

# PORTS OF CHILE



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**ARICA**

Lat. 18° 28' 10" S  
 Long. 70° 19' 18" W



Particulars :

Pier	1	2	3	4	5	6	7(Enapu)
Max Draft (mtrs)	small	4.90	8.20	9.75	9.75	9.75	9.05
Max LOA (mtrs)	vessel	175	210	280		210	160
Max Air Draft (mtrs)	boat	n/a	n/a	n/a	n/a	n/a	n/a
Maneuvers day/night	serv.+	both	both	both	both	both	both
Watchman compulsory	yes	yes	yes	yes	yes	yes	yes

Equipment/others :

Ports cranes/ Capacity	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Fork Lifts trucks	Lifting Cap between 3 and 7 MT						
Top Lifters+Reachstakers	Yes						
Payloaders	Yes						
Mechanical Grabs	Capacity from 3 CBM to 8 CBM						
Conveyor Belts	3						
Warehouses/ Capacity	6 warehouses with 17,000 SQM						
Electrical conex RF cntrs	1 sub-station between pier 2 and 3						
Moorings for rent	n/a						
Tugs	3						
Launches	3						
Garbage Service	n/a						
Fresh Water delivery	Yes						

Main Exports

Fish Meal /bulk+bagged)  
 Concentrates (Lead+Silver+Zinc)  
 Project cargo  
 Soja Beans  
 Ulexite

Main imports

CKD's for G.Motors Chile  
 General Cargo and Steel  
 Project cargo  
 Containerized cargo  
 Grains (Wheat + Maize)

	USD	
Ship Wharfage Factor	: 0.40	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: 1.35	Multiplied by quantity of cargo (metric tons)

## OIL TERMINALS

### COMAP :

Lat. 18° 30' 36" S  
Long. 70° 19' 06" W

Max Draft (mtrs)	13.00
Max LOA (mtrs)	185
Max Deadweight	45,000 MT
Maneuvers day/night	Mooring day light only – Unmooring any time
Watchman compulsory	Yes
Fresh Water delivery	n/a
Garbage Service	n/a
Tugs	From Arica port
Launches	From Arica port

### SICA SICA :

Lat. 18° 27' 36" S  
Long. 70° 19' 18" W

Max Draft (mtrs)	12.50
Max LOA (mtrs)	180
Max Deadweight	50,000 MT
Maneuvers day/night	Mooring day light only – Unmooring any time
Watchman compulsory	Yes
Fresh Water delivery	n/a
Garbage Service	n/a
Tugs	From Arica port
Launches	From Arica port

## IQUIQUE

Lat. 20° 11' 28" S  
 Long. 70° 09' 04" W



### Particulars :

Pier	1	2	3	4
Max Draft (mtrs)	9.30	9.20	9.30	9.20
Max LOA (mtrs)	184	214	335	280
Max Air Draft (mtrs)	n/a	n/a	n/a	n/a
Maneuvers day/night	both	both	both	both
Watchman compulsory	Yes	Yes	Yes	Yes

+ Piers 1 & 2 operate under a multioperator´s sytem and are managed by the State through “Empresa Portuaria Iquique (EPI)”.

+ Piers 3 & 4 operate under the private administration of “Iquique Terminal Internacional (ITI).”

### Equipment/others :

Ports cranes/ Capacity	50MT	100MT	100MT
Fork Lifts trucks	Lifting Cap between 3 and 9 MT		
Top Lifters+Reachstakers	Yes		
Payloaders	Yes		
Mechanical Grabs	Yes		
Convyor Belts	3		
Warehouses/ Capacity	Yes		
Electrical conex RF cntrs	Yes both terminals.		
Moorings for rent	n/a		
Tugs	4		
Launches	6		
Garbage Service	Yes		
Fresh Water delivery	Yes		

### Main Exports

Fish Meal /bulk+bagged)  
 Metalic Copper

### Main imports

General Cargo and Steel  
 Vehicles  
 Project cargo  
 Containerized cargo  
 Grains (Wheat)  
 Sulphur  
 Machinery and Spares for mines  
 Steel Products

	USD	
Ship Wharfage Factor	: 1.77	Multiplied by ship´s LOA and hours of stay
Cargo Wharfage Factor	: 0.77	Multiplied by quantity of cargo (metric tons)
TUP	: 0.21	Multiplied by GRT.

## TERMINALS

### **PATACHE :**

Lat. 20° 47' 40" S  
Long. 70° 11' 42" W



Pier	Celta	Collahuasi
Max Draft (mtrs)	13.00	13
Max LOA (mtrs)	230	225
Max Deadweight	70,000	60,000
Maneuvers day/night	Both	Both
Watchman compulsory	Yes	Yes
Lines requested	14 x 200 mts	14 x 200 mts
Fresh Water delivery	n/a	n/a
Garbage Service	n/a	n/a
Tugs	Yes from Iquique port	Yes from Iquique port
Launches	Yes	Yes

#### Celta :

This is a private terminal owned by “Compañía Electrica Tarapacá (CELTA) and operate by “Portuaria Patache S.A.” Consist of a finger pier that has one shore grab with a lifting capacity of 38 MT.

This terminal can only be used to discharge coal and is located 70 Kms south of Iquique.

#### Collahuasi pier :

This is a private terminal owned by “Compañía Minera Doña Inés de Collahuasi” and is operated by Agunsa. The pier is 270 mts long, with a transfer tower and a loading arm (Shiploader), which has a 120° shifting range. The pier consist of a platform with protection dolphins and dits to moor. The anchoring area has 6 buoys and starboard anchor has to be used. The gap between vessel and pier/dolphins is about 8 mts.

