



Cámara Interamericana de Asociaciones Nacionales
de Agentes Marítimos

NEWSLETTER Nº 4

April 11th and 12th, 2013 XI Annual Meeting Guayaquil – Ecuador

The XI Annual Meeting of the Cámara Interamericana de Asociaciones Nacionales de Agentes Marítimos (CIANAM) shall take place in the city of Guayaquil, Ecuador, on April 24th and 25th, 2014. Specially invited, the President of the Federation of National Associations of Ship Brokers and Agents (FONASBA) Marygrace Collins shall be present. The Presidency of the Cámara Marítima de Ecuador (CMAE) is in charge of Engineer Juan Jurado. Delegations from National Associations from Argentina, Brazil, Chile, Ecuador, United States of America, Mexico, Panama, Paraguay, Peru and Uruguay shall also be present at this event.

During the development of the Meeting, issues related to the institutional activity of CIANAM, port and maritime transport situations, simplification of the activity and all the efforts made in training and quality management in order to reach the best goals of operation and efficiency shall be dealt with.



President of CMAE, Juan Jurado (center) with Board Members

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FONASBA

PRESS RELEASE

Release Date: 18th December 2013

FONASBA Publishes Lima Declaration

FONASBA officially launched its “Lima Declaration” at the 2013 Annual Meeting held in Lima, Peru. This document is an appeal to governments, regulators and the maritime industry to recognise the value of education, professional standards and quality service in the fields of ship agency and shipbroking across the globe.

Presenting the Declaration to the members, FONASBA President Marygrace Collins noted that the shipping industry as a whole is under pressure to enhance training and education as a result of increased regulation, both international and national. Ships and the cargoes they carry are becoming more complex and FONASBA is taking the opportunity to issue a reminder that the ship agency and ship broking professions are equally complex, demanding adequate and relevant training and education.

The Declaration is a call to the global ship agency and shipbroking profession to recognise the need to ensure that all employees, from front line agents and brokers to back-office support staff and at every level from trainee to senior management, are properly trained. With new legislation and regulations being introduced on a regular basis, and penalties for non-compliance often severe, being fully up to date is fundamental to providing the highest level of service to principals as well as ensuring full compliance with the law.

FONASBA acknowledges that there are various educational offerings available and hopes to promote broader recognition of same, which would in turn lead to increased participation. Last year, the Federation augmented its Board of Directors with the appointment of a Vice President for Education, Captain Jakov Karmelic, and the “Lima Declaration” has been spearheaded by him as part of the Federation’s drive to increase awareness of the wide range of high-quality education available within its own member associations.

The Lima Declaration is a further step in FONASBA’s campaign to promote the adoption of professional standards within the industry. It sits alongside and compliments both the FONASBA Quality Standard and our new initiative seeking official recognition by national governments of the profession of ship agent.

A copy of the Declaration is attached to the press release.

Notes to Editors

FONASBA is the only organisation representing the global ship agency and ship broking professions. Established in 1969 it now has members in 45 countries, including all major maritime and trading nations. Its remit is to “promote and protect the professions of ship agency and ship broking worldwide”, a task which it undertakes through dialogue with its member associations and its consultative status with IMO, UNCTAD, UNCITRAL and the World Customs Organisation, as well as through close and regular dialogue with the European Commission and other regional bodies. FONASBA also enjoys reciprocal memberships with the Baltic Exchange, BIMCO, INTERTANKO, indemnity insurer ITIC and the Shipbrokers’ Register and works closely with other bodies, both internationally and in Europe.



