



AGENCIA MARITIMA NABSA SA

DAILY DRAFT REPORT FOR ARGENTINE AND URUGUAYAN PORTS

BUENOS AIRES

19-Apr-2019

Port and Terminals		Max permissible draft				SUGGESTED ARRIVAL / SAILING DRAFT (for drafts in excess of 34'05"-10,51 m, where applicable, pls check with us)	
Port	Terminal - Berth	Feet		Meters		Feet	Meters
CONCEPCION DEL URUGUAY		24'00"	FW	7.33	FW	24'00"	7.33
SANTA FE		23'04"	FW	7.11	FW	23'04"	7.11
DIAMANTE		27'06"	FW	8.40	FW	27'06"	8.40
FORECAST FOR NEXT WEEK:		5 CM MORE					
SAN LORENZO	RENOVA	34'04"	FW	10.48	FW	34'04"	10.48
	DREYFUS TIMBUES	34'04"	FW	10.48	FW	34'04"	10.48
	COFCO INTL NORTH BERTH(EX NOBLE TIME	34'04"	FW	10.48	FW	34'04"	10.48
	COFCO INTL SOUTH BERTH (EX NOBLE TIM	34'04"	FW	10.48	FW	34'04"	10.48
	MINERA ALUMBRERA	34'04"	FW	10.48	FW	34'04"	10.48
	TERMINAL 6 (North/South)	34'04"	FW	10.48	FW	34'04"	10.48
	ARAUCO ARGENTIN (EX ALTO PARANA)	34'04"	FW	10.48	FW	34'04"	10.48
	QUEBRACHO	34'04"	FW	10.48	FW	34'04"	10.48
	T.F.A. (EX MOSAIC)	29'05"	FW	8.98	FW	29'05"	8.98
	PAMPA ENERGIA (EX PETROBRAS)- BERTHI	18'09"	FW	5.72	FW	18'09"	5.72
	TRANSITO (ADM AGRO)	34'04"	FW	10.48	FW	34'04"	10.48
	PAMPA	34'04"	FW	10.48	FW	34'04"	10.48
	COFCO INTL PGSM NORTH (EX NIDERA FER	34'04"	FW	10.48	FW	34'04"	10.48
	COFCO INTL PGSM SOUTH (EX NIDERA)	34'04"	FW	10.48	FW	34'04"	10.48
	DEMPA	34'04"	FW	10.48	FW	34'04"	10.48
	ACA	34'04"	FW	10.48	FW	34'04"	10.48
	AKZO NOBEL	34'04"	FW	10.48	FW	34'04"	10.48
	VICENTIN	34'04"	FW	10.48	FW	34'04"	10.48
	SAN BENITO	34'04"	FW	10.48	FW	34'04"	10.48
ROSARIO (**)	UNIT VI / VII	34'04"	FW	10.48	FW	34'04"	10.48
	TERMINAL PUERTO ROSARIO	34'04"	FW	10.48	FW	34'04"	10.48
	PIER H/J (FOR LDNG SUGAR)	31'00"	FW	9.45	FW	31'00"	9.45
	VILLA GOBERNADOR GALVEZ	34'04"	FW	10.48	FW	34'04"	10.48
	PUNTA ALVEAR	34'04"	FW	10.48	FW	34'04"	10.48
ROSARIO	DREYFUS GRAL LAGOS	34'04"	FW	10.48	FW	34'04"	10.48
	ADM AGRO ARROYO SECO (EX TOEPFER)	34'04"	FW	10.48	FW	34'04"	10.48
	PARANA IRON	34'04"	FW	10.48	FW	34'04"	10.48
	ACBL 809	34'04"	FW	10.48	FW	34'04"	10.48
VILLA CONSTITUCION	SERV PORT - ELEVATOR BERTH	34'04"	FW	10.48	FW	34'04"	10.48
	ACINDAR COMERCIAL(ACEVEDO)	33'11"	FW	10.33	FW	33'11"	10.33
	ACINDAR COM (ACEVEDO) DISCH	33'11"	FW	10.33	FW	33'11"	10.33
	ACINDAR MINERAL (RAW MATERIALS)	34'04"	FW	10.48	FW	33'04"	10.15

(XX) WE LEAVE ON RECORDS TT, PORT PILOTS AT VILLA CONSTITUCION VERBALLY ADVISED THAT THEY RECOMMEND FOLLOWING VSL'S RESTRICTION FOR VILLA CONSTITUCION ELEVATOR PIER:

LOA 180M. FOR VSLS WITH A LOA OVER 180M, TWO TUGBOATS ARE REQUIRED BY PILOTS FOR SAFETY REASONS OVER 180M LOA, EXTREME HOLDS WILL BE DIFFICULT TO BE LDD, DUE TO THE POSITION OF THE LOADERS.