This terminal transfers copper concentrates.

Celta : USD  
Ship Wharfage Factor : 3,600 per day  
Cargo Wharfage Factor : not applicable.

Note : It is not applicable at Collahuasi terminal.

**PATILLOS :**

Lat. 20° 44' 22" S  
Long. 70° 11' 46" W



Pier	Patillos
Max Draft (mtrs)	14.30
Max LOA (mtrs)	250 (Max Bread : 41 mts)
Max Deadweight	100,000 T
Maneuvers day/night	Both. But during night time, manoeuvres restricted to LOA 230 mts. 10 shackles each anchor.
Watchman compulsory	Yes
Lines requested	12 x 200 mts (8 lines are supplied by terminal)
Fresh Water delivery	Vía Tug.
Garbage Service	n/a
Tugs	Yes : 1
Launches	Yes : 2

This is a private terminal owned by “Compañía Minera Punta de Lobos”, operated by themselves. This terminal can only be used for loading salt. It is located 64 Kms south of Iquique.

	USD	
Ship Wharfage Factor	: 1,600	per day
Cargo Wharfage Factor	: not applicable.	

## TOCOPILLA



### Particulars :

Pier	ELECTROANDINA	S.I.T. S.A.
	Lat. 22° 05' 00" S	Lat. 22° 05' 00" S
	Long. 70° 23' 00" W	Long. 70° 12' 00" W
Max Draft (mtrs)	14.38	10.50
Max LOA (mtrs)	250	230
Max DWT	85,000 T	50,000 T
Max Air Draft	n/a	12 mts
Maneuvers day/night	Both	Both
Lines required	14 X 220 mts	11 X 220 mts
Watchman compulsory	Yes	Yes

### Equipment/others :

Ports cranes/ capacity	2 X 30MT each	Ships Loader
Fork Lifts trucks	n/a	n/a
Top Lifters+Reachstakers	n/a	n/a
Payloaders	Yes	Yes
Mechanical Grabs	Yes : from 12 to 18 MT	n/a
Conveyor Belts	n/a	Yes
Warehouses/ Capacity	n/a	Yes
Electrical conex RF cntrs	n/a	n/a
Moorings for rent	US\$ 250 per unit/day	US\$ 250 per unit/day
Tugs	2	2
	1 Tug : vsls < 180 mts	1 Tug : vsls < 175 mts
	2 Tugs: vsls > 180 mts	2 Tugs: vsls > 175 mts
Launches	2	2
Fresh Water delivery	Yes	
	(US\$ 4 per MT+ US\$ 100 base tariff)	(Vía Tug only)
Garbage service	n/a	n/a

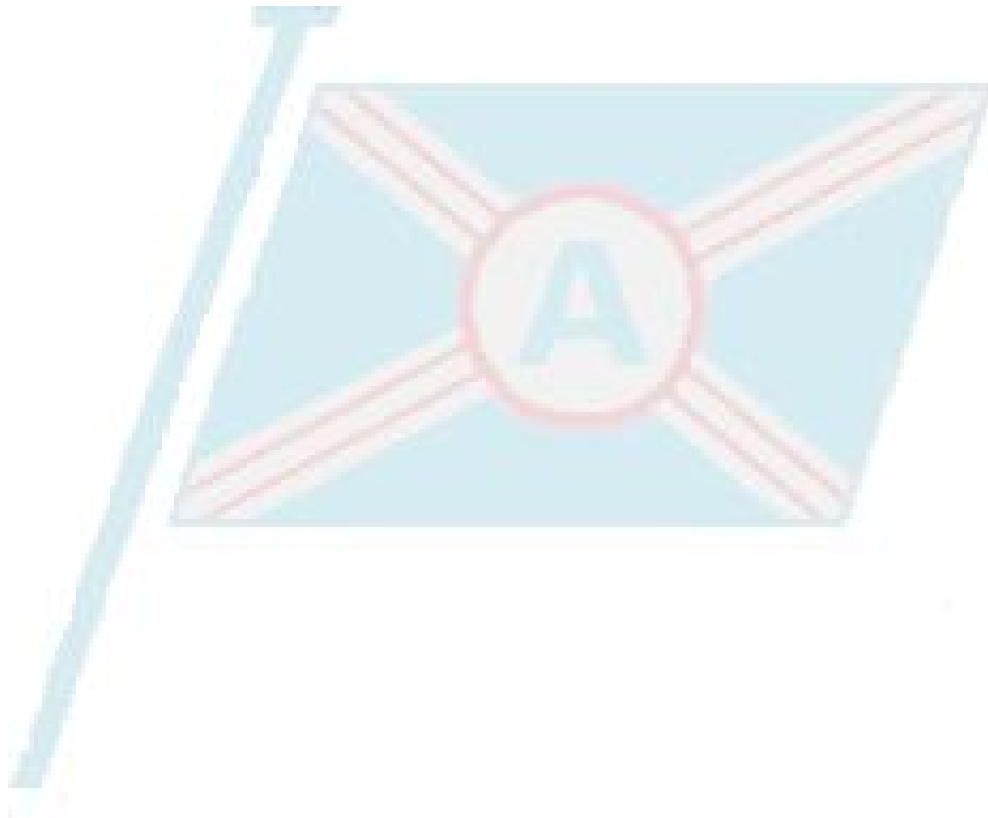
### Terminal Buoys Anglo 1 and 2 :

Loa (max)	200 mts
Draft (max)	14.0 mts
DWT (max)	45,000 T
Mooring requested	12 X 220 mts each
Anchoring requirement	2 anchors
Maneuvers day/night	Both

This port consist of 2 terminals as detailed above. One owned by "Electroandina S.A." and the other by "Servicios Integrales de Tránsito y Transferencia Ltda. (S.I.T.).

