



BUENOS AIRES PORT MODERNIZATION PLAN

PUERTO
BUENOS AIRES



Ministerio de Transporte
Presidencia de la Nación

PORT OF BUENOS AIRES

TEUs 2017



More than 60% of Argentina's containerized cargo

Zárate
TEU 119.993



More than 80% of Argentina's containerized cargo together with Exolgan



3rd most important port in **South America**



3 of the major port operators **worldwide**

TRP-DUBAI PORTS WORLD
T4 - APM TERMINALS
BACTSSA- HUTCHISON



Strategic Location



1st port in South America with **Landlord system**

Ushuaia
TEU 53,262



Exolgan
TEU 554.458



Madryn
TEU 30,963



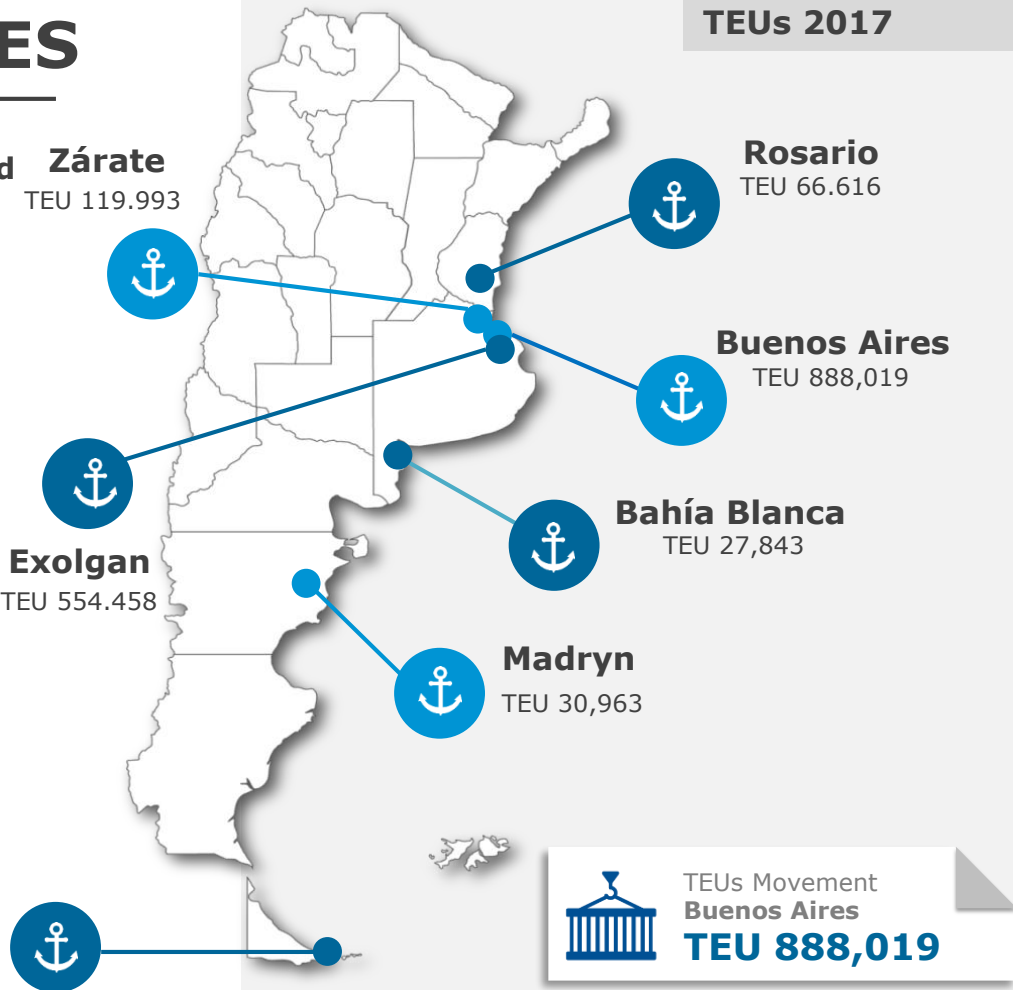
Bahía Blanca
TEU 27,843



Buenos Aires
TEU 888,019



Rosario
TEU 66.616



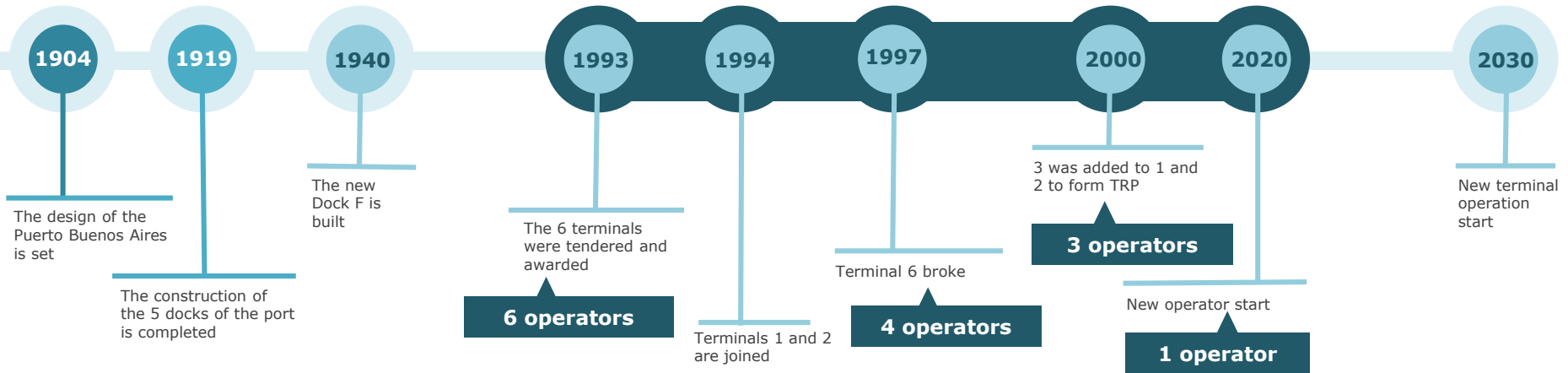
TEUs Movement
Buenos Aires

TEU 888,019

HISTORY OF THE PORT OF BUENOS AIRES

Huergo's lay out lasted 114 years

78 years without significant works



CHANGING THE WORLD TREND

PROGRESS MADE BY THIS ADMINISTRATION IN 3 YEARS: INFRASTRUCTURE



Filling and breakwater of the new terminal



Closing and Filling of Wharf F



New railway access



Paseo del Bajo (exclusive highway for trucks)



Only gateway access to the port



Waiting and control area



Dredging, adaptation, maintenance, North wharf and canal



Integrated beacon with AIS system



PROGRESS MADE BY THIS ADMINISTRATION IN 3 YEARS: SIMPLIFICATION



- **Digitalized Banking operations** with customers and suppliers.
