

2.1.2 Argentina Port of Rosario

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Port Overview

Rosario is the 2nd largest city in Argentina with a population of about 1,250,000 (including Greater Rosario Area). It is in one of the largest and richest grain production areas and is also amongst the most industrialized regions in the country. There are factories building cars, spare parts, white goods, railway equipment, white goods, home appliances, machinery for dairy industry etc. Also outstanding is production of vegetable oil and by-products, dairy products. %50 of the furniture industry is spread in the outskirts of Rosario. The chemical and petro-chemical industries are also very important and there are oil refineries, as well as several plants producing bio-diesel producing from soybean oil.

Rosario Port is located at KM 420 on the right bank of Parana River. The importance of the city as a port has diminished in recent years due to the building of modern, more efficient grain terminals up river at Timbues, San Lorenzo, San Martin, and down river at Villa Gobernador Galvez, Punta Alvear and General Lagos, although the terminals to the South remain under Rosario customs jurisdiction. The trade in bagged cargoes died away, leaving the old city wharfs largely idle except for seasonal shipments of citrus and sugar, and most cargo operations other than grain, have been carried out at Terminal 1. Port Authority (ENAPRO – Entre Administrador Puerto de Rosario) has given the port concession to Terminal Puerto Rosario for a period of 30 years starting from 2002.

Terminals in order from North (Rosario centre) to South under Rosario Customs jurisdiction (except Paraguayan Free Zone). 1-4 are next to each other and located in Rosario.

1. TPR Terminal 2
2. MOP Berths.
3. TPR Terminal 1.
4. Servicios Portuarios VI & VII berths.
5. APG Terminal (Cargill) – 12 km down-river from Rosario
6. Punta Alvear (Cargill) – 15 km down-river from Rosario.
7. Terminal General Lagos (Louis Dreyfus) – 25 km down-river from Rosario.
8. Terminal Arroyo Seco (A. Toepffer) – 25.5 km down-rover from Rosario.

Hidrovia Paraguay-Parana is a joint enterprise between 5 countries aiming to establish an efficient and safe waterway extending some 3450 km from the mouth of the Rio de La Plata (River Plate) to Puerto Caceres in Brazilian Matto Grosso, right in the heart of South America. Speaking for Parana River, all access channels till San Lorenzo (KM 460, just north of Rosario) can be used by vessels up to 230 m LOA and 32 feet draft (9.75 m). Cape size vessels operate time to time, but main operation is with Panamax vessels. Followingly, the channels up to San Lorenzo were deepened to 34 feet (10.36 m) in 2006 by Hidrovia S.A.

The Lower Parana is tidal as far North as Rosario. The daily effect of the tide is experienced at Campana (KM 97) and Zarate (KM 110) about 4 hours after Buenos Aires and at about a half or a third strength. Therefore, the effect diminishes, and it is only slightly felt at San Pedro (KM 276) and beyond Ramallo (KM 326) it is negligible except in times of very low river. A strong southeasterly wind blows off the River Plate produces a definite rise in the water level at the above-mentioned ports and can produce a short-lived rise of 2-3 inches at Rosario. San Martin and San Lorenzo are also within the lower Parana, the main channel route downriver having been dredged to permit with certain limitations a navigable draft of 10.36 m (34 ft.)

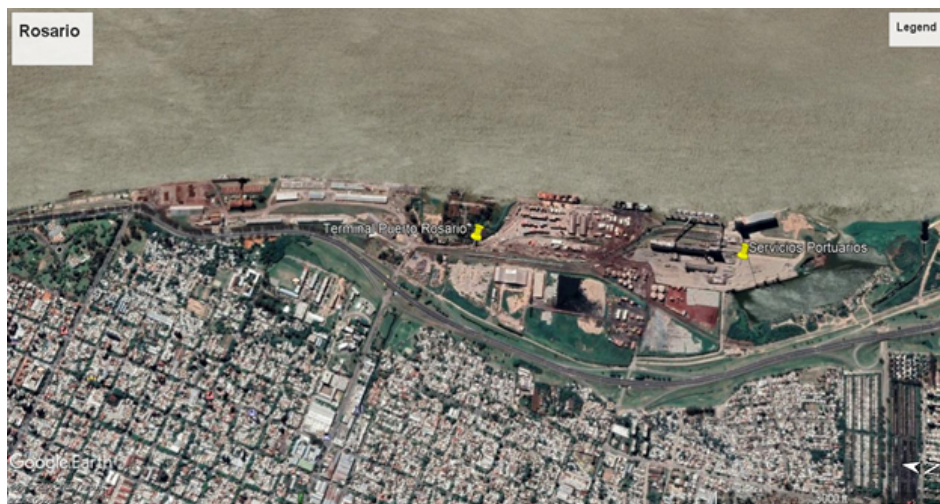
Port website: <http://www.enapro.com.ar/>

