



I.I.R.S.A.

SECTORAL PROCESS OF MULTIMODAL TRANSPORTATION

**BAHIA BLANCA PORT COMPLEX**  
**A Multimodal Transportation Case Study**

**AUGUST, 2009**

## Objective of the Study

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To offer an updated vision of the transportation operation in the Bahía Blanca Port Complex (Argentina), which allows the identification of the incidence and characteristics of the multimodal transportation operations, or the ones with multimodal transportation characteristics, which develop in the port.

To make recommendations that contribute to address the topic of Multimodal Transportation, in the port as well as in the IIRSA Initiative environment.



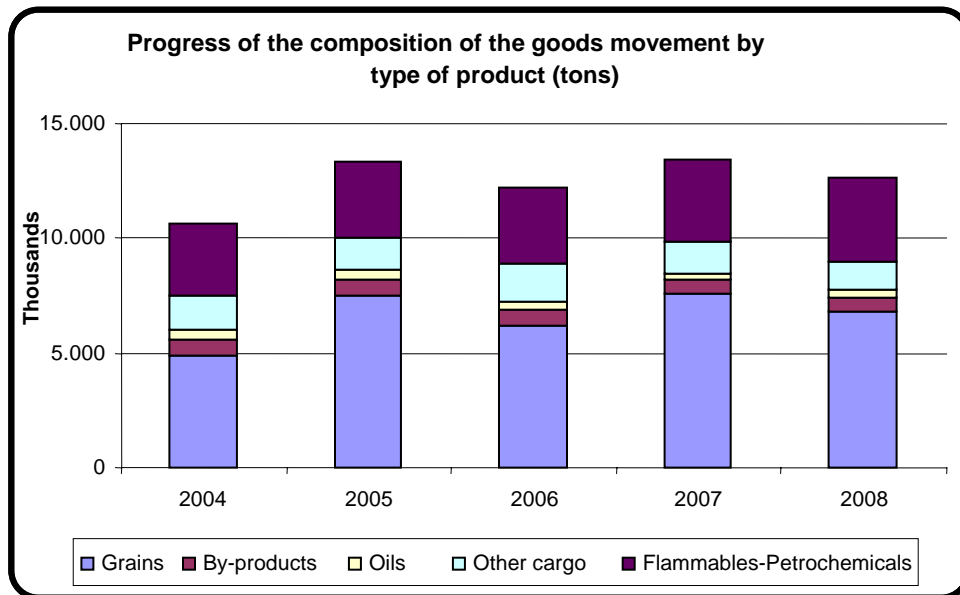


## METROPOLITAN AREA OF THE BAY – AMB (in Spanish)





<b>BAHIA BLANCA</b>					
<b>Statistics on goods movement by type of product</b>					
<b>Period: 2004 – 2008</b>					
<b>Values in tons</b>					
	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Grains	4,873,425	7,476,896	6,203,810	7,589,105	6,810,814
By-products	708,552	717,552	678,901	601,301	624,560
Oils	394,075	401,208	376,261	294,024	352,215
Other cargo	1,534,195	1,471,823	1,637,868	1,385,521	1,157,323
Flammables - Petrochemicals	3,152,967	3,255,261	3,321,096	3,539,247	3,731,396
<b>TOTAL</b>	<b>10,663,214</b>	<b>13,322,740</b>	<b>12,217,936</b>	<b>13,409,198</b>	<b>12,676,308</b>



## The logistics of the main port operators

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- ✓ The grain transportation logistics requires between one and two transportation sectors, until the cargo reaches the exports Terminal.
- ✓ Although the freight may have been hired by the Terminal, until the vehicle is not downloaded in its cargo lifts, the seller continues to be the person responsible for the product.
- ✓ The draw limit of the Waterway forces big ships to the sea without completing their cargo. The appropriate ports to perform the completion task are: Necochea (42 feet) and Bahía Blanca (45 feet). Due to this trend, the vast majority of the cereal and grain ships that have gone to Bahía Blanca in the last 5 years have been completion ships.
- ✓ To export fruits and frozen products, transportation is made by refrigerated trailers in order for the fruits and products to be delivered “at the dock foot” without hints that indicate the figure origin consolidation, multimodality and origin traceability.
- ✓ Due to this situation, the possibilities of potential exporters from the Cuyo area that today have their exit defined by means of the Dock Sud, Zárate and Buenos Aires docks may be affected and their offer consolidation in origin may be defined.