- Company's **regularization** and **updated balance sheets** approved by the General Audit Office (AGN)
- **Digitization** of administrative processes
- **Vessels' online turns**
- **Website for claims**
- Port of Buenos Aires **APP**
- **PCS**: Port community system
- **TAD**: Digital remote procedures
- **ERP**: Internal management system of the General Ports Administration (AGP)
- **VUCE**: single window for foreign trade

PROGRESS MADE BY THIS ADMINISTRATION IN 3 YEARS: COST REDUCTION

-61% cost per EXPO container
(198 USD/cont in 2018 vs 509 USD/cont in 2015)

- ✓ Removal of charge for HC Expo (-160)
- ✓ Removal of compulsory Argentine Protected Transport (TAP) (up to -25%)
- ✓ Setting out of customs clearance
- ✓ Reduction of port supporting area
- ✓ Reduction of towing fee (-27 %)
- ✓ Reduction of sweeping and cleaning (-66 %)
- ✓ Green Award Certification (up to -10%)
- ✓ Seal removal

-17% cost per IMPO container
(834 USD/cont in 2018 vs 999 USD/cont in 2015)

- ✓ Seal removal
- ✓ Removal of compulsory Argentine Protected Transport (TAP) (up to -25%)
- ✓ Setting out of customs clearance
- ✓ Reduction of sweeping and cleaning (-66 %)
- ✓ Reduction of port supporting area (-40%)
- ✓ Reduction of towing fee (-27%)
- ✓ Green Award Certification (up to -10%)

USD/CONTAINER
EXPO



ARGENTINA

198 USD



BRAZIL

230 USD



URUGUAY

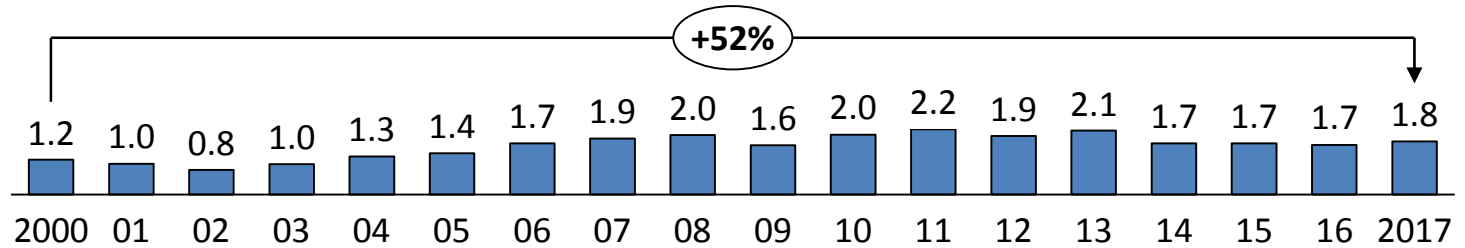
250 USD

WHAT HAPPENED IN THE REGION?

...