Key port information may also be found at: <http://www.maritime-database.com>

Port Location and Contact

Country	Argentina
Province or District	Santa Fe
Nearest Town or City with Distance from Port	The port is located in the city of Rosario.
Port's Complete Name	Port of Rosario
Latitude	-32.95
Longitude	-60.65
Managing Company or Port Authority	ENAPRO (Ente Administrador Puerto Rosario)
Management Contact Person	Lic. Angel Elias
Nearest Airport and Airlines with Frequent International Arrivals/Departures	Islas Malvinas Rosario International Airport Aerolineas Argentinas, Avianca, Azul Linhas Aereas Brasileiras, Copa Airlines, Gol Linhas Aereas, LATAM,

Port Pictures



Additional photos from the port assessment mission can be viewed in this [link](#).

Description and Contacts of Key Companies

Concession Terminals under ENAPRO Authority:

Terminal Puerto Rosario (TPR)

TPR Terminal 2 (former city wharfs): Terminal 2 (divided by the Paraguayan Free Zone into Terminal 2 North and Terminal 2 South), in conjunction with Terminal 1 (ex – New South Wharf) are operated by Terminal Puerto Rosario S.A. These wharfs are used for loading citrus, sugar and other bulk cargoes. There are plans to discontinue cargo operations at Terminal 2 North berth.

Paraguayan Free Zone: Wharf about 300 meters in length with Sheds D and E and small grain elevator to which grain, agri by-products brought down by barge from Paraguay and transhipped/stored in elevator and thereafter exported on oceangoing vessels; however there has been no activity here for long years. Facilities are in dire conditions.

1. MOB Berths: These berths belong to the Ministry of Public Works and include repair/drydock facilities for small vessels.
2. TPR Terminal 1 (Rio Parana KM 416,6): Multi-purpose terminal operated by TPR, length 570 meters, where the main volumes are flowing to/from.

Servicios Portuarios S.A.

Servicios Portuarios Units VI and VII: Like TPR, this is also a concession by ENAPRO for a period of 25 years starting from 1996 till 2021. Berthing alongside 4 dolphins, max LOA 250 meters. Silo capacity 225,000 tons. Average loading rate 1200 TPH. Draft 10,6 m at datum, air clearance 22 m. Berth served by 2 inclined conveyor belts, leading from silos to overhead loading gallery, which is supported on 8 towers, fitted with 8 telescopic chutes. Quay fitted with broad and narrow-gauge railway sidings. Elevator Units VI & VII were constructed more than 50 years ago (Unit VII wharf is not operational due to structural problems). Annual static capacity 3,000,000 tons. 2017 v

Terminals under Rosario Customs Authority and traditionally considered as Rosario but privately owned and managed:

Cargill APG Terminal (Parana River KM 408)

Located near Villa Gobernador Galvez, this new terminal is approximately 12 km down-river from Rosario. It was inaugurated on 2006 and it is owned by Cargill for grain, by-products and vegetable oil operations. Vessels berth on 4 reinforced concrete dolphins, giving a total berthing frontage of 155 meters, with outlying head and aft mooring dolphins. MAX LOA is 282 m and draft is 10 m to datum. Loading is via one conveyor belts for solid grain and 1x20 inches pipeline for vegetable oil. The loading gallery is supported on 3 towers stepped alongside the dolphins and fitted with 3 multi-directional loading arms, air clearance 21 m to datum. Max loading rate for grain 1600 TPH, for vegetable oil 1100 TPH. Annual static capacity 2,800,000 tons. In addition to warehousing, it has processing capabilities as a crushing plant.