SAN NICOLAS	NEW PORT	34'04"	FW	10.48	FW	34'04"	10.48
	CENTRAL TERMICA - DISCHARGE	34'04"	FW	10.48	FW	33'04"	10.15
	CENTRAL TERMICA - LOADING	34'04"	FW	10.48	FW	34'04"	10.48
	ELEVATOR BERTH	34'04"	FW	10.48	FW	34'04"	10.48
	SIDERAR - DISCHARGE	34'04"	FW	10.48	FW	33'04"	10.15
	SIDERAR - LOADING	34'04"	FW	10.48	FW	34'04"	10.48

AT SAN NICOLAS PORT, PUERTO NUEVO, ELEVATOR AND CENTRAL TERMICA PIERS, PILOTS SUGGEST VSLS' COMMAND TO REQUEST TUG BOATS DURING MOORING/UNMOORING, FOR SAFETY REASONS WHEN LOA IS EQUAL

FOR VSLS WITH LOA OF 230M OR MORE, PILOTS SUGGEST THE USE OF TWO (2) TUGBOATS, WHICH DUE TO LACK OF SPACE CANNOT WORK PROPERLY, THEREFORE MAX LOA SUGGESTED IS LESS THAN 230M.

RAMALLO	BUNGE	34'04"	FW	10.49	FW	34'04"	10.49
RAMALLO	BUNGE FERTILIZERS	31'03"	FW	9.50	FW	31'03"	9.50
RAMALLO	XSTORAGE	34'04"	FW	10.49	FW	34'04"	10.49
SAN PEDRO/MAX L.O.A. 180 M		33'06"	FW	10.22	FW	33'06"	10.22
IBICUY		34'00"	FW	10.38	FW	34'00"	10.38
GUAZU	TERMINAL DEL GUAZU	34'00"	FW	10.38	FW	34'00"	10.38
LIMA	DELTA DOCK	34'00"	FW	10.38	FW	34'00"	10.38
LAS PALMAS	LAS PALMAS	34'00"	FW	10.38	FW	34'00"	10.38
CAMPANA	SIDERCA	33'00"	FW	10.06	FW	33'00"	10.06
	DEPSA	32'02"	FW	9.81	FW	32'02"	9.81
	AXION ENERGY (EX EXXON)	34'00"	FW	10.36	FW	34'00"	10.36
	MARIPASA	33'01"	FW	10.08	FW	33'01"	10.08
	CARBACLOR (EX SOL PETROLEO)	32'00"	FW	9.76	FW	32'00"	9.76
	POBATER (EX RHASA)	32'00"	FW	9.76	FW	32'00"	9.76
	ODFJELL TAGSA	32'00"	FW	9.76	FW	32'00"	9.76
	PETROMINING	30'00"	FW	9.15	FW	30'00"	9.15
BUENOS AIRES	TERBASA (NOT OPERATIVE)						
(DOCK SUD -TANKER BERTHS)	FLAMMABLE BASIN (*) (***)	23'11"	FW	7.30	FW	23'11"	7.30
	PROPANERO BASSIN	27'06"	FW	8.40	FW	27'06"	8.40
	SOUTH DOCK PIER 7 (*)	24'11"	FW	7.60	FW	24'11"	7.60
	SHELL PIER A (PRIMA)	26'03"	FW	8.00	FW	26'03"	8.00
	SHELL PIER A	27'06"	FW	8.40	FW	27'06"	8.40
	SHELL PIER B	29'05"	FW	9.00	FW	29'05"	9.00
LA PLATA	COPETRO (**)	30'00"	FW	9.14	FW	30'00"	9.14
	PIER 9	30'00"	FW	9.15	FW	30'00"	9.15
	YPF (*)	24'00"	FW	7.92	FW	24'00"	7.92
NECOCHEA	Pier 1 (OPEN BERTH) (*)	43'00"	BW	13.10	BW		
	Pier 3 (ACA TERMINAL) (*)	43'00"	BW	13.10	BW		
	Pier 4 / 5 TQQ (*)	43'00"	BW	13.10	BW		
	Pier 6 / 9 TQQ	43'00"	BW	13.10	BW		
		35'01"	BW	10.66	BW		
BAHIA BLANCA	ADM AGRO (EX UTE/TOEPFER TERMINAL) (*)	45'00"	SW	13.72	SW	45'00"	13.72
	CARGILL TERMINAL (**)	45'00"	SW	13.72	SW	45'00"	13.72
	Pier N° 5/6 (**)	33'00"	SW	10.06	SW	33'00"	10.06
	Pier N° 7/8 (**)	35'01"	SW	10.36	SW	34'05"	10.36
	Pier N° 9 (**)	45'00"	SW	13.72	SW	45'00"	13.72
	PROFERTIL	45'00"	SW	13.72	SW	45'00"	13.72
	DREYFUS TERMINAL	45'00"	SW	13.72	SW	45'00"	13.72
	OMHSA (GALVAN) TERMINAL PIER 2 / 3 (*)	42'00"	SW	12.80	SW	42'00"	12.80
	GALVAN PIER 5 (*)	35'01"	SW	10.36	SW	34'05"	10.36
MONTEVIDEO (R.O.URUGUAY)	PIER 6/7 OPEN BERTH	34'03"	BW	10.41	BW	34'02"	10.41
MONTEVIDEO (R.O.URUGUAY)	TERMINAL GRANELERA MTVD OBRINEL (TG)	39'04"	BW	12.00	BW	39'04"	12.00
NUEVA PALMIRA (R.O.URUGUAY)	NAVIOS /TGU /ONTUR (****)						
	NAVIOS /TGU /ONTUR (****)						
	NAVIOS /TGU /ONTUR (****)						