FONASBA LIMA DECLARATION



Acknowledging that:

- shipping plays a vital role in the international economy and contributes to international trade and the world economy as the most efficient, safe and environmentally friendly mode of transporting goods
- ship agents and brokers are at the heart of the shipping industry, by both bringing vessels and cargoes together and coordinating the actions of statutory authorities, port and terminal operators, service providers, the Master, Owners and all other parties to ensure the efficient movement of the vessel through the port
- education of shipping professionals is of fundamental value to shipping

Knowing that:

- ship agency and ship broking are complex and demanding professions
- ship agents are required at all times to be fully conversant with the navigation, safety, commercial and statutory requirements and regulations applicable to the port
- ships are high value assets
- procedures and standards for safety and environmental protection are increasing
- ships, ports, information and communication technologies are developing rapidly

Understanding that

- there are no global education standards for ship agents and shipbrokers
- professional qualifications of ship agents and shipbrokers are not universally recognised
- different education standards and requirements exist within individual countries, without reference to practices in other countries
- in many countries there are no formal entry qualifications for entry to the ship agency and shipbroking professions

Recognizing that

- traditional shipping knowledge and experience have a great value but need to be complimented by ongoing professional and training development to ensure that future developments and challenges can be met
- it is important to give to present and future generations of ship agents and ship brokers vision and a commitment to improve their professional capacity qualifications

We, the delegates to the FONASBA Annual General Meeting held in Lima, Peru, declare that:

- the best way of improving safety and security in the ports, at sea and elsewhere in the maritime sector, and avoiding the proliferation of inconsistent and often contradictory national and regional regulation is through the development of harmonised, streamlined and above all internationally applicable regulations that are implemented consistently by all maritime nations
- a consistent international set of baseline standards for education, training and certification of shipping agents and brokers should be established and implemented
- internationally recognised professional standards and accreditation for ship agents and shipbrokers should also be established
- professional qualifications for ship agents and shipbrokers should be mutually recognised on a global basis
- in order to raise standards of professionalism in the ship agency and shipbroking sectors, companies providing such services should aspire to become members of a national association and implement appropriate and relevant standards of conduct
- individuals working in the ship agency and shipbroking professions should aspire to achieve high standards of personal qualification and training from a recognised education provider
- the FONASBA Quality Standard should be recognised by all parties in international maritime transport as a globally accepted quality label

FONASBA
Lima, Peru
25th October 2013

Related articles:

CRONISTA.COM

Maritime transport aims at training

TRANSPORT & CARGO 15.01.14 | 00:00

Under pressure, the global industry is facing a major national and international regulation. Level of required update increases.

➤ [Read article](#)

**MEGATRADE
VIRTUAL**

Informe Digital de Carga Internacional de la Revista MEGATRADE de Argentina.
Dirigido por Dario Kogan
Año XII Nro.349 Enero 2014

PROMOTE TRAINING PROFESSIONALS OF MARITIME AGENCIES

YEAR XII NO.349 JANUARY 2014

➤ [Read article](#)

Association of Ship Brokers & Agents (ASBA) celebrated their 80th Anniversary



Jeanne Cardona, Scott Jones, Marygrace Collins

The Association of Ship Brokers & Agents (USA) Inc. celebrated 80 Years of Service to their members on at a gala dinner dance on Saturday, January 25, 2014. Members joined with newly appointed ASBA President, Scott Jones of General Steamship Agencies, FONASBA President, Marygrace Collins, and Executive Director, Jeanne Cardona, at MaritimeParc in Jersey City, NJ to enjoy an evening of dancing, camaraderie, fabulous view of lower Manhattan, great food and drink. Photos of the event are available on their website, www.asba.org

September 24th - 26th, 2014 ASBA Annual Cargo Conference Miami – Estados Unidos

ASBA's 2014 Annual Cargo Conference dates have been set – September 24 – 26 at the Eden Roc Resort, Miami Beach, Florida. This conference is becoming the “must attend” maritime conference in the Americas. The panelists explore the question, “What’s on the Horizon?” sharing their views on market trends in both the tanker and dry cargo trades. The social events hosted during the conference include an opening golf outing, reception and dinner cruise are designed to give delegates the opportunity to get to know one another in casual surroundings. Mark your calendar and plan to join them!