# THE MULTIMODAL TRANSPORTATION

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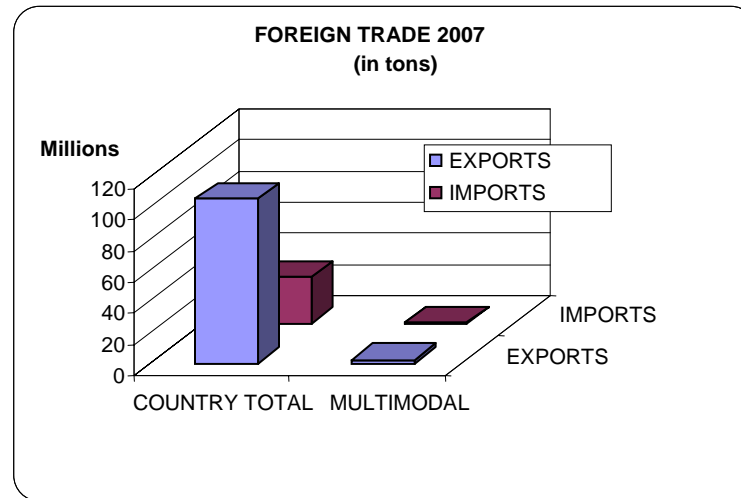
It mainly originates due to the rise of a concrete technical event such as the occurrence of a transportation modality called “**transportation without cargo break**”, which is closely linked to the rise of a new way of packaging –**the container**- that allows certain goods to be passed among several transportation means without the alteration of the packaging.

“...its main characteristic does not derive from the fact that two or more transportation means are used but from the fact that it is done as **only one operation**, with **only one waybill** and under **only one responsibility during all the journey**”.

In this modality, it appears the figure of the **multimodal transportation operator**: the person (carrier or not) that, by himself/herself or through other person that acts in his/her behalf, enters into a multimodal transportation agreement.

The responsibility of the Multimodal Transportation Operator covers the period that goes from the moment in which he/she receives the goods under custody until their delivery to the receiver.

<b>ARGENTINA – FOREIGN TRADE 2007</b>				
<b>Concept</b>	<b>Exports</b>		<b>Imports</b>	
	<b>Tons</b>	<b>U\$s FOB</b>	<b>Tons</b>	<b>U\$s FOB</b>
Country Total	106,036,156	54,432,165.295	30,095,268	45,381,083.650
Multimodal Transp.	2,614,631	4,607,158.312	514,671	2,077,041.577
% participation	2.47%	8.46%	1.71%	4.58%



# Multimodal transportation in the Port System of the AMB (1)

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## Current situation

The Port System of the AMB shows a set of features clearly oriented to the transportation of grains, by-products and chemical and flammable products.

The significance of the cargo that cannot be put inside a container reduces the perspectives of the multimodal transportation in the Port System of the AMB, to which one current characteristic must be added: it is a port that exports goods purely.

There are no multimodal transportation operations, but the combination of transportations ways that move goods up to their facilities, where they are consolidated and traded to foreign countries by other means of transportation, ending a waybill and starting a new one in each stage.

The difference between the coastal freight with respect to the consolidated cargo freight and the scarce equipment and customs facilities availability in some zones where the dispatched (or potentially dispatched) goods originate through the port affect the existence of the multimodal transportation.

A slow trend to the shift of private agents related to foreign trade is observed in order to modify the guidelines they use to organize dispatches.

## Multimodal transportation in the Port System of the AMB (2)

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### Perspectives

The road and railway infrastructure works already set will improve the inter-relation of the AMB with the port, increase security and allow to amplify operative efficacy by increasing connectivity among the different ways and the recovery of railway accesses to the terminals.

The good current conditions of the port complex will be improved due to the deepening of the access channel in 2012 (45 feet at low tide and 50 feet at high tide) and its widening to allow a double way for ships in the most busy sites.

It has been identified a group of zones and products that may be dispatched through the Bahía Blanca port in a competitive way with its current exit doors. The critical mass of cargo that can be put inside a container could be increased.

The gathering of a considerable mass of general goods that can be put inside a container (and most probably capable of being moved by multimodal transportation) will allow agreements with shipping firms related to increases in regular frequencies, hold capacity and costs.

# RECOMMENDATIONS

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## **For the case analyzed**

- To analyze foreign trade representative groups
- To deepen the analysis of the transportation infrastructure and logistics
- To further study the regions and the loads can be put in containers
- To strengthen the actions devoted to spread the goodness of the AMB System.

## **With respect to the Regional Regulatory Framework**

To continue performing the efforts to reach a regional regulatory articulation