminal operators as also by stevedoring concerns operating at Dock Sud open berths, therefore the question of working hours, conditions and rates of pay are matters for the shipowner's consideration only insofar as they affect the rate quoted and time of vessels stay in port.

Local time:

GMT (UTC) -3 h. -(Government may stipulate daylight saving time shift to GMT -2h). Despite the fact that, for the most part, Argentina lies west of longitude 60°W, local time throughout the country is kept at GMT-3 h.

Local holidays:

10th November (Does not affect shipping business).

Local communications:

Prefectura Naval (Coastguard) SECOSENA and CONTRASE control and information systems for ships in Argentine waters. Coastal radio station Buenos Aires Prefectura Naval Radio L2G weather forecasts callsign L2B, L2C, F, L2G, various frequencies.

Transportation:

RAILWAYS: An extensive network covers a large part of the country and there are seven main-line Terminals in Buenos Aires. Railways, like many other services in Argentina have been privatized or granted in concession, whereby services which had fallen to a low level are gradually improving. Agents should be consulted if inland on-carriage by rail is contemplated (see also private terminals for details). Frequent passenger train services operate between the Capital and its suburbs and the city is also served by five Underground (Subway) lines.

Road Transport:

A numerous and wide variety of trucking services are available for the movement of cargoes, including heavy lifts. Ample passenger bus services cover the city and the country in general. There are excellent long distance bus services including some which extend to neighboring countries.

FERRY-BOAT SERVICES: Regular services are maintained by fast modern ferry-boats to the

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Uruguayan ports of Colonia, Montevideo and Piriápolis.

Airports:

For domestic flights and some flights to and from neighbouring countries the city is served by the Jorge Newbery Airport located within the city itself on the north riverside and for international flights by the Ezeiza Airport, located further inland about 40 km from the city.

Berth assignment:

Requests are made directly to the Terminals and the Port Administration (AGP) must also be kept informed. For all Dock Sud berths, application must be made to the Dock Sud authority (Delegación Dock Sud) and to the terminal operators via the ship's agent. Free pratique: Must be requested by cable, telex or fax (see "Free Pratique and Cholera" on Part 1, Chap.Five) via ship's agent but is only granted on the Port Health Doctor's visit alongside. At the first port of call vessels must fly the "Q" flag on entry.

Datum depths:

As reference (September 2012), the limiting depth in the Main Channel between Recalada and Zona Común is approximately 10,50 (34' 4") at datum in a channel width of 100 m. From Zona Común the limiting depth in the Access Channel is approximately 10,80 m (35' 5") in a channel width of 100 m. From km 12,0 to km 0 in the North Channel the limiting depth is approximately 10,36 m (34 ft) at datum in a channel width of 80 m. From km 6,8 to km 0,1 in the South Channel the

limiting depth is approximately 10,20 m (33' 5") at datum in a channel width of 90 m. Considering this is a dredged channel, this data must be thoroughly checked (see comments in next paragraph on maximum draft).

Restrictions:

PUERTO NUEVO, NORTH BASIN AND ANTEPORT APPROACHES. Speed within approach channels km 1 to 15 must not exceed 14 kph (7,5 knots) and within port limits 6 kph (3,2 knots). When passing dredgers, speed must be reduced to minimum necessary to maintain steerage way. In accordance with present regulations vessels are prohibited from meeting in the North and South Channels and in the access channel from km 0 (anteports) to km 11 and from km 12 to km 16. In case of need a departing vessel must wait on the berth or anchor in the anteport until the incoming vessel has cleared the channel. Overtaking is not permitted in the North, South and Access Channels and (ocean going) vessels are required to keep a minimum distance apart of 1 km. No maximum draft is stipulated for the port of Buenos Aires and vessels should proceed, or not, according to existing conditions. In this respect drafts of around 9,70m (32 ft) FW, taking advantage of the tide, are not uncommon. However, due to varying conditions of tides, winds, depths in channels and alongside, Masters should treat this matter with great care, consulting Agents and pilots as needs be, the usual criteria being least channel depth, minus two feet obligatory UKC in port access channels and main channels, plus an allowance for the

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height of the tide. No maximum length is stipulated for vessels entering the port. In this respect Panamax type vessels regularly operate, and Cape size vessels occasionally berth. It should be noted that not all berths are suitable for vessels of the above L.O.A. and drafts and the matter should be treated with the respect and caution it deserves. Once berthed, vessels are not permitted to immobilize main engines without Coastguard permission.

SOUTH CHANNEL/SOUTH DOCK AREA. In this area special conditions apply as follows:

1. All ships must berth bow out (facing the dock/basin entrance)(exceptions have been granted to this rule).
2. Agents must advise Prefectura Naval (Coastguard) at least 12 hs beforehand of any expected movement to permit traffic coordination and vessels are prohibited from meeting in the South Channel. At all berths in Dock Sud section 2, Gas Carrier (Dársena de Propaneros) berths and Tanker Basin (Dársena de Inflamables) the maximum permitted beam is 32 meters (exceptions have been granted).
3. In Dock Sud section 2, the Tanker Basin (Inner Section) and the Gas Carrier Terminal, vessels are limited to a maximum beam of 32 m for daylight entry and sailing and 28 m for nighttime operations.
4. At Dock Sud section 1, the maximum permitted beam for vessels berthing at the Exolgan Container terminal is 42 m. There are special PNA limitations in the case of vessels berthing second off in section one.
5. At the Gas Carrier terminal, berthing is limited to

a maximum of two vessels at any given time.

6. Vessels of up to 22 m beam when entering or sailing via the South Channel by night must at all times maintain a clearance under the keel of 0,3 m (1ft) on a rising tide or 0,6 m (2 ft) on a falling tide. In the case of vessels with a beam exceeding 22 m, these figures are increased to 0,4 m (1,5 ft) and 0,9 m (3 ft) respectively.

7. Vessels drawing more than 4,25 m (14 ft) must request authorization from Dock Sud Prefectura Naval (Coastguard) when other craft are required to berth alongside second off; also indicate nature of operations to take place and size of craft berthing second off. In actual fact nowadays Masters and Pilots of all craft are obliged to keep the Coastguard advised of their movements at all times and to obtain their consent before proceeding.

8. Vessels are not permitted to immobilize main engines in Dock Sud and should this be necessary then two tugs must be on stand by alongside throughout.

Tides:

Tides are semi-diurnal and the height of the tide can be notably influenced by the force, direction and persistency of the wind; so much so that, in the case of SE'ly gales (Sudestada) tides of 1 to 2 m (say 3 to 6 ft) above the tabulated values are not unusual. Also tides of several feet below the tabulated values can be experienced when steady N'ly winds set in. Additionally somewhat lower tides can be experienced immediately following a prolonged blow from the South and somewhat higher tides following a prolonged

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blow from the North.

It should be noted that whilst times of high water are, as a rule, not affected by the wind, the effect of winds from ENE, backing through N to SW, usually retard the times of low water, whereas winds from the North, veering through E and S to SW usually advance same. Critical high water level at the port of Buenos Aires is considered to be +2,7 m. (+9 ft).

As per tidal predictions (Dec 2012): HAT 1,51 m LAT 0,28 m. MHW 1,08 m; MLW 0,61 m. WARNING:

Tide levels can't be predicted by usual methods and should be consulted locally.

Port pilots:

Obligatory, with certain limited exceptions as stipulated by Prefectura Naval (Coastguard). On arrival/departure the port pilot embarks/disembarks in the roads (approx between kms 43-54, south side of main channel) also known as Zona Común which is close to the La Plata Roads (see plan elsewhere). Variations of this standard arrangement are practiced when agreed by agents (acting on behalf of owners/master) and Buenos Aires port pilot as follows:

A) For vessels proceeding to/from Montevideo or Recalada the port pilot embarks/ disembarks at these points thereby avoiding anchoring/delays at the roads (Zona Común).

b) For vessels proceeding to/from up-river to/from Buenos Aires the port pilot can embark/disembark off Escobar (Paraná river km 68). Under these conditions the vessel can depending on circumstances be swung at km 20

or thereabouts, thereby avoiding the need to proceed right out to the roads (Zona Común) at km 37 approx.

Tugs:

Various private tugs companies operate at Buenos Aires; units' powers ranging from 2400 up to 4100 HP and from 1200 up to 1800 HP As per Coastguard regulations 2 tugs must be used on entering, sailing or shifting, but there are exceptions.

NOTE 1: The following conditions apply for exemptions granted to vessels fitted with bow thrusters:

- That the hydrometeorological conditions are favorable.
- That the bow thruster is in good working order and is sufficiently submerged to function efficiently.
- That the dispensing of use of tugs does not interfere with the maneuvering of other vessels and that there is sufficient room to navigate and maneuver with safety within the port.

NOTE 2: Dock Sud:

- That the vessel is berthed bow out.
- That the wind velocity does not exceed 30 km/h.
- The wind velocity shall be that recorded by the Coastguard.

NOTE 3: In all above cases a 5% tolerance with regards to vessel's LOA is permitted.

NOTE 4: Tugs are not required for warping along the quay.

NOTE 5: Tugs on entry must be made fast as from km 3, whilst on sailing may cast off as from km. 1

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(after tug) and km 2 (forward tug).

Shore linesmen:

Available at all times.

Launches:

Available to assist with mooring operations, inspections, draft surveys, etc.

Fenders:

All vessels are required to be well fendered off when alongside and fines are made if this is not done. In the case of the Puerto Nuevo Terminals, all have suitable fenders on their principal berths as does also Exolgan Terminal.

Ratguards:

All mooring lines are required to be fitted with ratguards of 80 cm diameter. Non compliance entails fines.

Gangways:

None available for rent.

Galley and hold refuse:

Refuse skips can be supplied via agents/terminals.

Fumigation:

A number of firms are available who specialize in the fumigation of cargoes of ship's holds and accommodation.

Ship's gangway watchmen:

The employment of gangway watchmen is compulsory for all foreign flag vessels over 2000 GRT.

Repairs afloat:

All types of repairs, including underwater repairs can be carried out by specialized workshops or local shipyards. Prefectura Naval permission is required for hot work (obtained by workshop), or immobilization of main engines (obtained by Agent). Additionally permission to carry out repairs must be requested from terminals by fax.

Dry-docks:

See Tandanor syncrolift dry-dock complex located off South Channel, east basin km 0-0.7.

Divers:

Available on short notice to carry out underwater repairs, salvage operations and/or inspections in conjunction with Nautical Surveyors.

Compass and direction finder adjustments:

Can be carried out in the roads. Early advice necessary and advisable Adjuster visits vessel to inspect equipment beforehand.

Marine salvage:

Offered by a number of private companies and also by PNA Technical Dept. Floating pontoons, submersible pumps, lifting gear, ground tackle and diver services available.

Safety Equipment:

Servicing of emergency life rafts and equipment, CO2 gas bottles, fire extinguishers, smoke detectors available from recognized firms.

Victuals – usual ship's stores:

Available in any quantity.

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Bunkers and lub-oils:

Normally all grades available provided notice given in good time beforehand.

Slops:

Can usually be dealt with at oil terminals but this should be checked beforehand. At general cargo berths collection by road tanker can be arranged without difficulty. If slops more than 80% oil then Service is without charge.

Electric power:

In case of generator breakdown in board, power (220-380v) can be supplied from shore, either from port installations or by hiring portable generators.

Shore cranes and dockside equipments:

See terminals for details of equipment available.

Stevedoring companies outside these terminals have equipment sufficient for their needs and a number of mobile cranes of varying lifting capacities are available for hire.

Floating cranes:

The following are usually available but prior confirmation in good time essential due to possible need to re-commission these craft. With regard to weights to be lifted, the cranes outreach for such weights should be carefully checked.

Satecna 1:

LOA: 80 m

Beam: 34 m

M.depth: 6,5 m

Lifting capacity (twin booms) 1500 m/ton with 2 hooks

Outreach: 34 m from bow. Distance between

hooks about 18 m.

Height of hook above pontoon 53 m at 60° boom angle

Requires tug assistance

Magnus VI:

LOA: 45 M

Beam: 20 m

M. depth: 3,6

Lifting capacity:

1) main boom 400 m/ton with 2 hooks. outreach: 11 m from bow. Height of hook above pontoon 30 m.

2) Jib boom 200 m/ton with 2 hooks. Outreach: 26 m from bow. Height of hook above pontoon 42 m.

Propulsion: 2×250 HP schottel engines 1×140 HP bow thruster.

Magnus IX:

LOA: 76 m

Beam: 24 m

M. depth: 4,5 m

Lifting capacity:

1) main boom 500 m/ton with 2 hooks. Outreach: 11 m from bow. Height of hook above pontoon 30 m.

2) Jib boom 300 m/ton with 2 hooks. Outreach 19 m from bow. Height of hook above pontoon 46 m.

Propulsion 2×328 HP schottel engines 1×180 HP bow thruster.

Fresh water:

Normally available at all Newport and North basin berths from shore, but flow rate depending on circumstances may be weak. At all Dock Sud

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berths Supply is by barge only. Water barges are available for supplying all berths and are frequently necessary in the case of vessels with limited time alongside.

Port visits:

Permits issued by Prefectura Naval or Terminal operators are necessary in order to visit vessels in port and agents should be consulted. Crew members are required to carry their Argentina identity card when ashore.

Multipurpose terminals:

Terminal 1,2 & 3 (TRP): fitted with super post-panamax container gantry cranes. Heavy lifts up to 100 ton.

Terminal 4: Container handling and heavy lifts with 2x35 ton drott mobile crane and 2x100 ton leibherr mobile crane.

Full container terminals:

Terminal N ° 5 (BACTSSA) Container handling with super post-panamax and post panamax container gantry cranes; on consideration accepts RO-RO vessels, neo-bulk cargoes and can handle heavy lifts up to 120 tons with two gotwald craned in tandem.

Exolgan container terminal (at Dock Sud), fitted with super post-panamax and post-panamax container gantry cranes and additional equipment.

Terminal 6:

Actually inactive. The port administration is studies to offer the concession to new operators by public tender.

Bulk cargoes (solids):

Grain: Terbas terminal (at Puerto Nuevo), from grain elevators (ex national grain broad) at Basin D south side (storage capacity 175000 ton).

EX – ACA Elevator (at Dock Sud, section 2 west side): (Storage capacity 16000 ton) Presently inoperative.

AGRI BY-PRODUCTS: Puerto Nuevo: As above.

FERTILIZERS: Terminal 4 (at Puerto Nuevo, usually) or at Dock Sud, Section 2 west side:

Discharged by grabs to trucks.

SODA ASH: Dock Sud, Section 2: As above.

Bulk cargoes (liquids):

VEG. OILS: Puerto Nuevo: By road tankers at open quay berths.

WINE/WINE MUST: Puerto Nuevo: By road tankers.

PETROLEUM PRODUCTS: At Tanker Basin (Darsena de Inflamables) off South Channel (km 0,3) and occasionally at Dock Sud Section 2, east side.

LIQUID GAS PRODUCTS: At Gas Carrier Terminal (Dársena Propaneros) off South Channel (km 0,9)

Chemical products:

At South Dock Section 2 East Side.

Fuel for New Port power station:

Brought in when required by tankers berthing directly alongside at Pierhead 5.

Lighterage:

Port lighters no longer available/in use. Barges and feeder vessels for on carriage of up river cargoes available.

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Loading/discharge rate:

Containers 20-22 per hour (gantry crane)

Pallets in general 200-250 per gang per 6 hour shift.

Bags 50 kg loose 6000 per gang per 6 hour shift.

Big bags 1200 kg 250 per gang per 6 hour shift.

Newsprint, etc. 200 ton per 6 hour shift.

Cars (ex ro-ro vessels) 150/200 per hour.

Steel pipes 150/200 ton per gang per 6 hour shift.

Steel coils (CRC) 500 ton per gang per 6 hour shift.

Port Facilities and Installations:

After decades of decline, decay and clogging up of the system under Government bureaucratic control, coupled with unreasonable demands and spoiling tactics by port labor, the situation has improved dramatically from 1992 to date due to the following circumstances:

1. Puerto Nuevo has been divided into six terminals (Terminals 1, 2 and 3 have been combined as one terminal), plus the Grain Elevator, and the General Port Administration (AGP) has let these out as concessions via public tender to private operators; these are against certain guarantees and the payment of a yearly canon.
2. Private operators continue investing considerable sums of money to maintain up to date equipment at these terminals, including the strengthening and repair of quay walls as well as the repaving of quay and storage areas.
3. In accordance with contracts Terminal operators were obliged on a pro-rata basis to accept Stevedores and AGP personnel and these

have either been given severance pay or absorbed as operational staff alongside non-union, non-port labour personnel with the resultant peace and efficiency necessary for satisfactory operations. This has resulted in the terminals being able to work 24 hours a day, 365 days a year, at improved rates, with Shipowners being offered attractive flat rates for loading and discharging operations. In addition it has resulted in a dramatic reduction in the amount of pilferage.

4. Computerized services have been established by Terminals, Shipagents, Customs and Owners, providing rapid communications between all parties.

5. Customs procedures have been much improved by the introduction of the María computerized service. This service is connected to all shipping agents and terminals with the consequent speeding up of operations.

6. The Exolgan private container terminal in Dock Sud section 1 entered into service in 1995.

7. In conjunction with these improvements, the Puerto Nuevo basins have been dredged to around 10,00 m at datum and at the Exolgan terminal in Dock Sud depth alongside is given as about 11,00 m at datum. As mentioned before, due to varying conditions of tides, winds, depths in channels and alongside, Masters should treat this matter with great care, consulting Agents and pilots as needs be.

Concerning port installations the following should be noted:

a) Berths in North Basin remain under AGP control and are presently not used for cargo operations;

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however, two crossriver passenger ferries have their terminals on the western and eastern sides of the basin. Both operate fast daily services to Colonia, Montevideo and Piriapolis with craft capable of over 40 knots, scheduled time to Montevideo being less than 3 hours.

b) Puerto Madero, Docks 1 to 4 are no longer in use.

c) No important structural changes have taken place in South Basin, East Basin Dock Sud section two, the Tanker Basin (Dársena de Inflamables) or the Gas Carrier Terminal.

d) The Riachuelo is not used by ocean going shipping.

Abbreviations used:

TGS Teus ground slots

FCL Full container load

LCL Less than container load

CFS Container freight station.

CY-CSA Container Yard or Container storage area

CSA/GCSA Non specified container

CD Container depot offering repairs

RTG Rubber tyred gantry crane

FW Fresh water laid on to quay

EP Electrical power obtainable from quay

PTI Pre trip inspection

The Following Basins and Installations are

Reached Vía the North Channel Description of

Puerto Nuevo terminals:

(Note: all depths alongside berths & piers must be considered as a reference. For actual data, contact agencies or check the Boletín Fluvial at <http://www.sspyv.gov.ar/boletinfluvial.html>).

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-  Vehicles
-  Containers
-  General Cargo
-  Passenger

General description

(Multipurpose terminal for containers, cars, general cargo, Ro-Ro and passenger vessel)

Operators: TRP: Terminales Rio de la Plata (DP World, Latin American Infrastructure Fund and a number of international partners). Concession: 25 years as from November 1994.

Extent: All Basin A, Pierhead No. 2, Basin B, Pierhead number 3, Basin C southside, plus area immediately west of berths. Total quay line of 2,400 meters and 43 hectares.

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Details:

Entrance: Via Ave. Quartino with forecourt parking for 110 trucks. Exit: Via Av. De los Inmigrantes:

Gates: 7.

Weighbridge: 2x80 ton

Railway sidings: on westside of terminal
2x750 m of track including 150 m transference area.

Lines served: Ferrosur (Ex Roca)

BAP (EX San Martin)

NC Argentino

Gral Belgrano.

Berths:

(Can operate ships up to LOA 340m)

Pier 1 (Ex Basin A, southside)

Length. 365 m. Quay for container, passenger vessels and general cargo operations.

Depth alongside 9,45-10 m at datum.

Cranes 1x35/40 ton Quayside Gantry crane (not operative).

Pier 2 (Ex Basin B, southside)

Length: 450 m.

Depth alongside: 10-10,65 m

4 quayside Gantry (Container) cranes 3x45 ton, plus 1x35 ton (not operative).

Additional Berths: (Ex Basin A northside -Sections 1 and 2)

Length: 235 m.

Depth alongside: 8,40-10 m at datum

Cranes: Nil

Berth 10: (Ex Basin B westside)

Length: 151 m.

Depth alongside: 9,40-9,60 m at datum.

Cranes: Nil Berth reserved for transshipment

barge, feeder services.

Pier 3 (Ex Basin B Northside):

Length: 525 m

Berth B5 Open quay.

Berth B6 Open quay.

Berth B7 Open quay.

Depth alongside: 9,70 m at datum.

Cranes: Nil.

Pierhead Number 3 quay.

Length: 204 m

Depth alongside: 9,70 m at datum Cranes: Nil

Basin C Southside: Length: 680 m (3 berths). Quay for container operations and berth for cruise ships.

Depth alongside: 9,70 m at datum. Cranes 1 super post-panamax container gantry crane, outreach 50 m, 66 ton; 2 P125L super Liebherr 50/60 ton

SWL container gantry cranes, outreach 38 metres, hoist capacity containers 50 ton (Can lift 2x20x25

ton containers simultaneously) or 60 ton under hook with 35 m outreach. 1x post-panamax 66/65

Gantry Crane.

Condition Quays, Storage Areas:

Reconditioned and repaved to a high standard continues to be carried out.

Pier No. 2: CY/CSA. 7364 ground slots (TEUS full containers) alongside and adjacent areas; also 3 hectares storage area for abt. 3400 TEUS empty containers.

DELIVERY/RECEPTION OF FCL'S AND LCL'S.

FCL'S. Directly from Terminal Container Yard

LCL'S. At Terminal CFS. and inland depot

Bonded area as well as storage for break bulk cargoes and vehicles. Covered area for reception general cargo and/or cars.

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CD facilities as required available at terminal.

GCSA: 12.500 sqm for general cargo.

EQUIPMENT (ADDITIONAL TO QUAYSIDE

GANTRY CRANES)

2 Gotwald Mobile Harbour Cranes (Panamax)

SWL 35/57 ton

(100 ton SWL in tandem with 15 m outreach over quay)

2 Mi-ack travel lifts SWL 35 ton (RTG's)

23 Transtainers (RTG's)

1x35 ton Mobile Crane

5 Toploaders SWL 35 ton

Various forklifts 2,5/6 ton

Various Superstackers SWL 35 ton

Various con-stackers

Various Empty container handlers

Various yard tractors

Various Trailers

Open storage 80000 40000 40000

Totals 92000 50000 42000

Terminal delivery and reception hours include week-day till 2200 hrs and Saturday as normal working time for handling containers in and out.

Fresh Water:

On quay.

Mooring:

Permanent mooring/unmooring service.

Passenger Terminal:

Named "Benito Quinquela Martín" (famous painter of port scenes). Passengers/luggage are shuttled by bus/truck back and forth some 300 meters from the berth to the dedicated passenger terminal which includes all standard modern facilities in its 14.786 covered sqm.

Reefer Plugs:

1350

Computer System:

Terminal fully computerized, Navis-SPARCS system for ships-terminal planning and NAVIS EXPRESS in service. Radio Data Link (LXE)

connecting operations office directly with yard personnel. Direct Maria Customs link.

Reefer Container Spares :

Complete stock principal makes maintained on premises.

Storage Details:

Ttl surface area – Customs controlled area – Non

c.c area

Warehouses 12000 10000 2000

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 Vehicles

 Containers

 General Cargo

General description

Operators: Terminal 4 S.A. (APM Terminals)

Concession: 25 years as from 9th February 1995.

Extent: Basin C West and North sides plus adjacent area west of berths. Satellite container yard nearby on Av. R. Castillo.

Location images for reference



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Details:

Entrance: Calle Prefectura Naval Argentina (ex Av. Wilson).

Gates: 4 reversible.

Weighbridges: 1 scale with an additional weighbridge at Satellite yard on Av. R. Castillo.

RAILWAY SIDINGS: Berths connected to following national railway systems directly onto pier: N.C.

Argentino/BAP, Roca, Ferrosur, Pampeano, Gral

Urquiza (with transhipment) to/from BAP at

Martín Coronado station, track gauge 1.67 mts ;

and F.C. Belgrano, track gauge 1.00 mt.

Berths:

Basin C Westside.

Length: 179+25 = 204 m. The 25 meters at the northern end is slightly angled and forms a right angle with C northside No 1 berth thereby facilitating bow-stern Ro-Ro operations at that berth.

(Height of quay 4.75 m above water level at datum)

Depth alongside: 10 m (33 ft).

Dockside jib cranes: 2x35 ton.

Basin C Northside.

Length: 495 m Depth alongside: 10 m (33 ft) at datum.

Stern-bow ramp facility

Condition quay/storage area: Quay wall reinforced/stabilized. Part of quay immediately adjacent to quay wall which used as conduit for FW pipes and electric cables repaired and repaved; otherwise no change to quay surface. To west of berths new container storage area paved and additional storage, parking space provided.

CONTAINER SERVICES: Bonded warehouse with 3.500 sqm covered area CFS.

CY/CSA. Paved, reinforced area for about 4.471 containers.

CD services available as required.

DELIVERY/RECEPTION FCL'S: adjacent vessel's berth and CY.

LCL's: From terminal CFS.

Equipment:

3 Container top loaders

12 reach stakers (full)

1x15 ton forklift trucks

1x12 ton forklift truck

1x7,5 ton forklift trucks

10x2,5 ton forklift trucks

24 forklift trucks (various tons, some electric)

9 Truck chassis

1 reach staker (empty) ,1 tophandler (empty), 3

EHS Brommaspreder, 1 Backhoe, 2 light trucks

3 Liebherr 500 mobile harbor cranes max

capacity 140 ton, 51 meters radius

1 Liebherr 600 mobile harbor crane max capacity

208 ton, 58 meters radius.

Reefer Plugs:

472 (+ 120 at EMCYM yard)

Fresh Water:

connected to quay.

Electric Power:

Available from quay.

Mooring:

Permanent mooring/unmooring service.

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Containers

Grain & By Products

General description

Grain Terminal

Operators: Terminal Buenos Aires S.A.

Concession: 30 years as from 1/12/1992

Extent: Basin D Southside, Pierhead No 4, together with grain elevator and adjacent truck parking space/railway sidings.

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Berths:

Basin D southside: Berths 1 and 2. Total quay length 585 meters. Berth N ° 1 suitable for vessels up to about 250 meters LOA. Vessels of up to 220 meters LOA can load without shifting.

Depth alongside: 6,60 to 7 m (21 to 23 ft) at datum.

Loading chutes: 5

Grain Storage useful capacity: 135.000 ton

Loadrates: Vessels commencing loading up to 1.600 TPH – Vessels completing loading about 600/800 TPH

Pierhead 4:

Length: 300 meters., Depth alongside: 9,40 m (31 ft) at datum

Berth normally not in use for vessels operating with cargoes (grain loading installations destroyed by fire 1983, up to date no plans to reconstruct), but has been used occasionally to discharge bulk fertilizers using ship's gear/grabs to trucks.

Grain reception:

Reception parking for about 200 trucks, delivery rate up to 700.

T.P.H. ; railway siding for about 100 railcars, delivery rate up to 800 T.P.H.

Other Cargoes:

this terminal has a storage area for container and general cargo. A bonded warehouse of 3,500 sqm is also available.

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Passenger Terminal Annex Berth

East Basin, Basins 1 and 2

South Basin

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Quick Info

Specialities and port connections

Vehicles

Containers

General Cargo

General description

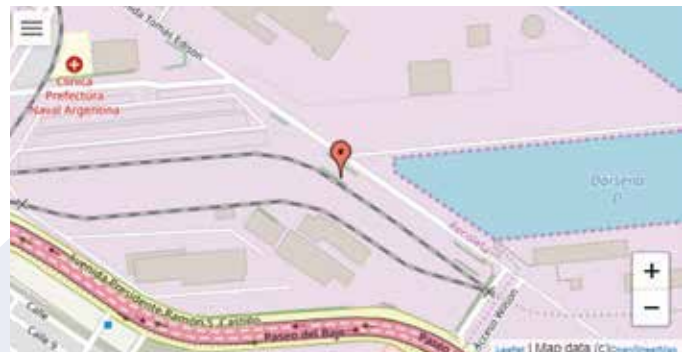
Ro-Ro vessels, car carriers or vessels with other neo-bulk cargoes may also be accepted, depending on circumstances.

Operators: BACTSSA. Buenos Aires Container Terminal Services SA (Hutchinson)

Concession: 18 years as from 6-6-94

Extent: Basin D westside, northside, Pierhead No 5, together with adjacent areas west of berth including Wilson and Ericsson container storage area. Total 25 hectares.

Location images for reference



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Quick Info

Details:

Departure: Av. Wilson – Gates: 3

Arrival: Av. Edison – Gates: 3

Weighbridges: 1 at CFS; additional weighbridge at entry Gate.

Railway Sidings. Located on westside of terminal and available for transshipment operations.

Serving BAP Ferrosud NCA Lines.

Berths:

Basin D westside (one berth)

Length: 185 m

Depth alongside: 8,55 m (28 ft) at datum

Cranes: nil.

Basin D northside (2 berths)

Length: 500 meters Depth alongside: 10,00 m (32 ft) at datum

Cranes: 1x50 ton super post-panamax quayside gantry crane, outreach 46 m.

1x45 ton post-panamax quayside gantry crane.

3x45 ton Quayside Gantry container cranes, outreach 40 meters.

Pierhead No 5 (one berth)

Length: 200 meters

Depth alongside: 9,60 m(32 ft)at datum

Cranes: nil.

Condition Of Quays, Storage Areas:

In good condition.Additional container storage areas adjacent to ex Plazoleta Wilson.

Delivery/Reception Of FCL'S/LCL'S:

FCL's directly to/from terminal container yard

LCL's at CFS on terminal premises.

CFS. Bonded warehouse on west side of terminal having 7700 sqm fitted with numerous storage

racks and equipped with closed circuit television surveillance. The terminal is self sufficient and all FCLs/LCLs whether import or Export can be handled on the premises.

Adjacent to CFS additional warehousing of 4500 sqm covered area is available for storage of goods that have been cleared through customs.

CY/CSA. 180.000 sqm for approximately 3000

TGS (capacity 400.000 TEUS annually).

Facilities for the storage of empty containers have also been arranged alongside Basin F.

C.D. All facilities available on premises.

Equipment On Quays:

Liebherr Mobile cranes 1x104 ton.

Transtainers: 5x35 ton (RTG's), 6x40 ton, 4x45 ton

Reach stackers: 6x41 ton

Side lifters: 4x10 ton

Forklift trucks: 13x2-7 Ton

Various tractors and trailers.

Reefer Plugs:

480.