The main export through this port is Chilean Nitrate, which is loaded by means of a mechanized arm located at S.I.T.'s pier. At Electroandina's pier, coal, fuel oil, orform, SX-12 and heavy lift cargo is discharged. Fish Meal is loaded through this pier.

	S.I.T.&Anglo/ USD	
Ship Wharfage Factor	: 0.65	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: n/a	
	ELECTROANDINA/ USD	
Ship Wharfage Factor	: 1.10	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: n/a	



**PUERTO ANGAMOS**

Lat. 23° 03' 59.724" S  
 Long. 70° 23' 12.436" W



**Particulars :**

Pier	1	2	3	4
Max Draft (mtrs)	12.50	12.50	10.70	Under construction
Max LOA (mtrs)	225	200	200	
Max Air Draft (mtrs)	n/a	n/a	n/a	
Maneuvers day/night	day	day	day	
Watchman compulsory	yes	yes	yes	

**Equipment/others :**

Ports cranes/ Capacity	1 Gottwald HMK 280 (100 MT max. capacity)
Fork Lifts trucks	Yes
Top Lifters+Reachstakers	Yes
Payloaders	Yes
Mechanical Grabs	n/a
Conveyor Belts	n/a
Warehouses/ Capacity	1,575 SQM (others: open area close to piers 22,500 SQM and 70,000 SQM at 1,200 mts from the piers).
Electrical conex RF cntrs	Yes
Moorings for rent	n/a
Tugs	2
Launches	5
Garbage Service	n/a
Fresh Water delivery	Yes, cost of the local delivery company+15% as terminal charge.

**Main Exports**

Metal copper  
 Containers

**Main imports**

General cargoes  
 Containers  
 Project cargoes.

	USD	
Ship Wharfage Factor	: 1.58	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: 3.34	Multiplied by quantity of cargo (metric tons)
TUP discharging/ loading cargoes.	: 0.11	Multiplied by GRT applied to vessel not

## ANTOFAGASTA

Lat. 23° 38' 33" S  
 Long. 70° 24' 23" W



### Particulars :

Pier	1	2	3	4	5	6	7
Max Draft (mtrs)	9.14	9.14	9.14	8.71	9.02	9.46	11.28
Max LOA (mtrs)	180	210	210	166	175	130	203
Max Air Draft (mtrs)	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Maneuvers day/night	Both	Both	Both	Both	Both	Both	Both
Watchman compulsory	Yes	Yes	Yes	Yes	Yes	Yes	Yes

### Equipment/others :

Ports cranes/ Capacity	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Fork Lifts trucks	Lifting Cap between 3 and 9 MT						
Top Lifters+Reachstakers	Yes						
Payloaders	Yes						
Mechanical Grabs	Capacity 5 CBM						
Conveyor Belts	3						
Warehouses/ Capacity	2 warehouses with 5,000 SQM each.						
Electrical conex RF cntrs	Yes						
Moorings for rent	12 X 150 mts, all piers indicated above (USD 270 each/ day)						
Tugs	3						
Launches	7						
Garbage Service	Yes						
Fresh Water delivery	Yes (US\$ 1.53 per CBM)						

### Main Exports

Fish Meal (bulk)  
 Concentrates (lead+copper+zinc)  
 General cargoes  
 Antimmonium (bagged)  
 Wolfram ore  
 Tin ingots  
 Beans (bagged)  
 Metal copper  
 Canned fish  
 Molibdenum in drums

### Main imports

General cargoes  
 Bagged wheat flour  
 Wheat in bulk  
 Project cargoes  
 Mining machinery

### USD

Ship Wharfage Factor	: 1.29 (pier 1 to 6)	Multiplied by ship's LOA and hrs of stay.
Ship Wharfage Factor	: 1.39 (pier 7)	Multiplied by ship's LOA and hrs of stay.
Cargo Wharfage Factor	: 2.51	Multiplied by quantity of cargo (MT).
TUP	: 0.25	Multiplied by GRT .

## PUERTO MEJILLONES :

Lat. 23° 04' 48" S  
Long. 70° 24' 56" W



Pier	Terminal Marítimo Puerto Mejillones
Max Draft (mtrs)	14.38
Max LOA (mtrs)	230 (Max Beam : 32.20 mts)
Max Deadweight	71,770 T
Maneuvers day/night	Both
Watchman compulsory	Yes
Lines requested	16 x 220 mts
Fresh Water delivery	n/a
Garbage Service	n/a
Tugs	Yes (from Antofagasta)
Launches	Yes : 2

This terminal can only be used for discharge Sulphuric Acid.

Ship Wharfage Factor : No charge  
Cargo Wharfage Factor : not applicable.

## ENAEX S.A. :

Lat. 23° 15' 14" S  
Long. 70° 25' 57" W

Pier	Terminal Marítimo Enaex S.A.
Max Draft (mtrs)	9.40
Max LOA (mtrs)	185 (Max Beam : 27.40 mts)
Max Deadweight	21,000 T
Maneuvers day/night	No (just day light)
Watchman compulsory	Yes
Lines requested	16 x 220 mts
Fresh Water delivery	n/a
Garbage Service	n/a
Tugs	Yes (from Antofagasta)
Launches	Yes : 2

This terminal can only be used for discharge Ammoniac.