Cargill Punta Alvear Terminal (Parana River KM 406.5)

Approximately 15 km down river from Rosario, also owned by Cargill. Vessels berth on 4 interconnected dolphins: berthing frontage 135 m width outlying head/stern mooring dolphins with overall distance in between dolphins 270 m. Ability to handle Cape size vessels. Loading is via 2 inclined conveyor belts to the central tower of the loading gallery, the gallery is supported with 3 towers with multi-directional loading arms, MAX loading rate 2000 TPH and can load 2 types of grains simultaneously. Depth alongside at datum 9,7 meters and clearance at datum 21 m. Storage capacity 300.000 ton. Parking for 1000 trucks, deadlock for 30 railway wagons. Annual static capacity 6,000,000 tons. In addition to warehousing, it serves as a beer malt production factory.

Terminal General Lagos (Parana River KM 396)

Owned by SACEIF LOUIS DREYFUS, this terminal has 2 berths: Northern Berth for grain and by-products, and Southern Berth for vegetable oil only. The grain berth, of reinforced concrete, is in relatively deep water 250 meters off-shore, with an inclined loading conveyor belt and a viaduct of steel lattice work on concrete pilings connecting it to the terminal. This berth consists of 4 dolphins, overall length 140 meters with 2 outlying mooring dolphins, 75 meters ahead and astern. It has capability to receive Cape size vessels. The loading gallery is supported by 3 vertical towers built alongside the dolphins one loading arm each. The loading arms, which are lowered/swung out over the vessel have 25 meters outreach and are fitted with adjustable vertical chutes at their ends, which in turn are fitted with rotating spoons making these units multi-directional. Loading rate from 2 belt lines is 2,800 MT/H for grain and 1,500 MT/H for by-products. The berth is fitted with a 12" vegetable oil pipeline giving a 1,000 MT/H loading rate. Grain storage at the plant is 1,100,000 MT and 91,000 MT for vegetable oil, with ability to receive railway wagons and trucks. Depth alongside the berth is reportedly 12/20 meters North/South ends at datum and clearance at datum 24 meters. Fresh water supply is available by private firms. Bunkers by barge only.

The bio-diesel and vegetable oil berth, about 250 meters South, made of reinforced concrete consists of 3 dolphins, giving a total frontage of 100 meters, with 2 outlying mooring dolphins, for vessels with max LOA 270 meters, depth alongside 20 meters at datum, 2x12" pipelines with a loading rate 800 CBM/H. Annual export capacity for both grain and biodiesel/vegetable-oil is about 8,000,000 MT.

Terminal Arroyo Seco (Parana River KM 395.5)

Owned by A. Toepffer. Vessels berth on 4 dolphins giving a total berthing front of 180 meters, with outlying head and stern mooring dolphins, connected to shore by viaduct 196 meters long over steel pilings. Suitable for vessels of MAX LOA 230 meters. Depth alongside 13.7 meters at datum, airdraft 27.5 meters at datum. Loading is via 2 conveyor belts to an overhead loading gallery supported by 3 towers with one loading arm each. Grain loading rate is 2,400 MT/H and storage capacity is 200,000 tons for grains and 20,000 tons for fertilizers. Fresh water not available, bunkers by barge possible. Annual export capacity: 4,000,000 MT.

Port Performance

Port congestion is an issue. Except TPR (Terminal Puerto Rosario), all terminals are for solid and liquid bulk only and they are privately owned, separate small terminals, scattered on the right (generally) bank of the Parana river. So, during the crop season, vessels might up to 10 days to berth but this can vary significantly from one terminal to other one as not speaking for Rosario only but in general majority of terminal owner are also known global grain traders like Cargill, Louis Dreyfus, Glencore, Cofco, Bunge.

January-October 2018 statistics show below figures for grain shipments from Rosario Terminals:

- Arroyo Seco: of a grand total of 3,383,645 MT, 3,141,250 MT for maize shipments.
- Servicios Portuarios Unid. VI-VII: of a grand total of 2,922,447 MT, 2,264,793 MT for maize shipments.
- Punta Alvear: of a grand total of 2,231,579 MT, 1,567,279 MT for maize shipments.
- General Lagos: of a grand total of 1,602,916 MT, 893,697 MT for maize shipments.
- Villa Gobernador Galvez: of a grand total of 41,101 MT, no maize shipments.