Conference Delegates with Jeanne Cardona enjoying a beautiful sunset aboard the Biscayne Lady Yacht

EXPORT CARGO FROM PARAGUAY AND BOLIVIA

ASAMAR has reported that export cargo with origin in Paraguay or Bolivia are delayed in Argentine ports, due to controls carried out by the National Administration of Customs that requires that all containers bound for South Africa, as well as to the following countries: "Nigeria, Ghana, Liberia, Sierra Leone, Guineas, Guineas-Bissau, Cape Verde, Senegal, Mali and Mauritania" or the following European countries: Belgium, Netherlands, Italy, France, Portugal, England, Germany, Spain, Greece, Bulgaria, Malta, Russia, Serbia, Montenegro, Croatia, England, should be verified to prevent illicit drug trafficking. For this purpose the cargo is subjected to exhaustive controls using non-intrusive tools (dogs and/or scanners and/or other methods).

Peruvian Association of Maritime Agents

The Peruvian Association of Shipping Agents (APAM) organizes an UPDATE SEMINAR on CUSTOMS IMPORT MANAGEMENT, Advanced Customs Clearance System (SADA).

SEMINARIO DE ACTUALIZACION

GESTION ADUANERA DE IMPORTACIONES

SISTEMA ANTICIPADO DE DESPACHO ADUANERO (SADA)
ASPECTOS LEGALES Y OPERATIVIDAD ADUANERA



Miercoles 19 y Viernes 21 de Marzo
Escuela Nacional de Marina Mercante - ENAMM

Organiza : 

OBJETIVO
Conocer y analizar los recientes cambios incorporados en la Legislación y Tributación Aduanera que inciden directamente en la operatividad del Comercio Exterior. Difundir los aspectos procedimentales que deben cumplirse en el régimen de importación para el consumo para evitar cometer infracciones aduaneras.

DIRIGIDO
A importadores, exportadores, Agencias Marítimas, Agencias de Aduana, Almacenes Aduaneros; estudiantes universitarios y en general a toda aquella persona vinculadas con las operaciones de comercio exterior.

METODOLOGIA
El presente curso se impartirá en 08 horas; dictadas mediante la exposición Teórico práctico y análisis de casos, eminentemente participativo. Se brindará a los participantes material didáctico con el contenido de las exposiciones y útiles de escritorio para tomar apuntes.

FECHA Y LUGAR
Miercoles 19 Viernes 21 de Marzo de 2014
de 6:00 a 9:00 pm
Escuela Nacional de Marina Mercante (ENAMM)
Av. Progreso 632 Chucuito - Callao : frente a SUNAT / ADUANAS

COSTO POR PARTICIPANTE
S/. 370.00 + I.G.V. ASOCIADOS
S/. 400.00 + I.G.V. NO ASOCIADOS
Incluye File completo del curso, certificado de participación con valor a su curriculum y coffee break.

FORMA DE PAGO
Depósitos a la Cta Cte Soles N° 0011 - 0102 - 10 - 0100049958 Banco Continental (BBVA) a nombre de Centro de Capacitación Marítimo Portuario y Aduanero S.R.L. (CECAMAR).

Deposito Detracción
Cta. Cte. Banco de la Nación N° 00 - 001 - 098543

INFORMES E INSCRIPCIONES
Para mayor información, sírvase contactar al señor Alberto Zarate ,
Nextel : 99- 819*5420 o Teléfono : 429-2695 o al correo : capacitacion@apam-peru.com

CECAMAR

The aim of the seminar is to understand and analyze the latest changes made to the Tax and Customs Legislation that directly affect Foreign Trade operations and disseminate procedural aspects required in the import regime for consumption to avoid committing customs infringements.

For more information visit <http://www.apam-peru.com/proximoseminario.htm>

GREY AREAS IN THE PRESENT AND FUTURE OF PORTS

The present bulletin is a brief reflection about some issues that are of concern with respect to the future of the ports in our region, and also concerning the present. A selection of issues includes: a) the fall in the rate of increase in container activity during 2013, b) the rapid increase in trade disputes translated into measures of strength and c) the growing concerns of our team regarding the energy consumption in ports and their impact in terms of efficiency. These three issues represent grey areas for the future, and in other cases show a lack of institutional strength, conditions to attract investment and a lack of preparation concerning imminent changes and together with the evidence, that our ports remain insufficient to meet the demand of the projected pace of trade expansion, as well as reveal the weak integration of logistic ports within the hinterland.