MARTIN GARCIA CHANNEL,
VESSEL CAN NAVIGATE THRU THE CHANNEL AS PER FOLLOWING TABLE

LOA	BEAM	DRAFT
UPTO 245 M	32.60 M	10.05 M
245 M - 255 M OR	FM 32.60 M - 35 M	9.14 M
255 M - 266 M OR	FM 35 M- 41 M	8.84 M

(**) MAX PERMISSIBLE LOA FOR 'EMILIO MITRE CHANNEL' IS 230 M.

OTHER INDICATED DRAFTS ARE MAX PERMISSIBLE' VALUES.

(*) HT/NAABSA

(**) HT

(***) CHECK FOR PARTICULAR TERMINALS

(****) MAX DRAFT FOR PROCEEDING DOWNSTREAM EMPLOYING E.MITRE CHANNEL I/O M.GARCIA CHANNEL, WHICH HAVE ADDITIONAL CHARGES ON ARGENTINEAN PILOTAGE, TOLL DUES AND ABT 10 MORE HOURS OF NAVIGATION, BEING TRANSIT TIME ABT 16HS FM NUEVA PALMIRA TO ZONA COMUN.

NEWS:

A) MARTING GARCIA CHANNEL

PLEASE BE INFORMED THAT AFTER THE COMPLETION OF THE DREDGING JOBS AT THE MARTIN GARCIA CHANNEL, PILOTS' CORPORATION CONFIRMED TODAY APRIL 17TH, THAT NAVIGATION MUST BE PERFORMED UP TO A MAXIMUM DRAFT OF 10.05M F.W. UNTIL THE BEHAVIOUR OF THE VESSELS IN THE CHANNEL IS EVALUATED. AFTER SUCH EVALUATION IT WILL BE CONFIRMED WHETHER IT IS POSSIBLE TO PROCEED UP TO THE MAXIMUM DRAFT OF 10.36M F.W. CONFIRMED BY PORT AUTHORITIES. CONSIDERING THE ABOVE, AND UNTIL THE NEW MAXIMUM DRAFT IS INFORMED BY PILOTS, THE MAXIMUM DRAFT TO NAVIGATE THE MARTIN GARCIA CHANNEL, WILL BE RULED AS PER FOLLOWING TABLE:

DRAFT LOA BEAM

10.05 M UP TO 245M UP TO 32,60 M - WITH RIVER TIDE OF AT LEAST 0.60 M
9.14 M 245/255 M 32.60/35,00 M
8,84 M OVER 255-260 M OF LOA OR 35,00 M BEAM

REVERTING WITH NEWS ONCE PILOTS INFORM NEW DRAFT.