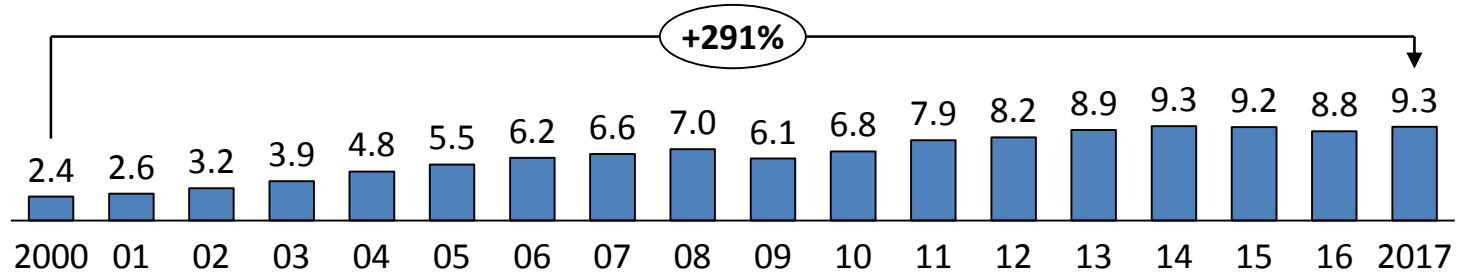
 **ARGENTINA**

Average annual rate: 2%



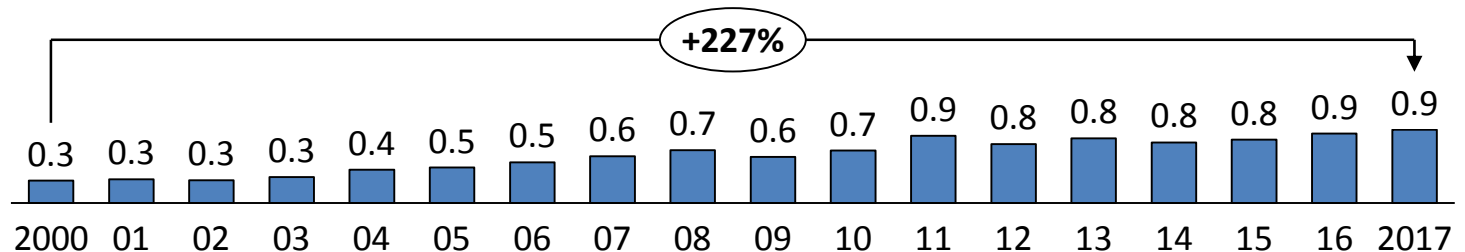
 **BRAZIL**

Average annual rate: 8%



 **URUGUAY**

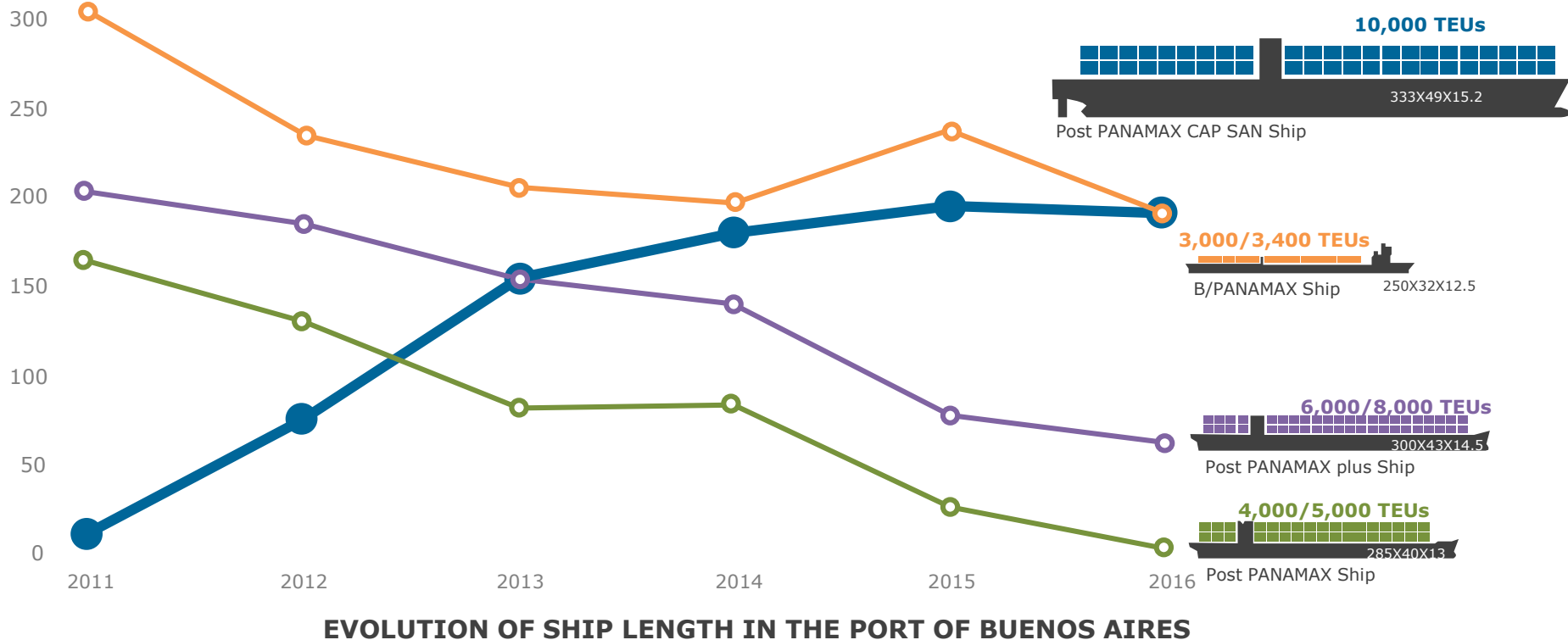
Average annual rate: 7%



EVOLUTION (million TEUs)

EVOLUTION OF FREIGHT INDUSTRY

Global trend: larger ships with greater capacity



INFRASTRUCTURE REQUIRED TO SERVE SHIPS

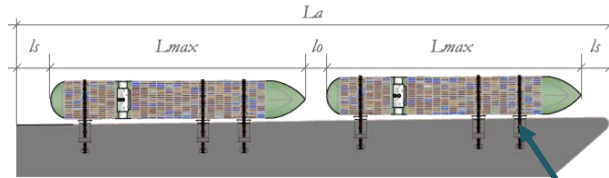