Ricardo J SANCHEZ, February, 27th, 2014

POOR PERFORMANCE OF CONTAINER PORT ACTIVITY IN LATIN AMERICA AND THE CARIBBEAN

This section is a preliminary estimate of the container port activity in 2013, showing a decrease in the rate of expansion of throughput, which will be completed later with a more complete presentation of Port Ranking by ECLAC.

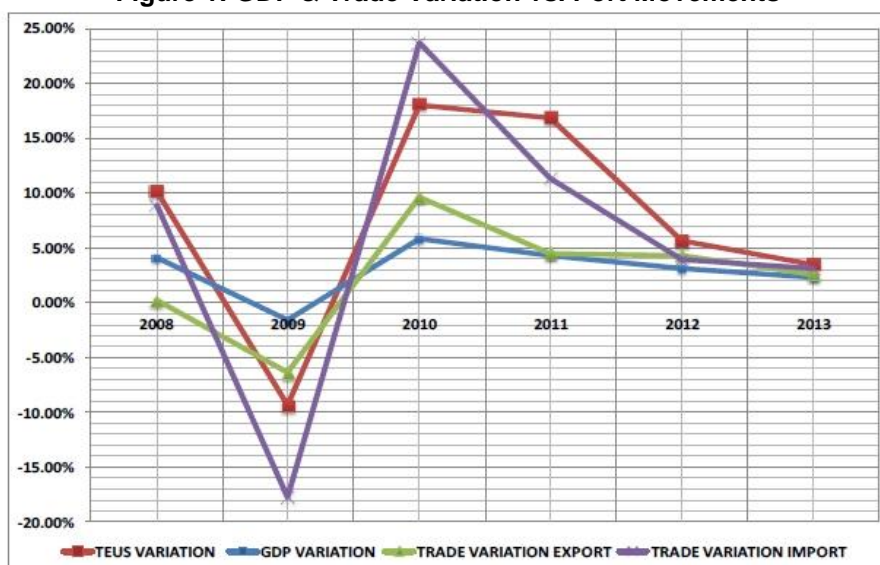
During 2013, the region experienced a growth of container throughput by 3.49%, while GDP had a variation of 2.6%, while the volume of foreign trade included a variation in exports by 2.6% and imports by 3.1%. This year the port activity has only 1% higher than GDP and commercial variation were in the same percentage point that these movements, which is particularly striking due to the change in the trend in previous years; port activity exports of goods grew at a rate much higher than GDP, unlike imports that revealed a slowdown in trade.

In fact during the period 2002-2008 the top 30 container ports had an average annual growth of 14.8%, which was almost three times the rate of average change of the economic activity in the region.

Within the region, the variations which have attracted most attention are those that occurred in the northern coast of South America, where the port movements fell by 7.9%. Colombia in general had a figure of -6.8% in its port movements, revealing a sharp decrease compared to previous years, where the country experienced 18.8% growth. Decline in the ports along the North Coast of the country at -7.9% was higher compared to that in the West Coast which experienced a decline of -3.3%.

Central America, meanwhile, showed a 16.5% increase, not including data from Panama. This can mostly be attributed to the sharp rise in the port of Caldera in Costa Rica, which increased movements by 37.5%. A significant expansion of activity was also observed in the port of Acajutla in El Salvador with 12.2%. The remaining countries of Central America continued with an

Figure 1: GDP & Trade Variation vs. Port Movements



Source: Preliminary Overview of the Economies of Latin America and the Caribbean, ECLAC 2013; USI data, ECLAC and ITI, ECLAC

upward trend, having a lower expansion of port throughput compared to those mentioned above.

Central America, including Panama, experienced a 2.4% increase. The difference of 14 percentage points in comparison to the rest of Central America is due to the activity in Panama having a -4.3% result which can mainly be attributed to the reduction of activity in the first quarter of 2013. Due to the lowest point occurring in the first trimester, the losses could not be recovered during the remainder of the year.

Regarding South America, the East Coast recovered from the negative growth (-0.1%) in 2012 to 8.8% increase in 2013. The West Coast had a positive variation of 3.2%, however, this is only half of the previous years, revealing a slowing economy, although the figures remain positive in general.