Reefer Container Spares:

Available for clients.

Computer System:

Terminal is fully computerized including Navis SPARCS system to support Ship-terminal planning, plus radio data link (LXE) connecting operations office directly with yard personnel.

Direct Maria customs link. Intranet on-line booking Service and client Access to data base for container tracking. Electronic payment system available.

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Mooring:

permanent mooring/unmooring service.

Fresh Water:

connected to quay.

Electric Power:

available from quay.

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General description

Terminal inoperative as from 8-12-95 due to financial difficulties of previous operators. The Port Administration will offer the concession to new operators by public tender.

Extent: Basin E, Pierhead 6 and Basin F, east side, including open storage areas between basins E and F.

Total 29 hectares. Cargo activity at Basin E limited to operations at west side berth.

At the Central Puerto power station, situated on the north side of Basin E, messrs Techint are carrying out major construction and installation works. Also on the north side beyond the power station and in the area bounded by Pierhead 6 and Basin F, north side, an important land filling operation is being undertaken to extend area eastwards into the river.

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General description

P.A.M.S.A. This firm has 18 stainless steel tanks of 6600 cbm capacity on the west side of Basin E and used to receive alcohol-by products, wine and wine must from the Mendoza district by BAP railcars or by road tankers. A pipeline loading manifold is situated at the northern end of the west side berth for supplying the wine directly to the quay. Stainless steel piping extensions are used thereafter to convey the wine to either the westside or the northside number 1 berth. Maximum loading rate is 200.000 litres/h via pipelines.

(NOTE: facilities are being sold to Fecovita wine firm).

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Specialities and port connections

Passenger



General description

In the north side of the basin, there is a berth operated by TRP, annex to Benito Quinquela Martín Passenger Terminal.

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Specialities and port connections

 Dry Dock

General description

Basin 1 and 2 are principally occupied by drydock-ship repair installations whilst part of the East basin is used by dredgers, hoppers and small craft and fishing vessels laid up or awaiting orders.

Installations:

Syncrolift dry dock – the largest of its kind in America

Owners:

Tandanor; purchased from State in 1992.

Details:

Lifting capacity: 15.000 ton.

Platform size:

184×32,9 m.



Parking Stations:

4(220,178,149,148m respectively)

Transfer capacity 11.700 ton

Depth on sill about 4,3 m (14 ft) at datum,

Permitting drafts of around 5,5 m on high tide.

Lay-by berths:

4.Total available wharfage 1400 m.

All usual services; average drydocking about 7 days.

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East Basin, Basins 1 and 2

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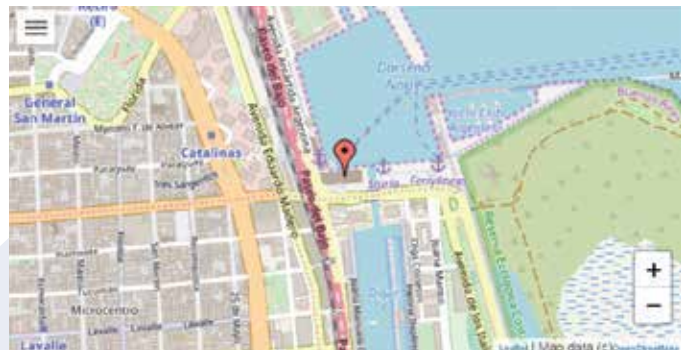
Dock Sud

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Quick Info

Specialities and port connections

Passenger



General description

Installations: 1) Terminal for passenger ferry Service to Colonia and Montevideo., 2) Terminal belonging to Naval Transport Command, used by naval vessels of limited draft serving ports on Patagonian coast. The basin is also used by other small craft, dredgers, etc., laid up, taking on bunkers or stores or awaiting orders.

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General description

Gas Carrier Terminal – Dársena de Propaneros (km 0,9)

Tanker Basin (Dársena de Inflamables, km 0,3)

Dock Sud, section 1 via South Antepuerto (km 0)

Dock Sud, section 2 via South Antepuerto (km 0)

Fresh water by barge only in all Dock Sud berths, except at EXOLGAN Terminal where available from quay.

The Riachuelo, beyond the South Antepuerto, is no longer used by foreign going vessels.

Location images for reference



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Gas Carrier Terminal

Tanker Basin

Section 1

Section 2

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General description

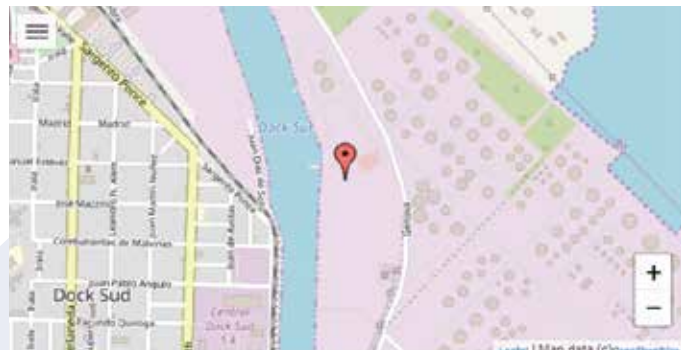
Known as Dársena de Propaneros.

Operators:

YPF Gas

Dimensions Of Basin:

520×160 m which protected by breakwaters on north and south sides.



Details:

Finger pier at center of basin lying 035-215° , length 280 m permitting vessels berth on Both sides (bow out). Construction: Central loading platform 31×21 m with berthing –mooring dolphins spaced every 42 m for length of pier. Depth alongside: reportedly 9 m. Largest Vessel to use terminal to date LOA 220 m / Ddwt 45.000T.

For pumping capacities, operational details, contact YPF-Repsol Gas. LPG



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Central Pampa Ports

Quick Info

Specialities and port connections

-  Petroleum
-  Petroleum by products

Location images for reference



Operators:

Shell berths A', A and B; YPF berths C and F;
DAPSA berth E.

Dimensions, Details:

The basin consists of two parts

- 1) A new external finger pier lying 070° -250°, length 336 m with central loading platform and berthing dolphins permitting vessels to berth on either side. These are berths A' (A prima) and A.
- 2) The original internal basin, length 616 m, entrance width 103 m with four "T" head jetties and adjacent dolphins. These are berths B, C, E and F.

The Shell berths are fitted with central cargo arms, TV monitoring, quick release mooring hooks (A' and A) with extensive fire fighting installations and spillage equipment.

Limitations at Shell berths are as follows:

A prima A B

Max LOA 254 m 210 m 200 m

Max beam 40 m 33 m 33 m

S ddwt 70000 ton 60000 ton 50000 ton

Depth alongside 7,10 m 7,20 m 3,80 m

*Coastguard regulations stipulate maximum beam 32 m but exceptions as indicated above have been granted.

Loading -discharge rates vary with product e.g crude maximum 2000 cbm per hour. Gasoil 600 cbm per hour.

Bunkers:

available, preadvice required. Limitations regarding LOA and beam at YPF and DAPSA

berths in inner basin depend on what other vessels are operating or expected and is agreed between operators. Vessels of up to LOA 230 m / 55.000 ton Dwt have berthed.

All vessels required berth bow out and operators should be consulted regarding pumping capacities, operational details and maximum drafts.

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Quick Info

Specialities and port connections

Containers

General Cargo



General description

All vessels required berth bow out, unless special Coastguard permission to the contrary is given.

Entrance: Entrance is 133m wide.

Width: Widening works to 133 metres has been completed in about 200 metres from entrance; from there and up to the turning basin, which is approximately 200 m wide x 387 m long.

East side :

Vessels no longer berth. In turning basin, vessels of LOA upto about 180 m eventually berth to load or discharge chemicals to Tagsa, Orvol tanks and pipelines.

West side. Exolgan Container Terminal:

Privately owned terminal, commenced operations March 1995.

Quay frontage 1.145 m, allowing 3 vsls to operate with Gantry cranes and 1 mobile crane to operate feeders/barges. Plans are to extend the quay to 1400m.

Depth alongside: Reportedly 10,05-11,90 m at datum.

Maximum LOA: Vessels of 273 m have berthed.

Maximum beam: 42 m.

Cranes:

Dockside gantry container cranes (3x65/75 super post-panamax; 2x50/70 ton post Panamax; 3x45/50 ton). Plans are to incorporate another 2 super-post Panamax and various rtg's.

CFS/Bonded warehouse: 13.000 sqm covered

area permitting tailgate loading/discharging to/from trucks.

CY/CSA Capacity for 10.000 Units. Storage area part paved. Empty container yard for 6000 units.

CD Ample facilities for all empty container operations.

Reception And Distribution Center:

This consists of an area of 22 hectares with 36.000 sqm covered area warehousing for reception and stuffing of goods to be exported/stripping and delivery of imported cargo, prior to/after Customs intervention.

ENTRANCE:

via Solis street, 6 gates, lanes: 12 (10 Exolgan, 2 Customs).

Exit:

via Alberdi street, 7 gates, lanes 14 (Exolgan 10, Customs 4)

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Weighbridges:

1

Railway Sidings:

Railway container terminal: 3 tracks, 1000 metres.

Extent:

about 45 hectares plus 15 hectares for services and empty container storage.

Equipment:

(other than dockside gantry cranes) 30

Transtainers (RTG 's) SWL 40 ton plus 13 Top loader container reach stackers SWL 40/45t 14

Fork lift trucks Various Trucks and container chassis

Reefer Plugs:

1.180

Fresh Water:

connected to quay.

Electric Power:

available from quay.

Computer System:

Terminal fully computerized including Navis SPARCS/EXPRESS software programs to support ships/terminal planning plus radio data link (LXE) connecting operations office with yard personnel.

Direct Maria customs link. Intranet affording clients codified Access to their container movements.

ISO Certification:

Exolgán has an ISO 9002 certification for its quality control system and an ISO 14001 certification of its Environmental Management System.

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Tanker Basin







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Section 2

La Plata

Quick Info

Specialities and port connections

-  Petroleum by products
-  Petro ChemicalsPetro Chemicals
-  General Cargo
-  Fruit
-  Bulk Cargo
-  Grain & By Products

General description

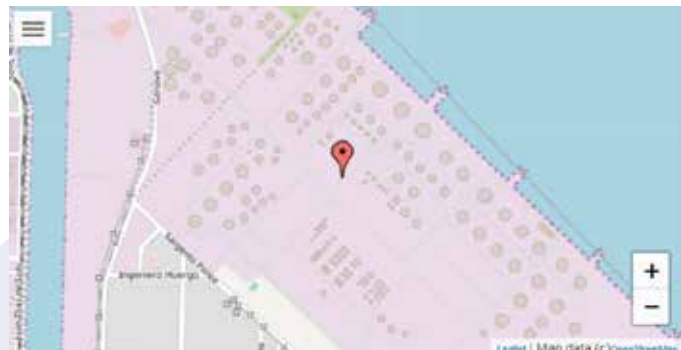
Entrance width: 90 meters; length 986 meters. All vessels required berth bow out.

East side :

Occupied by seven "T" head jetties A', A to F, fitted for operations with petroleum products, Chemicals and fats, with adjacent storage tanks and pipelines of various companies. Discharge and loading rates vary considerably depending product and prevailing conditions and pier operators should be consulted. At berths 15 to 23, most of them no Longuer operates with Chemicals & by-products, because of enforcements of enviromental standards. All berths fitted with water pipe-lines for fire fighting; foam and floating oil contention barriers available. PNA(Coastguard) has fire-fighting unit stationed at the turning basin, south side.

West side:

Section 8 used by sand barges. Sections 9 to 14 available for general cargo, fruit, bulk cargo operations. Grain elevator at berth 13 where storage capacity 16.000 ton. Presently inoperative. Depth alongside section 2 berths is about 8 m and vessels enter on high tide of 1-1,20 m with draft around 8,50 m or even 9,10 m FW, sitting on bottom as close to berth as possible and coming alongside as discharge progresses. Greater caution, of course, is required for loading drafts. It must be noted hat this is an older section of the port. Cargo vessels tend to use berths on western side when more suitable berths not available elsewhere or when discharging rates offered by stevedores more attractive. Vessels up to about 175 m LOA normally use section 2 berths but vessels exceeding this LOA have also operated.



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Quick Info

Capital of the Province of Buenos Aires

Lat 34° 50'S Long 57°53'W

Charts Arg H-116 H -117 H-157

US 24050, 24052, 24055, 23030



General description

La Plata is the capital of the province of Buenos Aires, and marks the Southern edge of the metropolitan area. It has a population of about 735.000 (including the Greater La Plata, with Berisso and Ensenada, where the port is). Being the seat of the provincial government there is great administrative activity and the city is also an important commercial and financial center. There is around the suburbs an important industrial activity. Some of the outstanding plants are the steel mill SIDERAR, the Repsol-YPF oil distillery, the Rio Santiago shipyard, the COPETRO petcoke plant and several petrochemical plants. In the outskirts of La Plata there is also a belt of horticultural production. There are good road connections with all the province and a freeway joins La Plata directly with Buenos Aires. It has railway connections with the Nuevo Central Argentino, Ferrosur Pampeano and Buenos Aires with the Pacific. There is an airport served by domestic flights and the Buenos Aires airports (domestic and international) are 60 km away.

Location images for reference



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Grand Dock

Puerto Ingeniero Rocca

Free Zone Berth

Quick Info

Specialities and port connections

Petroleum by products

Steel Products



General description

This lies at right angles to the Santiago River and in line with the entrance channel. It is situated beyond the turning basin known as Cuatro Bocas (4 mouths), which is the junction of the Río Santiago, the entrance channel and the Grand Dock. The dock is about 2500 m long. On the Eastern side and beginning at pierhead, Tecplata S.A. is constructing a new private container terminal, planned quay frontage abt 800 meters and depth alongside 10,40 m (34 ft) at datum; expected to begin operations in 2013. At the end of this dock side "tomas" (oil pipe-line connections) N° 1, 2, 3 are used by tankers. On the western side, the first 1200 m are not in use; of the remaining 1300 m, "tomas"(connections) N° 6 and 7 are used for loading and discharging chemical products. Berths 7 and 8 are occupied by the Copetro petcoke terminal and berth N°9 is an open quay berth for general use; it also includes a bonded fiscal area.

The turning basin at the head of the dock offers a turning circle of about 170 m in diameter and is used by small vessels that do not swing at 4 Bocas, which latter has a turning circle of, 300 m in diameter with a depth of 8,54 m (28ft). There are ongoing plans to dredge the access channel and 4 Bocas to 10,40 m (34 ft), including widening the turning circle to 450 m; all this works are expected to be ready early in 2013.

The Copetro private petcoke plant exports raw and calcinated petroleum coke by means of conveyor belts and a rail mounted dockside loading arm which can be positioned at any hold as required. The installations include two furnaces for converting pet (raw) coke into calcinated coke at the rate of 600 ton per day as well as 3 storage silos of total 30.000 ton. A large amount of petcoke, coming from both La Plata and Mendoza is stockpiled under covered storage.

The majority of cargo exported is petcoke which in 2011 amounted to 520.000 tons. Depth alongside is 8,54 m (28ft) at datum. Vessel are sailing on 9,10m (30') draft, waiting a tide of +0,90 m.

The YPF oil company have their refinery plant adjacent to the Grand Dock and nowadays all crude is supplied by pipeline from Puerto Rosales (Bahía Blanca) where tankers with crude oil from Argentina's Southern oil fields discharge to a SPM Buoy. This means that tanker activity in La Plata is now confined to vessels loading clean refined petroleum products only, both home trade and exports.

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Free Zone Berth

Quick Info

General description

As necessary, due to draft limitations, vessels complete loading off the port at Zona Común(Common Zone lightening area) and at Zone C (Charlie) at the mouth of the River Plate. In 2011 at tanker berth (tomas) 1, 2, and 3, a total of 2,9 million tons were moved (Export-import and home trade), while at tomas 6 and 7, a total of abt 193.000 ton chemical products were imported/exported.

Occasion demands, it is used by Siderar (owners of Puerto Rocca berth) to load their cargoes. Depth alongside 8,50 m (28 ft) at datum.

Also improvements were made paving piers, installing fenders, demolishing old buildings and relocating facilities at premises.

Location images for reference



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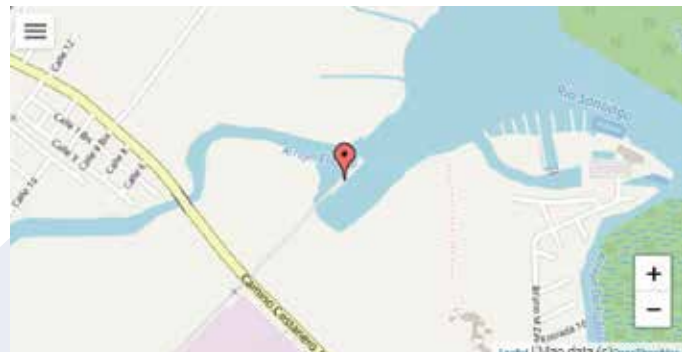
Puerto Ingeniero Rocca

Free Zone Berth

Quick Info

Specialities and port connections

Steel Products



General description

This is a reinforced concrete quay, 154 m long, depth alongside 5,50 m (18 ft). At datum built especially to permit the Export of cold rolled coils and sheets from the adjacent steel mill owned by SIDERAR. The berth is situated 5 km along the Rio Santiago and a 360 m diameter turning basin has been dredged some 600 m off the berth. The channel from Cuatro Bocas to the berth is unlit and therefore Navigation is limited to daytime only. The berth is fitted with two rail mounted cranes of 30 ton SWL and 16 m outreach. Large, prong-fitted, forklift trucks are used to handle the coils on the quay and in the holds if necessary. All stevedoring and lashing are carried out by private firms personnel, however the Chief Tally Clerk is considered as being for ships account. As a ready guide, a gauge showing the depth of water alongside is affixed to the end of the quay. Hot rolled coils for use at the mill are also occasionally discharged. During 2011 no cargo movement where registered.

Location images for reference



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Free Zone Berth

Quick Info

Specialities and port connections



General description

An area of about 229 hectares surrounding the Rio Santiago shipyard has been designated as a free zone.

Having no own berth, eventually uses La Plata port berth N° 23, situated along the Rio Santiago, which has a frontage of 275 m, depth alongside 7,01 m (24 ft). During 2011, no cargo movement reported.

Location images for reference



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Ports

South Pampa Ports

South Pampa Ports

Mar del Plata
Quequén
Necochea
Bahía Blanca



Port general description

This region of the country is in direct contact with the sea and along the Buenos Aires seaboard there are three sea ports which transfer cargoes to and from the region. The potential region served by these ports covers approximately 16% of the country's area. The provinces that integrate the region are: central/southern La Pampa and central/southern Buenos Aires. Approximately 4.3 million people (about 9% of the total population) live in this region. There are some large cities in the region, such as Tandil with a population of 117.000, Santa Rosa, 111.0000, Bahía Blanca, 317.000, Mar del Plata, 626.000.

The region has a vast cargo transport infrastructure which is constantly modernized to satisfy the increasing demand. A network of national and provincial highways crisscrosses the region connecting the centers of production and consumption with the sea ports. The railway network also offers a good regional coverage fanning out of Bahía Blanca, which is the southernmost railway node in Argentina. There is one international airport (Mar del Plata), and 4 public paved airstrips.

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Ports

South Pampa Ports

South Pampa Ports

Mar del Plata

Northern Breakwater Pier

Naval Base

Yacht Club

Basin C

Basin B

Basin A

Espigon 7

Tanker Berth

Quequén

Necochea

Bahía Blanca

Quick Info

Province of Buenos Aires

Lat 38° 02'S Long 057 ° 31'W

Charts Arg H-250 H-251 B.A.

531/3065/4201

US 23145, 23142, 23030



General description

Mar del Plata is the most important tourist resort in Argentina. It is in the province of Buenos Aires and has a population of about 580.000. Besides the tourism activity, it is an important commercial and financial center. Fishing is particularly important in this city and it also involves significant fish processing industrial activities. There are also important foodstuffs, clothing and metalworks industries. Located 400 km away from Buenos Aires, which is reached via a freeway, it is also well connected with the interior of the Pampa region through various highways. The city is served by the Ferrosur Roca railway and the Camet international airport has domestic services and international.

Location images for reference



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South Pampa Ports

South Pampa Ports

Mar del Plata

Northern Breakwater Pier

Naval Base

Yacht Club

Basin C

Basin B

Basin A

Espigon 7

Tanker Berth

Quequén

Necochea

Bahía Blanca

Quick Info

Port general description:

It is the homeport for an important sector of the fishing industry although this has been affected by increased fishing activities based on patagonian ports to the south. On previous years and due to lack of depth maintenance in access channel, general trade diminished substantially. Ongoing dredging works are regaining the port's operational capabilities. There are considerable domestic movements of fish and petroleum by-products as well as small amounts of imports. Plans are to extend pier 3 abt 160m eastward, and to construct piers 8 & 9. (between 7 and 10).

Roads/anchorages:

Pilots recomend anchoring about 2 miles NE of Southern breakwater in a depth of 6/7 fathoms with not less than 5 shackles. Holding ground reported good. Masters are advised that any bad weather usually comes from the S/SE'ly direction in which case weighing anchor and putting out to sea is recommended.

Access channel:

This is approximately 1200 meters long, 100 m wide at entrance, presently as per Boletin Fluvial – July 2012 with a maximum depth (datum) at exterior channel abt 12 m, minimum 9,5 m (31 ft) in internal channel. Ante-port minimum depth 8,50 m (27' 11"). The port is sheltered by two breakwaters. The northern arm of 1100 m running in a NE'ly direction; width between breakwater heads about 400 m. Masters must consult Agents regarding updated depth on both channel sections.

Currents:

Of not more than 1 knot can be felt close to shore; with a rising tide in a northerly direction and with an ebb tide in a southerly direction.

Depths:

At datum (see Access channel and description of berths).

Restrictions:

Max permitted LOA 180 m. On request, Prefectura Naval (Coastguard) may allow LOA's longer than indicated. Maximum draft 9,50 m, otherwise according to tide with UKC 1' in static conditions. If sea not calm then an additional allowance equal to half the height of the waves on the bar must be made. In Basin C, depth at datum is abt 9,50 m with bottom soft mud. Vessels load to up to 9,50 m SW draft basis lying aground at low water as necessary and sailing on high water with calm sea. Night time sailing subject to Prefectura Naval (Coastguard) approval, as also sailing with breeze of more than 25 Kph. Port is closed when winds exceed 43 km.

Local communications:

Mar del Plata Prefectura Naval Radio L2O, L2R and L2T RT 500 Khz and 2, 3, 4, 5, 8, 12, 16 Mhz. Also L2U VHF ch 9, 12, 14, 16, 26 and 27; also GMDSS. Additionally it has Radiotelephony service HF/SSB on 2, 4, 8, 12, 12 Khz.

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Pilotage:

Compulsory. The pilot boards vessel in the roads about 1,5 miles NE off the southern breakwater.

Pilotage services as elsewhere in Argentina are offered by private agencies.

Tugboats:

Two available of adequate bollard pull. As per standing regulations, use of two tugs for vessels entering, departing or shifting is compulsory, with following exemptions: 1) Vessels with LOA less than 100 m are not obliged to use tugs. 2) Vessels of LOA 100 m – 120 m are required to use one tug. 3) Vessels over LOA 120 m are required to use two tugs. Depending on prevailing conditions Prefectura Naval (Coastguard) may allow a tolerance of 5% on the above figures. The ruling on this point is ambiguous and agents should be consulted. Vessels of LOA exceeding 120 m, berthed bow out at the tanker berth, or in Basin C or at Pierhead C, berths 7, 12 and 13, and if fitted with bow thruster, may sail using only one tug.

Tugboats: Business hours:

Coastguard 24 hs

Customs 0700/1400

Customs Dockside 0700/1900

Stevedoring 0700/1300, 1300/1900, 0700/1300 sat

Offices 0900/1200, 1500/2000

Banks 1000/1500 winter, 0800/1400 summer

Medical aid:

Private clinics and hospitals are equipped to provide comprehensive medical attention.

Hotels:

Rooms available throughout the year in 1 to 5 star hotels.

Transport:

Mar del Plata is connected to Buenos Aires and other cities by good roads with daily bus services.

Regular daily flights to Buenos Aires and other cities from nearby domestic airport, also

passenger train service to Buenos Aires.

Compass/direction finder adjustment:

Available.

Bunkers:

Supply of Fuel oil, IFO, Diesel oil and MGO usually delivered by trucks from La Plata or Buenos Aires. It is advisable to request supplies well beforehand to allow sufficient time to arrange transport and customs formalities. If required, vessels of up to 7 m SW draft and LOA 120 m can bunker directly at the tanker berth (Posta de Inflamables).

Divers:

2 private firms work locally with trained personnel.

Cranes:

Presently 7 mobile cranes of up to 90 ton SWL belonging to private operators available.

Dry-docking facilities for fishing vessels/small

Craft:

At basin "B" there is a slipway for vessels up to 50 m LOA and 700 ton displacement, and at basin "A" a synchrolift for vessels up to 40 m LOA and 400 ton. (See also pier 7 floating docks).

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Fresh water:

Is available from quay, rate of supply is very slow.

Fumigation:

Service available.

Fenders:

Required, but not available and must be provided by the vessel, except at Grain Elevator Berth where fenders are installed.

Gangway watchmen:

Compulsory for foreign flagged vessels over 2000 GRT.

Garbage:

Discharge to shore using refuse skips can be arranged if sufficient preadvise given.

Open storage:

Available in port area. (See remark ref Container Storage at Basin C Berth 9 and 8).

Warehouses:

No bonded warehouses in port area, however non customs controlled warehouses available outside the port.

Repairs:

Facilities available.

Safety equipment:

Service available by private firms.

Slops:

Available by private firms. Can be discharged via road tanker. Early advise and special permission required.

Stores/victuals:

Victuals available in any quantity. Stores, local, not imported, available.

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Grain & By Products

General description

Originally built to serve nearby power station, now adapted as grain terminal, operated by Toepfer. Length 200 m with additional mooring tower 118 m beyond at eastern end and viaduct 780 m long at western end joining pier to shore. Fitted with four travelling grain loading towers and more recently with conveyor belt extending the entire length of viaduct/pier, joining same with 110.000 ton grain storage on shore; load rate 1400 TPH. Cape size vessels load.



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General description

Located at the NW corner of the port and formed by an internal breakwater 474 m long and the northern breakwater, provides berthing for submarines, corvettes and auxiliary vessels.

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General description

This is a small dock adjacent to the naval base and is sheltered by a breakwater which is known as Pier 4.

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Specialities and port connections

Grain & By Products

Fish

Containers

General Cargo



General description

This basin is formed by Piers 2 and 3 and was originally intended for ocean going vessels only. On the north side (Pier 3) at berths 12 and 13 the grain elevator (ex National Grain Board and leased in 1994 to Elevadores Mar del Plata for 30 years) is situated. Length quay 276 m. Depth alongside basin "C" varies from 6,70 m (West end) to 9,00 m (East end) datum. Grain storage capacity 25,000 ton, 2 loading conveyor belts, maximum loadrate 400 tons per hour per belt, total 800 tons per hour. Telescopic chutes 8. The elevator has a

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Fish

Containers

General Cargo



General description

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Berth 11 (west side): Open quay, length 134 m. Berth 10, on the south side of the basin, used or occupied by fishing vessels.

Berths 9 and 8: Container terminal at these berths, depth about 9,50 m. Two container yards with about 12.000 sqm total open space available. Berth 7 (Pierhead N° 2): Length 178 m, depth about 9,50 m. Used by ocean going vessels, reefer and fishing vessels.

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General description

This is formed by Piers 1 and 2 and used by deep-sea trawlers and factory fishing vessels. The northern side, where berths 5 and 6 are located, is 250 m long, having depths of 6,80 m at datum. On the western side (basin head), length 133 m, there is a 50 m wide slipway. The south side, (Pier 1), 288 m long, consists of berths A, B, C, and D.



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General description

Is located in the southern part of the port, having a total of 727 m berthing frontage, depth 5,80 m at datum and reserved for the fishing fleet. There are bunkering facilities and a small synchrolift dry dock on the southern side. On Pier 1 there are sheds used by the fishing fleet and an ice factory.



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Passenger

General description

SPI (Servicios Portuarios Integrados) provides Ship repairs by means of two floating docks berthed here, the bigger on the south side for ships up to LOA 170 m and 5500 tons, and the smaller on the north side for ships up to LOA 70 m and 1100 tons.



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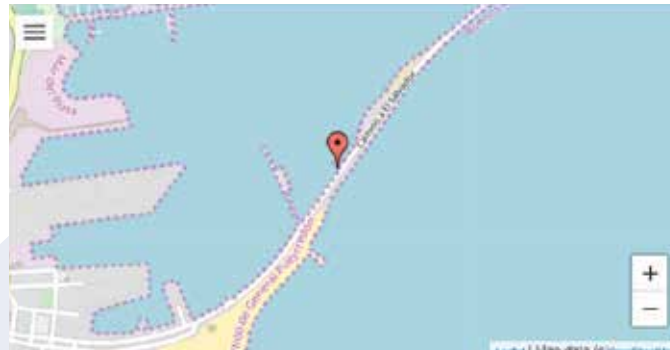
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Specialities and port connections

Petro Chemicals

General description

This is situated on the Southern breakwater and is suitable for vessels of up to 120 m LOA, 7 m draft to berth alongside. Berth consists of a central operations platform and two outlying mooring dolphins.



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Province of Buenos Aires

At the mouths of Quequén River

Quequén on the east side and

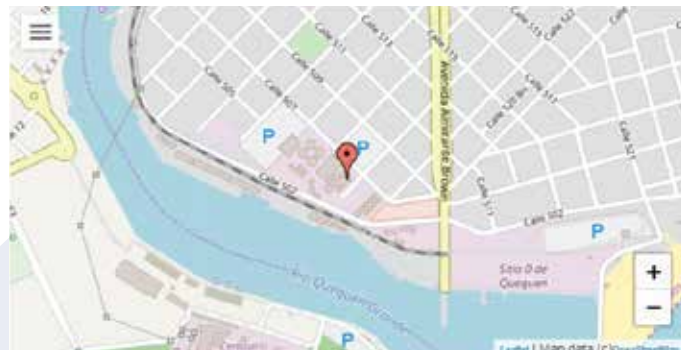
Necochea on the west

Lat 38° 34'7 S Long 058° 42'0 W

Charts Arg H-200, 252, 253

BA Charts 531, 556, 3065

US 23141, 23131, 23030



General description

The cities of Quequén and Necochea constitute an urban conglomerate of about 86.000 inhabitants divided by the Quequén Grande river. There is an intense commercial activity as the city is in the middle of one of the richest farming areas in the country. There are also important agro-industrial plants (vegetable oil and seeds by-products) and fish processing plants. Also, there is a médium-sized agriculture equipment industry. The area has good road access and is connected by highways N° 55, 86, 88, 227 and 228. The city is served by the Ferrosur Roca railway and there is a small airport for medium sized airplanes working domestic routes.