ROM 2.0-11 Recommendations:

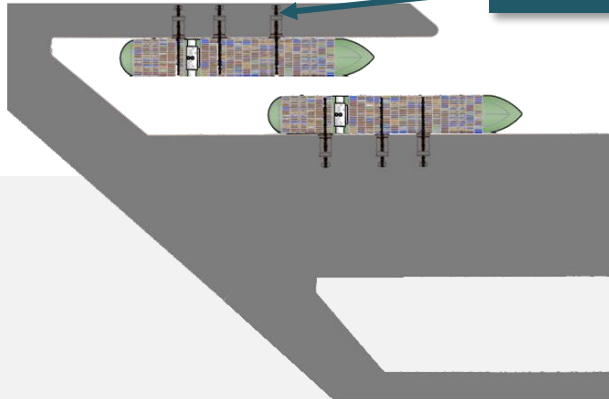
“Recommendations for the design and execution of works of berthing and mooring”

Design Ship:

New Panamax: 366 m length (L_{max})



STS cranes



Increased wharf productivity with equal investment

—
It allows dredging to 14 meters.

—
Depth of gravity walls current design: 10.05 meters;

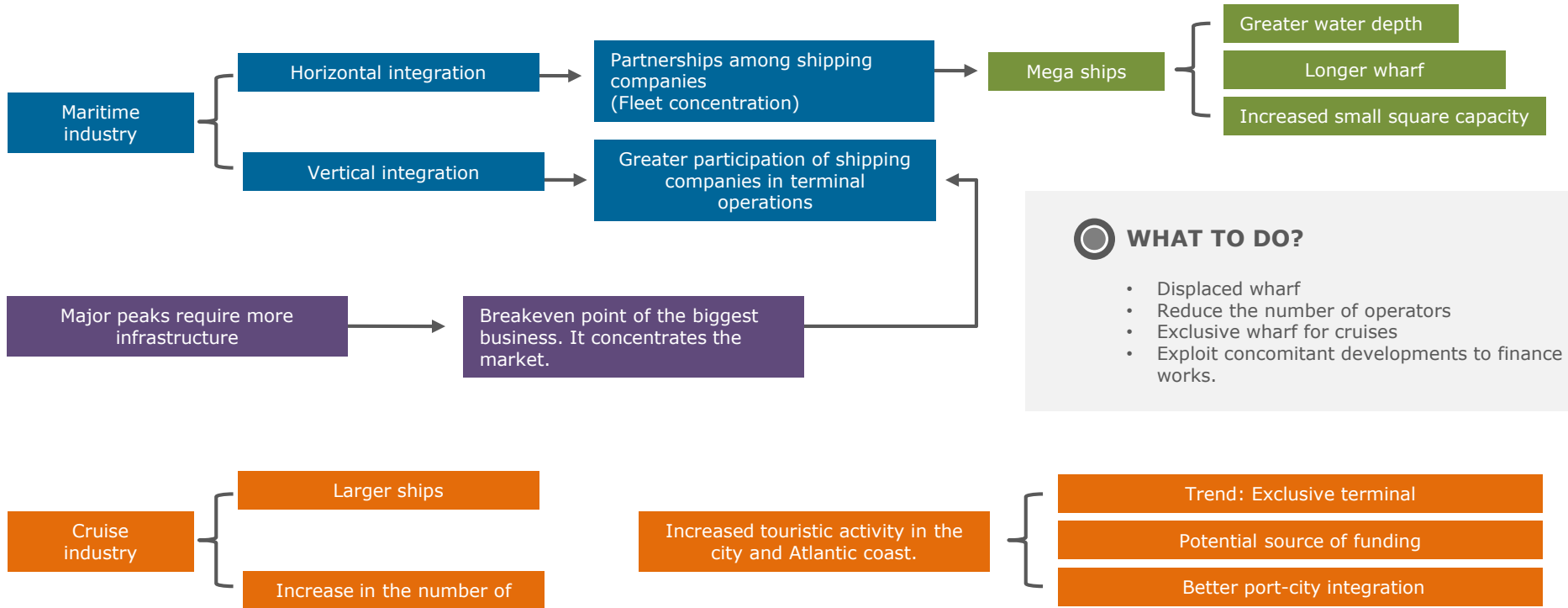
—
It limits the optimization of equipment.