Table 1: Annual variation of TEU movement by country from 2008-2013

País	2008	2009	2010	2011	2012	2013
Argentina	4.2%	-20.7%	22.5%	7.0%	-10.5%	7.2%
Brazil	7.9%	-6.2%	11.3%	16.1%	3.7%	9.0%
Chile	14.9%	-13.0%	13.3%	11.8%	3.6%	5.8%
Colombia	1.2%	4.5%	18.9%	16.3%	18.2%	-6.8%
Costa Rica	2.9%	-12.9%	15.7%	5.5%	15.0%	37.5%
El Salvador	8.2%	-26.3%	26.6%	9.8%	0.6%	12.2%
Guatemala	9.0%	-5.0%	17.2%	16.6%	-1.5%	4.6%
Honduras	5.2%	-14.6%	8.4%	6.9%	0.2%	1.1%
Mexico	8.2%	-13.0%	28.0%	14.4%	15.5%	0.3%
Nicaragua	6.8%	-5.7%	15.3%	23.6%	12.3%	3.9%
Panama	18.9%	-8.7%	31.8%	18.5%	3.4%	-4.3%
Peru	18.9%	-10.4%	21.6%	20.0%	10.1%	1.7%
Uruguay	13.2%	-12.9%	14.2%	28.2%	-12.5%	9.7%

Source: Infrastructure Service Unit, ECLAC.

Table 2: Annual variation of TEU movement per region from 2008-2013

Subregion	2008	2009	2010	2011	2012	2013
México	8.2%	-13.0%	28.0%	14.4%	15.5%	0.3%
ECSA	7.5%	-9.6%	13.5%	15.3%	-0.1%	8.8%
WCSA	9.3%	-12.3%	14.0%	14.4%	6.9%	3.2%
NCSA	18.8%	15.1%	0.9%	48.0%	19.3%	-7.9%
Panamá	18.9%	-8.7%	31.8%	18.5%	3.4%	-4.3%
Central America w/o Panama	5.8%	-11.3%	15.1%	10.4%	4.9%	16.5%
Central America with Panama	13.6%	-9.7%	25.6%	15.8%	3.9%	2.4%

Source: Infrastructure Service Unit, ECLAC.

Finally, it is important to mention the upward trends in the ports of Argentina, Chile, Uruguay and Brazil whose figures are 7.2%, 5.8%, 9.7% and 9.0% respectively, which are much higher than the previous year.

Technical Note:

The figures were calculated based on data from Argentina, Brazil, Chile, Colombia, Costa Rica, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama and Peru. Data were collected by the Infrastructure Services Unit from the various port authorities in each country, and when necessary through direct contact with the ports. In the case of Argentina, data included is only for the port of Buenos Aires estimated from September to December 2013. In the case of Colombia, it was estimated for December, since the data is only available until November 2013.

STRIKES IN THE PORTS IN LATIN AMERICA

Over 10 years have passed since strikes past in the west coast of the United States, affected the economy by several billion dollars. These strikes which lasted about ten days resulted in a federal government intervention that followed with a proceeding in the court.

In recent times, several acts of force as organized labor protest have occurred in Latin America. However, until now no statistics have been published concerning the level of facts. As a result, research based on newspaper articles covering the period from 2010 to late January 2014, began a month ago.

The preliminary conclusion is alarming and transforms the initial concern in one of the grey areas on the present and future of the ports in the region. In the analyzed period of four years, strikes have continued for nearly a year, more precisely 312 days, within the 12 countries in the region of the sample reviewed.