Port general description:

The port is situated at the mouth of the river Quequén, Necochea occupying the right bank and Quequén the left bank. In 2011, 283 ocean going vessels called. Trade consists mainly of exports of soybeans, wheat (mainly to Brazil), maize, sunflower seed pellets and vegetable oil. A total of 5,6 million ton of grain and agri by-products were exported in 2011. Shipments of wood chips have dropped due to the local woodchip plant is presently not operating. Imports are almost entirely confined to the reception of bulk.

Anteport:

There is an anteport immediately inside the breakwaters and there are 13 berths along the riverfront (seven on the Quequén side and six on the Necochea). The least width in the anteport is

approximately 500 m; anchoring is not allowed.

On entering, and weather permitting, vessels are swung in the anteport to enable them to berth bow out ready for sailing. Should this not be possible vessels berth bow in with the need to be swung on completion of loading and the possibility of delay depending on weather conditions. The anteport is affected by some swell, as are all the berths in the port especially during southerly gales.

Port and Berth Description:

The port has two protecting breakwaters, the northern breakwater measuring 572 m and the southern breakwater to 1594 m, providing protection from the southern swell. The entrance between breakwaters is 220 meters wide and the channel is dredged to average depth of 13,70 m (45 ft) (July 2012) in a width of 120 m. It is proposed

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in the near future to shorten the northern breakwater by 50 m.

Roads:

Quequén/Necochea has an open roadstead delimited as follows:

North: by an imaginary line running parallel to coast. Distance 5 miles.

South: by parallel 38° 46'W

West: by meridian 58° 51'W

East: by meridian 58° 21'W Pilot boards about 1,5 miles SE of southern breakwater.

Anchorage:

Anchoring is permitted within the zone delimited by the following limits; North: by an imaginary line parallel to the coast 5 miles off the coastline;

South: by parallel 38° 46' S; West: by meridian 058° 51' W and East: by meridian 058° 28' W.

However the Coastguard may allow anchoring within the 5 mile limit in the case of having to embark/disembark crewmembers, etc. The PNA regularly broadcast gale warnings in Spanish.

Restrictions (As per Disp. PNA QUEQ, RB6 N° 246/06 and 199/07):

- 1) Maximum permitted LOA to enter/leave port 230 m, basis channel width of 120 m. Should channel width be reduced for any reason then maximum permitted LOA is decreased by 10 m for every 5 m reduction.
- 2) Whilst there is no maximum stipulated draft at this port, the recommended maximum is 13,00 m (43 ft) and this is the maximum recorded draft to date.
- 3) Regarding draft/wave height: If wave height,

measured on the outer part of the access channel, is equal or less than 0,50 m, all vessels sailing/entering must leave under the keel clearance (UKC) of 0,3 m (1 ft) if rising tide, or 0,6 m (2 ft) if ebbing tide. Additionally to this UKC, for LOA from 80 m to 230 m, ships sailing/entering must add a safety margin of 0,10 m per each 0,10 m of wave height exceeding 0,50 m, up to a wave height of 1,80 m. For wave height above 1,80 to 2,70 m the safety margin to be applied to the UKC depends on draft, beam and LOA, with different percentages related to ship's draft for vessels entering, and other percentages for vessels sailing, providing the waves' period is up to eight seconds for all cases. Agents must be specially consulted about these three safety margins.

4) Coastguard prevents ships from entering or leaving port if: a) wave height exceeds 2,40 m (ships up to 230 m LOA) or 2,70 m (ships up to 140 m LOA); b) wind velocity exceeds 37 km/h-20 knots; c) when visibility is less than (2) two nautical miles.

5) Crossing is not permitted in the access channel, nor are maneuvers inside the port when another vessel is entering/departing.

6) Vessels are normally required to berth bow out, however they are permitted to berth bow in if conditions do not permit vessels to be swung or if special cargo conditions so require.

7) For vessels entering/leaving trimmed by the stern, the unsighted distance forward of the bow shall not exceed 400 m.

8) For entering/sailing vessels may have a positive squat of not more than 2%. Additionally, masters are warned that a high tension electrical

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cable is strung above the river between berths 6 and 8. Height is 40 m (131 ft) at datum. A system for wave height and direction recording is in service, located at Lat 38° 35'37.2"S , Long 58° 41'20.4"W , depth of 14 m (46 ft) at 630 m from south breakwater, not interfering with traffic.

Berth assignment:

Agents should notify Consorcio de Gestión del Puerto de Quequén (Port Administration) harbor master and grain elevator / shippers at least two working days beforehand of vessel's ETA with confirmation holds ready. It should be noted that vessels loading vegetable oil have priority at berth 1 and any other vessel requesting this berth, in theory, must be prepared to accept vegetable oil loaders second off if need be. Regulations state combined beams both vessels plus fenders must not exceed 50 m. However, usual practice dictates that the vessel on the berth is requested to work a minimum of 18 hours per day to ensure prompt termination and freeing of the berth.

Local communications:

Radio communications 24 hours a day via Argentina Radio. Quequén Prefectura Naval Radio, L5B and VHF Ch# 12-14-16. Also VHF for Pilots and launches.

Pilots:

Compulsory. Pilots offer their services individually or in association with others. Pilots board about 1,5 miles SE of southern breakwater head.

Free pratique:

granted only alongside, not at anchor.

Tugs:

Use of two tugs for entrance and departure is compulsory, with the following exceptions:

- 1) Vessels up to LOA 80 m – no tugs required.
- 2) Vessels of LOA over 80 m up to 100 m – one tug required.
- 3) Vessels of LOA up to 140 m berthed bow out can sail with one tug except from berths 7, 8, 9 and 10. (With special coastguard permission).
- 4) Vessels of LOA up to 160 m with bow thruster of adequate HP and immersion can enter/sail with one tug except to/from berths 7, 8, 9 and 10. (With special coastguard permission). A tolerance of 5% on the above figures is normally granted by PNA. Two towing companies operate with two tugs each, all of about 3500 HP.

Business hours:

Port Administration 0700/1900, 0700/1300 sat

Coastguard 24 hs

Customs 0700/1900

Immigration Dept 0900/1230

Stevedores 0700/1300, 1300/1900, 0700/1300 sat

Banks 1000/1500

Shops 0830/1200, 1500/1900, 0830/1230 sat

Offices 0800/1200, 1530/1900, 0800/1200 sat

Post office 0900/1800, 0900/1300 sat

Telephone Exchange 0700/2400

Medical aid:

Available at 2 private Clinics and 1 Hospital at Necochea and 1 Hospital at Quequén.

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Hotels:

As Necochea is also a holiday resort a wide variety of hotels is available, mostly during Summer season.

Transport:

Connected by road to highways 86, 88, 227 and 228. Regular bus services to other cities. Railway connection to Buenos Aires. Local airport for light aircraft/small commercial planes.

Bunkers:

Bunkers usually provided from Buenos Aires, Mar del Plata or Bahía Blanca via road tankers. However, MGO can be supplied from Necochea. Ample pre advise and careful checking required to avoid charges for trucks standing by.

Water density:

Brackish water, depending on tide and rate of river flow. Varies at different berths and convenient to check prior completion loading. Usually between 1015/1018 and 1020/1023 for low and high tides respectively.

Fresh water:

Available from pier by hydrant. Delivery rate about 6 TPH.

Shore electricity:

Available at pier, mono or tree-phase.

Fumigation:

Services available locally.

Gangway watchmen:

Compulsory for foreign flag vessels of more than 2000 GRT except those accorded special treatment as Argentine flag vessels.

Garbage:

Can be withdrawn by truck with appropriate Custom permit.

Repairs:

Local naval workshops available for deck, electrical and engine repairs, usually in connection with Buenos Aires workshops when exceeding local possibilities. As no workshops available for repairing radio/electronic equipment, same must be sent to Buenos Aires, Bahía Blanca or Mar del Plata.

Shore cranes:

Private firms own and rent several mobile cranes ranging from 6,5 ton/ 7 m up to 35 ton/25 m SWL/outreach.

Shore gangways:

8 portable mobile gangways available for rent.

Safety equipment:

Service available for inflatable rafts, fire extinguisher or CO2 refills.

Slops:

Tank trucks can be arranged from Buenos Aires, and should be requested in good time.

Stores/victuals:

Victuals are normally supplied by local ship

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handlers, who also work jointly with Buenos Aires firms.

Warehousing:

2 Port Administration depots at Necochea with a total of 3000 sqm/ 5000 ton bagged grain capacity. Private depots are also available. Open storage yards at Necochea berths 7 and 8 and on Quequén side berth # 1 available in case of need.

Handling rates:

Pellets 200 ton/hour per gang

Bagged cement/cereal 120 ton per gang per 6 hour shift

Eucalyptus logs 250 ton per gang per 6 hour shift

Bulk grain up to 7000 ton/shift with 2 belts

Vegetable oils up to 350 ton/hour

Bulk fertilizers 80/100 TPH (grabs) to trucks – 350

TPH (grabs) to shore conveyor belt

Wood Chips 8000 ton per 24 hs various conveyor

belts continuous loading

Underwater services:

Divers available.

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Specialities and port connections

-  Vegoil
-  Forestry Products
-  General Cargo
-  Bulk Cargo



General description

Open quay berth with 250 m frontage. Construction – 3 mooring jetties 10 m wide, 50 m apart. LOA 230 m. Depth alongside 12,60 m (42 ft). Fitted with 12 x 4" pipelines connected to vegoil storage tanks at N° 2 berth. Maximum loading rate 300 TPH. Berth normally used for loading vegoil but also used for loading wood chips or agri byproducts from trucks using portable conveyor belts. Max load rate for Agri Byproducts is abt. 1100 TPH per belt.

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Specialities and port connections

- Grain & By Products
- Vegoils
- Bulk Cargo



General description

Open quay berth with 90 m frontage having limited apron space. LOA 250 m Fitted with 3 pipelines connected to vegoil storage tanks of 53,700 cbm capacity. This berth is idle and depths alongside unknown due to lack of soundings, (last data: 5,15 m).

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Specialities and port connections

- Grain & By Products
- Veg oils
- Bulk Cargo



General description

ACA grain elevator berth, consists of four dolphins fitted with floating Yokohama fenders, berthing front 140 m with moorings ahead and astern to accommodate vessels of 250 m LOA. Depth alongside 12,80 m (42 ft) at datum. Elevator storage capacity 184.000 ton. Loading from silos is via twin inclined conveyor belts to the loading gallery on the berth, which is supported on the four latticed towers. The towers have multi directional loading arms that are fitted with trimmers and have an outreach of 21 m. Airdraft 18 m at datum. Maximum loading rate pellets/grain 350/750 TPH per belt. Total 700/1500 TPH. Vegetable oil: storage tanks 3 x 5000 ton, total 15.000 ton. Pipelines, manifolds fitted to each dolphin. Total load rate 300/350 TPH. Oil storage tanks at berth 2 also fitted with pipelines to this berth. Additional storage for 30.000 ton fertilizers are also available at this berth.

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Vegoils

Forestry Products

General Cargo

Bulk Cargo

General description

Terminales Quequén Grain Elevator berth with LOA 260 m. Berth consists of 4 dolphins fitted with floating Yokohama fenders. Depth alongside 12,70 m (41 ft+) at datum. Elevator grain storage capacity is 116.000 ton. Aircraft 14 m at datum. Elevator loading belts, 4, with a maximum load rate of 800 TPH per belt, total 3200 TPH. Telescopic chutes – 3 with 17 m outreach.



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- Veg oils
- Forestry Products
- General Cargo
- Bulk Cargo



General description

Extension of Terminales Quequén Elevator berth with 110 m frontage. Construction is paved quay with continuous frontage on pilings. Fitted with fenders but care required on berthing vessels with overhanging bridge wings. Fitted with outlying bollards and berth can accommodate vessels of 230m LOA. Depth alongside 11,90 m (39 ft) at datum. Airdraft is 14 m. Elevator loading gallery fitted with 2 belts. Total maximum loadrate 1200/1400 TPH (grain). Telescopic chutes, 7 with 17 m outreach. Grain and agri by-products can also be loaded direct from quay ex wagons/trucks using portable conveyor belts. Maximum loadrate 200 TPH per belt. Railway lines are fitted on berth and rail as well as road transport can be used to supply the elevator. See restrictions regarding high tension power lines. Note: At elevator berths vessels loading close to 12,20 m (40 ft), when necessary, sit on bottom, which is soft mud.

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Quick Info

Province of Buenos Aires

At the mouths of Quequén River

Quequén on the east side and

Necochea on the west

Lat 38° 34'7 S Long 058° 42'0 W

Charts Arg H-200, 252, 253

BA Charts 531, 556, 3065

US 23141, 23131, 23030



General description

The cities of Quequén and Necochea constitute an urban conglomerate of about 86.000 inhabitants divided by the Quequén Grande river. There is an intense commercial activity as the city is in the middle of one of the richest farming areas in the country. There are also important agro-industrial plants (vegetable oil and seeds by-products) and fish processing plants. Also, there is a médium-sized agriculture equipment industry. The area has good road access and is connected by highways N° 55, 86, 88, 227 and 228. The city is served by the Ferrosur Roca railway and there is a small airport for medium sized airplanes working domestic routes.

Location images for reference



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Port general description:

The port is situated at the mouth of the river Quequén, Necochea occupying the right bank and Quequén the left bank. In 2011, 283 ocean going vessels called. Trade consists mainly of exports of soybeans, wheat (mainly to Brazil), maize, sunflower seed pellets and vegetable oil. A total of 5,6 million ton of grain and agri by-products were exported in 2011. Shipments of wood chips have dropped due to the local wood chip plant is presently not operating. Imports are almost entirely confined to the reception of bulk.

Anteport:

There is an anteport immediately inside the breakwaters and there are 13 berths along the riverfront (seven on the Quequén side and six on the Necochea). The least width in the anteport is approximately 500 m; anchoring is not allowed. On entering, and weather permitting, vessels are swung in the anteport to enable them to berth bow out ready for sailing. Should this not be possible vessels berth bow in with the need to be swung on completion of loading and the possibility of delay depending on weather conditions. The anteport is affected by some swell, as are all the berths in the port especially during southerly gales.

Port and Berth Description:

The port has two protecting breakwaters, the northern breakwater measuring 572 m and the southern breakwater to 1594 m, providing protection from the southern swell. The entrance

between breakwaters is 220 meters wide and the channel is dredged to average depth of 13,70 m (45 ft) (July 2012) in a width of 120 m. It is proposed in the near future to shorten the northern breakwater by 50 m.

Roads:

Quequén/Necochea has an open roadstead delimited as follows:

North: by an imaginary line running parallel to coast. Distance 5 miles.

South: by parallel 38° 46' W

West: by meridian 58° 51' W

East: by meridian 58° 21' W Pilot boards about 1,5 miles SE of southern breakwater.

Anchorage:

Anchoring is permitted within the zone delimited by the following limits; North: by an imaginary line parallel to the coast 5 miles off the coastline;

South: by parallel 38° 46' S; West: by meridian 058° 51' W and East: by meridian 058° 28' W.

However the Coastguard may allow anchoring within the 5 mile limit in the case of having to embark/disembark crewmembers, etc. The PNA regularly broadcast gale warnings in Spanish.

Restrictions (As per Disp. PNA QUEQ, RB6 N° 246/06 and 199/07):

- 1) Maximum permitted LOA to enter/leave port 230 m, basis channel width of 120 m. Should channel width be reduced for any reason then maximum permitted LOA is decreased by 10 m for every 5 m reduction.
- 2) Whilst there is no maximum stipulated draft at this port, the recommended maximum is 13,00 m

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(43 ft) and this is the maximum recorded draft to date.

3) Regarding draft/wave height: If wave height, measured on the outer part of the access channel, is equal or less than 0,50 m, all vessels sailing/entering must leave under the keel clearance (UKC) of 0,3 m (1 ft) if rising tide, or 0,6 m (2 ft) if ebbing tide. Additionally to this UKC, for LOA from 80 m to 230 m, ships sailing/entering must add a safety margin of 0,10 m per each 0,10 m of wave height exceeding 0,50 m, up to a wave height of 1,80 m. For wave height above 1,80 to 2,70 m the safety margin to be applied to the UKC depends on draft, beam and LOA, with different percentages related to ship's draft for vessels entering, and other percentages for vessels sailing, providing the waves' period is up to eight seconds for all cases. Agents must be specially consulted about these three safety margins.

4) Coastguard prevents ships from entering or leaving port if: a) wave height exceeds 2,40 m (ships up to 230 m LOA) or 2,70 m (ships up to 140 m LOA); b) wind velocity exceeds 37 km/h-20 knots; c) when visibility is less than (2) two nautical miles.

5) Crossing is not permitted in the access channel, nor are maneuvers inside the port when another vessel is entering/departing.

6) Vessels are normally required to berth bow out, however they are permitted to berth bow in if conditions do not permit vessels to be swung or if special cargo conditions so require.

7) For vessels entering/leaving trimmed by the stern, the unsighted distance forward of the bow shall not exceed 400 m.

8) For entering/sailing vessels may have a positive squat of not more than 2%. Additionally, masters are warned that a high tension electrical cable is strung above the river between berths 6 and 8. Height is 40 m (131 ft) at datum. A system for wave height and direction recording is in service, located at Lat 38° 35'37,2"S , Long 58° 41'20,4"W , depth of 14 m (46 ft) at 630 m from south breakwater, not interfering with traffic.

Berth assignment:

Agents should notify Consorcio de Gestión del Puerto de Quequén (Port Administration) harbor master and grain elevator / shippers at least two working days beforehand of vessel's ETA with confirmation holds ready. It should be noted that vessels loading vegetable oil have priority at berth 1 and any other vessel requesting this berth, in theory, must be prepared to accept vegetable oil loaders second off if need be. Regulations state combined beams both vessels plus fenders must not exceed 50 m. However, usual practice dictates that the vessel on the berth is requested to work a minimum of 18 hours per day to ensure prompt termination and freeing of the berth.

Local communications:

Radio communications 24 hours a day via Argentina Radio. Quequén Prefectura Naval Radio, L5B and VHF Ch# 12-14-16. Also VHF for Pilots and launches.

Pilots:

Compulsory. Pilots offer their services individually or in association with others. Pilots board about 1,5 miles SE of southern breakwater head.

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Free pratique:

granted only alongside, not at anchor.

Tugs:

Use of two tugs for entrance and departure is compulsory, with the following exceptions:

- 1) Vessels up to LOA 80 m – no tugs required.
- 2) Vessels of LOA over 80 m up to 100 m – one tug required.
- 3) Vessels of LOA up to 140 m berthed bow out can sail with one tug except from berths 7, 8, 9 and 10. (With special coastguard permission).
- 4) Vessels of LOA up to 160 m with bow thruster of adequate HP and immersion can enter/sail with one tug except to/from berths 7, 8, 9 and 10. (With special coastguard permission). A tolerance of 5% on the above figures is normally granted by PNA. Two towing companies operate with two tugs each, all of about 3500 HP.

Business hours:

Port Administration 0700/1900, 0700/1300 sat

Coastguard 24 hs

Customs 0700/1900

Immigration Dept 0900/1230

Stevedores 0700/1300, 1300/1900, 0700/1300 sat

Banks 1000/1500

Shops 0830/1200, 1500/1900, 0830/1230 sat

Offices 0800/1200, 1530/1900, 0800/1200 sat

Post office 0900/1800, 0900/1300 sat

Telephone Exchange 0700/2400

Medical aid:

Available at 2 private Clinics and 1 Hospital at

Necochea and 1 Hospital at Quequén.

Hotels:

As Necochea is also a holiday resort a wide variety of hotels is available, mostly during Summer season.

Transport:

Connected by road to highways 86, 88, 227 and 228. Regular bus services to other cities. Railway connection to Buenos Aires. Local airport for light aircraft/small commercial planes.

Bunkers:

Bunkers usually provided from Buenos Aires, Mar del Plata or Bahía Blanca via road tankers.

However, MGO can be supplied from Necochea. Ample pre advise and careful checking required to avoid charges for trucks standing by.

Water density:

Brackish water, depending on tide and rate of river flow. Varies at different berths and convenient to check prior completion loading. Usually between 1015/1018 and 1020/1023 for low and high tides respectively.

Fresh water:

Available from pier by hydrant. Delivery rate about 6 TPH.

Shore electricity:

Available at pier, mono or three-phase.

Fumigation:

Services available locally.

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Gangway watchmen:

Compulsory for foreign flag vessels of more than 2000 GRT except those accorded special treatment as Argentine flag vessels.

Garbage:

Can be withdrawn by truck with appropriate Custom permit.

Repairs:

Local naval workshops available for deck, electrical and engine repairs, usually in connection with Buenos Aires workshops when exceeding local possibilities. As no workshops available for repairing radio/electronic equipment, same must be sent to Buenos Aires, Bahía Blanca or Mar del Plata.

Shore cranes:

Private firms own and rent several mobile cranes ranging from 6.5 ton/ 7 m up to 35 ton/25 m SWL/outreach.

Shore gangways:

8 portable mobile gangways available for rent.

Safety equipment:

Service available for inflatable rafts, fire extinguisher or CO2 refills.

Slops:

Tank trucks can be arranged from Buenos Aires, and should be requested in good time.

Stores/victuals:

Victuals are normally supplied by local ship chandlers, who also work jointly with Buenos Aires firms.

Warehousing:

2 Port Administration depots at Necochea with a total of 3000 sqm/ 5000 ton bagged grain capacity. Private depots are also available. Open storage yards at Necochea berths 7 and 8 and on Quequén side berth # 1 available in case of need.

Handling rates:

Pellets 200 ton/hour per gang
Bagged cement/cereal 120 ton per gang per 6 hour shift
Eucalyptus logs 250 ton per gang per 6 hour shift
Bulk grain up to 7000 ton/shift with 2 belts
Vegetable oils up to 350 ton/hour
Bulk fertilizers 80/100 TPH (grabs) to trucks – 350 TPH (grabs) to shore conveyor belt
Wood Chips 8000 ton per 24 hs various conveyor belts continuous loading

Underwater services:

Divers available.

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Necochea

Berths 7 and 8

Berths 9 and 10

Berth 11

Berth 12

Bahía Blanca

Quick Info

Specialities and port connections

Forestry Products

FishFish

General Cargo

Bulk Cargo



General description

Open quay, length 240 m. Fenders fitted to quay. Depth alongside about 12,90 m (42 ft+). Berth used by fishing vessels for loading/discharging fish.

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Berth 11
Berth 12
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Specialities and port connections

-  Forestry Products
-  FishFish
-  General Cargo
-  Bulk Cargo



General description

Open quay with about 210 m frontage. Fenders fitted. Depth alongside 12,10 m (39 ft+). Berth used by vessels discharging/loading general cargo (cement/logs, etc) using ship's gear and agri by-products ex trucks using portable conveyor belts. Also for discharging bulk fertilizers by grabs to trucks with ship's gear. At the rear of berth 11, there is a fertilizer storage facility of 50.000 sqm. Fertilizers are unloaded at the N°10 berth by grab discharge into hoppers which feed a portable conveyor belt system laid from the quay to the storage area.

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Berths 7 and 8
Berths 9 and 10
Berth 11
Berth 12
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General description

Open quay with two mooring dolphins and 185 m frontage. Depth alongside about 7,60 m (25 ft). Berth blocked for some years by laid up fishing trawlers.

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Berths 7 and 8

Berths 9 and 10

Berth 11

Berth 12

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Specialities and port connections

Petroleum by products

Bulk Cargo



General description

Berth used by tankers discharging fuel for power station, and also can be used for grab discharge of fertilizers to trucks. Berth consists of three mooring dolphins fitted with fenders permitting vessels of about 180 m LOA to berth. Depth alongside 12,10 m (40 ft) at datum.

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Province of Buenos Aires

Lat 38° 47'S Long 062° 16'W

Charts: Arg H-211, 212, 254, 255

256, 257, 258, 259

BA 1331, 3066, 3755

US 23030, 23121, 23122, 23124, 23126, 23128

General description

Bahía Blanca is an important commercial and industrial center in the south of the province of Buenos Aires. It has a population of about 286.000 and is also the southernmost important city in the fertile Pampa. The most important industrial activities are the petrochemical industry fed by oil and gas ducts from the Neuquén and Patagonic basins, and the agroindustry, provided by the rich agricultural and cattle-raising neighboring zone. To a lesser degree the foodstuffs and fish processing industries are also prominent. A traditional point of distribution towards the south and southwest of the country, Bahía Blanca has excellent road and railway connections. Five highways connect the city in all directions as also do the Ferroexpreso Pampeano and Ferrosur Roca railways. The ports of Bahía Blanca and Talcahuano (Chile) are connected by highway N° 22 and by the Ferrosur Roca railway (with truck transfer from Zapala and Lonquimay) which form an inter-oceanic corridor. The Comandante Espora airport is served by daily domestic commercial flights.

Location images for reference



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Location images for reference



General description:

The port known collectively as Bahía Blanca, comprises two ports under the administration of a consortium (Consortio de Gestión del Puerto de Bahía Blanca), both at the estuary's end on the northern side, as encountered: Ingeniero White and Puerto Galván. Also in the northern side but not belonging to the Bahía Blanca port, we can find Puerto Rosales and Puerto Belgrano, the latter being the country's principal Naval Base.

There are plans to build a new grain terminal, near Piedra Buena berth.

Vessel Traffic System (VTS):

The estuary is under surveillance by means of a Vessel Traffic System (VTS); two radars covering the channel feed raw data to the system, which monitors vessels' entries/departures. VTS also provides updated information on channel buoys condition and actual tide (VHF #73).

Entrance Channel:

The channel, from the fairway buoy to Puerto Galván is 53 miles long and 190 m wide and commences at buoys 01 (pair), located at 39°24'S 061° 29'W and 26 miles SSW of the Recalada Light House (039° 00'S 61° 16'W). Vessels proceed up the channel without a pilot as far as buoy 11.

Anchorage:

If there is no pilot on station, vessels must anchor eastwards of buoy 11. Agents should be consulted regularly as to availability of pilots, least depths to be encountered, permitted drafts as also number of vessels anchored awaiting berth. A shift of anchorage from buoy 11 to the inner anchorage at buoy 17, if so required, can be arranged with pilotage assistance. Inbound vessels may also be required by Prefectura Naval (Coastguard) to provisionally anchor at buoy N°4.

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Restrictions in channel:

At present the following regulations apply whilst navigating in the estuary channel. 1) Maximum permitted LOA 275 m; (ship LOA 268, beam 41m and loading 100.000 tons has berthed); draft 13,70 m. (NOTE: actually, propane gas ships LOA 284 metres operates during winter at Mega) 2) U.K.C. not less than 10% of draft at all times. 3) Maximum speed within port area 6 km/h (3 knots). 4) "Bravo" anchorage reserved for departing vessels drawing over 10 m. 5) "Delta" anchorage reserved for tankers waiting to unload at SPM buoys or for vessels over 10 m draft awaiting favorable tide. Traffic control is exercised by Prefectura Naval Argentina (coastguard) station.

Tugs:

Private towage companies offer their services as follows: Trans-Ona SAMCIF 4 main tugboats (plus 1 minor tug available) Ona Don Vicente: 3.600 HP -Ona Temple: 3.200 HP-Ona Titán: 2.500 HP Antares Naviera 4 main tugboats (plus 1 minor tug available) Tehuelche I: 3600 HP – Pampa V: 3600 HP – Ultramar X: 2000 HP – Huracan: 1600 HP.

Pilots:

Normally pilots embark, disembark at buoy 11.

Berth assignment:

5-2 days pre-advice to authorities required.

Priorities:

Puerto Galván. 5/6: Passenger & container vessels respectively.

Tanker berth N°2: Gas tanker vessels.

Terminal B.Blanca, Cargill and OMHSA berths

normally used only for purpose for which intended.

Dry-docking facilities:

As mentioned in "Puerto Belgrano".

Transport:

Regular air serviced to/from Buens Aires. Air taxi services available. Regular bus services tu numerous destinations. Rail; regular services to Rosario (grain) by FEPSA and Buenos Aires-Rio Negro by Ferrosud.

Bussines Hours:

Port Administration 0700/1900

VTS Permanent shift

Coastguard 24 hs

Health Dept 1300/1800

Banks 1000/1500

Shops 0830/1200, 1500/2000, 0830/1230 sat

Stevedores 0700/1300, 1300/1900, 0700/1300

sat,

other overtime

Hotels:

Available all year round.

Medical aid:

Available from 7 hospitals and 2 private medical emergency services.

Bunkers:

Stocks available locally. Can be supplied by truck or barge. 3 working days pre advice required. At Puerto Galván N° 1 tanker berth bunkers can be supplied by pipeline.

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Density:

Varies slightly with tide and berth but usually 1.025.

Divers:

Available for underwater inspections, photography, repairs. Cleaning of marine growth can be arranged.

Electricity:

Available through Port Administration from quay or by hiring mobile generators.

Fenders:

Fitted to all berths.

Fresh water:

Available from quay or water barge.

Fumigation:

Specialized firms offer services.

Garbage:

Subject Customs House formalities. Refuse skips can be hired.

Gangway watchmen:

Compulsory for all foreign flag vessels over 2000 GRT. Watchmen at Puerto Galván entitled travelling allowance.

Repairs:

Various workshops available for usual naval/electrical repairs.

Safety equipment:

Various authorized firms offer services.

Salvage:

Local tug boats can provide off shore deep sea assistance at about USD 1000 per hour but there are no local salvage companies.

Slops:

Reception of small amounts can be arranged. Early advice required.

Stores/victuals:

Available. Paint and spares should be ordered in good time.

Warehousing/storage space:

Port Administration has 800 sqm bonded warehouse available at Ingeniero White plus 1 warehouse, 1026 sqm covered area at Puerto Galván. Open storage is available at Ingeniero White and Puerto Galván.

Average loading rates :

Grain Cdte Luis Piedrabuena 1000 TPH
Grain berths 5/6, 7/8 1500 TPH
Grain 9 1800 TPH
Grain Cargill 2400 TPH
Vegoil Cargill 1200 TPH
Grain Galvan 2/3 1600 TPH
Pellets Galvan 2/3 750 TPH
Vegoil Galvan 2/3 900 TPH
Pallets 180 per gang per 6 hour shift
Chemicals 150 TPH
Crude Oil 300/800 CBM PH

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Distillates 400 CBM PHç

Fuel Oil 300 CBM ph

Liquid Gas – Posta 2 300 CBM PH

Frozen fish 80/100 ton per gang per 6 hour shift

Eucalyptus Logs 100/120 ton per gang per 6 hour shift

Liquid Gas – Mega 2000 CBM PH

Gasoline – Mega 1000 CBM PH

Urea – Profertil 1250 TPH

Liq. Ammonium – Profertil 500 TPH

Trade:

14,7 million tons were handled in 2011, including grain and by-products, crude oil and by-products, fertilizers, polyethylene/PVC, liquid gas, fisheries and gencargo.