Looking at vegetable oil shipments for the same period, Villa Gobernador Galvez stands out with 315,205 MT vegetable oil exports. All mentioned volume is for soybean oils. Following terminal is General Lagos with 90,604 MT of soybean oil export shipments. 62,254 MT of mentioned volume from General Lagos terminal is Paraguayan soybean oil.

All figures mentioned from this point on are covering TPR and Servicios Portuarios terminals in Rosario which are obtained from port authority website. Cargill/Louis Dreyfus/A.Toepfer Terminals outside city centre are not included in mentioned figures. Containerized volumes are not included in below mention MT figures.

Seasonal Constraints		
	Occurs	Time Frame
Rainy Season	Yes	From October to April
Major Export Campaigns	Yes	From June to September
Other Comments	N/A	

Handling Figures for 2017	
Vessel Calls	640 (175 Ships + 465 Barges)
Container Traffic (TEUs)	66,616 (including empties)

Handling Figures Bulk and Break Bulk for 2017	
Bulk (MT)	2,361,165
Break bulk (MT)	1,379,121

Discharge Rates and Terminal Handling Charges

For information on port rates and charges, please see the following link:

<https://www.puertoderosario.com.ar/servicios/tarifas>.

Servicios Portuarios and Cargill Terminals needs to be contacted directly for receiving information o applicable charges.

Berthing Specifications

Type of Berth	Quantity	Length (m)	Maximum Draft (m)	Comments
Conventional Berth	5	1038	9.75	Terminal Puerto Rosario (Terminal 2 North and South)
Container Berth	1	569	9.75	Terminal Puerto Rosario (Terminal 1)
Silo Berth	1	250	10,6	Servicios Portuarios Unit VI wharf only as Unit VII wharf is not operational due to structural problems.
Berthing Tugs	No			
Water Barges	Yes			

General Cargo Handling Berths

Cargo Type	Berth Identification
Imports - Bagged Cargo	TPR Terminal 1&2
Exports - Bagged Cargo	TPR Terminal 1&2
Imports and Exports - RoRo	N/A

Other Imports and Exports	Grain exports from Servicios Portuarios Elevator VI wharf
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Port Handling Equipment

The port equipment is privately managed. ENAPRO gives concessions for multi-purpose terminal and grain elevator to private companies. In addition, there are private companies operating their own terminals outside Rosario city centre, not under ENAPRO jurisdiction but under Rosario Customs Authority.

Equipment	Available	Total Quantity and Capacity Available	Comments on Current Condition and Actual Usage
Dockside Crane	Yes	1 unit 25 MT capacity	TPR, SWL Luffing crane equipped with grabs, operates with bulk fertilizers and iron ore.
Container Gantries	No	N/A	N/A
Mobile Cranes	Yes	2 units 100 MT capacity	TPR, Gottwald, used for container loading & discharging
Reachstacker	Yes	2 units 40 MT capacity	TPR
RoRo Tugmaster (with Trailer)	No	N/A	N/A
Grain Elevator	Yes	8 towers with telescopic chutes (no bagging machines, only export)	Servicios Portuarios, silo capacity 225,000 tons.
Transtainer	No	N/A	N/A
Forklifts	Yes	N/A	N/A

Container Facilities

Terminal Puerto Rosario is more of multi-purpose terminal that can handle container volumes. Infrastructure and equipment is quite limited to handle small volumes. Container yard is not paved but ground level is even without holes.

Trenes Argentinas Cargas has regular connections. Container Yard is 37,000 m2 around 5,200 TEUs are operated monthly. If port concession will be extended from 2032 till 2062, TPR will invest to increase capacity 5fold. Ro-Ro operation is possible.

Facilities	20 ft and 40 ft
Container Facilities Available	TPR is the only terminal that can handle containers, with 570 meters frontage, MAX LOA 246 meters and draft 9,75 meters.
Container Freight Station (CFS)	TPR, 4000m2 for palletised cargo with an integrated stock system that enables dispatches with barcode. It is integrated to bonded container yard and Maria customs declaration system.
Refrigerated Container Stations	Yes
Other Capacity Details	Container stacks up to 5 containers, mobile cranes operate with 20 Movement Per Hour average.
Daily Take Off Capacity (Containers per Day)	480 containers
Number of Reefer Stations (Connection Points)	250 connection points
Emergency Take-off Capacity	N/A
Off take Capacity of Gang Shift (Containers per Shift)	N/A

Customs Guidance

DGA (Direccion General de Aduanas – General Customs Bureau) is operating under AFIP (Administracion Federal de Ingresos Publicos – Public Revenue Federal Administration) administration. Customs Work Hours is from Mon-Fri, 11:00-18:00.