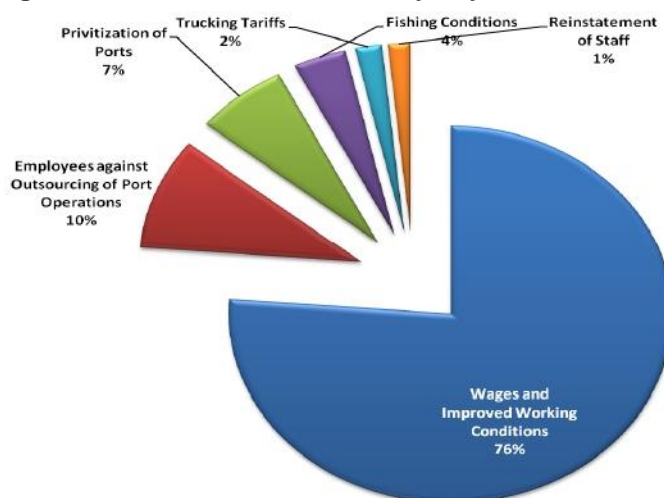
Causes

Formal causes for the strike days are attributed primarily to wage disputes or claims for improvements in working conditions of port workers, and other issues related to the past. Such conflicts occupied 76% of the total days from 2010 to 2014. To a lower extent, the reason for strikes has been attributed to the opposition of workers and the outsourcing of port operations corresponding to only 10% of the strike days in the last four years.

The graph below provides the reasons attributed to the dockworkers participating in a strike within their respective ports and terminals.

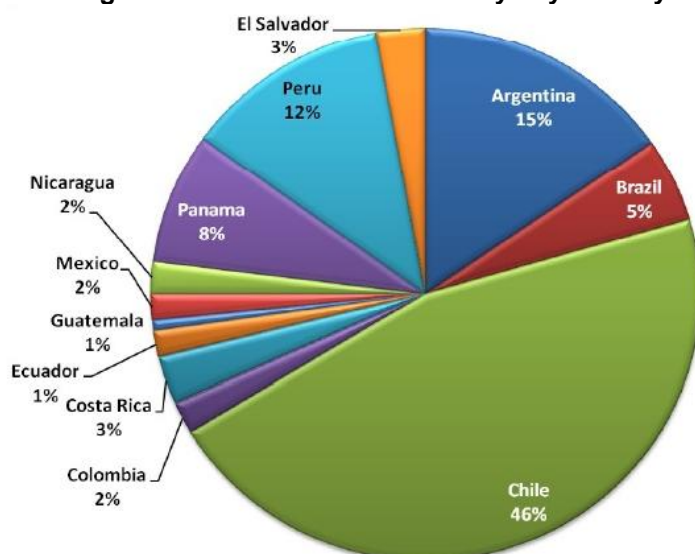
A total of 46% of the total strike days (143 days) in the last four years was concentrated within Chile; when counted with Argentina accounts for 61% of the total.

Figure 2: Distribution of strike days by reason for claim



Source: USI, CEPAL, on the basis of analyzed journalistic publications

Figure 3: Distribution of strike days by country



Source: USI, CEPAL, on the basis of analyzed journalistic publications

The observed data opens the door to a discussion of how strikes have impacted the relationships within the ports regarding the management, the response of governments and unions thereof. The discussion is ongoing and finding a solution is essential to improve port performance of the region. A framework for equality of labor relations is necessary to create a pathway to maximize of productivity and foster economic and social development within the countries.