○ WHAT TO DO?

Displaced wharf for at least two berth sites, either in the new terminal or in the head of breakwaters filling docks.

TRENDS

MARITIME TRANSPORT OUTLOOK



CITY PROJECTS WITH IMPACT ON THE PORT

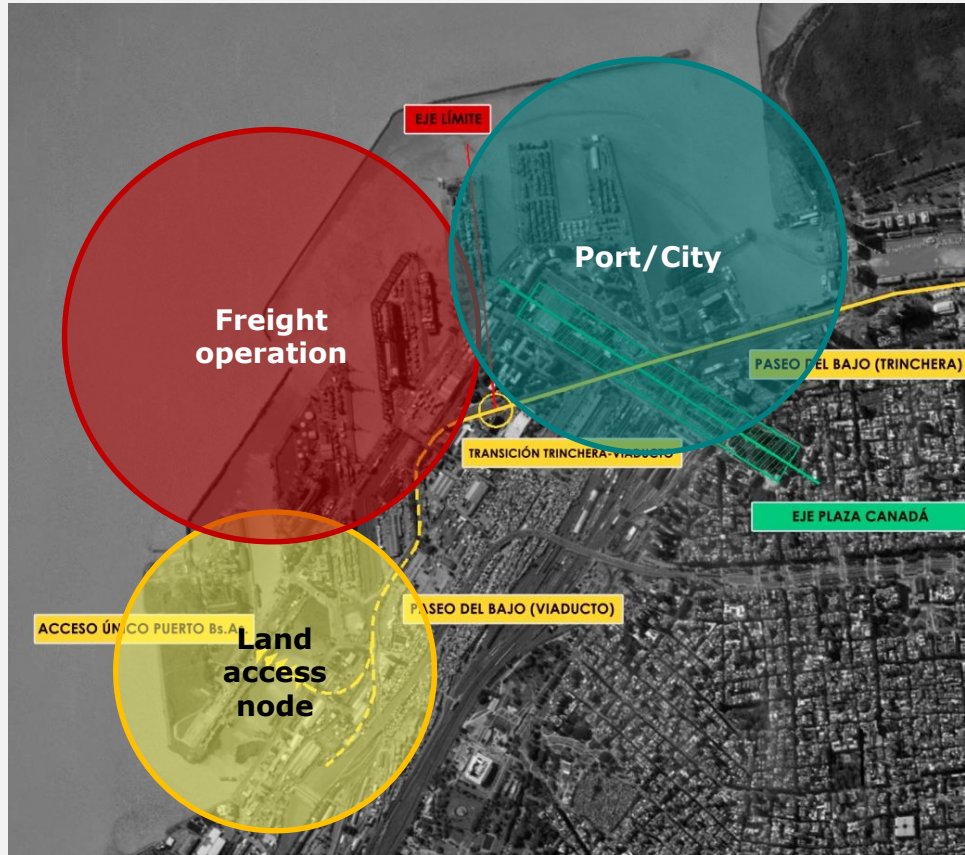


**PASEO DEL
BAJO**

--- Paseo del Bajo outline

- 1** Dike 0 project (it favors Colonia Express increasing quantitatively and qualitatively the passenger service)
- 2** Connection bridges (it prevents any port operations on the southern dock)
- 3** Isla Demarchi urbanization (relocating an area of 600,000 m² of logistical and operational areas)
- 4** Solar projects Santa María (encourage the creation of public space on the edge of the river)
- 5** Catalinas Norte (the affectation of the terrain prevented the railway operation and freight train entrance to the Buenos Aires port from the south)
- 6** Outer port (projects in this area promote and justify the port - city uses on the breakwaters 1.2 and part of 3)
- 7** Paseo del Bajo exit (it is the only access for heavy vehicles to the Buenos Aires port, turning the area into a strong logistics hub)
- 8** Villa 31 urban planning (limit of Paseo del Bajo)
- 9** Young district (promoting connection of Paseo Areneras with Costanera Norte through the coast)
- 10** PUERTO MADERO