## **MINERA MICHILLA S.A.:**

Lat. 22° 43' 30" S  
Long. 70° 18' 30" W

Pier	Terminal Marítimo Minera Michilla S.A.
Max Draft (mtrs)	9.00
Max LOA (mtrs)	180 (Max Beam : 24 mts)
Max Deadweight	19,000 T
Maneuvers day/night	No (just day light)
Watchman compulsory	Yes
Lines requested	16 x 220 mts
Fresh Water delivery	n/a
Garbage Service	n/a
Tugs	Yes (for vessels over 110 mts, except those equipped with "bow truster", but subject to harbour master's authorization)
Launches	Yes : 2

This terminal can only be used for discharge Sulphuric Acid.

## **INTERACID :**

Lat. 23° 04' 17.4" S  
Long. 70° 23' 32" W

Pier	Terminal Marítimo Interacid Chile Ltda.
Max Draft (mtrs)	10.75
Max LOA (mtrs)	183 (Max Beam : 32 mts)
Max Deadweight	30,000 T
Maneuvers day/night	Both
Watchman compulsory	Yes
Lines requested	16 x 220 mts
Fresh Water delivery	n/a
Garbage Service	n/a
Tugs	Yes (for vessels over 150 mts, except those equipped with "bow truster", but subject to harbour master's authorization)
Launches	Yes

This terminal can only be used for discharge Sulphuric Acid.

Ship Wharfage Factor : USD 65 per Hr.  
Cargo Wharfage Factor : not applicable.

## CALETA COLOSO

Lat. 23° 45' 24" S  
Long. 70° 27' 53" W



### Particulars :

Pier	Muelle Mecanizado Caleta Coloso.
Max Draft (mtrs)	12 (Max Beam : 33.5 mts)
Max Air Draft (mtrs)	13.70
Max LOA (mtrs)	200 (over 200 mts Terminal must be advised before vessel's arrival in order to be authorized).
Anchors	2 with 10 shackles each.
Max DWT	45,000 T (Max 47,500 T)
Loading rate	1,000 MT per hour
Maneuvers day/night	Both
Lines requested	14 X 220 mts
Ropes for rental	US\$ 220 (each) per day plus handling US\$ 120 (each)
Fresh water delivery	n/a
Garbage service	n/a
Tugs	Yes : 2 (from Antofagasta)
Launches	Yes
Watchman compulsory	Yes

Caleta Coloso is located 20 Kms south of Antofagasta.

Privately owned by "Minera La Escondida Ltda" and pier consist of a mechanical loading Arm specially built for loading copper concentrates.

Protected from south winds, vessels to alongside at wharf head, which is well structured

And is provided with 2 dolphins, each at 30 mts distance from the wharf head.

2 Tugs are required for vessel's in and out manoeuvres and 1 tugboat and 1 launch have to be always as stand by, for shifting purposes.

Ship Wharfage Factor : not applicable.  
Cargo Wharfage Factor : not applicable.

## Muelle Cobrero/Terminal Acido Sulfúrico

Lat. 26° 00' 00" S  
Long. 70° 39' 13" W

### Particulars :

Pier	Muelle Cobrero/ Terminal Acido Sulfúrico.
Max Draft (mtrs)	12.5
Max Air Draft (mtrs)	n/a
Max LOA (mtrs)	220
Anchors	n/a
Max DWT	n/a
Maneuvers day/night	Both
Lines requested	4 X 220 mts each.
Watchman compulsory	Yes

### Equipment/others :

Ports cranes/ Capacity	n/a
Fork Lifts trucks	n/a
Top Lifters+Reachstakers	n/a
Payloaders	n/a
Mechanical Grabs	n/a
Conveyor Belts	n/a
Warehouses/ Capacity	n/a
Electrical conex RF cntrs	n/a
Moorings for rent	Yes : US\$ 265 per shift (of 8 hrs)
Tugs	1
Launches	2
Garbage Service	n/a
Fresh Water delivery	n/a

### Main Exports

Metal copper (cathodes)  
Copper concentrate

### Main imports

Sulphuric acid

## Barquito/Terminal Petrolero

Bearing 009° and at 268 mts of Barquito Pier.

Lat. 26° 19' 42" S

Long. 70° 39' 20" W

### Particulars :

Pier	Barquito/Terminal Petrolero.
Max Draft (mtrs)	18.00
Max Air Draft (mtrs)	n/a
Max LOA (mtrs)	250
Anchors	n/a
Max DWT	n/a
Maneuvers day/night	Both
Lines requested	6 X 220 mts each.
Watchman compulsory	Yes

### Equipment/others :

Ports cranes/ Capacity	n/a
Fork Lifts trucks	n/a
Top Lifters+Reachstakers	n/a
Payloaders	n/a
Mechanical Grabs	n/a
Conveyor Belts	n/a
Warehouses/ Capacity	n/a
Electrical conex RF cntrs	n/a
Moorings for rent	Yes : U\$S 265 per shift (of 8 hrs)
Tugs	1 for vessels up to 220 mts and 2 for vsls over 220mts LOA
Launches	2
Garbage Service	n/a
Fresh Water delivery	n/a

### Main Exports

### Main imports

Fuel Oil 6

Diesel Oil

## COQUIMBO

Lat. 26° 57' 00" S  
Long. 71° 20' 00" W



### Particulars :

	Pier 1	Pier 2
Pier		
Max Draft (mtrs)	9.26	9.37
Max Air Draft (mtrs)	n/a	n/a
Max LOA (mtrs)	220	220
Anchors	n/a	n/a
Max DWT	n/a	n/a
Maneuvers day/night	Both	Both
Lines requested	6 X 200 mts	6 X 200 mts each.
Watchman compulsory	Yes	Yes