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Specialities and port connections

 Fish



General description

Minor port used by launches transferring crew/stores to vessels at anchor. Small fishing craft also use this port, coming alongside being subject to tide.

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 Petroleum

 Vegoils



General description

Nearby Puerto Rosales, off Punta Ancla and Punta Cigueña and adjacent to channel buoys 19 and 21 are two SPM buoys used by tankers discharging and loading crude oil to and from the adjacent EBYTEN SA tank farm and/or pipeline for domestic distribution. The farm's total capacity for crude oil, vegoil and fertilizers is 480.000 cbm in 18 tanks. The buoys are served by 30" pipelines permitting loading rates of about 4000 cbm/h and unloading rates of about 2800 cbm/h. Depth at the buoys is about 20 m, however drafts are governed by channel depths, and presently maximum draft permitted is 12,20 m. Deadweight limitation at Punta Cigueña buoy is 106.000 ton, and 67.500 tons at Punta Ancla. Pilots not required if draft < 8,20 m and the vessel has Argentine recognized crew. In all other cases compulsory. Vessel DWT > 70.000, pilot and tug tied at stern required during operations. Speed of current up to 2 knots.

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General description

This is the principal Argentine Naval Base. It consists of an anteport and basin, at the end of which floating and drydocks are located. The entrance channel about 2 miles above Punta Cigueña is 1,7 miles long, 150 meters wide and dredged to about 9,15 m at datum. Measurements of the two dry docks are: N°1 220 m x 22 m, N°2 234 m x 35 m. Unlimited naval, electronic and electrical repairs available at the Naval Base. Vessels in transit off the naval base must be prepared to dip their ensigns as necessary. Masters are warned occasional gunnery practice takes place from coastal batteries and care is necessary when navigating or anchoring within security zones and regard should be had to any warnings given. The Prefectura Naval (Coastguard) notify ships in good time if practices are due to take place and pilots are, of course, familiar with the corresponding signals.

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General description

The installations from east to west are:

- Comandante Luis Piedrabuena Pier
- Terminal Bahía Blanca
- Cargill terminal
- Underground Silos
- Ministro Carranza
- A. Irazusta
- Profertil terminal

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ADM Agro

Terminal Bahia Blanca

Cargill Terminal

Underground Silos

Ministro Carranza

A. Irazusta

Profertil Terminal

Puerto Galván

Quick Info

Specialities and port connections

Grain & By Products



General description

Originally built to serve nearby power station, now adapted as grain terminal, operated by ADM Agro. Length 200 m with additional mooring tower 118 m beyond at eastern end and viaduct 780 m long at western end joining pier to shore. Fitted with four travelling grain loading towers and more recently with conveyor belt extending the entire length of viaduct/pier, joining same with 110.000 ton grain storage on shore; load rate 1400 TPH. Cape size vessels load.

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Profertil Terminal

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General description

Berths 5/6 and 7/8 located on either side of original elevator loading wharf; length 330 m. Overhead gallery fitted with 4 belts feeding 12 chutes. Vessels may lie aground at low tide as from about 8,60 m and 8,50 m respectively, bottom soft mud and sand. Nig berth, of later construction lies at 60° angle to berths 5/6 and 7/8. Length 330 m with outlying bollards giving overall length 294 m; depth alongside 13,30 m Overhead gallery presently fitted with 3 belts, 5 chutes. Grain storage: 191.600 ton. Cape size vessels load.

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Puerto Belgrano

Puerto Ingeniero White

ADM Agro

Terminal Bahia Blanca

Cargill Terminal

Underground Silos

Ministro Carranza

A. Irazusta

Profertil Terminal

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Specialities and port connections

Grain & By Products

Vegoils



General description

Of modern construction. Berthing is at 3 interconnected dolphins; overall length 280 m. An overhead gallery 2 belts feed 3 multi directional loading arms fitted with adjustable trimmers. Cape size vessels load. Grain storage capacity 274.000 ton plus 29.500 cbm vegoil tanks. Berth fitted with vegoil pipeline, loadrate up to 2000 TPH.

Location images for reference



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ADM Agro

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Cargill Terminal

Underground Silos

Ministro Carranza

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Profertil Terminal

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General description

6 km from Ingeniero White there are underground silos of 300.000 ton capacity, originally used by National Grain Board and now leased to private shippers.

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EBYTEN Buoys

Puerto Belgrano

Puerto Ingeniero White

ADM Agro

Terminal Bahia Blanca

Cargill Terminal

Underground Silos

Ministro Carranza

A. Irazusta

Profertil Terminal

Puerto Galván

Quick Info

Specialities and port connections



Fish



General Cargo



General description

This is a partially enclosed area where berths 17, 18 and 19 on the northern side offer a continuous quay frontage of 450 m. Partially opposite on the south western side, N° 20 berth offers a frontage of 210 m. There are 3 obsolete dockside cranes of 3 T SWL. All berths suitable for gencargo/refer operations and there are cold stores adjacent to berths 18, 19 and 20. The eastern side of the entrance to these berths is used by small fishing vessels. Depths alongside range from 3,00 m to 7,30 m.

Location images for reference



ANTARES
SHIP AGENTS

Ports

South Pampa Ports

South Pampa Ports

Mar del Plata

Quequén

Necochea

Bahía Blanca

Puerto Rosales

EBYTEN Buoys

Puerto Belgrano

Puerto Ingeniero White

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Puerto Galván

Quick Info

Specialities and port connections

Containers

General Cargo



General description

Made of reinforced concrete, this new pier has its frontage parallel to the channel between Ing. White and Galván, especially designed for container and general cargo, it is 270 m long and 40 m wide, with an outlying mooring dolphin at 50 m eastbound, depth alongside 13.90 m at datum. One mobile 4th generation Gottwald 100 ton crane plus various reach stackers and forklifts for container operations; 360 reefer plugs at contiguous container yard. Will be provided with container gantry crane (post-Panamax) running on rail to be laid at pier.

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South Pampa Ports

South Pampa Ports

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Quequén

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ADM Agro

Terminal Bahia Blanca

Cargill Terminal

Underground Silos

Ministro Carranza

A. Irazusta

Profertil Terminal

Puerto Galván

Quick Info

Specialities and port connections

Containers

General Cargo



General description

Concrete pier parallel to the channel, 200 m long, two mooring dolphins separated 30 metres each from pier; connected to shore via one 90 m causeway allowing vessels of up to 235 m LOA with a loading arm receiving the bulk urea via belts from the storage areas, load rate 1250 TPH. About halfway along the wharf there is a retractable loading arm for liquid ammonium. Silo capacity: 75.000 tons. Tanks: 30.000 cbm (See notes on Restrictions and Tugs).

Location images for reference



ANTARES
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South Pampa Ports

South Pampa Ports

Mar del Plata

Quequén

Necochea

Bahía Blanca

Puerto Rosales

EBYTEN Buoys

Puerto Belgrano

Puerto Ingeniero White

Puerto Galván

Quick Info



General description

Situated 1 km west of Ingeniero White. The installations from east to west are:

- Mega terminal
- Dreyfus grain terminal
- Sitios 5 and 6
- Moreno quay (berths 1 and 2/3)
- Oil tanker/gas carrier terminals

ANTARES
SHIP AGENTS

Ports

South Pampa Ports

South Pampa Ports

Mar del Plata

Quequén

Necochea

Bahía Blanca

Puerto Rosales

EBYTEN Buoy

Puerto Belgrano

Puerto Ingeniero White

Puerto Galván

Mega Terminal

Dreyfus Grain Terminal

Sitios 5 And 6

Moreno Quay (Berths 1 and 2/3):

Oil Tanker/Gas Carrier Terminals

Quick Info

Specialities and port connections

Petro Chemicals



General description

Concrete pier parallel to the channel, 270 m long, four mooring dolphins (2 ahead, 2 stern); connected to shore via one 60 m causeway. For vessels of up to 230 m LOA with 5 loading arms, 3 for propane and butane and the other two for gasoline, plus one offloading gas arm installed, allowing connection to regasification system ships procesing LNG.. Tanks capacity: 100.000 tons. (See notes on Restrictions and Tugs).

Location images for reference



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SHIP AGENTS

Ports

South Pampa Ports

South Pampa Ports

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Quequén

Necochea

Bahía Blanca

Puerto Rosales

EBYTEN Buoys

Puerto Belgrano

Puerto Ingeniero White

Puerto Galván

Mega Terminal

Dreyfus Grain Terminal

Sitios 5 And 6

Moreno Quay (Berths 1 and 2/3):

Oil Tanker/Gas Carrier Terminals

Quick Info

Specialities and port connections

Grain & By Products



General description

Inaugurated in 2011, berthing is at 3 interconnected dolphins, length 146 m, with outlying mooring points; depth alongside 11,90 m, aircraft 24 m, LOA 270 m. An overhead gallery feeds 3 multi directional loading arms fitted with adjustable trimmers, load rate 2.400 ton/h. Grain storage capacity 96.000 ton.

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Puerto Belgrano

Puerto Ingeniero White

Puerto Galván

Mega Terminal

Dreyfus Grain Terminal

Sitios 5 And 6

Moreno Quay (Berths 1 and 2/3):

Oil Tanker/Gas Carrier Terminals

Quick Info

Specialities and port connections

 Bulk Cargo

 Containers



General description

Berth N°5 is 249 m in length and has 2x35 ton SWL dockside cranes with 8 ton grab fittings. It has a wide quay space and is used for discharging fertilizers and for container operations. Maximum LOA admitted 230 m. The outer berths N° 6 is 120 m in length and maximum LOA admitted is 100m extendable to LOA 130 m when berth N°5 is empty.

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South Pampa Ports

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Mega Terminal

Dreyfus Grain Terminal

Sitios 5 And 6

Moreno Quay (Berths 1 and 2/3):

Oil Tanker/Gas Carrier Terminals

Quick Info

Specialities and port connections

Grain & By Products

Vegoils

Containers

General Cargo

Bulk Cargo



General description

On the western side, berths 1 and 4 are of little consequence, the important berths being 2 and 3 which have been adapted to give a common front of 270 m for loading from the OMHSA (Moreno) grain elevator. The loading gallery is fitted with 2 belts and 4 ton/chutes. Both grain and pellets are exported from the silos of 129.000 ton capacity. A vegoil pipe line is laid on to the Ni2 berth from storage tanks ashore of 40.000 cbm capacity. Vessels may lie aground at lowtide from about 11,70 m, bottom soft mud and sand. (See also Max LOA, depth, draft, loadrates, tugs).

Location images for reference



Ports

South Pampa Ports

South Pampa Ports

Mar del Plata

Quequén

Necochea

Bahía Blanca

Puerto Rosales

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Mega Terminal

Dreyfus Grain Terminal

Sitios 5 And 6

Moreno Quay (Berths 1 and 2/3):

Oil Tanker/Gas Carrier Terminals

Quick Info

Specialities and port connections

- Petro Chemicals
- Petroleum by products



General description

Immediately west of the Galván N° 1 berth is the Polisur floating petro-chemical plant and beyond that the viaduct running out to the tanker berths (postas) N°1 (oil tankers) and 2 (gas carriers) operated by Bahía Petróleo S.A. Piping for these berths is carried from the shore along the viaduct and the jetty to the central loading platforms. Both berths consist of 4 berthing dolphins with central loading platforms of 31×21 m and outlying berthing dolphins giving an overall berth length of 371 m each.

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SHIP AGENTS

Ports

North Patagonia Ports

North Patagonia Ports

San Antonio Este

BERTHS 1 and 2

BERTH 3 and 4

Punta Colorado



Port general description

In this region of the country the Pampa grasslands blend into the arid Patagonia. Two important rivers flow east across the area: Rio Colorado and Rio Negro. The Atlantic Ocean is on the east and there the port of San Antonio Este is used to transfer cargo to and from the region. The area potentially served by this port covers about 11% of the country's area. The provinces which integrate this region are Neuquén and Rio Negro and almost 1.184.000 people live here (approximately 3% of the country's total population), with cities like Neuquén (291.000), San Carlos de Bariloche (108.000), General Roca (86.000) and Cipolletti (79.000).

The highway network is simple but sufficient to communicate the main centers of production and consumption with the ports of San Antonio Este, and even with Bahia Blanca and others in the South Pampa region. Both a highway and a railway line are being prepared to form a land bridge with the Chilean port of Talcahuano. There are two railway lines running east-west that connect in Bahia Blanca with the rest of the country's network. There are two international airports (Bariloche and Neuquén), and 4 public paved airstrips.

ANTARES
SHIP AGENTS

Ports

North South Pampa

North Patagonia Ports

San Antonio Este

BERTHS 1 and 2

BERTH 3 and 4

Punta Colorado

Quick Info

Province of Río Negro

Lat 40° 48'S Long 64° 52'W

Charts Arg H-214-262-263 -H 2

BA 531 3067 US 23115

Specialities and port connections

Fish

Fruit



General description

There is a small settlement around this port in the province of Río Negro. For the time being the main commercial and administrative services are based in San Antonio Oeste (15,000 inhabitants), on the other side of the bay, some 60 km by road. It has good highway connection with the upper Río Negro valley, the main apple and pear producing area in the country. The closest airport is in Viedma (175 km away) which serves domestic flights by shuttle connections. Another option is Trelew (360 km away) with daily flights to Buenos Aires.

Location images for reference



Ports

North South Pampa

North Patagonia Ports

San Antonio Este

BERTHS 1 and 2

BERTH 3 and 4

Punta Colorada

Quick Info

Port general description:

The port of San Antonio Este is located on the north coast of Punta Villarino. A glen of great depth, protected from winds, clear and quiet waters, this harbor is connected to the San Matías Gulf through a channel between Reparo and Lobo banks. The pier, owned by the Provincial Port Authority, was given in concession to Terminal De Servicios Portuarios Patagonia Norte S.A. for a period of 30 years, against a yearly canon. Main export products are fruit from the Alto Valle del Río Negro, taking advantage of the government policy to grant export rebates on cargoes from Patagonian ports. Exports during 2011: fruit 395.000 tons and juice 54.900 tons. A total of 65 fishing vessels called at this port with a total movement of 3.300 tons.

with bow thruster and tug assistance.

Nº 4 (inner) Max LOA 70 m.

Roads/anchorage:

The anchorage and pilot station at Lat 40° 53'54"S Long 064° 52'48"W is about 6/7 miles SW from the entrance. Within the port area and in case need vessels awaiting berth or tide are permitted to anchor 3 cables west of the western end of the pier (Lat. 40° 47'49".5 S Long. 64° 53'52"). Depths: The depth on the bar is about 2,7 m (8'8") at datum. The maximum draft is limited to the height of the tide plus 1,2 meters -maximum sailing draft is about 11 m (36 ft)-and vessels normally enter or sail within two hours of high water.

Pilotage:

Compulsory and available at all times. 48 hour notice required via agents.

Description of berths:

There are 4 berths. Two on the pier for ocean going vessels and, in addition, a floating landing stage adjoining the causeway, for fishing vessels, provides two further berths.

Restrictions:

Nº 1 (outer) berth. Max LOA permitted 170 meters

Nº 2 (inner) berth. Max LOA permitted 147 meters (one tug required)

NOTE: These LOA limits, on favourable occasions, have been exceeded with special local PNA permission; largest vessel to berth to date was LOA 170 meters. High winds can restrict entry/sailing.

Nº 3 (outer) Max LOA 70 m, or LOA 110 m if fitted

Tugs:

During the fruit season one tug 1920 HP is hired by the port operators to assist vessels using the inner berth.

Berth assignment:

Arrivals must be informed with at least 5 days pre-advice and confirmed 48 hours prior to ships ETA. Berthing is subject to cargo availability and documentation readiness plus Port Administration regulations.

Cranes:

One dockside crane SWL 27 ton with 17 meters radius and 16 ton at 30 meters radius with a deduction of 9,5 meters to be made for distance from center of crane to ship's side. Two mobile

Ports

North South Pampa

North Patagonia Ports

San Antonio Oeste

BERTHS 1 and 2

BERTH 3 and 4

Punta Colorada

Quick Info

cranes of about maximum 50 ton SWL.

Warehousing:

Port Administration has depots of about 2130 sqpm. Open storage also available.

Cold stores / storage area:

Eighteen modern cold stores have been built adjacent to the port for the reception of fruit prior to loading with total storage capacity of 4800 sqm. The terminal also has a 25,000 sqm storage area, including warehousing for the preparation, storage of containers and pallets.

Reefers:

40 plugs.

Loading rates:

Frozen fish 80/100 MT/8 hour shift per gang

Fruit 550 pallets per 8 hour shift per gang

10th July (San Antonio Oeste's foundation Anniversary).

Hotels:

Rooms only. Small hotels available at nearby town of San Antonio Oeste.

Medical aid:

A rural hospital and a private clinic are available at San Antonio Oeste.

Bunkers:

Can be supplied by truck using berth's pipelines (4 inches), provided same are contracted via brokers as locally none available. Usually bunkers come from Bahia Blanca. Arrangements require at least 3 working days notice. Delivery is subject to Coastguard approval, which normally not permitted during cargo operations.

Local communications:

San Antonio Oeste Prefectura Naval Radio (Coastguard) call sign L4W VHF ch. 8, 12, 14 and 16. San Antonio Oeste Prefectura Naval Radio call sign L4V VHF ch. 8, 12, 14 and 16. Pilots operate on VHF channels 9 and 16. Nearest coastal radio station is Bahia Blanca. Call sign LPW.

Business Hours:

Port Administration..... 0800/1800

Coastguard..... 24 hs

Customs house..... 700/1900

Stevedores..... 0700/1500, 1500/2300 all others overtime

Banks..... 0800/1300

Local holiday

Divers:

Available for underwater inspections.

Fenders:

The berths are fitted with fixed fenders. A tidal range of between 20 to 30 feet must be allowed for.

Fresh water:

Available at quays, delivery rate about 10 TPH.

Electricity:

At quays, 380 Volt.

Ports

North South Pampa

North Patagonia Ports

San Antonio Oeste

BERTHS 1 and 2

BERTH 3 and 4

Punta Colorado

Quick Info

Gangway watchmen:

Obligatory for all foreign flag vessels over 2000 GRT. Apart from their specific wages a travelling allotment must be paid to cover travelling expenses to and from San Antonio Oeste.

Garbage:

Port Administration has placed refuse skips on quay.

Loadline:

Summer, see ILLC.

Launches:

Available, including two suitable for attending in roads.

Repairs:

Small workshop available in San Antonio Oeste. Minor jobs can be attended.

Stores/victuals:

Normal quantities can be supplied. Common stores can be obtained in San Antonio Oeste town.

Transport:

Regular bus service from San Antonio Oeste, north to Bahía Blanca/Buenos Aires, south to Río Gallegos/Ushuaia and intermediate cities on highway N°3. Daily Air transport to Buenos Aires from Viedma (distance 180 km) or Trelew (distance 360 km). San Antonio Oeste airport, served weekly by airforce passenger planes, can be used for light chartered aircraft.

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SHIP AGENTS

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North South Pampa

North Patagonia Ports

San Antonio Este

BERTHS 1 and 2

BERTH 3 and 4

Punta Colorado

Quick Info

Specialities and port connections

Fish

Fruit



General description

The pier and its causeway are "L" shaped, the latter extending out from the shore for 290 meters in a NW'ly direction and being joined to the pier which lies ESE/WSW. The causeway is 12 meters wide allowing 2 way traffic. The pier is 200 meters long, 30 meters wide and vessels berth on either side; berth 1 and berth 2 are: length 200 m and 190 m , depth 13,70 m (45 ft) and 12,20m (40 ft) at datum respectively; ships maximum LOA 170m.

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Ports

North South Pampa

North Patagonia Ports

San Antonio Este

BERTHS 1 and 2

BERTH 3 and 4

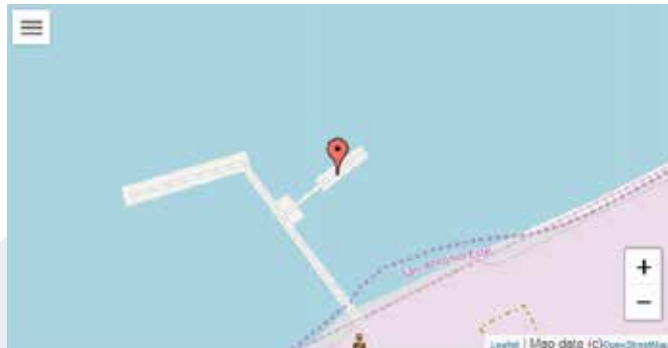
Punta Colorado

Quick Info

Specialities and port connections

Fish

Fruit



General description

This is a floating landing stage affixed to the small quay on the northern side of the causeway. The landing stage consists of two steel pontoons, 75 meters long, 21,6 meters wide with an outlying mooring buoy that gives a total frontage of 110 meters and permits fishing vessels to berth on either side, the pontoons rising and falling with the tide within the confines of 8 reinforced steel pilings that act as guides. depth at berth 3 is 10 m (33 ft), berth 2 is 7,30 m (24 ft) to datum.

ANTARES
SHIP AGENTS

Ports

North South Pampa

North Patagonia Ports

San Antonio Este

BERTHS 1 and 2

BERTH 3 and 4

Punta Colorada

Quick Info

Province of Rio Negro

Lat 41°046'S Long 065°00'W

Arg H-275-276

BA 3067

US 23020



General description

This is an iron ore loading berth situated near Sierra Grande in Golfo San Matias. After about 15 years of inactivity the government of Rio Negro province gave in concession the Sierra Grande iron mine to Compañía Minera Sierra Grande S.A. for a 20 year period.

Location images for reference



ANTARES
SHIP AGENTS

Ports

North South Pampa

North Patagonia Ports

San Antonio Este

BERTHS 1 and 2

BERTH 3 and 4

Punta Colorada

Quick Info

Operators:

By provincial concession, MCC Compania Minera Sierra Grande S.A.- Address: Boca de Mina s/n – CP 8532 – Sierra Grande – Rio Negro Tel/fax (02934) 482038/481855.

Loading equipment and berth:

This consists of a 1500 meter long conveyor belt of which 1000 m juts out seawards supported on pilings. The iron ore loading berth, on the Eastern end of the pilings has 2 pairs of mooring dolphins, one pair abreast on the north side and the other on the east side enabling a Vessel to berth either on the northern or the Eastern pair of dolphins. Suitable for vessels up to LOA 250.

Reported depth alongside:

Eastern dolphins 13,70 m (45ft) low water. Northern dolphins 12,70 m (42ft) low water. Vessels up to 70000dwt have loaded. The dolphins on either berth are set approximately 65 meters apart and are fitted with 2 bollards and a capstan for the reception of back springs. There are mooring buoys laid ahead. All berth gear was refitted during 2005/2006. The maximum loading rate is 2000TPH. The conveyor belt at its extremity is fitted with a platform and an auxiliary belt, capable of rotating through 178 degrees, moving horizontally 31 meters and giving a 42 meter outreach to serve either berth.

Local communications:

Punta Colorada Prefectura naval radio (coastguard) L4T – W/T on VHF on ch 16.

ANTARES
SHIP AGENTS

Ports

South Patagonia Ports

South Patagonia Ports

Puerto Madryn

Caleta Córdova

Comodoro Rivadavia

Caleta Olivia

Puerto Caleta Paula

Puerto Deseado

San Julián

Punta Quilla (Santa Cruz)

Río Gallegos

Magallanes Area

Cullen Oil Terminal

San Sebastián Oil Terminal

Río Grande

Ushuaia



Port general description

This is the southernmost region of the country. The western area is flanked by the Andes mountain range, towards the east is the Atlantic seaboard with 15 ports and 4 terminals. The area potentially served by these ports is limited to a 100 km wide coastal strip where the economic activity concentrates. The provinces which integrate the region are: Chubut, Santa Cruz and Tierra del Fuego, Antartida e Islas del Atlantico Sur. Close to 905000 people live in this region and there are cities like Comodoro Rivadavia (pop 173000), Trelew (99000) Río Gallegos (92000) and Río Grande (66000).

A network of paved highways scanty covers the area connecting the production centers with the ports. There are two railway lines (undergoing repairs) in a east-west direction, one running from Puerto Deseado to Las Heras and another from Punta Loyola to Río Turbio. There are five international airports (Comodoro Rivadavia, Río Gallegos, El Calafate, Río Grande and Ushuaia) and five public paved airstrips.

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Ports

South Patagonia Ports

South Patagonia Ports

Puerto Madryn

Almirante Storni pier

Comandante Luis Piedra

Buena pier

Caleta Córdova

Comodoro Rivadavia

Caleta Olivia

Puerto Caleta Paula

Puerto Deseado

San Julián

Punta Quilla (Santa Cruz)

Río Gallegos

Magallanes Area

Cullen Oil Terminal

San Sebastián Oil Terminal

Río Grande

Ushuaia

Quick Info

Province of Chubut

Atlantic Coast – Golfo Nuevo

Lat 42° 46'S Long 065° 02'W

Arg H-215-264

B.A. 557, 3067

US 23101, 23102, 23023



General description

Puerto Madryn is a tourist resort in the province of Chubut known all over the world for its natural parks which preserve marine species. Located at western coast of Golfo Nuevo, on the high coast of the Patagonic plateau, has a population of about 71.000. Its main industry is the ALUAR aluminum plant and there are also several fish processing plants. The main road connection is highway N° 3 in a north-south direction and highway N° 25 towards the west. It has no railway service and an airport 3km away provides daily connecting flights to Buenos Aires and other destinations.

Location images for reference



ANTARES
SHIP AGENTS

Ports

South Patagonia Ports

South Patagonia Ports

Puerto Madryn

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Caleta Córdova

Comodoro Rivadavia

Caleta Olivia

Puerto Caleta Paula

Puerto Deseado

San Julián

Punta Quilla (Santa Cruz)

Río Gallegos

Magallanes Area

Cullen Oil Terminal

San Sebastián Oil Terminal

Río Grande

Ushuaia

Quick Info

General description:

Puerto Madryn city is situated at the western end of Golfo Nuevo which is a deep water natural harbour. The principal trade is the import of alumina and the export of aluminum ingots, by-products, frozen fish, wool and flagstone, the relevant figures for 2011 being 726 vessels called, including mainly fishing vessels and gencargo, bulkers, reefer, full container and other. Total exports and imports amounted 1.578.000 ton, including aluminum-by products, frozen fish, wool, flagstone, frozen and dehydrated fruit. Movement of containers in 2011 was 27.775 TEUS. During the 2011/2012 season (from November to March), 21 vessels called with 20.190 passengers attracted by the important coastal wild life reserves in the area.

Restrictions:

Both piers, berthing operations can be hampered or suspended due to wind condition as per regulations. Suspensions vary for winds over 20-45 km/h depending on wind direction and whether vessel departing / taking berth on north or south side of piers.

Roads:

Vessels should anchor not less than 1,5 miles off the port where holding ground reportedly good. Entrance formalities can be completed at anchor if required.

Pilotage:

Pilot boards about one mile off both piers.

Description of port:

There are two piers at Puerto Madryn: the Almirante Storni pier and the Comandante Luis Piedra Buena pier.

Berth assignment at Almirante Storni pier:

Berthing requests are granted in accordance with following priorities: N°1 berth: Vessels with Alumina/Pitch for Aluar have absolute priority and berth must be vacated in their favor if in use. It not so required it can be used by other vessels.

Vessels operating only with containers or cruise vessels have priority for berths 2 and 3 as well as N°1 berth if not required by Aluar. If vessels are waiting in roads, those alongside are obliged to work overtime and may be ordered to vacate berth if tonnage rates as stipulated by port authority not achieved.

Business Hours:

Port administration..... 0700/1900
Coastguard..... 24hs
Customs..... 0700/1900
Port Health..... 0700/1900
Banks..... 0830/1300
Stevedores..... 0700/1300, 1300/1900, 0700/1300 sat
Shops (Winter)..... 0830/1200, 1430/2000
Shops (summer)..... 0830/1200, 1600/2000

Medical aid:

Available at local Public Hospital or from a private clinic.

Ports

South Patagonia Ports

South Patagonia Ports

Puerto Madryn

Almirante Storni pier

Comandante Luis Piedra

Buena pier

Caleta Córdova

Comodoro Rivadavia

Caleta Olivia

Puerto Caleta Paula

Puerto Deseado

San Julián

Punta Quilla (Santa Cruz)

Río Gallegos

Magallanes Area

Cullen Oil Terminal

San Sebastián Oil Terminal

Río Grande

Ushuaia

Quick Info

Transportation:

Inter city bus services north to Bahía Blanca, Buenos Aires and south to Río Gallegos, Ushuaia via highway N° 3, also regular bus service to Trelew. Airfield for small aircraft near town serves minor domestic flights. Daily air services from Trelew (distance 60 km) in same directions.

Hotels:

Various categories available. Advisable book in advance during holiday season.

Bunkers:

Available by truck from Bah'a Blanca/Plaza Huincul. Allowance should be made for slow transfer of oil/possible delays. Three working days notice required.

Average cargo handling rates, basis good supply cargo alongside:

Frozen fish..... 190/200 ton per gang per 6 hour shift

Wool..... 100/120 ton per gang per 6 hour shift

Aluminium Ingots..... 1300/1500 ton per day basis 4 gangs

Alumina..... 6000 ton per day

Pitch (pellets)..... 500 ton per night (night time operations only)

Divers:

Available. Puerto Madryn is a center for sub aquatic sports.

Electricity supply:

Port Administration can arrange supply of 220

VAC, 380 VAC up to 80 KW on both piers

depending on their own requirements. Portable generators can be hired.

Fenders:

Fitted at all berths except western end of berth N° 2.

Fresh water:

Available on both piers. Supply rate abt 15 TPH

Fresh water:

Several small firms offering services.

Garbage:

Service provided by private companies.

Slops reception:

Available by special launches.

Repairs:

Minor repairs only, however, for electrical repairs usually reliable workshops/technicians available.

Shore cranes/equipment:

Port Administration owns 1x45 ton SWL mobile crane, 1x50 ton SWL. Various forklift trucks owned by local stevedoring contractors are also available.

Stores and victuals:

Victuals available locally.

Tank cleaning:

Labor available given sufficien notice.