It is imperative to work with a well-recognized customs broker for smooth export customs clearance as it could be quiet bureaucratic process, yet customs services have much improved by the introduction of Maria online declaration system which all customs agents and terminals are connected to. Shipping lines needs to present export manifest prior to vessel sailing so any cargo that is not declared to customs 24-48 hours prior to ETS of subject vessel will risk cut-off and roll-over to the next call.

Speaking for containerized cargo, all export and import containers are x-rayed within the port terminals in accordance to customs regulations.

Inspection Harmonised System

Argentina uses the Harmonised Commodity Description and Coding System, generally referred to as the 'Harmonised System,' developed by the World Customs Organisation. The system comprises nearly 5,000 commodity groups, each identified by a six-digit code, and is utilised by m Argentine Customs, which is affiliated with the Ministry of Economy and Public Finance, has a three-tiered classification system related to goods inspection:

- Green: Customs clearance takes place without physical inspection.
- Orange: Only documentation is inspected.
- Red: Both goods and documents are inspected.

A form declaring quantities and composition of goods must also be provided to the Ministry of Industry ten days before clearing Customs. All documents presented to Argentinean authorities must be in Spanish or be accompanied with a translation from a certified translator.

Common External Tariff

As a member of Mercosur, Argentina applies the common external tariff (CET), which is between around 0 and 20% for most products. Some automotive goods face a tariff up to 35%. Information technology and capital goods are temporarily exempt from the CET.

In addition to import tariffs, there are other fees, including:

- VAT of 10.5% or 21% on CIF. If imported goods are for resale, the rate is 5.5% or 10% VAT on CIF.
- Though there are some exceptions, there is a 0.5% statistics fee on CIF.
- A 3% of anticipated profit tax for retail goods.
- And a 1.5% gross income tax.

Terminal Information

Multipurpose Terminal

Terminal Puerto Rosario is the only multi-purpose terminal than can handle, containers, solid & liquid bulks, iron and steel, fertilizers. It has total 3 Terminals with 1607 M frontage and ability to handle max 8 vessel at a time and it has 33 km length railway deadlock inside the terminal area. Total terminal area 65 hectares.

Grain and Bulk Handling

Servicios Portuarios is the grain terminal with 225,000 tons warehousing capacity, only for exports, covering an area of 20 hectares and ability to handle Panamax size vessels. Connected to railway and exterior parking lot for 450 trucks and interior parking lot for 350 trucks. Trucks may queue for many kilometres to load their cargo on ships sometimes for days. During 2017, SP handled 57 ships and loaded a total grain of 1,777,427 ton. Average loading rate per hour for 2017 was 1000 tons per hour.

Terminal Puerto Rosario is also able to solid and liquid grain. They have 26 vertical tanks with a total of 78,000 m3 capacity which is connected to the wharf with underground pipeline and has ability to store and load vegetable oil, glycerine, lecithin, fuel and liquid fertilizer. In addition, they have truck unloaders, jump conveyors, ship loaders providing a 1000 TPH loading rate at its best. Also, for barge loading & unloading operation. For barge loading and unloading, Sennebogen mobile cranes are in service.

Main Storage Terminal

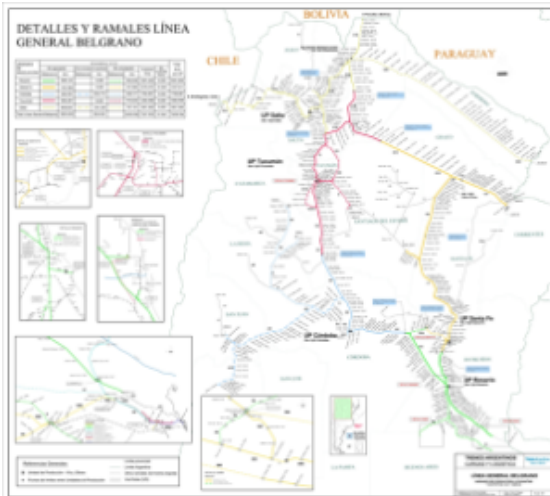
Storage Type	Number of Storage Facilities	Area (m ²)
Bagged Cargo	TPR CFS	4000 m ²
Refrigerated Cargo	TPR electric plugs for reefer containers	TPR electric plugs for reefer containers
General Cargo	TPR Container Yard	37000 m ²