### Equipment/others :

Ports cranes/ Capacity	3 X 5 each (Shore cranes : 1X25 MT – 1X40 MT)
Fork Lifts trucks	Yes
Top Lifters+Reachstakers	Yes
Payloaders	Yes
Mechanical Grabs	n/a
Convyor Belts	n/a
Warehouses/ Capacity	Yes/n/a
Electrical conex RF cntrs	Yes
Moorings for rent	n/a
Tugs	Yes : 1
Launches	Yes : 1
Garbage Service	n/a
Fresh Water delivery	Yes : U\$S 8 per CBM

### Main Exports

Fresh Fruit  
Copper concentrate  
Fish Meal  
Canned Fish  
Minerals bagged

### Main imports

Containerized cargo  
Wheat and Maiz in bulk  
General cargo

This port is state-owned and managed by Empresa Portuaria de Coquimbo.

Its two berth have a total length of 360 mts, where 2 vessels can be berthed simultaneously. Max permissible LOA per vessel is 220 mts.

	USD	
Ship Wharfage Factor	: 1.05 (Dec to Feb)	Multiplied by ship's LOA and hours of stay
Ship Wharfage Factor	: 0.70 (Mar to Nov)	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: 0.77	Multiplied by quantity of cargo (metric tons)

## HUASCO-Guacolda I

Lat. 28° 27' 54" S  
Long. 71° 15' 54" W



### Particulars :

Pier	Guacolda I
Max Draft (mtrs)	13.50
Max Air Draft (mtrs)	18 Max LOA
Max Loa (mtrs)	240 (Max Beam: 40 mts)
Anchors	n/a
Max DWT	59,000 T
Maneuvers day/night	Both
Lines requested	12 X 220 mts each
Discharge rate	Coal :17,000 MT/ day
Watchman compulsory	Yes

### Equipment/others :

Ports cranes/ Capacity	2 X 30 each (Fixed cranes/ No shore cranes availables)
Fork Lifts trucks	Yes
Top Lifters+Reachstakers	n/a
Payloaders	n/a
Mechanical Grabs	n/a
Conveyor Belts	n/a
Warehouses/ Capacity	Yes
Electrical conex RF cntrs	n/a
Bunkering	Yes (through the pier)
Moorings for rent	n/a
Tugs	Yes : 1
Launches	Yes : 2
Garbage Service	n/a
Fresh Water delivery	Yes

### Main Exports

### Main imports

Coal in bulk  
Lime stone in bulk  
General cargo  
Bunkers

Ship Wharfage Factor : 0.874      USD      Multiplied by ship's LOA and hours of stay  
Cargo Wharfage Factor : not applicable.

## HUASCO-Guacolda II

Lat. 28° 28' 54" S  
 Long. 71° 15' 45" W



### Particulars :

Pier	Guacolda II
Max Draft (mtrs)	22.00
Max Air Draft (mtrs)	18.00
Max LOA (mtrs)	315 (Max Beam : 55 mts)
Anchors	n/a
Max DWT	300,000 T
Maneuvers day/night	Both
Lines requested	12 X 220 mts each.
Loading rate	Iron ore : 2,500 MT/Hr
Watchman compulsory	Yes

### Equipment/others :

Ports cranes/ Capacity	n/a
Fork Lifts trucks	n/a
Top Lifters+Reachstakers	n/a
Payloaders	n/a
Mechanical Grabs	n/a
Convyor Belts	n/a
Warehouses/ Capacity	Yes (For the terminal's use)
Electrical conex RF cntrs	n/a
Bunkering	Yes (through the pier)
Moorings for rent	Yes, at U\$S 250 per vessel's stay (handling included).
Tugs	Yes : 1
Launches	Yes : 2
Garbage Service	n/a
Fresh Water delivery	Yes

### Main Exports

Iron ore in pellets

### Main imports

	USD	
Ship Wharfage Factor	: 1.70	Multiplied by ship's LOA and hours of stay (as first port if Guayacan is the second port) (as second port if Guayacan is the first port)
	1.10	
	0.70	
Cargo Wharfage Factor	: not applicable.	

## PUNTA PADRONES

Lat. 27° 03' 05" S  
Long. 70° 50' 22" W



### Particulars :

Pier	Muelle Mecanizado Punta Padrones
Max Draft (mtrs)	12.40
Max Air Draft (mtrs)	14.40
Max LOA (mtrs)	200 (Max Beam : 32 mts)
Anchors	2 with 10 shackles
Max DWT	50,000 T
Maneuvers day/night	Both
Lines requested	13 X 220 mts each.
Watchman compulsory	Yes

### Equipment/others :

Ports cranes/ Capacity	n/a
Fork Lifts trucks	n/a
Top Lifters+Reachstakers	n/a
Payloaders	n/a
Mechanical Grabs	n/a
Conveyor Belts	n/a
Warehouses/ Capacity	Yes (For the terminal's use)
Electrical conex RF cntrs	n/a
Bunkering	n/a
Moorings for rent	Yes, at U\$S 400 (up to 2 units)-U\$S 350 (3 to 4 units)-U\$S 300 (4 to 6 units)-U\$S 175 (over 6 units)each.
Tugs	Yes : 1
Launches	Yes : 2
Garbage Service	n/a
Fresh Water delivery	n/a

### Main Exports

Copper concentrate

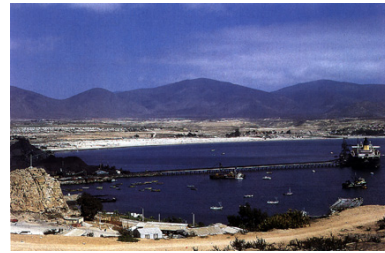
### Main imports

Punta Padrones is a private terminal owned by Phelps Dodge which is in operation to load copper concentrates produced by Minera Candelaria. The operation of this terminal is done by Ultramar. This terminal is located near Caldera.