Ports

South Patagonia Ports

South Patagonia Ports

Puerto Madryn

Almirante Storni pier

Comandante Luis Piedra

Buena pier

Caleta Córdova

Comodoro Rivadavia

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Magallanes Area

Cullen Oil Terminal

San Sebastián Oil Terminal

Río Grande

Ushuaia

Quick Info

Warehousing/storage areas:

The Port Administration has 2 bonded warehouses of 1605 sqm covered area adjacent to the Almirante Storni pier, as well as storage container area of 27648000 sqm paved and 4600 sqm not paved, fitted with 244 reefer plugs plus 56 mobile plugs; additional of non-customs controlled storage space nearby (not paved). The port has a service of "Port Assistants" 24 hours a day for water/electricity connections, operational support, mooring lines and Operation controls. Also the port provides updated weather information (Golfo de San Jorge mouth).

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South Patagonia Ports

South Patagonia Ports

Puerto Madryn

Almirante Storni pier

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Comodoro Rivadavia

Caleta Olivia

Puerto Caleta Paula

Puerto Deseado

San Julián

Punta Quilla (Santa Cruz)

Río Gallegos

Magallanes Area

Cullen Oil Terminal

San Sebastián Oil Terminal

Río Grande

Ushuaia

Quick Info

Province of Buenos Aires

Specialities and port connections

 Fish

 Containers

 Billets Lingots

 General Cargo

 Bulk Cargo



General description

Connected by a causeway 1101 m long and 12 meters width, this pier is projected eastward from shore and terminates in four berths at its eastern end as herewith described:

Nº 1 Berth, the principal berth, is situated on the north side eastern end of the pier, length 217 m and is used by bulk carriers supplying alumina, and occasionally pitch, to the aluminum plant. A conveyor belt runs the entire length of the pier to the plant, and at the berth a new aspiration unit discharges alumina from the ships to the belt, when required, pitch can be discharged by grabs to open trucks. When not used by vessels discharging to the Aluar plant, the berth is available for other vessels, however it should be noted that the apron is somewhat narrow for working cargo.

The Nº 2 and Nº 3 general cargo berths lie on the south side of the pier, opposite to Nº 1 berth. Of the two, the Nº 3 berth is the handiest for working cargo due to its proximity to the causeway and its considerably greater quay space; this berth was extended for 67 m, giving a total length of 197 m. In study is a project to upgrade berth Nº 2 widening it up to about 43 m.

The Nº 4 berth, situated on the south side towards the western end and alongside the causeway itself, consists of 7 independent dolphins, giving a berth frontage of 180 m. Originally conceived as a lay by berth, it is now reserved for the exclusive use of fishing vessels which, apart from laying by, storing and carrying out repairs, discharge their catch to trucks on the causeway with the assistance of mobile cranes.

Berth Nº 5 and Nº 6: As indicated on the A. Storni Pier plan, this two berths are at a pier for fishing vessels, south side 156 m north side 142 m length, both 29 m wide, for vessels up to LOA 80m; a viaduct 195 m long and 9 m wide connects it to the main causeway, including a slop reception system at pier.

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South Patagonia Ports

South Patagonia Ports

Puerto Madryn

Almirante Storni pier

Comandante Luis Piedra

Buena pier

Caleta Córdova

Comodoro Rivadavia

Caleta Olivia

Puerto Caleta Paula

Puerto Deseado

San Julián

Punta Quilla (Santa Cruz)

Río Gallegos

Magallanes Area

Cullen Oil Terminal

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Ushuaia

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Location images for reference



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Comandante Luis Piedra

Buena pier

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Quick Info

Province of Buenos Aires

Specialities and port connections

Passenger



General description

It comprises the old and new quay. Connected to shore by a causeway 347 m long, the old quay is only suitable for small vessels; made of steel and reinforced concrete, length 100 m, 16 m width, depth alongside about 4 m.

Situated eastward and connected by a 286 m causeway (slightly at an angle), the new quay is 119 m long and 28 m wide, made of reinforced concrete exclusively for cruise ships up to LOA (240) 264 m, with two mooring points at 56 m and 105 m towards west on both sides of causeway, and one outlying dolphin 100 m eastward that allows, under certain circumstances to berth vessels up to 294 LOA. Depth alongside berth N° 1 and N° 2 (north and south) is 10 m to 17 m.

Location images for reference



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Río Gallegos

Magallanes Area

Cullen Oil Terminal

San Sebastián Oil Terminal

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Ushuaia

Quick Info

Province of Chubut

Lat 45°46'23.5"S Long 067° 19'24.9"W

Arg 37-59-75-H3 H-356

BA 552 3106

US 23010

Specialities and port connections

Petroleum



General description

This cove, about 12n miles northward of Comodoro Rivadavia, is a terminal for loading crude oil. In the SW of Caleta Córdova, close in shore, there is a breakwater forming a small harbor. There are two short concrete landing stages, one for use at HW, and the other, covered at half tide, only available at LW. Small fishing vessels discharge their catch here, and anchor and shelter. Launches also use there landing stages for taking crew to/from shore and for loading small quantities of provisions. There is also a small jetty in the harbour.

Operators: TERMAP S.A. buoy (Terminales Maritimas Patagonicas) loading is from a SPM buoy (CALM type) located at lat 45°46'28"S and lon 067°19'13"W in about 36 m(120') depth, delivering crude oil from deposits of 277000 cbm capacity, by a 32" 4100 m long pipeline to a 20" floating hose line at average rates of about 3800 cbm hour; limited to vessels minimum 39000 dwt and maximum 150000 dwt. Maximum bow draft allowed 18 m(59'). The buoy is 5m high, 12m diameter painted yellow, fitted with a fog siren and round yellow light. Yearly movement is about 7,5 million cbm.

Location images for reference



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San Sebastián Oil Terminal

Río Grande

Ushuaia

Quick Info

Province of Chubut

Lat 45°52'S Long 67°29'W

Charts

Arg. 30 -37 -H-314-356 B.A. 552 -3106

US 23010



General description

Comodoro Rivadavia, in the province of Chubut, with 173.000 inhabitants is the city with the largest population on the Patagonic coast. There are many oil wells in the area and there is also significant fishing and financial activity. Also, there is a substantial metalwork industry serving the oil extraction activity and other mineral exploitations. Comodoro Rivadavia is connected north, south and west of Patagonia, where it connects with Puerto Aisén and Puerto Chacabuco in Chile. The airport serves domestic and regional flights, with several daily flights to Buenos Aires and other destinations. There is a free zone in the port area.

Location images for reference



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Quick Info

Port description:

BREAKWATER: The breakwater is about 600 long, thereby giving protection to the harbor from the wind, sea and swell from the east and south.

Free Zone:

A 25.000 sqm free zone area including a 600 sqm warehouse located at port entrance, forms part of a major (550.000 sqm) industrial free zone situated in the vicinity of the city.

Roads:

Vessels may anchor off the port, except in the area reserved for tankers of 150 m on each side of a 2500 m line extending seaward from the General Mosconi pier.

Current:

Almost parallel to the shore and of little effect, being towards the south when ebbing and towards the north when flooding. Off shore it reaches up to 1,5 knots.

Pilots:

Pilots must proceed from Puerto Madryn as there are none on station locally.

Business hours:

Banks..... 0800/1300

Shops..... 0900/1200, 1500/2000

Customs house..... 0730/1600

Port administration..... 0800/1700

Public offices..... 0800/1300

Hotels:

There are three principal hotels and several

residential hotels of good standard.

Transportation:

Daily bus services via Highway N° 3 north to Buenos Aires, south to Río Gallegos/Ushuaia and intermediate cities. From the airport domestic airlines link Comodoro Rivadavia with Buenos Aires/Ushuaia and intermediate cities with regular daily flights.

Bunkers:

A pipeline is laid on to the commercial berth to permit bunkers of gasoil from two tanks in the port area.

Divers:

Available, for underwater inspection.

Fenders:

The new commercial quay is fitted with permanent fenders.

The new commercial quay is fitted with permanent fenders:

At the commercial quay fresh water is laid on to the quay.

Garbage:

Refuse skips are available adjacent to the quay.

Reefer plugs:

Available in port container yard.

Loadline:

Summer. See ILLC.

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Quick Info

Repairs:

The private naval repair shop mentioned above, operates a small syncrolift for vessels up to 2500 tons.

Port equipment:

The Port Administration owns 1x2 ton forklift truck and 1 mobile crane (45 ton SWL). Various private companies in the area rent mobile cranes and forklift trucks. Three warehouses with 660, 262 and 1.015 sqm covered area. Open storage (Custom controlled), paved 3.000 sqm for reefers, unpaved 4.500.

Stores/victuals:

Usual victuals available but convenient to request in advance. Due to limited local Supply, all usual ships stores should be ordered in good time.

Tides:

Semidiurnal.

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South Patagonia Ports

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Caleta Córdova

Comodoro Rivadavia

Muelle de ultramar

(Ocean going berth)

Fishing boat quay

General Mosconi oil berth

Caleta Olivia

Puerto Caleta Paula

Puerto Deseado

San Julián

Punta Quilla (Santa Cruz)

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Quick Info

Specialities and port connections

General Cargo



General description

A quay of 216 m was constructed on reinforced concrete and steel pilings. The harbour has been dredged to a depth of 8 m (26'3") at datum with 10 m (32'9") alongside the quay and leading lights have been set up to permit night-time as well as day-time entry and sailing. As from 2009 this berth is being extended to reach a total frontage of 288 m. The commercial quay referred to above has been constructed in front of the old "National" wharf and the space between them has been filled in to provide an ample area for working cargo.

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Muelle de ultramar

(Ocean going berth)

Fishing boat quay

General Mosconi oil berth

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Puerto Caleta Paula

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Quick Info

Specialities and port connections



General description

The inner harbour has been dredged to 8m (26'3") at datum alongside the quay for use by fishing vessels and, on the adjacent reclaimed land fill, a quay of 108m length has been built for fish discharging operations. Plans are to extend this berth to a frontage of 192m, expected to be ready in 2012. A small cold store has been built alongside this basin, whilst a small naval repair shop/synchrolift is operative for vessels up to 2500 tons. Cargo movement (Export, import and local trade) 2011 amounted 143000 tons. Once the trans-andean road route is fully paved, the port will be able to provide an efficient Atlantic/Pacific link with Puerto Chacabuco in Chile which is about 8 hours away from road.



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Specialities and port connections

 Petroleum by products



General description

Located in the northern side of the harbour, YPF tankers berth two anchors down and stern on to 4 mooring buoys in a depth of about 6,40 m (21 ft) at datum. The berth is managed for and used only by YPF vessels bringing gasoil or refined products from Puerto Rosales and Dock Sud, Buenos Aires, for the local market.

Discharge operations are via an underwater hose connected to a pipeline, at a rate of about 120/250 cbm/h.

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Quick Info

Province of Santa Cruz

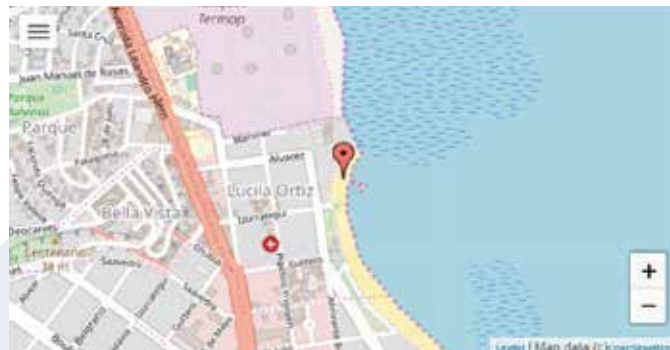
Off-Shore Oil Terminal

Lat 46° 26'S Long 67° 31'W

Arg. 59 -98 H3 B.A. 3106

Specialities and port connections

Petroleum



General description

Caleta Olivia is the northernmost city in the province of Santa Cruz, it has a population of about 43.000 and oil extraction is its main activity. Even though there is some commercial and financial activity here, being close to Comodoro Rivadavia (80 km away) many services are based there. It is located on Highway N° 3, which connects it with the main towns. The closest airport is in Comodoro Rivadavia. This city also serves the new port of Caleta Paula, some 3,5 km south. This cove is about 55 nautical miles south of Comodoro Rivadavia.

TERMAP S.A. buoy (Terminales Marítimas Patagónicas): Loading is from a SPM buoy (CALM type) located at 46° 25' 36" S and 67° 28' 32" W in 138 feet of water at low tide, receiving crude oil via floating line from deposits of 255.800 cbm capacity. The buoy, connected to shore via 36" pipeline 3100 m long, is 5 m high, 12 m diameter and painted yellow, in depth about 34 m (110'). It is fitted with a fog horn and all round yellow light; average loading rate of 4800 cbm per hour; floating hose line is 36", with a 16" connector. This buoy is used by vessels of minimum 39000 DWT, maximum 150.000 DWT, maximum bow draft allowed 18,00 m (59') Yearly movement about 7,5 million cbm.

Location images for reference



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Quick Info

Province of Santa Cruz

Lat 46° 28'S Long 067° 29'W

Charts: Arg. H-3 –H-310 –H-359

US 23010

Specialities and port connections

Fish

Containers

General Cargo



General description

Port general description: This port is located at the Caleta Paula inlet, 3,5 km south of the town of Caleta Olivia, designed to operate fishing trawlers, reefers, coastal and merchant vessels up to 140 m LOA. The port consists of a rectangular basin measuring 455 m x 250 m oriented in a ENE /WSW direction with an opening of 80 m at the center of its eastern side giving access to the basin from the sea through a channel 1250 m long, 150 m wide and depth in the channel is 7,50 m (24').

The northern side of the basin forms the quay of 455 m length for use by ocean going vessels of up to 140 m LOA; the northeastern entrance arm provides a berth 80 metres long for coastal fishing vessels or small craft. This additional quay gives a total frontage berth of about 535 m. At the premises, API. Astilleros (API Shipyards) is constructing a shipyard for vessels LOA 160 m, working around a syncrolift with transfer capacity up to 10,000 tons, 12,000 sqm covered area and pier for repairs 110 metres long.

The principal quay on the north side has a width of 40 m and depth at datum alongside is 9,60 m (31'). Tidal rise and fall averages approximately 6 m (19 ft). Both quays provided with fenders; towers provide day-like illumination for operations round the clock.

Location images for reference



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Quick Info

Province of Santa Cruz

Lat 47° 45' S Long 065° 55' W

Arg. 60, H-3, 316, 360, 361 B.A. 1306, 3106

US 23010, 23071

Specialities and port connections

 Fish

 Containers

 General Cargo

 Dry Dock



General description

Puerto Deseado is a small town in the province of Santa Cruz of 13.200 inhabitants and its main activity is fishing. It is located in the middle of a sheep breeding area and there is also some wool production activity. Puerto Deseado is connected by highways N° 3 in a north-south direction, N°281 and by N°25 towards the west. There is a small airport for domestic flights.

Location images for reference



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Quick Info

Port general description:

It is the center of the local fishing industry and about 60/65 fishing vessels operates annually.

There are 8 fish processing plants in the town and an average of 70/90 foreign going reefer vessels call every year; all fish exports take place alongside using local stevedores, there being no direct transshipment at anchor off the port. Also, recently mining operations in the province of Santa Cruz have impacted on foreign trade through this port. (NOTE: due to a circumstantial low profitability of fish catches, the port has decreased its activity in the last two years).

Berths:

There are three adjoining wharfs at Puerto Deseado, all lying at an angle to each other:

Berths 1 to 4 are used by ocean going vessels and berths 5 and 6 by fishing vessels, with fresh water, electric power and fire fighting system; slops only at berth 1&2. Additionally, east of berth 1 a floating landing stage (steel pontoon) is being built in position known as "Sitio 0" (berth N° 0); 75 meters long, 13 meters wide, for vessels up to LOA 90 m and 1.800 ton, fixed to shore by 2 pivoting steel arms, and one 4 m wide causeway; depth abt. 10,50 m (34 ft) at datum. Gas oil available locally from storage tanks on quay, however fuel oil must be requested via Buenos Aires in plenty of time to be supplied by tank lorries from Bah'a Blanca or Comodoro Rivadavia. Within the port area, a private firm operates a dry-dock for fishing vessels and its effective dimensions are 87,5 x 15 m. There is also an adjacent wharf offering 50 m frontage for fishing vessels repairing, laying by or

discharging. Available a 900 HP launch used for pilotage and other services.

Depths/Restrictions:

Entry into port is governed by depth on the bar, which is adjacent to the berths and has a depth of 4,10 m at datum. Vessels berth with 6/7 shackles out on the port anchor, starboard side to the quay without tugs, as soon as the ebb tide starts to make. Unberthing takes place about one hour before high water. There are no official LOA restrictions and vessels of up to 180/190 meters LOA have berthed. However, winds at the time of berthing need to be taken into consideration and agents/pilots should be consulted before committing a vessel over 170 meters LOA. Due to the depth on the bar the maximum permitted draft is 8,20 m ; however, plans are to dredge at the bar to allow drafts of 9,70 m.

Roads:

SSE of Foca Rock, depth 15-20 m (49-65 ft). Sailing directions recommend the anchorage at lat 47° 47' S Long 65° 47' W. Vessels can also anchor closer to pilot station at 47° 46' S 65° 49' W. NOTE: Sunken vessels at 47° 45' 47" S 65° 54' 25" W (Mar Brillante) and 47° 46' 05" S 65° 50' 07" W (Magallanes II).

Channel width:

200 m.

Currents:

At entrance channel up to 5 or 6 knots; adjacent to berth about 1,5 knots (both cases direction

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Deseado Prefectura Naval Radio (Coastguard) on 4149/4125/8294 Khz. Callsign L4N. VHF on channels 9, 12, 14, 15 (meteorology) 16 y 77. Emergency and security calls 2182 Khz and channel 16.

Medical aid:

Available at Municipal Hospital and also at private clinic.

Hotels:

Two good hotels with others of lesser category.

Transport:

Bus services to Caleta Olivia and Comodoro Rivadavia with connections to Buenos Aires/Río Gallegos and other intermediate cities.

Domestic flights:

available at Comodoro Rivadavia and Río Gallegos.

Gangway watchmen:

Compulsory for all vessels of over 2000 ton GRT.

Loadline:

Seasonal winter zone (16th Apr ¥15th Oct) See ILLC.

Repairs:

At COSERENA dry dock and slipway, for fishing vessels/small craft. Naval, electrical, electronic repairs can be carried out but spares are not available locally.

Port equipment:

Mobile cranes: 1x50 ton, 1x45 ton, 1x41 ton. Private contractors working in the port also operate

mobile cranes and forklift trucks.

Stores/victuals:

Available in the city. Due to limited local stocks any orders should be placed in good time.

Salvage:

The Prefectura Naval (Coastguard) has a cutter stationed at Puerto Deseado, and the pilot launch is also available.

Tugs:

Vessels berth/unberth without the aid of tugs. However, with larger vessels and in certain conditions the pilot launch assists as required.

Open storage:

About 10.000 sqm on quay and adjacent spaces and a truck area of 8000 sqm.

Warehousing:

Bonded warehouse of 650 sqm covered area.

Reefer plugs:

Not available in port. Available in private container yard.

Divers:

Available for inspections.

Bunkers:

Available at all berths.

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Fresh water:

Available at all berths.

Electricity:

380 V available at quays.

Berth assignment:

By port authority.

Fumigation and Slops:

Available on request, by private companies.

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Quick Info

Province of Santa Cruz

Lat 49° 15'S Long 067° 40'W

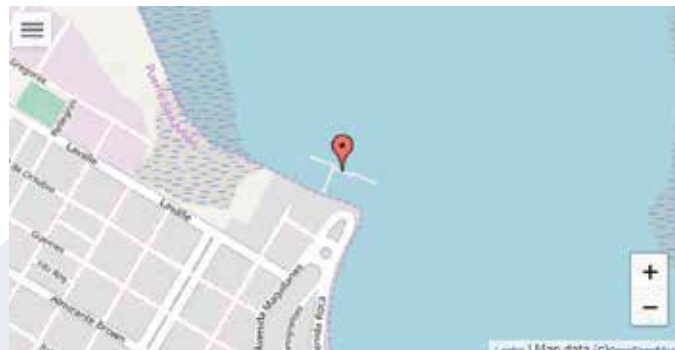
Arg. H-364, H-317, H-413 B.A. 3107, 3226, 3106

US 23000

Specialities and port connections

 Fish

 General Cargo



General description

San Julián is a small town in the province of Santa Cruz of some 7000 inhabitants located in a mining area (Cerro Vanguardia).

There is also sheep breeding and a modest tourism activity based on the nearby animal reserves and also a small fishing industry; it is located on the Highway N° 3 which links all the main patagonian towns. The closest commercial airport is in Río Gallegos, some 350 kilometers away.

Location images for reference



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Quick Info

Port activity:

For the last decade the port has been idle; however, ocean going refrigerated vessels enter to receive frozen squid or other, from vessels fishing in the area; transshipments are effected either alongside or at the outer and inner anchorages.

Description of berth:

A concrete jetty on pilings situated adjacent to Punta Caldera composed of a platform, 62 m long, 20 m wide, parallel to the shore with two outlying mooring dolphins at 60 m from each end, connected by metal gangways. The jetty lies about 100 m from the shore, connected by a causeway. The approach ashore is wide and paved and there is a port warehouse equipped with one forklift truck. During 2009, the electrical gear at the pier was renewed.

Access:

By northern channel on rising tide on bearings shown on chart.

Depth:

Northern access channel, about 1,20 m (4 ft) at datum. Alongside berth about 6,20 m (20 ft) at datum. Restrictions: Pilots recommend maximum draft around 6,40 m (21 ft) depending on tidal conditions, with daylight only entering/sailing.

Port equipment:

Mobile cranes: 1x50 ton, forklifts: 1x3 ton, 1x2 ton.

Roads:

With strong westerly wind anchorage SE of Cabo Curioso with about 8 shackles out is recommended. Pilots: No pilots stationed locally and must embark/disembark at outer roads of Santa Cruz or Puerto Deseado.

Slops / Sludge:

By truck.

Local communications:

San Julián Prefectura Naval Radio(Coastguard) call sign L4M. R/T on 2, 3, 4, 5, 6, 8 Mhz. VHF on channel 12, 14 (continuous).

Medical aid:

Available at District Hospital and 2 private clinics.

Hotels:

Three small residential hotels/hostels.

Transport:

Regular bus service via Highway N° 3 north to Buenos Aires and south to Río Gallegos via intermediate cities. Flights once a week connecting to cities north and south but often irregular.

Loadline:

Seasonal winter. See ILLC.

Repairs:

Minor repairs only can be carried out.

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Stores/victuals:

Early advise must be given as there is a limited quantity of most commodities.

Tides:

Semidiurnal.

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Quick Info

Province of Santa Cruz

Lat 50° 07'S Long 068° 25'W

Arg. 261, H-367, H-3, H-4 B.A. 3107, 3226

US 23051, 23000

Specialities and port connections

 Fish

 General Cargo



General description

Puerto Santa Cruz, a small town in the province of Santa Cruz of some 3800 inhabitants is the closest settlement (17 Km) to Punta Quilla. It has a modest commercial activity and there is no industrial activity except that related to fishing. Punta Quilla is approximately 42 km away from the highway which runs along Patagonia in a north/south direction linking the main towns. The closest commercial airport is in Río Gallegos (approx. 250 km away) with domestic flights.

Location images for reference



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Puerto Madryn

Caleta Córdova

Comodoro Rivadavia

Caleta Olivia

Puerto Caleta Paula

Puerto Deseado

San Julián

Punta Quilla (Santa Cruz)

Río Gallegos

Magallanes Area

Cullen Oil Terminal

San Sebastián Oil Terminal

Río Grande

Ushuaia

Quick Info

Port general description:

Fishing activities presently involve squid fishing vessels, both of Argentine and foreign registry, mostly from February to August, as well as the reception of supply boats attending off shore oil rigs in the area. Fishing vessels usually transship their catch to ocean going vessels at the inner anchorage, otherwise they discharge to the cold store ashore, and this catch is later exported on reefer vessels loading alongside. Fishing vessels also use Punta Quilla for general supplies and repairs.

Berth description:

Punta Quilla is a well made reinforced concrete pier orientated in a NW/SE direction, of 158 m length and 30 m wide, with two outlying mooring dolphins located 60 m from each end of the pier. Depth alongside 10,60 m (34 ft) at datum. The pier is connected at an angle to shore by an access causeway 250 m long and 9 m wide. Berth N° 1 and N° 2 allow vessels to berth on both sides of the pier but the inner berth (N° 2) is normally only used by small craft such as supply boats.

CAUTION: Due to the strong current of up to about 6 knots and a tidal rise and fall of 11/13 m (36/42 ft) a careful watch on deck should be maintained at all times.

Berth assignment:

Port Administration grants berths as per order of arrival. However, sometimes priority is given to naval transport command vessels depending on the type of cargo they are carrying.

Restrictions:

No maximum LOA stipulated. However advisable consult for vessels over 180 m. Largest vessel to berth to date was of LOA 220 m which loaded an experimental shipment of 36.000 ton of coal ex Río Turbio from coastal craft.

Pilots:

Compulsory for foreign vessels; pilots are not stationed at Santa Cruz and must be requested privately to Puerto Madryn or Ushuaia, recommended 48 hours in advance. Pilots embark-disembark by launch at outer anchorage.

Roads:

Pilots recommend anchoring 4,5 miles south of Santa Cruz beacon in depth of around 40 ft at Latitude 50° 14' South Longitude 068° 22' West. Due to the strong current and danger of high winds it is advisable to anchor with as much chain out as possible.

Depths:

The least depth in south access channel is 1,22 m (4 ft) at datum and at Punta Quilla anchorage and alongside berth 10,60 m (34 ft) at datum.

Access channel/entrance:

Vessels should enter on the rising tide using the south channel, berthing port side to quay when the tide starts to turn. Sailing is normally arranged for half an hour before high water. The current runs practically parallel to the pier.

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Local communications:

Santa Cruz Prefectura Naval Radio (Coastguard), call-sign L4L. R/T on 2, 4, Mhz and VHF channel

16. Punta Quilla Prefectura Naval Radio (Coastguard), call-sign L4K on VHF channel 12.

Business hours:

Port administration 0700/1900

Coastguard 24hs

Customs 0700/1900

Banks 1000/1500

Shops 0900/1200, 1500/2000, 0900/1300 sat

Public offices 0700/1300

Stevedoring 0700/1300, 1300/1900, 0700/1300 sat

Local holidays:

December 1st (Anniversary of city's foundation).

Medical aid:

There is a fully equipped regional hospital available. Serious cases are sent to Río Gallegos by ambulance to be treated there or to be sent to Buenos Aires.

Hotels:

There are three small residential hostels.

Transportation: Daily bus service from Santa Cruz north to Bahía Blanca and Buenos Aires and

South to Río Gallegos/ Punta Arenas. There is, at present, one flight a week from/to local airport in the same directions, however Río Gallegos is less than three hours by road with daily flights to Buenos Aires and other coastal cities.

Bunkers:

There is a gas oil tank at Punta Quilla adjacent to the berth with a storage capacity of 3000 cbm permitting vessels to bunker via pipeline. Fuel oil can also be delivered by truck if requested not less than three working days in advance.

However, allowance must be made for slow intake/delivery, 100 Tons/Hour.

Slop/sludge:

By truck.

Loading/discharging rates:

Fish/gencargo 80/100 MT/shift per gang.

Fenders:

Berths fitted with fixed rubber fenders.

Electric Power:

Available at pier.

Fresh water:

Supplied via pipeline from a 700 cbm deposit at rate of about 35 cbm/h.

Garbage:

Garbage in drums can be transferred to trucks. Port Authorities have two refuse skips available.

Loadlines:

Seasonal winter zone (Apr 16th -October 15th).
See ILLC.

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Repairs:

A local workshop can attend minor deck/engine repairs.

Shore cranes/port equipment:

3 UNEPOSC mobile cranes of 50 ton SWL available plus 2 forklift trucks, SWL 2x2,5 , 1x4 and 1x7 ton as well as 1 x 80 ton hire by private contractor.

Stores/victuals:

The ship Chandler is also owner of the local supermarket and usual kitchen stores available provided sufficient advance notice given.

Warehousing:

Warehouses/enclosed open storage yards and cold store at and adjacent to Punta Quilla pier are as follows:

- 1) UNEPOSC Port Administration. Bonded warehouse 4800 cbm. Open storage area 4200 sqm.
- 2) BAHIA GRANDE. Cold storage with capacity for 2000 ton frozen fish. Open storage area 3500 sqm.
- 3) UNEPOSC Customs controlled open storage area 4500 sqm.
- 4) UNEPOSC Customs controlled warehouse 1250 sqm covered area.
- 5) TOTAL 2 x 450 sqm warehouses on lot of 9626 sqm.
- 6) TOTAL 2 x 360 sqm warehouse on lot of 10.057 sqm.
- 7) TRANSMARINE Muelles y Depósitos. 780 sqm warehouse on lot of 9726 sqm.

Tides:

Semidiurnal.

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Province of Santa Cruz

Lat 51° 36'S Long 69°01'W

Arg. H-451a, H-451b, H-452 B.A. 3107, 3813

US 23000

Specialities and port connections

Petroleum

Bulk Cargo



General description

Río Gallegos is the capital of Santa Cruz, the southernmost continental province in Argentina; it has a population of 92.000 and significant administrative, commercial and financial activities. This is the point of exit of the coal production of Río Turbio, some 250 km west, and of other minor mining enterprises. Sheep breeding is quite important in this area, however the most important activity is the oil extraction. In Río Gallegos the southern Patagonia highways meet, both the coastal and mountain roads. A narrow gauge railway connects the coal mines in Río Turbio (at the frontier with Chile) to the wharfs at Punta Loyola. There is an airport serving domestic and regional flights.

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Description of port and berths:

Río Gallegos has four wharfs. The original El Turbio, Gas and Fiscal Wharfs near the city, and the Presidente Illia quay at Punta Loyola. The El Turbio, Gas and Fiscal (general cargo) wharfs are used solely by Argentine vessels engaged in the domestic trade. These berths, which are not described here in detail, have draft limitations of around 5,20 – 6 m (17-20 ft) and vessels are required to lie hard aground at low tide, meaning that in most cases ships will be left high and dry. Vessels of LOA up to 130/140 m use these berths.

Berth assignment:

Berthing priority is granted according to vessel's order of arrival, providing arrival notice is duly given to L31 Prefectura Naval Radio.

Roads:

Pilots recommend anchoring about 8 miles NE of Banco Light Beacon at 51° 33'S 68° 47'W.

Access:

This is via the North Channel (entrance via South Channel not possible and suspended) as indicated on the chart using leading beacons and courses as shown with allowance for strong current. Vessels enter on a rising tide to usually arrive off the berth and come alongside at the beginning of the ebb tide. Sailing is usually an hour or so before high water.