Stevedoring

There are no public berths that stevedoring companies are providing their services. Terminal Puerto Rosario and Servicios Portuarios Terminals are providing stevedoring services directly to the vessels.

Hinterland Information

The road and railway network spreads from Rosario towards all points in the country, Belgrano (Trenes Argentinas Cargas) is the operator of General Belgrano Line connecting Rosario to Northern Argentina, Chile and Bolivia.



There was a project to build a high-speed train between Buenos Aires-Rosario-Córdoba, scheduled to be started in 2008, with an inauguration in 2012, that would join Rosario and Buenos Aires in 85 minutes, and would reach Córdoba in another 90 minutes at speeds of up to 320 km/h (199 mph). However it never was constructed and the project was finally suspended after the controversy it generated among the citizens and the media critics because of the high costs it implicated.

Trucks, hence road network mulls the main grain volumes around 10,000,000 tons per year whereas Belgrano Line moves around 3,000,000 tons per year due to proximity of farming areas to the river ports.

The routes and highways that access the Puerto de Rosario are:

1. Tte. Gral. Aramburu Highway: Connects Rosario with the city of Buenos Aires, and the industrial and agrarian centers of Villa Constitución, San Nicolás, San Pedro, Zárate and Campana.
2. Brig. Estanislao López Highway: Connects Rosario with the city of Santa Fe.
3. National Route N° 9: Connects Rosario with the cities of Córdoba, Tucumán, Salta and Jujuy, and with the Republic of Bolivia through the passage between the cities of La Quiaca (Argentina) and Villazón (Bolivia).
4. National Route N° 11: Une Rosario with the cities of San Lorenzo, Puerto General San Martín, Santa Fe, Resistencia and Formosa, and with the Republic of Paraguay through the passage between the cities of Clorinda and Asunción.
5. National Route N° 33: Une Rosario with the cities of Casilda, Firmat, Venado Tuerto and Rufino in the interior of the Province of Santa Fe, and with the cities of Trenque Lauquen, Pigué and Bahía Blanca in the Province of Buenos Aires. From Rufino and through National Route No.-7, you reach the cities of Villa Mercedes, San Luis, Mendoza and the Republic of Chile.
6. National Route N° 34: Une Rosario with the cities of Rafaela, Santiago del Estero and Tucumán, and with the Republic of Bolivia through the passage between the cities of Salvador Mazza (Argentina) and Yacuiba (Bolivia).
7. Rosario-Victoria Bridge Connection: Allows the entire Province of Entre Ríos to be connected more directly to the Port of Rosario.

The complete infrastructure has an extension of 60 km to the city of Victoria in the neighbouring province of Entre Ríos. It is composed of a main cable-stayed bridge of 608 meters in length and 350 meters of light above the water level, 8 secondary bridges and more than 47 km of embankments in the islands of the high delta of Paraná.

Port Security

Terminal Puerto Rosario National Contingency Plan (PLANACON)

TPR has its own Emergency Plan coordinated with the national system, according to Ordinance No. 8/98 from the Naval Prefecture Argentina (DPMA), Volume 6, based on the 'Scheme for Environmental Protection', to respond in the event of oil spills and other harmful and / or hazardous substances to the environment, the Parana River. It has also signed an agreement with a frontline company, which will assist TPR in case of major spills occurring. The mentioned company, has necessary equipment to deal with such incidents in TPR premises.

CCTV

TPR has a monitoring centre from which nearly seventy cameras are controlled, with domes and fixed cameras located throughout the terminal. All gates are guarded, and no documented entries allowed.

Security

ISPS Compliant	Yes
Current ISPS Level <i>(Level 1 = Normal, Level 2 = Heightened, Level 3 = Exceptional)</i>	ISPS Level 1
Police Boats	Yes
Fire Engines	Yes