MAIN POINTS: PORT/CITY PLANNING



PORT OF BUENOS AIRES MODERNIZATION PLAN



Unification of deadlines on May 2020

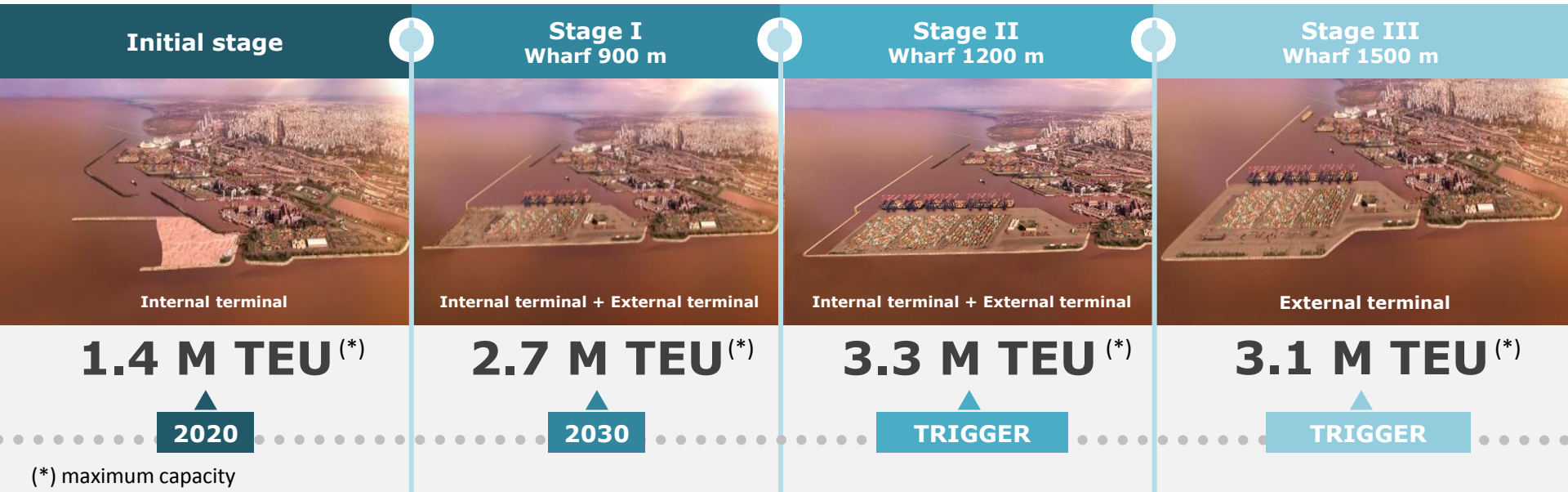
TERM: **35 + 15 YEARS**

Single operator

Responsible for operating the entire infrastructure

Flexible lay out

Adapting investments to support the growth, productivity and competitiveness of the port



PORT OF BUENOS AIRES MODERNIZATION PLAN

1910 M USD
TOTAL INVESTMENT



ESTIMATED PRIVATE
INVESTMENT

1370 M USD.

FIRST 10 YEARS **760 M USD**
COMPULSORY INVESTMENT

- **Wharf**
- **Superstructure**
Cranes and equipment
- **Civil works**
Paving, offices, buildings