Depths:

North access channel: minimum 0,8 m at datum (reported 0,6 m sailing 200 yards out of leading beacons courses).

Tide/current:

The tide turns quickly and the current reaches speeds of 6-7 knots. Prevailing winds are W/SW.

Pilots:

Ships of LOA > 120m must take pilot. Pilots are not stationed at Río Gallegos and must be requested not less than 48 hrs in advance to embark outside north channel; otherwise, pilot should be embarked at Puerto Madryn or Punta Quilla

Local communications:

Río Gallegos Radio, call sign LPG on VHF channel 26 (07:00/24:00) on HF receiving 4092 Mhz, trans 4384 Mhz. Río Gallegos coastguard, call sign L3C W/T on 500 Khz – R/T on 2-4 Mhz – VHF ch 16(continuous) L31 VHF ch 9,12,14,16 (continuous).

Business hours:

Port Administration 1300/2000
Coastguard 24hs
Immigration Dept 0800/1600
Shops 0900/1200,1400/2000
Banks 1000/1500
Public offices 0700/1500
Stevedores 0700/1300,1300/1900, 0700/1300 sat

Local holidays:

December 19th (anniversary of city's foundation),
January 31st (Patron Saint day) Optional for business, overtime for stevedores.

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Medical aid:

There is a new modern public hospital and 4 private clinics capable of providing adequate attention.

Hotels:

There are several hotels of different standards up to 5 star category, and two apart-hotels.

Transport:

Regular airline services by four domestic airlines to Buenos Aires, Ushuaia and intermediate cities.

Regular bus services to Buenos Aires and intermediate cities as well as to Ushuaia and Punta Arenas. Rail link with the Rio Turbio coal mine.

Slop/sludge:

By truck

Divers:

There are qualified divers authorized by Prefectura Naval at Río Gallegos.

There are qualified divers authorized by Prefectura Naval at Río Gallegos.:

The Presidente Illia berth is fitted with rubber fenders.

Fresh water:

Although there is a fresh water fire fighting system in the quay, presently only available by truck at Punta Loyola.

Loadlines:

Seasonal winter zone (Apr 16th – Oct 15th).

Repairs:

Radio equipment service only available.

Cranes/port equipment:

Up to date the wharfs near the city are inoperative, so all equipment was sent to other ports; if necessary, available from private owners.

Stores/victuals:

Victuals and ordinary kitchen stores available locally but should be ordered in good time.

Tides:

Semidiurnal.

PRESIDENTE ILLIA QUAY TEMPORARY

RESTRICTIONS:

as per Anexo alpha to Disposición PNA S.NAV

NAg N° 115/95 (modified by PNA S. NAV. NAg N° 129/95 and 34/97).

1) Max LOA 230 m.

2) Max beam: Presently no restriction as per Disposición PNA S.NAV NAg N° 34/97

3) UKC. Not less than 15% of the vessels' draft in static conditions (flat calm).

4) Vessels are prohibited from meeting in the access channel, the deepest draft vessel having priority.

5) Vessels of LOA >120 m prohibited to enter or sail at night.

6) Anchoring of only one vessel with LOA >120 m permitted in inner anchorage, provided a) the berth is free or b) vessel alongside is berthed bow out.

7) Visibility must be sufficient to permit visual recognition of leading beacons.

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8) Berthing/unberthing prohibited in winds exceeding 50 kph (Force 6/7)

Note on item 5: on occasion exceptions have been granted by PNA (Coastguard) to permit vessels of LOA >120 m to leave quay at night and anchor off berth at inner anchorage awaiting day light. Due to the strong current (about 6 to 7 knots) and tides of 11 to 13 m, a careful watch on deck must be maintained at all times.

Presidente Arturo Illia (Punta Loyola) Quay:

This quay, owned 25% by YPF and 75% by YCRT, is situated in deeper water at Punta Loyola, some 40 km by road from R'o Gallegos. A causeway of 280 m length by 9,8 m width joins the berth to the shore. The quay itself being 182 m in length with two outlying mooring dolphins giving an overall length of 400 m. Not advisable to operate

medium or small ships (LOA less than 110 m). This quay was built for loading crude oil from the nearby oil fields and coal from the Río Turbio mine. Initially only oil was loaded but coal has also been shipped, a railway having been built joining the quay with the mine and a conveyor belt laid on the quay, together with a loading tower. To date, no coal from Río Turbio has been utilized for domestic consumption (formerly being shipped to the power station at San Nicolás), whereas crude oil has been loaded for both local consumption and export.

A draft limitation applies at the berth (see below) and tankers if so required can continue loading further south at TOTAL's Hidra SPM buoy at Cullen or at San Sebastián Bay or further north at TERMAP's Caleta Olivia or Caleta Córdova SPM

buoys. Temporary restrictions are in force regarding the use of the berth as per Disposición PNA S.NAV NAg N° 115/95. This means that vessels presently sail with drafts of around 7,70 m (25'5") at neap tides and 9,45 m (31 ft) at spring tides, the maximum in the past having been 11 m (36 ft). This PNA restrictions are in force until such a time as buoyage is improved, a tide gauge installed and new soundings of the approaches and entrance taken and charts up-dated.

Warehouses:

The Port Administration has a bonded warehouse of 1920 sqm adjacent to the town berth as well as 1300 sqm of open storage.

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Arg. H-424

B.A. 1692, 554



General description

Mouth of the Magallanes Straits between the Provinces of Santa Cruz and Tierra del Fuego, Antártida e Islas del Atlántico Sur.

Austral Marine Basin No. 2A North (CAM-2AN), under concession but unoperative at present. Magallanes Basin (AM), under concession. Five jackets are in place and operative supported by helicopters from shore.

Austral Marine Basin 2A South (CAM-2AS), operative under concession, known as 'Poseidon'.

Although there are presently no loading facilities, vessels in the area should be aware that maintenance and exploration activities are frequently being carried out.

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Province of Tierra del Fuego,

Antártida e Islas del Atlántico Sur.

Lat 52° 55'S Long 68° 22'W

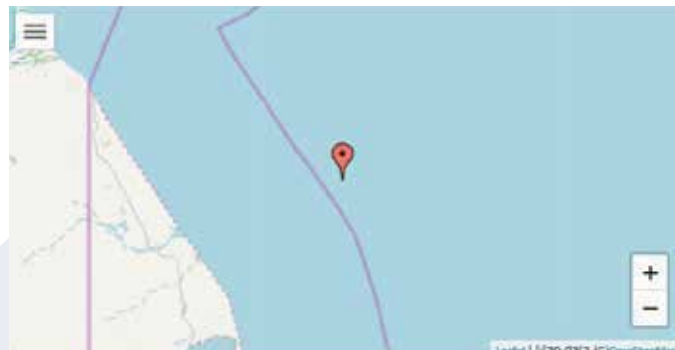
Arg. 60, H-424

B.A. 554

US 22036

Specialities and port connections

Petroleum



General description

Austral Marine Basin N° 2 (CAM2, Hidra/Carina Field): The Hidra field is located 13 km offshore from Cullen and north of San Sebastián; the field forms part of the concession being exploited by Total Austral and Hidra is the first off shore oil field to come on stream in Argentine waters. The Hidra complex consists of two fixed wellhead platforms, Hidra North and Hidra Center, interconnected by submarine pipe-line and similarly interconnected from Hidra Center to the processing and storage terminal on shore at Cullen. Oil, gas and water are pumped ashore for processing and the oil is thereafter stored/returned to a SPM buoy for tanker loading operations.

Location images for reference



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Location/details of Off Shore Platforms/SPM buoy:

Hidra north 52°49'142"S 68 ° 13'15,4"W

Hidra center 52°50'11,5"S 68 ° 10'50,5"W

SPM buoy 52°48'11,8"S 68°13'29,6"W

The SPM buoy (CALM type) is 4,4 m high, 10 m diameter painted orange and fitted with an all round white light, emits fog signal "U", and lies in 30 meter of water. Load rate is 1500 cbm/h.

Min/Max permitted dwts: 18.000 – 150.000 ton.

Pipeline is 22", loading hose 2×12". There is no ballast line.

The Total Austral Loading Master also acts as Pilot and boards on arrival. Coastguard, Customs and Immigration authorities are based at Río Grande.

In addition to the above, a sub-sea well denominated ASM-I (ARGO) with pipeline connection to Hidra center has been established at Lat 53° 43'40"S Long 68° 12'52"W. The sub-sea well is unmarked and anchorage is prohibited within one mile of the well and the pipe-line connection to Hidra Center.

Prohibited anchorage zone: a) 52° 50'S 68° 25'W

b) 52° 55,7'S 68° 19'W

c) 52° 50,7'S 68° 06,6'W

d) 52° 45,4'S 68° 12,4'W

Annual loading operations at the buoy is about 800.000 tons, almost all being exported.

Vessels loading at the buoy, may, depending on circumstances, also load at Punta Loyola or Caleta Olivia/Córdova.

The nearest city is Río Grande about 140 km (80 km paved and 60 gravel) distance to the south via highway N° 3.

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Province of Tierra del Fuego,

Antártida e Islas del Atlántico Sur.

Off Shore Oil Terminal.

Lat 53° 17'S Long 68° 14'W

Arg. 62, H-4, H-460, H-425

B.A. 554

US 22036

Specialities and port connections

Petroleum



General description

Characteristics: This terminal, named "Cargadero Cruz del Sur", is operated by Petrolera LF Company.

Situated on the south side of the bay is a tank storage terminal connected by a pipeline 4500 long to a pair of loading/discharging SPM (Single Point Mooring) buoy CALM type, situated at 53° 16' 22" S 68° 12' 55" W, for loading crude and/or discharging oil by-products at a rate of 1500 cbm/h. Depth 22 m, for ships up to 60.000 DWT. Yearly production is about 700.000 cbm of oil.

Loading Master also acts as Pilot and boards on arrival. There is a small wharf, 40 m length, built where the pipeline emerges on shore and is used by small craft attending operations at the buoys. Coastguard, Customs and Immigration authorities are based at Río Grande. The nearest city is Río Grande about 140 km distance (paved 80 km and 60 gravel) to south, via highway N° 3.

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Province of Tierra del Fuego,

Antártida e Islas del Atlántico Sur.

Lat 53° 48'S Long 67° 45'W

Arg. 62, H-462

B.A. 1373

US 22036



General description

The city of Río Grande has 64.000 inhabitants and it is located on the Río Grande river in the province of Tierra del Fuego, Antártida e Islas del Atlántico Sur. There is some industrial activity related with wool and the assembly of home appliances. It is connected with Ushuaia and the continental territory by highway N° 3 and through Chilean territory using barges to ferry across the Magallanes Strait. The local airport handles domestic and international flights.

Location images for reference



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Port general description:

Presently no shipping operations are carried out at Río Grande. Since July 1999, budget problems stopped the ongoing construction of a new quay at Caleta La Mision, started in 1998 for a planned period of 28 months; the planned quay, located 12 km north of the city, will be as follows: length 160 m, width 20 m, with 2 outlying mooring dolphins. The quay will be joined to the shore by a 1620 meter long, 9 meters wide viaduct, will be protected by a breakwater and suitable for vessels of up to 40.000 ton deadweight, 10,70 m (35'1") draft.

During 2012 studies are being carried out and a decision is to be made on continuing or not with the project. The authorities who attend tankers loading at San Sebastián Bay and the Hidra field are stationed here. In case of emergency, Río Grande is the nearest city to these two loading terminals.

Medical aid:

There is a regional hospital plus two private clinics and an ambulance service available to offer immediate or emergency attention, otherwise patients can be flown to Buenos Aires on daily flights. An ambulance plane belonging to the province is also available.

Business Hours:

Port Administration 0700/1300

Coastguard 24hs

Customs 0800/1400

Public offices 1300/1900

Shops 0900/1200,1500/2030, 0930/1300 sat

Banks 1000/1500

Local communications:

Río Grande Prefectura Naval Radio (coastguard)

L4F R/Ton 2,3,4,5,6,8 Mhz

VHF onch 9,12,14,16 (continuous)

Transport:

From local airport 2 domestic airlines provide daily connections to Buenos Aires and intermediate cities. Regular bus Service by highway N°3 to Ushuaia.

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Province of Tierra del Fuego Antártida e Islas del Atlántico

Lat 54°48'S Long 068°19'W

Arg. H-477, H-478, H-480

BA. 3423, 3425

US 22430, 22433, 22436, 22437

Specialities and port connections

Fish

Containers

Passenger



General description

Ushuaia is the capital of the Tierra del Fuego province, and has a population of about 58.000. The main economic activities are cattle breeding, tourism, the production and assembly of home appliances and fishing activities as a base for longliners and trawlers and local crab fishing. Road communication with the continent is through highway N°3, which enters Chilean territory up to the Magallanes Strait (crossed by ferry). The local airport serves domestic and international carriers.

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Port installations:

This port lies on the NW side of the Ushuaia Bay and consists of the commercial pier, which has been considerably extended the Naval Base pier, and the Orion oil jetty. Ushuaia is also a Naval Base and the Argentine Navy has a small floating dry-dock moored at the western end of the commercial pier on its south side. There are ongoing studies to re design the port, including passenger terminal, container, gencargo and naval repair areas.

Description of port:

- 1) The commercial pier juts out into the bay in a SSE direction (see map); it has a berthing front of 679 m on the south side and 517 m on the north side, with an additional mooring dolphin located a further 28 m beyond the pier; it was also broadened to a width of 28 m. The pier is built on a shelving beach and depth at datum alongside is 9,80/10,40 m (32/34 ft) at the eastern end and 3,80/6,10 m (12/20 ft) at the western end.
- 2) The Naval Base pier, about 0,3 miles NE from Commercial pier, 80 m long, for exclusive use of small navy vessels.
- 3) The Orion oil jetty, situated about 0,5 miles NE of the Commercial pier. It is a narrow "T" shaped jetty extending about 85 m from the shore with a frontage of 30 m at its head, 10 m width and fitted with outlying mooring points. It is used by coastal tankers to discharge CPP for local Tierra del Fuego consumption to shore storage tanks. Ships berth starboard side to the jetty and depth alongside is about 9,60 m (32 ft) at datum. The berth is occasionally used by small passenger

ships or vessels taking bunkers directly at the jetty. (see Bunkers).

Commercial operations:

- a) Tourism: A considerable number of passenger vessels call between December and March, mostly taking passengers on Antarctic cruises. A minimum of five days berthing notice is required by the port authorities, cruise vessels having absolute berthing priority. When these vessels cannot berth alongside due to weather conditions they usually anchor close in at anchorages indicated on the chart within the 10-20 fathom lines. During the 2010 – 2011 season, a total of 275 entries were registered.
- b) General cargoes, for the most part connected with the electrical industry, are shipped almost entirely in containers; container movement in 2011 amounted to abt. 36.000 units.
- c) Fishing: This is presently carried out by locally based vessels which transship their catch directly to foreign flag reefer vessels whilst moored to the pier with the receiving vessel lying second off. Exports in 2011 amounted to 1.640 tons, including local factories products.

Pilots:

Argentine pilot boarding points are as follows:

- a) Vessels arriving at the eastern end of the Beagle Channel: 1,5 miles off Moat Point, or adjacent to Cape San Pío, or in the case of bad weather in the shelter of Slogget Bay.
- b) If arriving from the west the pilot is taken off Roca Perón at the demarcation of the Chilean/Argentine jurisdiction.

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Puerto Deseado

San Julián

Punta Quilla (Santa Cruz)

Río Gallegos

Magallanes Area

Cullen Oil Terminal

San Sebastián Oil Terminal

Río Grande

Ushuaia

Quick Info

c) Vessels proceeding from the Chilean port of Port Williams take the Argentine Ushuaia port pilot at Les Eclaireurs.

Pilots are locally based.

Weather:

Ushuaia is located in a relatively sheltered bay, however gale force winds can often be encountered, particularly from the west and south. Even though weather predictions are acceptably accurate, conditions may vary unexpectedly.

Local communications:

Ushuaia Coastguard L3P – W/T on 550 Khz R/T on 2,3,4,5 Mhz Vhf on ch 16

Ushuaia coastguard L3O – L3P VHF on ch 9,12,14,16,77 (continuous)

Business hours:

Port administration 0700/1700

Customs 0700/1600

Coastguard 24hs

Immigration dept 0900/1230

Shops 0900/1230, 1500/2030

Banks 1000/1500

Stevedores:

There are two stevedoring companies and one cooperative offering their services working in shifts of 6 or 8 hours with overtime weeknights +50%, weekends +100%. Notwithstanding this, cooperatives frequently quote an all in tonnage rate for the job.

Local holidays:

June 1st and October 12th.

Medical aid:

Available at Regional Hospital and one private clinic, including emergency ambulance service in port area via VHF channel 6. Provincial ambulance-plane available in emergency. Also pilot boat or PNA craft can attend for emergencies within the bay.

Hotels:

20 are available of different categories. Bookings 30 days in advance advisable during summer season.

Transportation:

Daily flights to/from Buenos Aires, Río Grande, El Calafate and Río Gallegos as well as Punta Arenas in the summer months.

Bunkers:

Gasoil available from Orion Repsol-YPF pier/storage tanks and supplied to commercial pier by truck. In case of need vessels of up to 150 m LOA and around 30 ft draft can berth directly alongside the Orion jetty to bunker. Fuel oil presently not obtainable. All arrangements, either locally or with brokers at Buenos Aires should be made in plenty of time.

Divers:

Qualified divers available for underwater inspection, etc.

Ports

South Patagonia Ports

South Patagonia Ports

Puerto Madryn

Caleta Córdova

Comodoro Rivadavia

Caleta Olivia

Puerto Caleta Paula

Puerto Deseado

San Julián

Punta Quilla (Santa Cruz)

Río Gallegos

Magallanes Area

Cullen Oil Terminal

San Sebastián Oil Terminal

Río Grande

Ushuaia

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Electricity:

Available on the pier at 220/380 V, however connections to the vessels are not available.

Fresh water:

Available at Commercial pier. Supply rates north side 60 TPH and south side 40 THP. (However, if the pier is occupied by more than one vessel and they are simultaneously taking freshwater the rate will drop accordingly as low as 5/10 TPH).

Gangway watchmen:

Compulsory for foreign flag vessels over 2000 GRT.

Garbage:

Agents must contact authorities who require to inspect garbage prior to permitting its discharge to refuse skips.

Launches:

Four launches available for transporting passengers/crew/stores to/from vessels at anchor.

Load line:

Seasonal winter zone (April 16th – October 15th)
see ILLC.

Repairs:

Limited repairs can be carried out.

Cranes/port equipment:

Port administration has 1×0 ton reachstacker, 1×7 ton and 2×2,5 ton forklift truck. Additionally,

private contractors have 4×45 ton container top loaders, various mobile cranes and forklift trucks.

Stores/victuals:

Available from local Ship-chandlers. Also, if appreciable quantities required by cruise vessels, from chandlers at Buenos Aires or Bahía Blanca.

Tides:

Semidiurnal.

Warehouses:

Bonded warehouse of 1300 sqm covered area belonging to Port Administration plus 2 privately owned warehouses available.

Open storage:

The Port Administration storage area can accommodate about 800 TEUS and has facilities for 90 reefer containers.

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Fray Bentos
M'Bopicuá



General description

Official name

República Oriental del Uruguay.

Geographical position:

Bordering with Brazil (N), Atlantic Ocean (E), River Plate (S) and Argentina (W). Area 176.215 sqkm.

Capital:

Montevideo.

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PFlag:

Four equal horizontal light blue stripes on a white field with a golden sun having sixteen rays, inset in a white canton in the upper left hand corner.

Dates:

When numbers only are used, the order is as follows:

day month year (i.e. 5th July 2013 is 05/07/13).

Numbers:

Decimal system.

Weights and measures:

Metric system.

Currency:

Peso Uruguayo (\$), rate of exchange: Floating.

Political division:

Uruguay is divided into 19 departments, including Montevideo, which in terms of decreasing size are as follows: Tacuarembó, Cerro Largo, Durazno, Paysandú, Salto, Lavalleja, Florida, Artigas, Rocha, Rivera, Treinta y Tres, Soriano, Rio Negro, San José, Colonia, Canelones, Flores, Maldonado and Montevideo.

Principal cities:

Census 2011: Montevideo (1.292.000 inhabitants), Canelones (518.000), Maldonado (161.000), Salto (124.000) Colonia (123.000), Paysandø (113.000).

Population data:

Total population is about 3.252.000 (census 2011) with a density of 18,45 inhabitants per sqkm. 90% of the population reside in urban zones, and about 40% is concentrated within Montevideo and

nearby suburban areas. The demographic growth is 0,24% (2011). More than 90% of Uruguayans are of European descent, mainly spaniards, the remainder being persons of indigenous or African extraction and mixed races. Religion is separated from the State and there is complete freedom of worship. The official language is Spanish.

Orography:

There are three independent ranges of hills, the main one being Cuchilla Grande, situated between the Mirim Lagoon, the Atlantic Ocean and the rivers Uruguay, Negro and Plate, of which the highest peak is Sierra de las Animas of 500 m (1640 ft) with Santa Ana and Haedo to the north.

Lakes and rivers:

Four main river systems exist, namely,

1) Uruguay, Cuareim, Arapey, Dayman, Queguay, Negro and San Salvador rivers.

2) River Plate, San Juan, Rosario and Santa Lucia, and together with the smaller rivers or streams de las Viboras, de las Vacas, San Pedro, Riachuelo, Sauce, Cufre, Pavon, Preyra, Pando, Solis chico, Solis grande and pan de Azucar.

3) The minor rivers Maldonado, Valizas and Chuy, which drain into the South Atlantic Ocean

4) Lagoon Mirim basin, formed by river Cebollatti, Yaguaron and Tacuari.

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Climate:

Subtropical. Main atmospheric pressure: 1019 HPA (winter), 1025 HPA (summer). Mean temperature: 13° C (55.4° F) in winter, 20° C (68° F) in summer. Average rainfall, 75-90 days, 945 mm per annum. Humidity 75%. The predominant winds are from N and E, with storms from SE rotating to S and SW.

Economy:

Agriculture is Uruguay's main activity and its principal trading partners, are MERCOSUR, the USA, the European Common Market, Russia and the Middle East countries. Per capita income is reportedly u\$s 15,500.

Transport:

There are 1600 km waterways, 1.641 km of railroad, 77.700 km of motorways, 1 international and 4 domestic airports.

Documents required on entrance:

Other documents, Crew, Store lists, traffic control system, dangerous cargoes, miscellaneous information, stevedoring/tallying, claims, towage, dues and charges, agency fees, shipments of meat, containers, fumigation, regulations governing the shipment of livestock, coastguard, weather forecast, bridges, pilotage, Montevideo-consulates of embassies

Uruguayan Ports:

Punta Jose Ignacio Oil terminal, Punta del Este, Montevideo, Colonia, Nueva Palmira, M'Bopiquá, Fray Bentos.

Business hours:

Official Banks 1200/1700

Private Banks 1300/1700

Public offices 0700/1400 Summer 1200/1900
winter

Commercial offices 0900/1200,1400/1800,

0900/1200 sat

Customs 0700/1900

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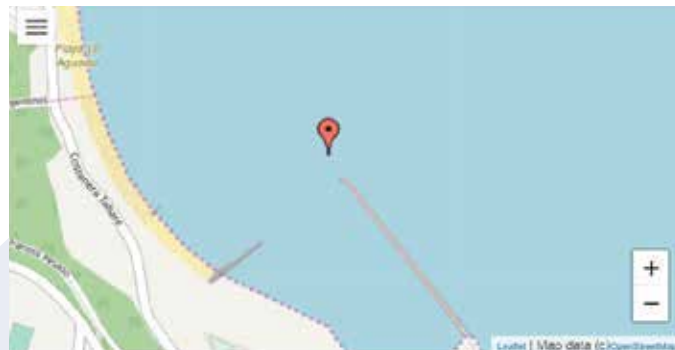
BA Chart BA 3064 HO 24050

Single Point Mooring Buoy Terminal

Lat 34° 53'S Long 54° 42'W

Specialities and port connections

Petroleum



General description

Punta José Ignacio is a cape in the Atlantic ocean just Northeastward of Punta del Este. There is a SPM (Single Point Mooring) buoy, named Terminal del Este, which belongs to ANCAP (State Oil Company) positioned at Lat 34° 53'05"S and Long 54° 42'07"W, 2 nautical miles off-shore, in a depth of 18,60 m.

Tankers up to 150.000 DWT can be discharged, and, under favorable conditions, vessels of up to 200.000 DWT can be handled. The average rate of discharge is 7000 cbm/h with 2 floating hoses to one submarine 35" pipeline. The shore terminal, storage capacity 536.000 cbm, receives, stores and pumps the crude oil to the refinery at Montevideo.

On arrival, tankers must anchor at the roads, Lat 34° 57'30"S Long 54° 40'00"W at least 900 meters off the buoy. The vessel waits here for the boarding commission, consisting of the Health, Coastguard, and Immigration authorities, the SPMB's Berthing Master, Pilot, Ship's Agent, ANCAP's representative, two launches for hose connections and the mooring gang. Vessels arriving before 13:00 hours LT (1st April-31st October) or 15:00 hours LT (1st November-31st March) are made fast to the buoy on arrival but vessels arriving after these times are obliged to wait at anchor until the next daylight. In bad weather when the commission cannot go out, vessels should proceed to an anchorage about 3 miles off within the area enclosed by Lats 34° 59'00" and 35°01'00"S and Longs 54° 47'36" and 54° 50'00"W.

On arriving vessel must advise its ETA to Traffic Control Center of Punta del Este and ANCAP, Montevideo, not less than 48 hours in advance, with confirmation 24 and 12 hours before arrival. The message together with full details of the ship and cargo can be sent by wireless or VHF (refer section "Traffic control System").

The usual safety rules for such an operation must be strictly observed. The pilot remains on board until the vessel sails. Ship's Agents should be given early advice of arrival, preferably 5 days notice, to enable them to make all arrangements.

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Location images for reference



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Martin Garcia Channel km 94.8

Puerto de Conchillas

Specialities and port connections

-  Petroleum by products
-  Petro Chemicals
-  Bulk Cargo
-  General Cargo
-  Containers



General description

Terminal Portuaria Punta Pereira (TPPP), is a port terminal under the jurisdiction of Puerto de Conchillas. TPPP is located inside a Free Trade Zone called Zona Franca Punta Pereira (ZFPP). TPPP is to be used exclusively for ZFPP users.

TPPP is connected to the Martin Garcia channel thru a canal of approximately 600 m length and 100 m width. Access to the canal is located between kilometer 94 and 95 of Martin Garcia channel (km 94.8).

Maritime Authority: Prefectura de Colonia

Location images for reference



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TPPP Port Authority:

- Ricardo Brunner, General Manager
- Nicolas Cerviño, Operations Manager
- Telémaco Carlos Braida, Port Captain and Loading Master

TPPP is located within following Coordinates:

- Lat: 34° 13' 093" S Long: 58° 04' 28.9" W
- Lat: 34° 13' 10.7" S Long: 58° 04' 18.82" W
- Lat: 34° 13' 14.6" S Long: 58° 03' 40.62" W
- Lat: 34° 13' 46.03" S Long: 58° 03' 53.05" W
- Lat: 34° 13' 44.03" S Long: 58° 04' 14.87" W
- Lat: 34° 13' 11.95" S Long: 58° 04' 45.07" W

Port Facilities:

TPPP has a finger pier configuration with 2 (two) causeways with a total length of approximately 1250 m connecting to land. Both causeways are protected by a breakwater to ensure safe operational conditions inside the basin. Port facilities consist on two independent wharfs:

- Ocean Wharf (Muelle Ultramar):

This is a multipurpose wharf that can attend General Cargo/Bulk/Container vessels, as well as chemical vessels

- Berth length 225 m
- Fenders every 18.24 m
- South section of berth allows smaller vessels (10.000 dwt) with fenders every 9.12 m properly marked with yellow painting on the edge.
- Vessels up to 80.000 DWT allowed
- Maximum LOA Allowed 240 m
- Maximum Beam Allowed 32,30 m
- No mobile/Gantry crane available
- See dredging measures below (DRAFT)

- Cabotage Wharf (Muelle Cabotaje):

Consists of 1 (one) unloading berth of 150 m length for river barges/coasters up to 6.000 DWT, and 1 (one) waiting berth for barges/Coaster in Ballast condition. See dredging measures below (DRAFT)

Chemical Terminal:

The Ocean Wharf has a manifold located at the center of the Ocean Wharf. Three products can be discharged:

- Heavy Fuel Oil:

- The flange for connecting the vessel is 8'.
- Distance from the manifold to the fuel tank on land approx 1630 m.
- The tank is connected to the manifold thru a 16' piping line equipped with heat tracing.
- Tank bottom level at +6.8 m (zero official)
- Tank height is 21 m
- Max 7 bar allowed

- Caustic Soda:

- The flange for connecting the vessel is 8'.
- Distance from the manifold to the fuel tank on land approx 1690 m.
- The tank is connected to the manifold thru a 8' piping line equipped with heat tracing.
- Tank bottom level at +6.8 m (zero official)
- Tank height is 19 m
- Max 7 bar allowed

- Diesel Oil

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- i. Flange connecting 8'
- ii. Distance Manifold to tank 1800 m
- iii. Piping of 8' from manifold to tank
- iv. Tank bottom level at +6.8 m (zero official)
- v. Tank height is 10 m
- vi. Max 7 bar allowed

Navigation access to TPPP:

For a detailed information about navigation condition to access Punta Pereira port, please refer to REMAGA document (Reglamento de Uso y Navegación del Canal Martin Garcia) and Disposicion Maritima 145 (Prefectura Nacional Naval). Shipping companies should also contact their local agents for more information about local conditions.

Mooring/unmooring services available upon arrival/Departure.

Tug Boat service and Service Boat:

Three Tug boats are needed for vessel with LOA 150 meters or longer. TPPP has an exclusive contract with URUTUG REMOLCADORES S.A. for the first two tug boats (60 ton bollard pull azimuthal). The third tug boat is provided by Kios S.A.

Shipping companies should check with their local agency for Pilotage Authority regulations.

Tugboats shall be requested by the shipping company or its agents at least 12 hours (SHINC) before vessel arrival or departure TPPP.

Normal time for maneuver are up to two (2) hours for berthing and up to two (2) hours

for un-berthing. Time to count as from Tugs present themselves for the service as requested by Shipping Company/Agency until time of dispatch by the pilot or vessel master upon completion of the maneuver.

Stand by Tug Boat available 7 days a week, 24 hours a day when vessel along side.

URUTUG REMOLCADORES S.A. also provides a Boat service for assistance of mooring/unmooring; receiving and carrying lines to/from wharf; pilots' assistance; personnel boarding from water; and other services requested by Shipping Company.