Ship Wharfage Factor	: 250	per hour (minimum 16 hours)
Cargo Wharfage Factor	: not applicable.	

## GUAYACAN

Lat. 29° 58'.3 S  
Long. 71° 21'.1 W



### Particulars :

Pier	Guayacan - CMP
Max Draft (mtrs)	16.20
Max Air Draft (mtrs)	18.00
Max LOA (mtrs)	315 (Max Beam : 50 mts)
Anchors	n/a
Max DWT	n/a
Maneuvers day/night	Both
Lines requested	18 X 220 mts each.
Watchman compulsory	Yes
Note	:Before berthing at Guayacán, vessels must pick up pilot at Coquimbo Pilot Station.

### Equipment/others :

Ports cranes/ Capacity	n/a
Fork Lifts trucks	n/a
Top Lifters+Reachstakers	n/a
Payloaders	n/a
Mechanical Grabs	n/a
Conveyor Belts	n/a
Warehouses/ Capacity	Yes (For the terminal's use)
Electrical conex RF cntrs	n/a
Bunkering	n/a
Moorings for rent	n/a
Tugs	Yes : 1
Launches	Yes : 2
Garbage Service	n/a
Fresh Water delivery	Yes

### Main Exports

Iron ore

### Main imports

This is a private-owned pier, it belongs to Cía. Minera del Pacífico (CMP), a subsidiary of Cía. De Aceros del Pacífico (CAP), in which a mechanical loading arm is installed for the solely purpose of loading iron ore.

This arm, provided with a conveyor belt, can load up to 5 holds simultaneously without vessel's shifting.

Loading arm can displace itself up to 119 mts. Shifting would be required if more displacement is required.

### Productivity/Iron ore loading rates :

Lump : 3,000 MT/Hr - Fine : 3,000 MT/Hr – Pellet feed : 1,700 MT/Hr

Ship Wharfage Factor : USD 1.10 Multiplied by ship's LOA and hours of stay  
(as first port if Guacolda II is the second port)  
0.70 (as second port if Guacolda is the first port)

Cargo Wharfage Factor : not applicable.

## PUNTA CHUNGO (Los Vilos)

Lat. 31° 53' 30" S  
Long. 71° 31' 21" W



### Particulars :

Pier	Terminal Punta Chungo
Max Draft (mtrs)	12.30
Max Air Draft (mtrs)	14.00 (High tide) – 16.50 mts (Low tide)
Max LOA (mtrs)	220 / Min : 150 mts (Max Beam : 32 mts – Min : 22 mts)
Anchors	Both (anchor to be used port side w/ 8 shackles)
Max Displacement	60,000
Maneuvers day/night	No (Berthing during daylight only – Unberthing at any time)
Lines requested	17 X 150 mts each.
Loading rate	1,400 MT/Hr (average)
Watchman compulsory	Yes

### Equipment/others :

Ports cranes/ Capacity	n/a
Fork Lifts trucks	n/a
Top Lifters+Reachstakers	n/a
Payloaders	n/a
Mechanical Grabs	n/a
Conveyor Belts	n/a
Warehouses/ Capacity	n/a
Electrical conex RF cntrs	n/a
Bunkering	n/a
Moorings for rent	Yes at US\$ 120 per unit/stay (pluss US\$ 100 for delivery o/b)
Tugs	2 compulsory per maneuver, then 1 stand by during vessel's stay.
Launches	2
Garbage Service	n/a
Fresh Water delivery	Yes

### Main Exports

Copper concentrate

### Main imports

This is a privately-owned by Minera Los Pelambres and managed by Ultramar.  
The terminal is located north from Quintero Bay.  
It is used to export copper concentrate produced by their owners.

	USD	
Ship Wharfage Factor	: 135	per day
Cargo Wharfage Factor	: not applicable.	

## BAHIA QUINTERO

### ASIMAR (Pier):

Lat. 32° 46'.3 S  
Long. 71° 31'.4 W

#### Particulars :

Pier	Asimar pier/ East side
Max Draft (mtrs)	5.80
Max Air Draft (mtrs)	n/a
Max LOA (mtrs)	95
Anchors	No special requirement
Max DWT	n/a
Maneuvers day/night	No (Berthing/Unberthing at daylight only)
Lines requested	6 X 180 mts each.
Loading rate	n/a
Watchman compulsory	Yes

#### Equipment/others :

Ports cranes/ Capacity	n/a
Fork Lifts trucks	2 X 5 MT
Top Lifters+Reachstakers	n/a
Payloaders	n/a
Mechanical Grabs	n/a
Conveyor Belts	n/a
Warehouses/ Capacity	n/a
Electrical conex RF cntrs	n/a
Bunkering	Yes
Moorings for rent	n/a
Tugs	Yes
Launches	Yes
Garbage Service	n/a
Fresh Water delivery	n/a

#### Main Exports

#### Main imports

Project cargo  
Spare parts

Ship Wharfage Factor : To be negotiated case by case.  
Cargo Wharfage Factor : To be negotiated case by case.

