



Buenos Aires, 18/04/2019 - Msg 1804-1018 MJL

 **Daily Port Info + Special News** 

Be advised of following Daily Port Info + Special News, as applicable today to argentine ports:

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A) Martin Garcia Channel / Pilots Maximum Suggested Sailing Draft

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 10.05 M 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 10.36 M 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 245 M	up to 32,60 M - with river tide of at least 0.60 M
9.14 M	245/255 M	32.60/35,0 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

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channel and piers.

The 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 it cannot be confirmed how the measure will affect the normal operations.

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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 to operate non-stop till completion. Otherwise, if none of the parties involved accept to support extra cost for working around the clock, the vessel alongside could be ordered to leave the pier.

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E) Chamber Of Private Commercial Ports' Information

The Chamber of Private Commercial Ports has informed that as from September 1st 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.

Considering above information, we humbly suggest to inform all the vessels to maximize their efforts

for arriving with the holds well cleaned and in load readiness condition, in order to avoid to be ordered to vacate 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's garbage on board.
They are performing these inspections in all vessels being same compulsory.

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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 on board 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 characteristics 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 (GOVERMENT 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 Holidays

Please note that next April 19th is a national holiday in Argentina.

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H) Lack of Profit / Port Expenses

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Prior to grant loading berth, some terminals' operators requests by writing, that vessel's agents accept their berthing conditions / rules and penalties, in case of delays due to reasons not concerned to the 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 vacate 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.

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Bahia Blanca:

LDC Terminal: U\$D 3.000.- per hour or fraction.

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Best regards
AGENCIA MARITIMA NABSA S.A.
Buenos Aires - Argentina
****ISO 9001:2015 CERTIFIED****
**** FONASBA approved ****
**** BIMCO members ****
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