Port Operation:

TPPP will operate SHINC, 24 hours a day, 7 days a week, with the exception of:

- a. from 13:00 hours on December 24th to 12:59 hours December 25th
- b. from 13:00 hours on December 31st to 12:59 hours January 1st
- c. from 00:00 hours to 23:59 hours on May 1st

Potable water available for vessels in both Ocean wharf and Cabotage wharf

There is no anchorage or waiting zone TPPP. In case berth is occupied, the following vessel has to proceed to an authorized waiting zone at Rio de la Plata or other waiting zone approved by maritime authorities.

Solid Garbage disposal can be arranged with

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Shipping Agency.

Provision for the vessels can be arranged with the Agency. Since the port is inside a FTZ, this issue has to be considered.

TPPP has an exclusive contract with a stevedoring and cargo handling company, Luckymont S.A.

This company is not allowed to perform services on board the vessel while working for Montes del Plata.

For Pulp vessels, Luckymont will operate with ship's cranes and with ships frames/equipment.

TPPP DRAFT (see below temporary restriction):

All measured in meters "as MINUS X m" with references made to 4 different datas

Access Canal:

- 10,90 (to Cero Oficial)
- 10,59 (to LIMB Conchillas, reference for Martin Garcia)
- 9,99 (to PRH, Ex Wharton)
- 9,73 (to Cero Conchillas)

Cabotage Wharf:

- 6,90 (to Cero Oficial)
- 6,59 (to LIMB Conchillas, reference for Martin Garcia)
- 5,99 (to PRH, Ex Wharton)
- 5,73 (to Cero Conchillas)

Ocean Wharf:

- 12,25 (to Cero Oficial)
- 11,94 (to LIMB Conchillas, reference for Martin Garcia)
- 11,34 (to al PRH, Ex Wharton)
- 11,08 (to Cero Conchillas, reference for Martin Garcia)

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Specialities and port connections

 Passenger



General description

Punta del Este is a seaside resort. Merchant vessels for discharging/loading are forbidden. Only sport yachts are allowed, maximum draft alongside: 4 m, maximum LOA at piers 30 m. Passenger cruise ships anchor at Maldonado Bay. Passengers land by shore tenders & once compulsory during the whole cruise ship stay at anchorage – plus as much of vessel's tenders as desired. 2nd shore tender is compulsory, during the 2 first and 2 last hours of cruises/ships stay.

Distance from anchorage to pier:

Vessels up to 120 m LOA can anchor at Small Mouth -draft 10 m, distance 400 m from pier.

Vessels from 120 m loa must anchor at Big Mouth : 1600 m from pier, sheltered By Gorriti's Island.
Draft: 13 m.

"Monarca Buoy" marks entrance to Bay (big mouth).

Pilot is compulsory for entering/sailing and anchoring at Bay and is nominated from Montevideo.

Stores/vituals:

available by barge at reasonable quantities.

Free pratique:

by any means via Montevideo Agents. Punta del Este roads is the best place in the River Plate for Hull inspection and underwater filming due to clear waters. At position 34° 58' S / 54° 59' W several trawlers change crew and take victuals in reasonable quantities, by barge, distance from pier 4500 m.

Authorities:

Maldonado coastguard (PPM)
Custom house

Medical aid:

Attention and treatment at all levels can be obtained from Private/Public Hospitals.

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Port Facilities:

TPPP has a finger pier configuration with 2 (two) causeways with a total length of approximately 1250 m connecting to land. Both causeways are protected by a breakwater to ensure safe operational conditions inside the basin. Port facilities consist on two independent wharfs:

a. Ocean Wharf (Muelle Ultramar):

This is a multipurpose wharf that can attend General Cargo/Bulk/Container vessels, as well as chemical vessels

- Berth length 225 m
- Fenders every 18.24 m
- South section of berth allows smaller vessels (10.000 dwt) with fenders every 9.12 m properly marked with yellow painting on the edge.
- Vessels up to 80.000 DWT allowed
- Maximum LOA Allowed 240 m
- Maximum Beam Allowed 32,30 m
- No mobile/Gantry crane available
- See dredging measures below (DRAFT)

b. Cabotage Wharf (Muelle Cabotaje):

Consists of 1 (one) unloading berth of 150 m length for river barges/coasters up to 6.000 DWT, and 1 (one) waiting berth for barges/Coaster in Ballast condition. See dredging measures below (DRAFT)

Chemical Terminal:

The Ocean Wharf has a manifold located at the center of the Ocean Wharf. Three products can be discharged:

a. Heavy Fuel Oil:

- The flange for connecting the vessel is 8'.
- Distance from the manifold to the fuel tank on land approx 1630 m.
- The tank is connected to the manifold thru a 16' piping line equipped with heat tracing.
- Tank bottom level at +6.8 m (zero official)
- Tank height is 21 m
- Max 7 bar allowed

b. Caustic Soda:

- The flange for connecting the vessel is 8'.
- Distance from the manifold to the fuel tank on land approx 1690 m.
- The tank is connected to the manifold thru a 8' piping line equipped with heat tracing.
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c. Diesel Oil

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- i. Flange connecting 8'
- ii. Distance Manifold to tank 1800 m
- iii. Piping of 8' from manifold to tank
- iv. Tank bottom level at +6.8 m (zero official)
- v. Tank height is 10 m
- vi. Max 7 bar allowed

Navigation access to TPPP:

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Mooring/unmooring services available upon arrival/Departure.

Tug Boat service and Service Boat:

Three Tug boats are needed for vessel with LOA 150 meters or longer. TPPP has an exclusive contract with URUTUG REMOLCADORES S.A. for the first two tug boats (60 ton bollard pull azimuthal). The third tug boat is provided by Kios S.A.

Shipping companies should check with their local agency for Pilotage Authority regulations.

Tugboats shall be requested by the shipping company or its agents at least 12 hours (SHINC) before vessel arrival or departure TPPP.

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For Pulp vessels, Luckymont will operate with ship's cranes and with ships frames/equipment.

TPPP DRAFT (see below temporary restriction):

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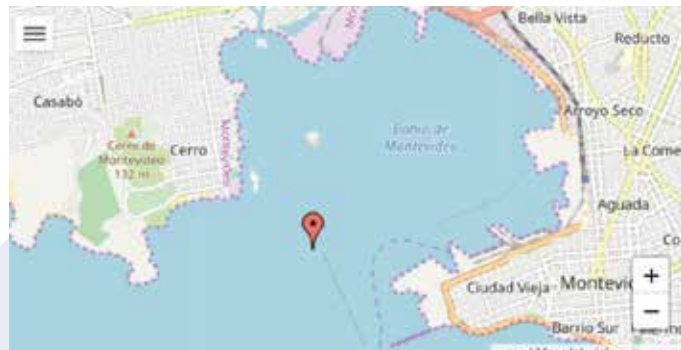
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River Plate National Capital
Department of Montevideo
Lat 34° 55'S Long 56° 13'W
Charts Urug 441 Arg H 113 H 116 H 152
BA 2001 3064 HO 24050 24054
US 24050, 24057

Specialities and port connections

-  Containers
-  General Cargo
-  Bulk Cargo
-  Petroleum by products
-  FishFish
-  Passenger
-  Dry Dock



General description

Montevideo is the capital of the República Oriental del Uruguay and has a population of about 1.292.000. It is the center of the country's commercial activity and by far its largest port. Uruguay has no heavy industry being concerned largely with farming, tourism and fishing. In 2011 cargo handled was as follows: Containers: 5.096.000 tons (cargo only); general cargo 821.000 tons; bulk cargoes 2.974.000 tons. Montevideo is under the Free Port system, as set forth in the 1992 Law 16246 and subsequent regulatory decrees.

Location images for reference



Ports

Uruguay Ports

Uruguay

Punta José Ignacio
Oil Terminal
Punta Pereira
Punta del Este
Montevideo
Colonia
FTS Antwerpen
Nueva Palmira
Fray Bentos
M'Bopicuá

Quick Info

Special Note:

There are various plans to expand ports facilities, including new quay "C" and "D", Puerto Capurro Fishers Terminal, bulk terminal, and a new container terminal, all of this inside Montevideo harbour. There are also plans for a new logistic port at Puntas de Sayago, abt 4 kilometers west of Montevideo entrance, with a regasification terminal (under studies).

Description of port:

Access channel dredged to 12 meters (see below).

The Anteport is to the North of the entrance, between the breakwaters. The eastern breakwater projecting from Punta Sarandi is 900 m long and the western breakwater lying at right angles to the eastern one is 1300 m long. The passage between the two breakwaters is 320 m wide. The anchoring zone in the anteport requires dredging, and there is not room for more than five vessels. Where there are no buoys, it is usual to make a running moor.

There are 4 mooring buoys in the anteport, to which vessels moor stern on to transship cargo, F.G. reefer vessels receive frozen fish in transshipment here, with fishing vessels lying on either side of the on-carrying vessel.

Whilst in port, the use of ship's boats either for crew or passengers is not allowed, and their use for training or for painting, etc., must be approved by the port authorities. Ship's gangway must be illuminate at night.

Use of tugs to anchor or leave anchorage at the anteport only, is not obligatory.

The maximum speed in the anteport is 6 knots, and 8 knots in the entrance channel, reduced to 4 knots inside the basins.

The port is on the south side of the Montevideo Bay. In addition to the anteport breakwaters, it is protected by the inner breakwaters known as Dique de Cintura and Espigón "F". The Dique de Cintura, length 1335 m, runs parallel to the south side of Basins 1 and 2 before curving NE to leave an access between itself and Espigón "F" which projects outwards from the eastern side of the port beyond quay N°6. Opposite quays A and B, two arms from the Dique de Cintura breakwater extend at right angles towards the quays, leaving a passageway of 150 m into the basins.

The port has 3 basins, 2 for ocean-going vessels and one for river traffic, these basins being formed by 1) the coastal/river quay and quay "A"(coastal/river basin), 2) quays "A" and "B" (Basin N° 1) and 3) quay "B" and eastern side of the port (Basin N° 2 -coastal berth). There are 14 berths in the port, apart from the 2 petroleum berths at La Teja, north of the bay.

Except in the basin reserved for river craft, a safe draught in the port is 10 m. At 10,30 m draught, ships may lie aground, the bottom being soft mud, as in all ports in the Plate. All depths are referred to chart datum. At container terminal depth are 10,5 to 11 m; will be dredged to 14 m in the western side (see below Muelle de Escala pierhead).

After entering the Anteport, the docks lie to the East, and piers and basins are here described from west to east.

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Roads:

South of a line joining Punta Brava to Punta Yeguas. The inner roadstead is delimited by the mentioned line and the line between 34° 51'S / 56° 14'W and 34° 53'8S / 56° 14'8W. Normally, the outer anchorage used is 1 n.mile east of the fairway buoy (km 9,350).

Roads/Approaches:

The Roads of Montevideo consist of the Outer Roads situated to the South of the bay and the Inner Roads situated outside the western breakwater.

Both anchorages are exposed, and vessels are recommended to enter the Anteport, for which pilotage is required.

Nevertheless, all vessels may anchor freely in the roads, without the assistance of a port pilot provided the following rules are observed:

- Not to drop anchor at less than 900 meters (4,8 cables) from the nearest lighted buoy in the entrance channel to the Anteport, or within the same distance from the breakwaters, nor anchor in the area bounded by latitudes 35° 00'00" and 35° 15'00"S, and longitudes 55° 56'30" and 56° 00'00"W, where there are telegraph cables.
- To hoist and fly the "B" flag of the International Code in a visible position during the day and to show a red light during the night, in those cases where gunpowder, or explosive or inflammables materials are carried.

The Coastguard in such cases will fix, within the zone between the channel and the Cerro coast, the anchoring ground for discharging operations.

- To fly flag "L" of the International Code, in those

cases as established by the aforesaid Code.

- To fly flag "Q" of the International Code in a conspicuous position until the Port Health Authorities have visited the ship, unless free pratique has been asked for by radio.

NOTE: In those cases where the provisions of rule "c" arise, the Coastguard will choose the place of anchorage.

Depths:

Access channel 12 m. Basin I and II, 10 m at datum.

Restrictions:

Port closed by Coastguard under following conditions.

- When wind force exceeds 60 km/h (32,4 knots).
If wind force is not above 70 km/h (37,8 knots), in special circumstances and with confirmation of Master and pilot that an ocean-going vessel is in condition to proceed, then departure or entrance may be authorized by Coastguard (PNN). For yachts, launches, motor boats, etc. port is closed if the wind force exceeds 50 km/h (27 knots).
- When visibility is less than 1000 m. If the visibility is more than 500 m, and the electronic aids are appropriate according to information from Master and pilot, then entrance or departure of ocean-going vessels may be authorized by Coastguard. Tugs, launches, barges, and other crafts used for port operations, can sail and/or enter in any weather condition, if visibility is not less than 200 m.
- Speed within access channel must not exceed

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Quick Info

8 knots. A distance of not less than 700 m is to be maintained between vessels when entering or sailing.

Access channel:

The depth is 12 m at datum. Vessels waiting for a pilot should do so within 900 meters of the Fairway Buoy. Meeting in the channel is permitted for vessels under 9 m draft or for a vessel drawing over 9 m meeting with a vessel drawing less than 7,50 m. There is a cross current, changing direction with wind and tide, of about 1,0 knot. The eastern section of the channel should not be used for anchoring, as there are submarine cables. West of the channel, between the buoys and the "Calpean Star" wreck: depth is 7,39 m for 500 meters.

Ships entering from the West, land their Argentine pilot at Montevideo but, if continuing on to sea without entering, drop the pilot at position 56° 00' S / 35° W, where launch takes him to Buceo Yatch Port.

Berth Assignment:

Vessels are allocated a berth or buoys in the port of Montevideo, previously assigned by the National Port Administration, according to their order of arrival or priority.

There is a long list of these priorities covering the various berths however, in practice, berths are nowadays assigned as follows:

Full container vessels Muelle de escala (exclusive priority)

Other container vessels Basin 1, gearless pier 3,4,5: geared piers 8 and 9)

Bulk carriers Basin 1, quay "B", berths 6,7 and head of quay

Ro-Ro vessels Basin 1, berth 3, basin 2, berth 10
Passenger Liners, cruise vsls Basin 1, berths 2 or 3

Bulk rice loaders 6/7 or head of Mole B

Ferry boats coastals basin, "A" quay

General cargo ships As convenient basins 1 and 2

Local communications:

VHF: call and safety Ch#16; weather forecast, notices to mariners and warning (storms, fog, port closed) Ch#15; information and control of the area Ch #13; Coastguard Control Center Ch#11; tugs, pilots, bridge to bridge Ch#12; watch Ch#16, alternatives Ch#11 and 13.

Pilots:

See general section. Pilots embark/disembark at outer roads, 180 deg/5' off breakwater, Lat 34° 59'8S Long 56° 13'4W.

Tugboats:

1 tug of 4000 HP; 1 tug of 2500 HP, 1 tug of 3200 HP, 1 tug of 3500 HP, 1 tug of 3000 HP and 3 tugs between 450/850 HP.

Lloyd's agents:

Must be requested to Montevideo, who will send a non-exclusive surveyor.

Business hours:

See "Time Table" on "Complementary CD"..

Stevedores:

24 hrs around the clock, 365 days.

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Quick Info

Medical aid:

Attention and treatment at all levels and specialities can be obtained from a wide variety of Private/Public Hospitals and Clinics.

Hotels:

About 18 hotels of various categories, available all year round.

Transport:

Carrasco airport 19km away. International and domestic air services. Regular ferry services. ("Sea cat" 2 h 45 m Buenos Aires/Montevideo) to/from Buenos Aires. Highways #1, 5, 26 and Panamerican highway, connected with all Uruguayan towns and with Argentina via two international bridges. Railroad (goods only) connected by railroad to Argentina, Bolivia, Brazil and Paraguay. Railroad into the port area connected with Argentina, Bolivia, Paraguay and Brazil for cargoes in/out and transit, however seldom used.

Tides:

Tides can be influenced considerably by wind.

Bunkers:

Normally all grades available, alongside berth or at anchorages (inner roads, and Alpha and Delta Zone). Two private coastal tankers available (2500 and 1710 ton DWT) and coastguard watchmen are required to be onboard during operations. M.G.O. and D.O. can be delivered by trucks alongside piers

Fresh water:

Available alongside berth or at anchorage. There is 1 barge available 150 tons
Cargo discharging/loading rates :
(average with good supply of cargo) (in ton per gang per 8 hour shift, except containers)
Containers 80 per hour
Bags (palletized) 150 ton
Rice bagged 250 ton
Butter (palletized) 250 ton
Granite < 10 ton 140ton Granite > 10 ton 250 ton
Steel ingots 350 ton
Timber < than 1 ton 240 ton Timber > than 1 ton 300 ton

Divers:

Available. Service is under the control of the Coastguard (PNN) authorization, there are two private companies and 1 Navy Divers).

Density of water:

Normally between 1,005 and 1,010 LW, and between 1,015 and 1,020 HW.

Dry-docking facilities:

WITHIN PORT:

Floating dock 190,0 m x 33,00 m 20000 MT 23' (TSAKOS)
Floating dock 60,00 m x 13,70 m 700 MT (TSAKOS N°2)

OUTSIDE PORT AREA: S.C.R.A. (owned by Uruguayan Navy)

Cerro dry dock 141,30 m x 18,64 m (at Punta de Lobos)

Maua dry dock 75 x 15 m

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Compass and RDF adjusters may be obtained at any time. The lack of heavy traffic and relatively deep water provide favorable conditions for these operations.

Floating crane:

1 x 200 ton. This has an auxiliary hook for 32 ton, displacement 1500 MT, draft between 2,25 m and 3 m, can load up to 400 MT on deck and 200 MT at hook, operates with wind force up to 72 km/h (39 knots). Vessels berthed within port can hire mobile cranes (for general cargo or container) at Muelle de Escala. (TCP private terminal).

Fenders:

Berths have fixed fenders. Hire included in wharfage dues.

Load line:

Summer SW plus allowance for density of water (see above).

Marine salvage:

The Coordination Center of Search and Rescue keeps watch H24 on 500 KHz A1, 2182 KHz A3, 2638 KHz A3 and 4000 KHz A3, and on request by VHF. Uruguayan Navy, National Naval Prefecture, Uruguayan Air Force, National Port Administration, Radio Amateurs Federation, ANCAP, Port Pilots Association, etc. have co-partnership in the operations, by means of personnel, ships, planes, radio, etc. The Search and Rescue Navy Vessel ROU "Vanguardia" is utilized for this purpose. The vessel is suitable for deep sea towage, and has a team of divers onboard.

Free zones:

Paraguay and Bolivia, cargoes are stowed in several private warehouses in Second Zone within Port premises, under Free Port facilities.

Fumigation:

Available at Montevideo and representatives travel to Fray Bentos and Nueva Palmira on request

Garbage:

Dischargeable to trucks, rate about u\$s 65 per trip from Monday to Friday and U\$S 98 Sundays/holidays.

Port equipment and mobile cranes:

See TCP (Muelle de Escala) and Montecom (Basin 1&2) described above.

Other:

There is one dredger assigned to the port.

Safety equipment service:

Available, for inflatable life rafts, CO2 batteries, fire extinguishers, smoke detectors, Sprinklers, etc.

Repairs:

Hull, deck, engine, auxiliaries, electrical, electronic and radio repairs can be carried out, including underwater repairs.

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Shore linesmen:

Service is requested by Port Pilots and nominated by the Agent. Three motor launches are available.

Stores/victuals:

Available in any quantity, including those articles under Customs privilege as per decree 847/86 (for foreign flag vessels only).

Reefer Plugs:

1754 available at TCP (Muelle de Escala) and 100 at TCM (Montecon).

Slops:

Disposable to tank trucks. Can be arranged.

ANTARES
SHIP AGENTS

Ports

Uruguay Ports








Uruguay

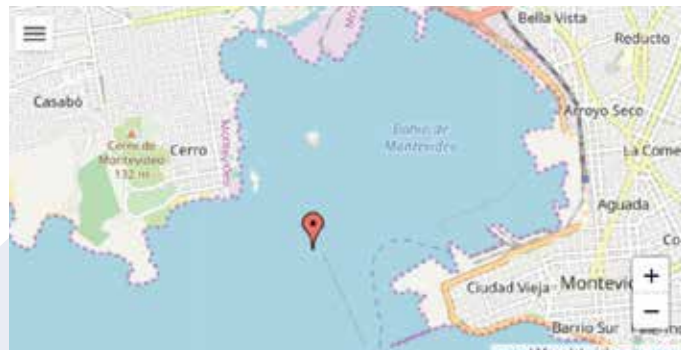
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River Plate National Capital
Department of Montevideo
Lat 34° 55'S Long 56° 13'W
Charts Urug 441 Arg H 113 H 116 H 152
BA 2001 3064 HO 24050 24054
US 24050, 24057

Specialities and port connections

-  Containers
-  General Cargo
-  Bulk Cargo
-  Petroleum by products
-  FishFish
-  Passenger
-  Dry Dock



General description

Montevideo is the capital of the República Oriental del Uruguay and has a population of about 1.292.000. It is the center of the country's commercial activity and by far its largest port. Uruguay has no heavy industry being concerned largely with farming, tourism and fishing. In 2011 cargo handled was as follows: Containers: 5.096.000 tons (cargo only); general cargo 821.000 tons; bulk cargoes 2.974.000 tons. Montevideo is under the Free Port system, as set forth in the 1992 Law 16246 and subsequent regulatory decrees.

Location images for reference



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Special Note:

There are various plans to expand ports facilities, including new quay "C" and "D", Puerto Capurro Fishers Terminal, bulk terminal, and a new container terminal, all of this inside Montevideo harbour. There are also plans for a new logistic port at Puntas de Sayago, abt 4 kilometers west of Montevideo entrance, with a regasification terminal (under studies).

Description of port:

Access channel dredged to 12 meters (see below).

The Anteport is to the North of the entrance, between the breakwaters. The eastern breakwater projecting from Punta Sarandi is 900 m long and the western breakwater lying at right angles to the eastern one is 1300 m long. The passage between the two breakwaters is 320 m wide. The anchoring zone in the anteport requires dredging, and there is not room for more than five vessels. Where there are no buoys, it is usual to make a running moor.

There are 4 mooring buoys in the anteport, to which vessels moor stern on to transship cargo, F.G. reefer vessels receive frozen fish in transshipment here, with fishing vessels lying on either side of the on-carrying vessel.

Whilst in port, the use of ship's boats either for crew or passengers is not allowed, and their use for training or for painting, etc., must be approved by the port authorities. Ship's gangway must be illuminate at night.

Use of tugs to anchor or leave anchorage at the anteport only, is not obligatory.

The maximum speed in the anteport is 6 knots, and 8 knots in the entrance channel, reduced to 4 knots inside the basins.

The port is on the south side of the Montevideo Bay. In addition to the anteport breakwaters, it is protected by the inner breakwaters known as Dique de Cintura and Espigón "F". The Dique de Cintura, length 1335 m, runs parallel to the south side of Basins 1 and 2 before curving NE to leave an access between itself and Espigón "F" which projects outwards from the eastern side of the port beyond quay N°6. Opposite quays A and B, two arms from the Dique de Cintura breakwater extend at right angles towards the quays, leaving a passageway of 150 m into the basins.

The port has 3 basins, 2 for ocean-going vessels and one for river traffic, these basins being formed by 1) the coastal/river quay and quay "A"(coastal/river basin), 2) quays "A" and "B" (Basin N° 1) and 3) quay "B" and eastern side of the port (Basin N° 2 -coastal berth). There are 14 berths in the port, apart from the 2 petroleum berths at La Teja, north of the bay.

Except in the basin reserved for river craft, a safe draught in the port is 10 m. At 10,30 m draught, ships may lie aground, the bottom being soft mud, as in all ports in the Plate. All depths are referred to chart datum. At container terminal depth are 10,5 to 11 m; will be dredged to 14 m in the western side (see below Muelle de Escala pierhead).

After entering the Anteport, the docks lie to the East, and piers and basins are here described from west to east.

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Roads:

South of a line joining Punta Brava to Punta Yeguas. The inner roadstead is delimited by the mentioned line and the line between 34° 51'S / 56° 14'W and 34° 53'8S / 56° 14'8W. Normally, the outer anchorage used is 1 n.mile east of the fairway buoy (km 9,350).

Roads/Approaches:

The Roads of Montevideo consist of the Outer Roads situated to the South of the bay and the Inner Roads situated outside the western breakwater.

Both anchorages are exposed, and vessels are recommended to enter the Anteport, for which pilotage is required.

Nevertheless, all vessels may anchor freely in the roads, without the assistance of a port pilot provided the following rules are observed:

- Not to drop anchor at less than 900 meters (4,8 cables) from the nearest lighted buoy in the entrance channel to the Anteport, or within the same distance from the breakwaters, nor anchor in the area bounded by latitudes 35° 00'00" and 35° 15'00"S, and longitudes 55° 56'30" and 56° 00'00"W, where there are telegraph cables.
- To hoist and fly the "B" flag of the International Code in a visible position during the day and to show a red light during the night, in those cases where gunpowder, or explosive or inflammables materials are carried.

The Coastguard in such cases will fix, within the zone between the channel and the Cerro coast, the anchoring ground for discharging operations.

- To fly flag "L" of the International Code, in those

cases as established by the aforesaid Code.

- To fly flag "Q" of the International Code in a conspicuous position until the Port Health Authorities have visited the ship, unless free pratique has been asked for by radio.

NOTE: In those cases where the provisions of rule "c" arise, the Coastguard will choose the place of anchorage.

Depths:

Access channel 12 m. Basin I and II, 10 m at datum.

Restrictions:

Port closed by Coastguard under following conditions.

- When wind force exceeds 60 km/h (32,4 knots).
If wind force is not above 70 km/h (37,8 knots), in special circumstances and with confirmation of Master and pilot that an ocean-going vessel is in condition to proceed, then departure or entrance may be authorized by Coastguard (PNN). For yachts, launches, motor boats, etc. port is closed if the wind force exceeds 50 km/h (27 knots).
- When visibility is less than 1000 m. If the visibility is more than 500 m, and the electronic aids are appropriate according to information from Master and pilot, then entrance or departure of ocean-going vessels may be authorized by Coastguard. Tugs, launches, barges, and other crafts used for port operations, can sail and/or enter in any weather condition, if visibility is not less than 200 m.
- Speed within access channel must not exceed

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Quick Info

8 knots. A distance of not less than 700 m is to be maintained between vessels when entering or sailing.

Access channel:

The depth is 12 m at datum. Vessels waiting for a pilot should do so within 900 meters of the Fairway Buoy. Meeting in the channel is permitted for vessels under 9 m draft or for a vessel drawing over 9 m meeting with a vessel drawing less than 7,50 m. There is a cross current, changing direction with wind and tide, of about 1,0 knot. The eastern section of the channel should not be used for anchoring, as there are submarine cables. West of the channel, between the buoys and the "Calpean Star" wreck: depth is 7,39 m for 500 meters.

Ships entering from the West, land their Argentine pilot at Montevideo but, if continuing on to sea without entering, drop the pilot at position 56° 00' S / 35° W, where launch takes him to Buceo Yatch Port.

Berth Assignment:

Vessels are allocated a berth or buoys in the port of Montevideo, previously assigned by the National Port Administration, according to their order of arrival or priority.

There is a long list of these priorities covering the various berths however, in practice, berths are nowadays assigned as follows:

Full container vessels Muelle de escala (exclusive priority)

Other container vessels Basin 1, gearless pier 3,4,5: geared piers 8 and 9)

Bulk carriers Basin 1, quay "B", berths 6,7 and head of quay

Ro-Ro vessels Basin 1, berth 3, basin 2, berth 10
Passenger Liners, cruise vsls Basin 1, berths 2 or 3

Bulk rice loaders 6/7 or head of Mole B

Ferry boats coastals basin, "A" quay

General cargo ships As convenient basins 1 and 2

Local communications:

VHF: call and safety Ch#16; weather forecast, notices to mariners and warning (storms, fog, port closed) Ch#15; information and control of the area Ch #13; Coastguard Control Center Ch#11; tugs, pilots, bridge to bridge Ch#12; watch Ch#16, alternatives Ch#11 and 13.

Pilots:

See general section. Pilots embark/disembark at outer roads, 180 deg/5' off breakwater, Lat 34° 59'8S Long 56° 13'4W.

Tugboats:

1 tug of 4000 HP; 1 tug of 2500 HP, 1 tug of 3200 HP, 1 tug of 3500 HP, 1 tug of 3000 HP and 3 tugs between 450/850 HP.

Lloyd's agents:

Must be requested to Montevideo, who will send a non-exclusive surveyor.

Business hours:

See "Time Table" on "Complementary CD"..

Stevedores:

24 hrs around the clock, 365 days.

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Quick Info

Medical aid:

Attention and treatment at all levels and specialities can be obtained from a wide variety of Private/Public Hospitals and Clinics.

Hotels:

About 18 hotels of various categories, available all year round.

Transport:

Carrasco airport 19km away. International and domestic air services. Regular ferry services. ("Sea cat" 2 h 45 m Buenos Aires/Montevideo) to/from Buenos Aires. Highways #1, 5, 26 and Panamerican highway, connected with all Uruguayan towns and with Argentina via two international bridges. Railroad (goods only) connected by railroad to Argentina, Bolivia, Brazil and Paraguay. Railroad into the port area connected with Argentina, Bolivia, Paraguay and Brazil for cargoes in/out and transit, however seldom used.

Tides:

Tides can be influenced considerably by wind.

Bunkers:

Normally all grades available, alongside berth or at anchorages (inner roads, and Alpha and Delta Zone). Two private coastal tankers available (2500 and 1710 ton DWT) and coastguard watchmen are required to be onboard during operations. M.G.O. and D.O. can be delivered by trucks alongside piers

Fresh water:

Available alongside berth or at anchorage. There is 1 barge available 150 tons
Cargo discharging/loading rates :
(average with good supply of cargo) (in ton per gang per 8 hour shift, except containers)
Containers 80 per hour
Bags (palletized) 150 ton
Rice bagged 250 ton
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Granite < 10 ton 140ton Granite > 10 ton 250 ton
Steel ingots 350 ton
Timber < than 1 ton 240 ton Timber > than 1 ton 300 ton

Divers:

Available. Service is under the control of the Coastguard (PNN) authorization, there are two private companies and 1 Navy Divers).

Density of water:

Normally between 1,005 and 1,010 LW, and between 1,015 and 1,020 HW.

Dry-docking facilities:

WITHIN PORT:

Floating dock 190,0 m x 33,00 m 20000 MT 23' (TSAKOS)
Floating dock 60,00 m x 13,70 m 700 MT (TSAKOS N°2)

OUTSIDE PORT AREA: S.C.R.A. (owned by Uruguayan Navy)

Cerro dry dock 141,30 m x 18,64 m (at Punta de Lobos)

Maua dry dock 75 x 15 m

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Compass and RDF adjusters may be obtained at any time. The lack of heavy traffic and relatively deep water provide favorable conditions for these operations.