## BAHIA QUINTERO

### RPC S.A. :

Lat. 32° 45'.94 S  
Long. 71° 29'.99 W

#### Particulars :

Terminals	MULTIBOYA	LPG	BUNKER	MONOBOYA
Max Draft (mtrs)	12.90	10.18	5.40	no restriction
Max Air Draft (mtrs)	n/a	n/a	n/a	n/a
Max LOA (mtrs)	250	182	95.18	no restriction
Anchors	No special requirement			
Max DWT	100,000	40,000	n/a	209,000
Maneuvers day/night	Both	Both	Both	At daylight only
Lines requested	9 X 220 mts	9 X 220 mts	7 X 220 mts	2 X 220 mts
Loading rate	n/a	n/a	n/a	n/a
Watchman compulsory	No	No	No	No

#### Equipment/others :

Ports cranes/ Capacity	n/a	n/a	n/a	n/a
Fork Lifts trucks	n/a	n/a	n/a	n/a
Top Lifters+Reachstakers	n/a	n/a	n/a	n/a
Payloaders	n/a	n/a	n/a	n/a
Mechanical Grabs	n/a	n/a	n/a	n/a
Conveyor Belts	n/a	n/a	n/a	n/a
Warehouses/ Capacity	n/a	n/a	n/a	n/a
Electrical conex RF cntrs	n/a	n/a	n/a	n/a
Bunkering	n/a	n/a	n/a	n/a
Moorings for rent	n/a	n/a	n/a	n/a
Tugs	n/a	n/a	n/a	n/a
Launches	Yes	Yes	Yes	Yes
Garbage Service	n/a	n/a	n/a	n/a
Fresh Water delivery	n/a	n/a	n/a	n/a

#### Main Exports

#### Main imports

Bunkers

Ship Wharfage Factor : not applicable.  
Cargo Wharfage Factor : not applicable.

## BAHIA QUINTERO

### OXIQUIM S.A. :

Lat. 32° 45' .72 S  
Long. 71° 29' .76 W



#### Particulars :

Terminals	South	North
Max Draft (mtrs)	12.20	12.20
Max Air Draft (mtrs)	n/a	n/a
Max LOA (mtrs)	211	211
Anchors	No special requirement	
Max DWT	40,000	40,000
Maneuvers day/night	Both	Both
Lines requested	13 X 220 mts	13 X 220 mts
Loading rate	n/a	n/a
Watchman compulsory	No	No

#### Equipment/others :

Ports cranes/ Capacity	n/a	n/a
Fork Lifts trucks	n/a	n/a
Top Lifters+Reachstakers	n/a	n/a
Payloaders	n/a	n/a
Mechanical Grabs	n/a	n/a
Conveyor Belts	n/a	n/a
Warehouses/ Capacity	n/a	n/a
Electrical conex RF cntrs	n/a	n/a
Bunkering	Yes	Yes
Moorings for rent	n/a	n/a
Tugs	Yes	Yes
Launches	Yes	Yes
Garbage Service	n/a	n/a
Fresh Water delivery	n/a	n/a

#### Main Exports

#### Main imports

Bunkers  
Chemical products

Ship Wharfage Factor	: Vessels up to 180mts Loa	:USD 150/Hr
	Vessels from 180 to 200mts Loa	:USD 170/Hr
	Vessels over 200mts Loa	:USD 190/Hr
Cargo Wharfage Factor	: not applicable.	

## BAHIA QUINTERO

### PUERTO VENTANAS :

Lat. 32° 45' 10" S  
Long. 71° 30' 00" W



#### Particulars :

Piers	1	2	3	4	5
Max Draft (mtrs)	8.17	9.52	11.5	X	14.30
Max Air Draft (mtrs)	n/a	12.5m	n/a	X	n/a
Max LOA (mtrs)	160	200	200	X	240
Anchors	No special requirement				
Max DWT	12,000	30,000	45,000	X	70,000
Maneuvers day/night	both	both	both	X	Yes (docking day light only)
Lines requested	13/220	13/220	12/220	X	12/220 mts
Loading rate	n/a	n/a	n/a	X	n/a
Watchman compulsory	Yes	Yes	Yes	X	Yes

Note : Berth n° 4 not yet in operation. Future project.

#### Equipment/others :

Ports cranes/ Capacity	n/a	n/a	n/a	n/a	2X30MT (Grabs fitted)
Fork Lifts trucks	n/a	n/a	n/a	X	n/a
Top Lifters+Reachstakers	n/a	n/a	n/a	X	n/a
Payloaders	n/a	n/a	n/a	X	n/a
Mechanical Grabs	n/a	n/a	n/a	X	n/a
Conveyor Belts	n/a	n/a	n/a	X	n/a
Warehouses/ Capacity	Yes	Yes	Yes	X	Yes
Electrical conex RF cntrs	n/a	n/a	n/a	X	n/a
Bunkering	Yes	Yes	Yes	X	Yes
Mooring for rent	n/a	n/a	n/a	X	n/a
Tugs	Yes	Yes	Yes	X	Yes
Launches	Yes	Yes	Yes	X	Yes
Garbage Service	n/a	n/a	n/a	X	n/a
Fresh Water delivery	Yes, all berths, tariff : USD 10 per MT				

#### Main Exports

Metallic Copper  
Concentrates (Copper/Gold)  
Sulphuric Acid

#### Main imports

Grain (Maize)                      Steel  
Coal                                      Sugar (bags)  
Cement (Clinker)                      Bauxite (bulk)  
Fuel Oil                                      Barley (bulk)  
Chemical Products                      Asphalt

Puerto Ventanas S.A. is a private owned terminal and this company is engaged in the administration and operation of their own port facilities at Quintero Bay.