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B) DREDGING JOBS AT QUEQUEN / NECOCHEA PORT

ON APRIL 15TH, DREDGER KAISHUU STARTED JOBS AT NECOCHEA PORT, IN ORDER TO IMPROVE DRAFT IN THE MAIN CHANNEL AND PIERS. INTENTION IS TO REACH AT CHART REDUCTION LEVEL (0 METER) 15,24 M IN THE ACCESS CHANNEL AND ABOUT 13,41 M / 13,71 M IN THE PIERS. DREDGER COMPANY (JAN DE NUL) ESTIMATES THAT WORKS WILL DEMAND BETWEEN 45 AND 60 DAYS.

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C) WORKERS' UNION / STRIKE

DIFFERENT UNIONS, SUCH AS TRANSPORT AND TRUCK DRIVERS, HAVE ANNOUNCED A NATIONWIDE STRIKE FOR NEXT APRIL 30TH, FROM 0000 TO 2400 HRS.

THE STRIKE WILL CERTAINLY AFFECT ALL SECTORS OF THE INDUSTRY, INCLUDING ALL RELEVANT LOADING/UNLOADING OPERATIONS AT EVERY ARGENTINE PORT/TERMINAL, ETC. HOWEVER AT THIS STAGE CANNOT BE CONFIRMED HOW THE MEASURE WILL AFFECT THE NORMAL OPERATIONS.

REVERTING WITH FURTHER NEWS.

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D) BAHIA BLANCA PORT / PUERTO GALVAN - PIER 5 / OVERTIME WORK

IN ORDER TO REDUCE CONGESTIONS AND WAITING TIME AT BAHIA BLANCA PORT (PUERTO GALVAN / PIER 5), PORT AUTHORITIES HAVE ADVISED THAT, AS PER NEW REGULATIONS IN FORCE, WHENEVER THERE ARE VESSELS AWAITING FREE BERTH TO ENTER AT MENTIONED PIER THE VESSEL ALONGSIDE COULD BE ORDERED

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E) CHAMBER OF PRIVATE COMMERCIAL PORTS' INFORMATION

THE CHAMBER OF PRIVATE COMMERCIAL PORTS HAS INFORMED THAT AS FROM SEPTEMBER 01ST 2018, EACH TERMINAL WILL EVALUATE THEIR LOGISTICS AND IN CONSEQUENCE WILL RESERVE THE RIGHT TO CANCEL THE LETTER WHICH IS PRESENTED TO THE COASTGUARD, IN ORDER TO ALLOW THEM TO REQUEST OTHER VESSEL TO PROCEED TO THEIR TERMINALS, IN CASE A VESSEL FOR ANY CIRCUMSTANCE CANNOT PROCEED ALONGSIDE AND START LOADING OPERATIONS.

ABOVE BASIS, WE HUMBLY SUGGEST TO INFORM ALL THE VESSELS TO MAXIMIZE THE EFFORTS FOR ARRIVING WITH THE HOLDS WELL CLEANED AND IN LOAD READINESS CONDITION, IN ORDER TO AVOID TO BE ORDERED TO VACCATE THE ROADSTEAD IF HOLDS ARE REJECTED AND VESSEL CANNOT PROCEED ALONGSIDE AS SCHEDULED BY THE NOMINATED LOADING TERMINAL.

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F) Garbage Inspections & Disposal

The purpose of this circular is to warn all our owner's clients about situation being faced with garbage disposal at Argentinian ports.

On year 2010 the SENASA authorities released a resolution in which they implemented random inspections of vessel garbage onboard.

They are performing these inspections in all vessels being same compulsory.

In accordance with the outcome of same, they decide whether garbage must be disposed or not and their decision must then be followed in order to avoid fines. The cost of this inspection is small, this is not the problem.

After these inspections are conducted, in most of the vessels they demand that the garbage must be disposed even when there is a small amount of garbage onboard alledging 'epidemiological reasons'.

The tariff which is then applied by the suppliers duly cleared by Authorities and registered for this service at different Argentinian ports is in fact the problem, since same is extremely high, starting from basic fee of usd 3.000.- at most ports and then easily escalating further sometimes two or three times that value depending on port characteristic and amount of garbage to be discharged.

We are only informing this for owners to be aware of same and consider this cost when calculating costs for calling here since same is usually not included in any agent's PDA but then applies in most cases.