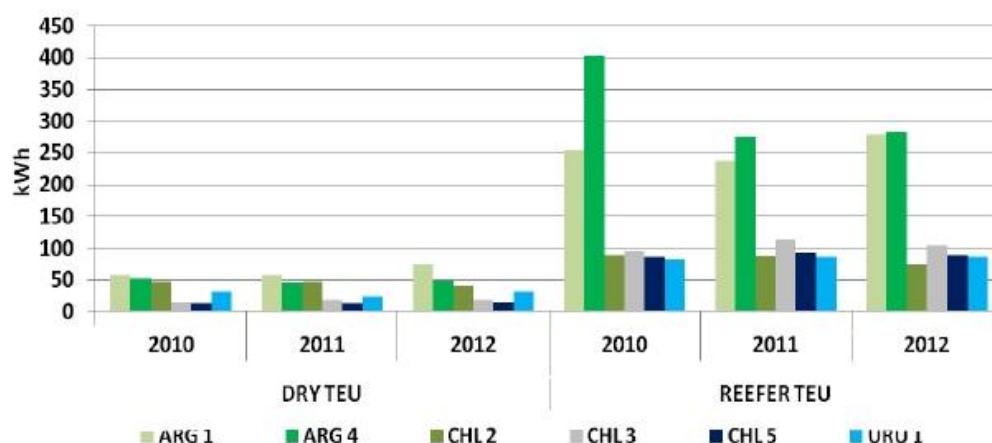
CONSUMPTION AND ENERGY EFFICIENCY IN PORTS OF LATIN AMERICA

More than 95 percent of foreign trade in the region is moving through ports. The performance of port infrastructure and services in terms of energy consumption presents an important element to consider for the competitiveness of infrastructure services, port performance and the sustainability of transport and logistics. Economic growth in the last decade has generated volumes of cargo within ports which are unprecedented. Beyond the structure of trade, particularly container trade, a significant change in the emergence of markets for refrigerated cargo (Vagle 2012, 2013) exists.

Despite the increase in the scale and change of structure of container trade within Latin America and the Caribbean, measures and energy efficiency strategies are limited in the terminals and ports. Reefer container trade requires uses for traditional commerce and logistics handling which have a high level of energy consumption. Given the increased concern over energy consumption of reefer containers sold in the region, questions are arising regarding energy efficiency, consumption and cost involved. In this consideration, energy security is at stake and should have a high relevance on the political agenda.

The following graph provides an example of how important energy differences between dry and reefer containers are presented. The results of the ongoing investigation also show that the energy consumption at the reference terminals for each reefer container increased by 6% on average between 2011 and 2012.

Figure 4: Energy Consumption (in kWh). Comparison between Reefer and Dry TEU



Source: Authors based on ECLAC/USI Energy Consumption and Efficiency Survey

At present only about 30% of energy consumption is supplied through the main electrical network. The remaining 70% of the energy demand is generated using fossil fuels (especially diesel). For this reason, electrification of port operations presents a significant challenge not only for ports and terminals but also for energy infrastructure.

Reefer trade has been growing in South America and significantly increased its share in the region's exports. Beyond growth, reefer trade has undergone structural change from bulk to containerized reefer trade. Both developments have not only altered the ships used in reefer trades, but also changed the demand for port infrastructure and superstructure, as the provision of electricity reefer plugs and storage areas for containers in order to assure cooling of cargo of significant quantity and size. This "young" trade does not only require different handling and logistics, but also creates higher energy consumption. Given the increased awareness for energy consumption of maritime reefer trade in a region, where energy security is high on the political agenda, new questions on energy consumption, efficiency and associated costs are emerging.

Furthermore, the findings clearly show how important a detailed understanding of energy consumption patterns and sources is and how much more research is required to gain a full understanding of these issues. Beyond identifying consumption this first research on energy consumption and efficiency in South American container terminals illustrates not only the environmental, but also the economic dimension of the energy discussion and how this can contribute to converting container terminals into more sustainable infrastructures. The presented results are not only relevant for the terminal operators, but also to policy makers, port authorities and transport and logistics operators as these figures provide details to benchmark different terminals and countries.

By way of example policy makers and port authorities should support the ports and terminals to reduce energy consumption and emissions in various ways, such as: supporting terminals and other operators to establish “green” technologies, develop differentiated port and terminal charges related to energy consumption, energy management for the port as a whole to allow for e.g. load shedding, smart grid, (macro grid) applications, “broker” to allow for ecologic (energy mix) and economic contracts with energy providers, energy mix including own energy production by e.g. wind farms, solar panel installations, tidal energy among others.

Further investigation on this topic is ongoing and aims at including terminals of all kinds across the whole LAC region as well as to further specify energy efficiency indicators. At the same time the dialogue with the terminal has been intensified, based on these first results, to engage in discussions on the underlying factors and determinants influencing current and past energy consumption patterns.

Finally, the aim is to determine appropriate energy performance indicators and targets for container terminals for benchmarking and to provide the basis for comparable carbon footprint calculations in the future.

Our purpose is to include this topic in our main area of concern and engage in more dialogue with authorities and terminals based on tangible results. For these reasons, we call on ports and terminals interested in participating in our research to contact us to discuss or share information, concerns and visions on this subject.

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