ESTIMATED PUBLIC
INVESTMENT

540 M USD.

FIRST 10 YEARS **300 M USD**
COMPULSORY INVESTMENT

- **Infrastructure works**
*Fillings, breakwaters and
dredging*

FEES FOR BASIC SERVICES TO FREIGHT

FCL **up to** 20 feet

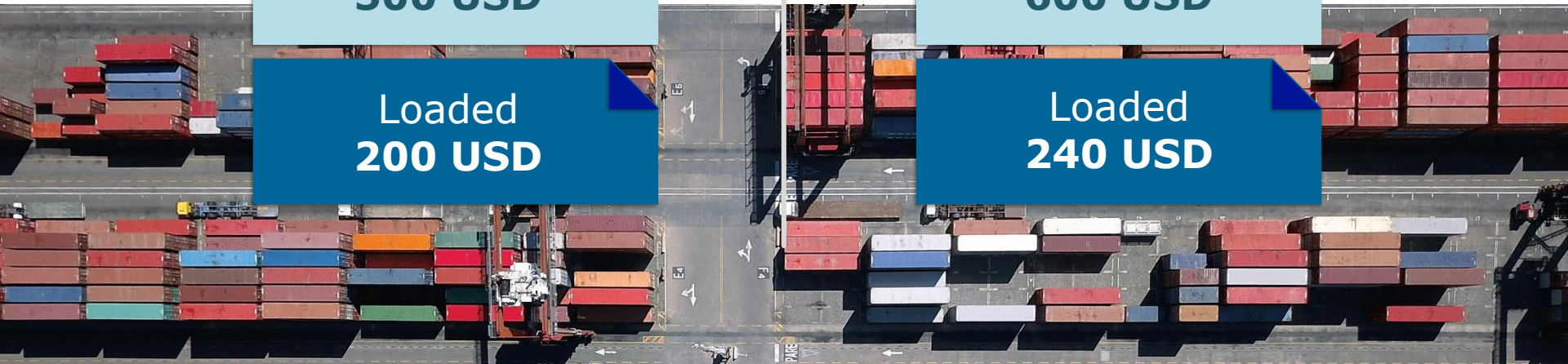
Unloaded
500 USD

Loaded
200 USD

FCL **greater** than 20 feet

Unloaded
600 USD

Loaded
240 USD



WHERE WE STARTED

2015



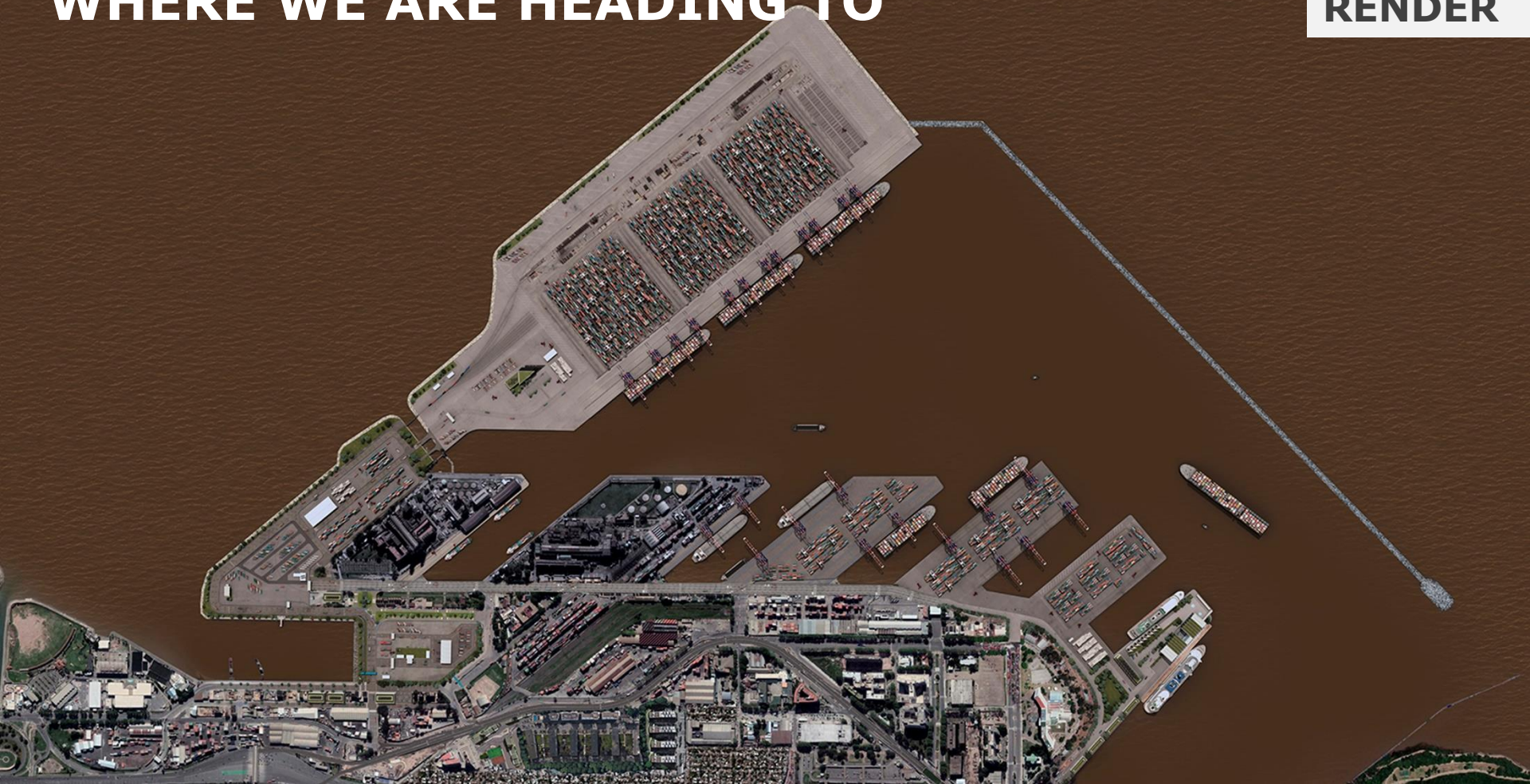
WHAT WE ARE DOING

2018



WHERE WE ARE HEADING TO

RENDER



INITIAL STAGE: 2020



PUBLIC INVESTMENT
2016 - 2019

+ 70 M USD



PASEO DEL
BAJO



SINGLE CUSTOMS
AREA



RENEWED PORT
WAITING AREA

STAGE 1: 2030

MAXIMUM TERM TO BEGIN OPERATIONS



ESTIMATED PUBLIC
INVESTMENT

300 M USD



ESTIMATED PRIVATE
INVESTMENT

760 M USD



6 CRANES LINED UP



DOCK OF 900 M

45 hectares

STAGE 2: 2035



ESTIMATED PUBLIC
INVESTMENT

120 M USD



ESTIMATED PRIVATE
INVESTMENT

210 M USD

BASED ON TRIGGER



9 CRANES LINED UP



DOCK OF 1,200 M

56 hectares

STAGE 3: 2040



ESTIMATED PUBLIC