Floating crane:

1 x 200 ton. This has an auxiliary hook for 32 ton, displacement 1500 MT, draft between 2,25 m and 3 m, can load up to 400 MT on deck and 200 MT at hook, operates with wind force up to 72 km/h (39 knots). Vessels berthed within port can hire mobile cranes (for general cargo or container) at Muelle de Escala. (TCP private terminal).

Fenders:

Berths have fixed fenders. Hire included in wharfage dues.

Load line:

Summer SW plus allowance for density of water (see above).

Marine salvage:

The Coordination Center of Search and Rescue keeps watch H24 on 500 KHz A1, 2182 KHz A3, 2638 KHz A3 and 4000 KHz A3, and on request by VHF. Uruguayan Navy, National Naval Prefecture, Uruguayan Air Force, National Port Administration, Radio Amateurs Federation, ANCAP, Port Pilots Association, etc. have co-partnership in the operations, by means of personnel, ships, planes, radio, etc. The Search and Rescue Navy Vessel ROU "Vanguardia" is utilized for this purpose. The vessel is suitable for deep sea towage, and has a team of divers onboard.

Free zones:

Paraguay and Bolivia, cargoes are stowed in several private warehouses in Second Zone within Port premises, under Free Port facilities.

Fumigation:

Available at Montevideo and representatives travel to Fray Bentos and Nueva Palmira on request

Garbage:

Dischargeable to trucks, rate about u\$s 65 per trip from Monday to Friday and U\$S 98 Sundays/holidays.

Port equipment and mobile cranes:

See TCP (Muelle de Escala) and Montecom (Basin 1&2) described above.

Other:

There is one dredger assigned to the port.

Safety equipment service:

Available, for inflatable life rafts, CO2 batteries, fire extinguishers, smoke detectors, Sprinklers, etc.

Repairs:

Hull, deck, engine, auxiliaries, electrical, electronic and radio repairs can be carried out, including underwater repairs.

Ports

Uruguay Ports

Uruguay

Punta José Ignacio
Oil Terminal
Punta Pereira
Punta del Este

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Nueva Palmira
Fray Bentos
M'Bopicuá

Quick Info

Shore linesmen:

Service is requested by Port Pilots and nominated by the Agent. Three motor launches are available.

Stores/victuals:

Available in any quantity, including those articles under Customs privilege as per decree 847/86 (for foreign flag vessels only).

Reefer Plugs:

1754 available at TCP (Muelle de Escala) and 100 at TCM (Montecon).

Slops:

Disposable to tank trucks. Can be arranged.

ANTARES

SHIP AGENTS

Ports

Uruguay Ports

Uruguay

Punta José Ignacio

Oil Terminal

Punta Pereira

Punta del Este

Montevideo

Muelle de Escala

River Traffic Basin

Basin 1

Basin 2

Coastal Quay Wall

"La Teja" Tanker Berth

Obrinel S.A. Terminal

Colonia

FTS Antwerpen

Nueva Palmira

Fray Bentos

M'Bopicuá

Quick Info



General description

This wharf has been recently extended to 638 m westward from its initial 288 m length, is orientated in a west to east direction at the head of the first quay (Muelle Fluvial) that projects into the Anteport. It is reserved for full container ships LOA up to 320 m, beam 42 m.

The depth alongside is 10,5 m at datum (5 meters off) at original 288 m berth (eastern part) and 11 m alongside the newer berth (350 m westward); this new berth will be dredged to 14 m in the near future. The quay is fitted with eight container gantry crane, outreach 40 to 60 m, handling capacity from 40 to 75 ton SWL, plus one mobile 100 ton crane operational rate 40 TEUS per hour.

The berth is exposed to wind and swell, and Masters are recommended to ensure vessels are well moored, as weather conditions can change quickly.

On the western side of this quay the paved open storage area of 17,2 ha was expanded abt 17,5 hectares, giving a total of 34 hectares for handling containers, with 1754 reefer plugs.

As from 2001, this container terminal is operated by a mixed company (ANP 20% and private belgian messrs Katoen Natie 80%).

ANTARES
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"La Teja" Tanker Berth

Obrinel S.A. Terminal

Colonia

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Fray Bentos

M'Bopicuá

Quick Info



General description

This lies between the "Muelle Fluvial" and Quay "A". It is almost triangular in shape, the entrance being 290 m wide; the West quay, 360 m long; the South 80 m; the East (on Quay "A") 383 meters.

The west side of the basin is used exclusively by the Uruguayan Navy whilst the opposite side of the basin is used by river traffic and has a passenger landing stage for ferryboats as well as two ramps for motor vehicles to roll on and off. The depth here is about 5 m.

ANTARES
SHIP AGENTS

Ports

Uruguay Ports

Uruguay
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Punta del Este
Montevideo
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River Traffic Basin
Basin 1
Basin 2
Coastal Quay Wall
"La Teja" Tanker Berth
Obrinel S.A. Terminal
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Nueva Palmira
Fray Bentos
M'Bopicuá

Quick Info



General description

This lies between Quays "A" and "B". The passage between Quay "A" and the perpendicular breakwater from the "Dique de Cintura" is 150 meters wide. The shape of the Basin is rhomboidal; the West quay is 306 m long; the East 294 meters and the South 493 meters.

Depths alongside are about 10,50 m at datum.

The western Quay "A" has two brick and concrete warehouses #1 and 2 consisting of a ground floor, 3 stories and a basement.

The working apron on the quay is only 10 meters wide.

On the southern quay the 3 one storey brick warehouses at berths #3, 4, 5, 6, and 7 have been demolished to provide an open quay with a greater working area.

The eastern side of the Basin (on Quay "B") is now an open quay, the warehouses having been demolished.

The head of Quay "B" (between Basins 1 and 2) is 149 m long. The passage between the head of the quay and the breakwater is 150 m, depth alongside about 10,00 m at datum.

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Quick Info



General description

The western quay is 394 m long and the southern quay 394 m, forming an obtuse angle. Warehouses 8 and 9 have been demolished as warehouses in Basin 1. Depths alongside about 10,00 m at datum On the southern quay there is a cold store #10/11, having 3 chambers of about 8640 cbm each, total 26.000 cbm, apt for fruit, fish, meat, etc. The quay apron is 10 meters wide. Depth alongside 10,00 m.

Messrs Montecon operates their 90.000 sqm container terminal at Basin 1 & Basin 2, where modern dockside cranes are to be found at the following berths:

Basin N° 1, south side (Berths 3, 4, 5) 5); 2x 140 tons Liebherr cranes, radius 51m.

Basin N° 1, Quay "B", west side (open quay berth 6/7) 2x 104 tons Liebherr cranes, radius 49m, 2 cranes 2x36 tons.. On the pierhead 2x12,5 ton SWL cranes have been installed.

Basin N° 2, south side (Berths 10/11) 1 crane of SWL 6 ton; various RTG and reach stackers.

ANTARES

SHIP AGENTS

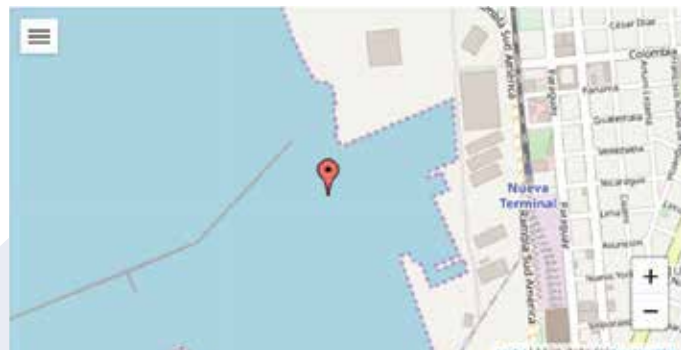
Ports

Uruguay Ports

Uruguay

Punta José Ignacio
Oil Terminal
Punta Pereira
Punta del Este
Montevideo
Muelle de Escala
River Traffic Basin
Basin 1
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Quick Info



General description

From the end of the southern quay of Basin II, the quay side continues for another 25 m and then sweeps round northwards for another 1650 m to breakwater "F". This area is used by coastal craft, and fishing vessels which discharge their catch to factories ashore. A floating dock is moored in the North-east part of this section (see Dry-docks). The depth here is 5 m.

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Basin 1

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Coastal Quay Wall

"La Teja" Tanker Berth

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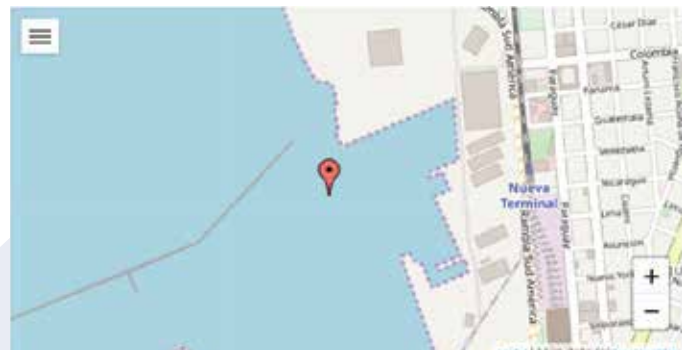
FTS Antwerpen

Nueva Palmira

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Quick Info



General description

On the North side of the bay, the State Oil Company A.N.C.A.P., has a basin for the discharge of tankers arriving with oil to their consignment. In 2011, cargo movement amounted to 990.700 tons oil and by-products.

This basin is known as the "Darsena de Inflamables", and has one berth for tankers on the northern side with 8,50 m at datum, depending on basin and channel subject to periodical dredge, and for liquid gas carriers on the southern side, (6,70 m) FW, while on the western or land side there is a berth for coastal vessels, with a depth of about 3,65 m. Width of the basin here is 147 m, which is the same as the entrance, whilst the southern berth is 248,75 m long. At the northern berth the jetty protrudes 34 meters, and is 96 m long. Vessels berth bow in, and on sailing turn immediately outside the basin, on drafts of up to 6,70 m. Above this draft, the turning maneuver becomes difficult for vessel and tugs.

The berth has separate lines for fuel oil and distillates.

Crude intake, 12", 105 lb/sqin, 900 cbm/h.

Fuel oil, 8", pumping rate of 300 cbm/h at temperatures between 40 and 70° C.

Diesel, gas oil and kerosene, 8" and 12" intakes, pumping rate 300 cbm/h. per hour.

Naphthas, 8" and 12" intakes. Luboils, 6" lines, 150 cbm/h.

Alcohol, 6" intake. There is no gas line on the northern berth.

Steam and electricity supply available.

At the southern berth the oil lines are identical, except for luboils and alcohol, and there is also a 6" connection for loading or discharging LPG, at a rate of 200 cbm/h.

There are no cranes at this berth. Electricity supply available. The western berth has the same installations except for LPG, luboils and alcohol.

Steam supply available.

There are 2" water lines at each berth, delivery rate about 12 cbm/h. Use of two tugs is essential for berthing or unberthing. At the northern berth, vessels fully loaded often ground up to 15 meters out from the quay, owing to the accumulation of mud, and gradually close in to the berth as the vessel lightens.

Access gangways are placed by ANCAP.

Ports

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Punta Pereira

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Muelle de Escala

River Traffic Basin

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Colonia

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Quick Info

General description

All these berths are exposed to southerly gales, and at times it is necessary to interrupt discharge. A channel with 3 lighted and one unlighted has been dredged from the Anteport across the bay to this basin.

Depth of the channel is stated to be 9.00 m at datum, but vessels drawing over 8.00 m usually have to force their way in by sheer engine power, dragging along the bottom, particularly in the 800 m immediately North from the 95° turn near the inner breakwater (Dique de Cintura). There is, in fact, a narrow channel dredged out by the constant passage of ships.

ANTARES

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Basin 1

Basin 2

Coastal Quay Wall

"La Teja" Tanker Berth

Obrinel S.A. Terminal

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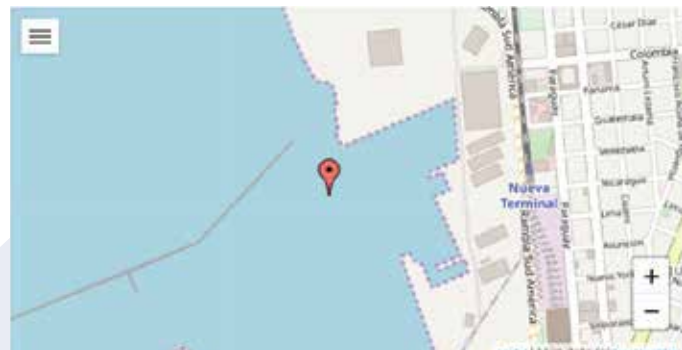
Fray Bentos

M'Bopicuá

Quick Info

Specialities and port connections

Grain & By Products



General description

OBRINEL S.A. TERMINAL (obrinel.com) IS EXPECTED TO BE OPERATIONAL DURING THE FIRST HALF OF 2015. PORT ADMINISTRATION SIGNED A CONTRACT WITH OBRINEL FOR THE CONCESSION, CONSTRUCTION AND OPERATION OF THE TERMINAL FOR A PERIOD OF 30 YEARS. URUGUAYAN AGRIPRODUCTS AND WOOD CHIPS WILL BE HANDLED INITIALLY.

LOCATED AT THE NORTH END OF THE PORT THE BERTH AND ACCESS IS DREDGED TO 12 METERS AND WILL ALLOW SHIPS TO DEPART WITH ABT 11 METERS DRAFT AND ABT 80,000 MT.

THE STORAGE CAPACITY WILL BE OF 120,000 MT FOR GRAINS (SILOS OF 10,000 MT, AND THE POSSIBILITY OF BUILDING ADDITIONAL SILOS TO INCREASE TO 210,000) AND AN AREA TO STORE 7,000 MT WOOD CHIPS. TWO CONVEYOR BELTS, LOADING RATE 2400 MT P/H.

Location images for reference



Ports

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M'Bopicuá

Quick Info

River Plate

Department of Colonia

Lat 34° 29'S Long 57° 49'W

Charts Arg H 101, H 117, H 118, H 119

US 24050, 24055

Specialities and port connections

 Passenger



General description

Situated on the left bank of the River Plate estuary 27 miles ENE of Buenos Aires on the Uruguayan coast (178 km by road from Montevideo), Colonia lies within a free trade zone and has about 121.000 inhabitants. It is a tourist resort and one of the disembarking/embarking points for tourists proceeding to/from Buenos Aires, Montevideo and Punta del Este. Foreign going steamers do not call and cargo movement is confined to that carried by trucks using the ferry Ro-Ro services. There are regular daily ferry services between Colonia and Buenos Aires, 2.142.762 passengers during 2011. A new passenger terminal is under study.

ANTARES

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Fray Bentos
M'Bopicuá

Quick Info

Located at Punta del Arenal

16kms few miles north

from Nueva Palmira Port

Specialities and port connections

Grain & By Products



General description

Transshipment & topping off station – self loader & self unloader specialized in dry bulk cargoes.

Arrived on March 2014, this floating transfer station receives paraguayan soyabeans from barges, with destination Russia, acc Sudrogestvo.

With a capacity abt 25000mt and a loading rate of 6000/8000mt per day is expected to transfer 1.000.000 tons per year.

OGV sailing drafts: 32' FW via Martin Garcia Channel or 33'06" via Emilio Mitre Channel. Ships upto Handymax are loaded.

Location images for reference



Ports

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Uruguay

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Oil Terminal
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Punta del Este
Montevideo
Colonia
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Nueva Palmira
Fray Bentos
M'Bopicuá

Quick Info

Department of Colonia

km 0 River Uruguay

Lat 33° 57'S Long 58° 26'W

Charts Arg CR #1, CR #3, H 118, H 130, H 153

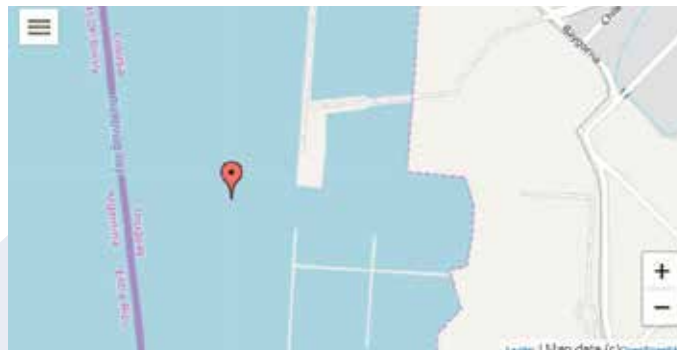
US 24050, 24058

Specialities and port connections

Grain & By Products

Fruit

Bulk Cargo



General description

Nueva Palmira is situated at km 0 on the left bank of the River Uruguay 300 km northwest of Montevideo and has a population of about 9000. It lies at the mouth of the River Uruguay and faces the mouth of the Paraná Bravo (the northern arm of the Paraná, where it flows into the River Plate Estuary). For some years now it has been declared a free zone and is best known for the private transshipment terminal established by Navios, where certain bulk cargoes ex barges from Brazilian, Bolivian and Paraguayan up-river ports are discharged, stored and then loaded as exports on ocean going vessels.

Location images for reference



Ports

Uruguay Ports

Uruguay

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Fray Bentos
M'Bopicuá

Quick Info

Description of port installations and berths:

At Nueva Palmira in addition to Navios Terminal there is the state owned wharf known as Muelle Ultramar. This lies immediately north of the Navios Terminal and in line with its outer berth. In addition to the above, a private new quay, was inaugurated on August 2007, intended to move citrus, wood pulp, fertilizers, containers and sugar exports; also oil deposits for domestic trade are planned. As from may 2008, coastal feeders begun fruit cargo movement to Montevideo for later export. In the free zone, fruit shippers (Frigofruit), operate their cold store. Plans are to construct new terminals downriver from Navios Terminal: Cartisur (liquid bulk & oil) and Bellwood (grain terminal).

Arrival/departure:

Drafts at Nueva Palmira depend on the route taken; via Martín García this channel is dredged to 9,75 m at datum. A toll, similar to the Mitre channel will be charged. Via Paraná Bravo / Mitre Channel around 10,21 m FW subject to depths in the Talavera passage. If proceeding via Mitre Channel then LOA limitation 230 m.

Authorities:

Coastguard (PNN) – Customs House.

Medical aid:

Available.

Hotels:

5 hotels available.

Bunkers:

Only M.G.O. and D.O. can be supplied at Muelle Ultramar by truck from Montevideo.

Fresh water:

Available.

Free pratique:

By any means via Montevideo, general agents or direct to Nueva Palmira.

Pilots:

If vessel comes from South Atlantic Uruguayan pilots must board at Montevideo road, who berthed vessel. If vessel comes from Argentine ports with Argentine river pilot, Uruguayan pilot must be nominated for berthing. On sailing Uruguayan pilot must be nominated and comes from Montevideo.

Tugboats:

It is compulsory at Navios Pier. Upto official pier, it depends on Pilot/Agent. Two tugboats available from 1100/4000 BHP.

Repairs:

Only minor repairs can be effected.

Stores/victuals:

Available in reasonable quantities.

Ports

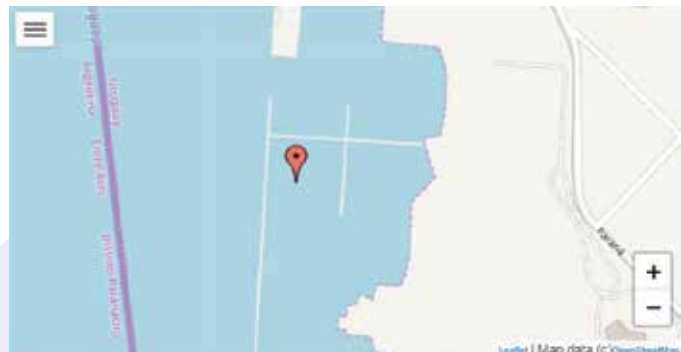
Uruguay Ports

Uruguay

Punta José Ignacio
Oil Terminal
Punta Pereira
Punta del Este
Montevideo
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Nueva Palmira

Navios Transshipment Terminal
State Owned Wharf Known As
"Muelle Ultramar"
Ontur Terminal And
Frigofruit Cold Store.
Fray Bentos
M'Bopicuá

Quick Info



General description

This comprises: a) 2 (outer-inner) off-shore piers lying parallel to each other and to the shore, b) silos and storage areas on shore, c) overhead conveyor belts supported on latticed towers running at right angles to the berths and joining them to the storage area.

The outer pier comprises 8 interconnected dolphins which offer a berthing front of 240 m for ocean going vessels on the outside and berths for several barges on the inside.

The inner pier, of 170 m in length is exclusively for the use of barges which berth on both sides. Each pier is equipped with a jib crane fitted with 3,5 cbm grabs for discharging bulk cargoes from either ships or barges onto the conveyor belts, whilst the conveyor belts, which are reversible, are also used to load cargoes from silos or storage onto ships via three loading arms situated on the outer pier.

Cargo can also, of course, be transferred to or from ship to barge directly or vice versa by means of the grab fitted crane at the outer berth, the craft involved lying on opposite sides of the pier. Vsls of up to 85.000 ton Ddwt acceptable. Depth alongside 9,75 m at datum. Disrate 6/12.000 ton per day, depending commodity. Loadrate about 850 ton per hour depending on commodity. Berth fitted with electric capstans for shifting barges.

The principal cargoes handled are manganese and iron ore from Ladario (Corumbá) (Brazil) and soya beans together with soya bean meal pellets from Paraguay and Bolivia (Puerto Aguirre).

Silo storage 360.000 ton.

ANTARES
SHIP AGENTS

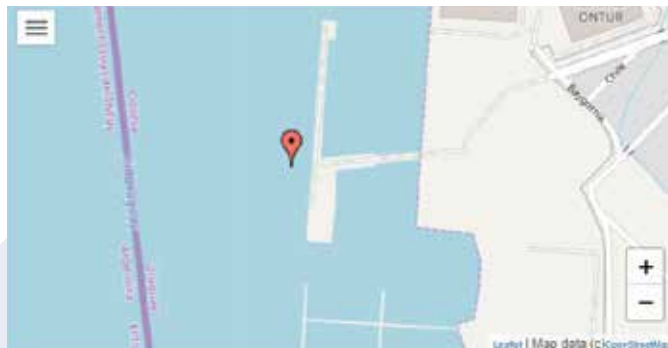
Ports

Uruguay Ports

Uruguay

Punta José Ignacio
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Punta Pereira
Punta del Este
Montevideo
Colonia
FTS Antwerpen
Nueva Palmira
Navios Transshipment Terminal
State Owned Wharf Known As
"Muelle Ultramar"
Ontur Terminal And
Frigofruit Cold Store.
Fray Bentos
M'Bopicuá

Quick Info



General description

Made of reinforced concrete 320 meters length 22 meters wide and joined to shore by a 220 meters reinforced concrete causeway. Plans are to extend 50 m southward this wharf. The grain terminal, owned and operated by Terminales Graneleras Uruguayas S.A., consists of a conveyor belt which lies on the quay connected to the grain silos; a rail-mounted dockside grain loading tower and chute installed for loading/discharge ops. Loadrate 800 TPH. Elevator storage capacity 72.000 ton. The grain conveyor belt being laid onto the quay means there is little room to work citrus on the northern arm of the wharf when so required (84 m length x 22 m width). The original section of the quay at the southern end is equipped with 1 obsolete 2 1/2 ton cranes and barges can operate from either side of the wharf. The berth lies parallel to the current, depth alongside 9,75 m at datum. In 2011 total cargo handled including exports of grain, citrus, sugar, logs and fertilizers imports, were 2.313.000 tons.

ANTARES

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Navios Transshipment Terminal
State Owned Wharf Known As
"Muelle Ultramar"
Ontur Terminal And
Frigofruit Cold Store.
Fray Bentos
M'Bopicuá

Quick Info



General description

Situated up river from "Muelle Ultramar" and within the free trade zone, this new wharf made of reinforced concrete, is 180 m long and 40m wide, depth alongside 10 m on its external side and 8 m in its interior side, connected to shore by a 100m concrete causeway 20 m wide; also a 300 m mooring frontage for barge operations, depth 3,5 m. The terminal operates with ocean going vessels; already delivering fruit cargo by feeder vessels to Montevideo, for further export. The cold store is 43,000 cbm; can accommodate 6000 tons and daily refrigerates over 1000 pallets of fruit at temperatures from 0 to +15°C; the store has 8 chambers. A new 30000 sqm wood pulp deposit is available.

ANTARES

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Ports

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Uruguay

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Colonia
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Nueva Palmira
Fray Bentos
M'Bopicuá

Quick Info

Department of Río Negro

km 95 Uruguay river

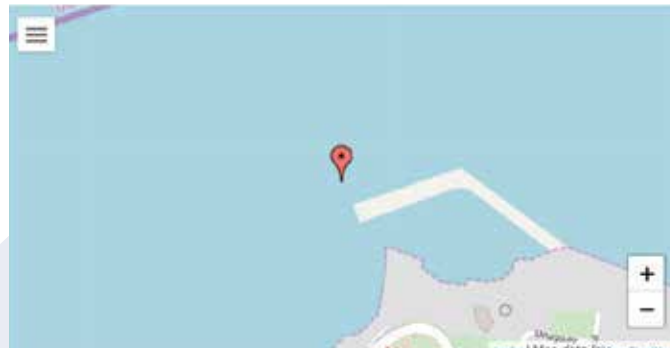
Lat 33° 06'S Long 58° 19'W

Charts Arg CR #3 B.A. 3549

Specialities and port connections

Grain & By Products

Fruit



General description

Situated on the left bank of the River Uruguay, 171 n. Miles by river from Montevideo and 145 n. Miles from Buenos Aires.

In 1976 a bridge was inaugurated, spanning the river at km 101 and linking Uruguay with Argentina. The bridge is 5366 m long and the center span is 220 m with a reported clearance of 40 m above the river.

To arrive at Fray Bentos from the River Plate, ships normally proceed via the Martín García Channel.

From km 0 of the Uruguay river there are four passes, Paso Márquez Punta Caballo, Punta Amarilla and Paso Barrizal, with of about 5,40 m at datum. Both passes are of silt. A safe draught for navigational purposes is dependant on prevailing river water level and is usually around 5,80 m. Pilots and Agents should be consulted beforehand in this respect.

Location images for reference



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Fray Bentos
M'Bopicuá

Quick Info

Berths for ocean going vessels:

At Fray Bentos, port facilities consist of an "L" shaped pier built of reinforced concrete offering two berths, together with a grain elevator, connected by conveyor belt to the first section of the pier. The first section of the pier, for domestic trade (Muelle Fluvial) runs out from the shore in a westerly direction, is 225 m long, 22 m wide, depth alongside 7,30 m, fitted with railway lines and is equipped with an overhead grain conveyor belt which runs from the elevator situated at the head of the pier. A rail mounted loading tower receives the grain from the conveyor belt and can be positioned as required in front of the hatches to be loaded, a chute being lowered from the tower out over the vessel for that purpose. Loadrate about 500 TPH. Elevator storage capacity 20.000 ton.

This quay is also used for loading other cargoes, nowadays principally citrus, although of course to some extent loading is hampered by the pillars supporting the overhead conveyor belt and which are stepped onto the quay. Tugs are not used either for berthing or unberthing, however some difficulty can be experienced on sailing if a northerly wind holds the vessel onto the quay.

The second section of the quay, for ocean going vessels, lies at an obtuse angle to the first section and extends in a SW direction for 200 meters, 43 m wide. This quay, also of reinforced concrete, is an open quay with two sets of railway lines. The railway lines run alongside the sides of the pier, thereby allowing wagon cargo to be stored off the rear of the pier and supplied alongside using F/L

trucks. Depth alongside these berths is about 9,00 m at datum however sailing drafts are usually not more than around 7,00 m and of course depend on the least depths in the river passes.

At Fray Bentos depths of 1,20/1,30 m above datum are usually recorded, however with a northerly wind, which albeit is infrequent, this can drop to around 60 cm (2 ft). On the other hand, a SE gale (Sudestada) off the River Plate can cause the river level to rise to around 1,80/1,90 m above datum. In all cases of sailing drafts above datum figures, pilots should be carefully consulted beforehand. During 2011, cargo movement was 109.354 tons.

Port authorities:

Coastguard Customs

Medical aid:

Available.

Bunkers:

Only MGO/DO coming from Montevideo by trucks.

Transport:

Highway to Nueva Palmira, Carmelo, Colonia and Montevideo. Regular bus services. Railroad to Montevideo.

Roads:

Between kms 92 and 96 River Uruguay.

Ports

Uruguay Ports

Uruguay

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Fray Bentos
M'Bopicuá

Quick Info

Pilotage:

Is compulsory. Vessels inbound from Atlantic Ocean take a Uruguayan pilot at Montevideo roads and at Uruguayan ports they use the Uruguayan Pilots Service; if coming from Argentine ports vessels use Argentina river Pilots and Uruguayan port pilot.

Repairs:

Only minor repairs can be effected. (Technicians coming from Montevideo).

Stores/victuals:

Available in limited quantities.

Fresh water:

Available at both berths.

ANTARES

SHIP AGENTS

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Quick Info

Department of Rio Negro

Km 106 River Uruguay

Lat 33°06'S – Long 58°11'W

North of Fray Bentos, after passing
international bridge.

Specialities and port connections

 Bulk Cargo



General description

Situated on the left bank of the Uruguay river, 5 kms North, upriver from the international bridge Gral San Martin – Fray Bentos/Puerto Unzué (Argentina), with aircraft limitation of 45 meters; reported clearance 40 m. The pier is made of reinforced concrete 192 meters long and 65 meters wide, where Panama and post-panamax Vessel can operate. Two mooring dolphins are placed at each end of pier, which has fenders all along.

The port has a yard of 10.7 hectares for storing logs and chips.

Depth alongside is 9,14 m to datum. Vessel's sailing draft is limited equal as Fray Bentos port, due to the Four passes on the river, south of Fray Bentos, which has minimum depths of about 5,80 m to datum. Safe draft for Navigation purposes is usually 6,40m.

Location images for reference



Ports

Uruguay Ports

Uruguay

Punta José Ignacio
Oil Terminal
Punta Pereira
Punta del Este
Montevideo
Colonia
FTS Antwerpen
Nueva Palmira
Fray Bentos
M'Bopicuá

Quick Info

Pilotage:

It is compulsory, same as Fray Bentos.

Fresh water:

Available at berth.

Medical aid:

Available at Fray Bentos.

Bunkers:

Only MGO/DO arriving by trucks from Paysandú or Montevideo.

ANTARES

SHIP AGENTS