Just for your guidance, following is wording which is being included by us in our pre-arrival messages to masters heading to Argentina:

quote

+ + + V E R Y I M P O R T A N T + + +

KINDLY NOTE TT GARBAGE DISPOSAL IS NOT COMPULSORY IN OUR COUNTRY. WHICH IS COMPULSORY IS THE GARBAGE INSPECTION.

IN THIS RESPECT, AS PER LOCAL SANITARY REGULATION IN FORCE, COMPULSORY GARBAGE INSPECTION WILL BE CARRIED OUT BY SENASA (GOVERNMENT INSPECTOR) AND THEY WILL DECIDE WHETHER VSL'S GARBAGE S-H-U-D BE DISCHARGED OR NOT, ACCORDING TO QTTY FOUND ONBOARD AND ALSO DEPENDING ON HOW SAME IS STORED, ETC ETC.

AFTER INSPECTION, PLS PAY SPECIAL ATTENTION READING CAREFULLY EACH PAPER/FORM REGARDING THIS ISSUE BEFORE STAMPING/SIGNING IT, AS COST FOR GARBAGE DISPOSAL AT MOST OF THE PORTS IS ON A HIGH LEVEL.

Unquote

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G) National Holiday

PLEASE NOTE THAT TODAY APRIL 19TH IS A NATIONAL HOLIDAY IN ARGENTINA.

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H) Lack of Profit / Port Expenses

PRIOR TO GRANT LOADING BERTH, SOME TERMINALS' OPERATORS REQUESTS BY WRITING, THAT VSL'S AGENTS ACC THEIR BERTHING CONDITIONS / RULES AND PENALTIES, IN CASE OF DELAYS DUE TO REASONS NOT CONCERNED TO TERMINAL.

ON THIS RESPECT, PLS NOTE FOLLOWING, WHICH IS THE LACK OF PROFIT TO BE CHARGED BY EACH TERMINAL:

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SAN LORENZO PORT:

RENOVA TIMBUES:	U\$D 1.900.- PER HOUR OR FRACTION.
DREYFUS TIMBUES:	U\$D 3.000.- PER HOUR OR FRACTION.
COFCO ARGENTINA:	U\$D 1.900.- PER HOUR OR FRACTION.
TERMINAL 6:	U\$D 3.000.- PER HOUR OR FRACTION
ARAUCO:	U\$D 1.900.- PER HOUR OR FRACTION.
QUEBRACHO:	U\$D 3.000.- PER HOUR OR FRACTION.
COFCO (EX NIDERA):	U\$D 1.900.- PER HOUR OR FRACTION.
ADM-TRANSITO:	DECIDED ON THE SPOT
PAMPA/DEMPA:	DECIDED ON THE SPOT.
A.C.A.:	U\$D 3.000.- PER HOUR OR FRACTION
AKZO NOBEL:	U\$D 1.500.- PER HOUR OR FRACTION
VICENTIN:	U\$D 1.900.- PER HOUR OR FRACTION.
SAN BENITO:	U\$D 2.000.- PER HOUR OR FRACTION.

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ROSARIO:

DREYFUS GENERAL LAGOS TERMINAL: U\$D 3.000.- PER HOUR OR FRACTION
VILLA GOBERNADOR GALVEZ: U\$D 3.000.- PER HOUR OR FRACTION.
PUNTA ALVEAR: U\$D 3.000.- PER HOUR OR FRACTION.

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SAN NICOLAS:

THE RULES OF PORT ADMINISTRATION STATES THAT IF A VESSEL DO NOT COMPLY WITH AVERAGE LOADING / DISCHARGING RATE, OR OPERATIONAL DELAYS ARE FACED ON ACCOUNT OF VESSEL'S PROBLEMS, THE ADMINISTRATOR OF THE PORT COULD ORDER THE VESSEL TO VACCATE THE PIER, NOT COMPLYING WITH SAME, THE VESSEL WOULD BE CHARGED AS LACK OF PROFIT THE 100% OF THE TARIFF, I.E. WHARFAGE CHARGES FOR ALL THE PERIOD OF THE VESSEL ALONGSIDE, WILL BE THE DOUBLE OF THE TARIFF IN FORCE

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CAMPANA:

LAS PALMAS	U\$D 2.000 PER HOUR OR FRACTION.
MOLCA TERMINAL	U\$D 2.000 PER HOUR OR FRACTION.

* * **BAHIA BLANCA:**

LDC TERMINAL: U\$D 3.000.- PER HOUR OR FRACTION.

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