INVESTMENT

120 M USD



ESTIMATED PRIVATE
INVESTMENT

400 M USD

BASED ON TRIGGER

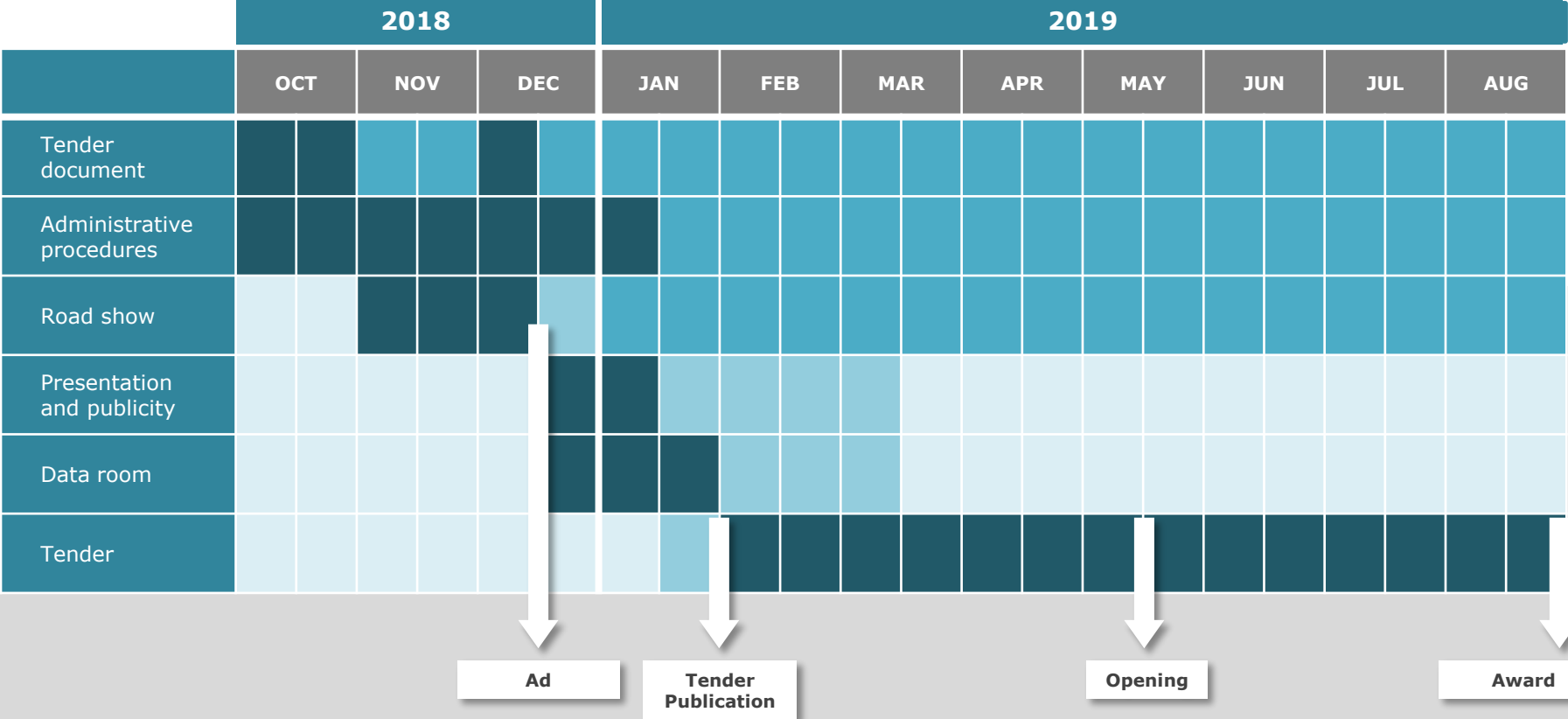


12 CRANES LINED UP



DOCK OF 1,500 M
80 hectares

NEXT STEPS



BENEFITS OF THE NEW PORT OF BUENOS AIRES

- The **level of operations** is increased
- **Logistics costs** are reduced
- **Transparent fees**
- Larger **cargo ships have access**
- Freight **operation independent** from cruise operation
- **Safe and sustainable** port
- **More and improved technology**
- **Organized transport** with a **single access**
- A port with **road and railway access**
- **Internal port terminals** (Section 37 of the General Specifications Document)

COMPETITIVENESS AND EFFICIENCY FOR THE COUNTRY'S GROWTH



WHARF F



2018



DOCK F



PORT WAITING AREA



REPAVING OF
EDISON AVENUE

RENDER 2040



ROAD
ACCESS



SINGLE
CUSTOMS
AREA



PASEO
ARENERAS



ONLY
ACCESS
TO PORT



PASEO DEL BAJO



6TH BREAKWATER NORTH FILLING

2018





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