



Daily Port Info + Special News

Buenos Aires 21/09/2023 – Msg 2109-0953

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

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A) Bahia Blanca Ports /Tugboats Union Working to the Rule

As from August 09th 0700hs, Tugboats Union at Bahia Blanca port started to work to the rule.

Working time will run from Monday to Sunday from 0700 to 1900hs only, except tugboats managed by m/s Svitzer.

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B) Necochea Port / Tugboats Measure

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Necochea: Seafarer's Union have imposed that towing services will only be rendered 12 hours per day.

Period starts to count as from 1st service rendered.

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C) OSRO Coverage During Bunkering Operations at Zona Comun

Be advised that as from June 08th 2023, Coastguard started to request to bunkers' suppliers to present the coverage for any spillage which could take place at Zona Comun, including

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now the presentation of the OSRO coverage by the vessel to be supplied, together with the coverage to be also presented by the suppliers for the acting bunker barge, therefore as from now onwards, all vessels to be supplied with bunkers at Zona Comun in the river plate, must present an OSRO certificate, issued by a local company in charge of having a quick response in case of a spill contingency during bunkering operations, not having said certificate, bunkering operations will not be allowed.

FYI, cost of the certificate for OSRO coverage depend on the company to issue the certificate, being in the range of abt u\$D 1.500 / u\$d 2.000

In case that vessel has a valid certificate issued for their commercial calls in Argentina, same will be valid for the bunkering operations, no need to issue a new one.

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D) New Port Terminal (CGPSN) Southern Section at San Nicolas - Non Operational Due to Major Structural Repairs

New Port Terminal (CGPSN) Southern Section at San Nicolas will undergo major structural maintenance works.

For this reason, this berth will not be operational for an undetermined period.

Jobs started on January 05th expecting to be completed around next October 2023.

However, maintenance jobs take several months, depending on the vessels line up.

As a consequence of the complexity of these repairs, discharge operations will be directed to the Northern Section of the pier.

12.30 m > the 1st 3 ships.

12.50 m > the next 3 ships.

12.80 m > the next 3 ships.

13.00 m > the last 3 ships (X).

(X)

Once that last 3 ships have safely transited the channel drawing 13.00 m, then the port Authorities would declare this draft as officially applicable for all future ships calling at 'TGM' terminal.

We shall be keeping you posted on further developments.

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E) National Holidays

Please note that next October 13th and October 16th are National Holidays.

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F) Lack of Profit / Port Expenses

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.

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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

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