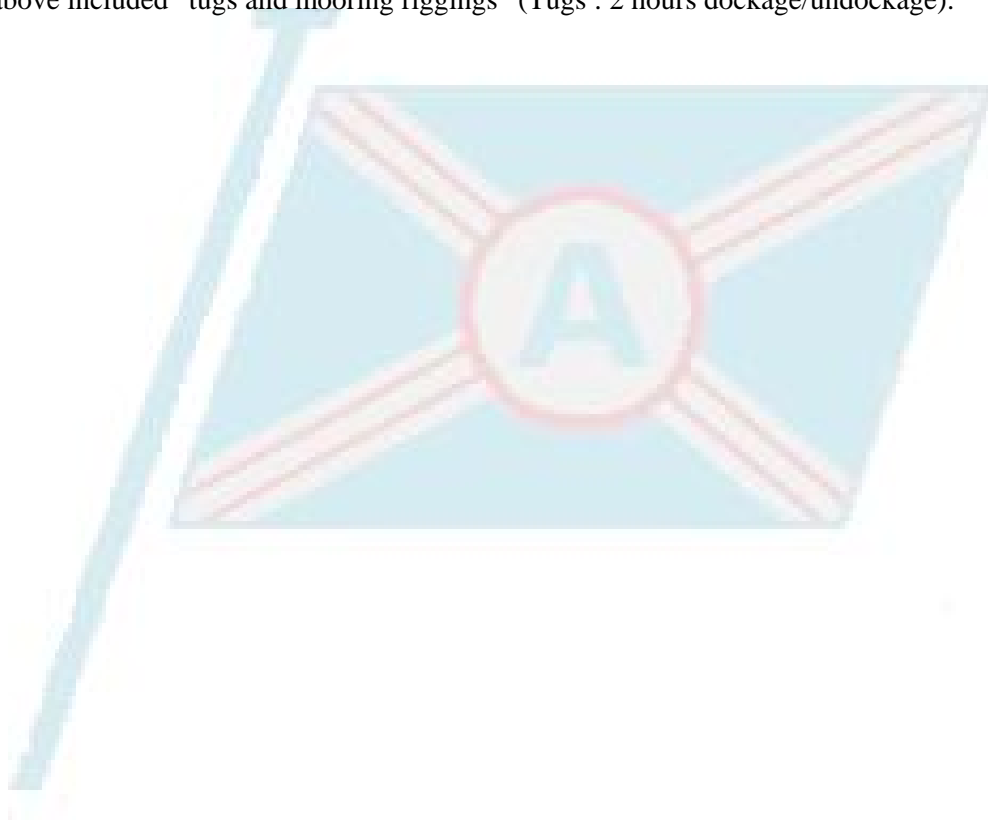
This Bay is 50 Kms north of Valparaíso.

Ship Wharfage Factor :Fixed/Variable tariff :USD 6,034/ 158 per hr (GRT 6000/6034)  
USD 6,660/ 164 per hr (GRT 6001/8000)  
USD 8,735/ 176 per hr (GRT 8000/10000)  
USD 9,005/ 180 per hr (GRT 10001/12500)

USD 11,605/186 per hr (GRT 12501/15000)  
USD 12,914/197 per hr (GRT 15001/17500)  
USD 13,437/203 per hr (GRT 17501/20000)  
USD 15,669/217 per hr (GRT 20001/25000)  
USD 17,634/231 per hr (GRT 25001/30000)  
USD 22,148/255 per hr (GRT 30001/40000)  
USD 23,638/272 per hr (GRT 40001/50000)  
USD 25,601/284 per hr (GRT 50001/60000)

Note: The “fixed tariff” is applied on the first 12 hrs of dockage and then the “variable tariff” (per hour) is applied. Therefore, the expenses referred to the vessel’s dockage have usually included both amounts if the total dockage exceed the 12 hrs of fixed tariff.

The above included “tugs and mooring riggings” (Tugs : 2 hours dockage/undockage).



## VALPARAISO

Lat. 32° 01' 33" S  
Long. 71° 38' 22" W



### Particulars :

Name of terminals :

TPS : Terminal Pacífico Sur (private terminal)

EPV : Empresa Portuaria Valparaíso (public terminal)

Piers	1	2	3	4	5	6	7	8
	TPS	TPS	TPS	TPS	TPS	EPV	EPV	EPV
Max Draft (mtrs)	11.40	11.40	11.40	9.39	9.39	8.50	6.19	8.50
Max Air Draft (mtrs)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Max LOA (mtrs)	142	200	229.5	230.5	107	180	127.5	200
Anchors	No special requirement							
Max DWT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Maneuvers day/night	both	both	both	both	both	both	both	both
Lines requested	8X220	8X220	8X220	8X220	8X220	8X220	8X220	8X220
Loading rate	See details below							
Watchman compulsory	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

### Equipment/others :

Ports cranes/ Capacity	TPS piers :1X100T+2Gantry of 60T/EPV piers :2 X 50MT							
Fork Lifts trucks	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Top Lifters+Reachstakers	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Payloaders	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Mechanical Grabs	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Conveyor Belts	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Warehouses/ Capacity Yes	Yes	Yes	Yes	Yes	n/a	n/a	n/a	n/a
Electrical conex RF cntrs	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bunkering	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Moorings for rent	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Tugs	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Launches	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Garbage Service	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Fresh Water delivery	TPS : USD 170+USD 1.80/MT-EPV : USD 90+USD1.20/MT							

### Main Exports

Metallic Copper  
Seasonal fruits (apples+grapes+nectarines)  
Gen.Cargo in containers  
Vehicles

### Main imports

General cargo in containers  
Cement (big bags)  
Sugar  
Steel products  
CKD and spare parts for G.Motors Chile  
Bananas  
Vehicles

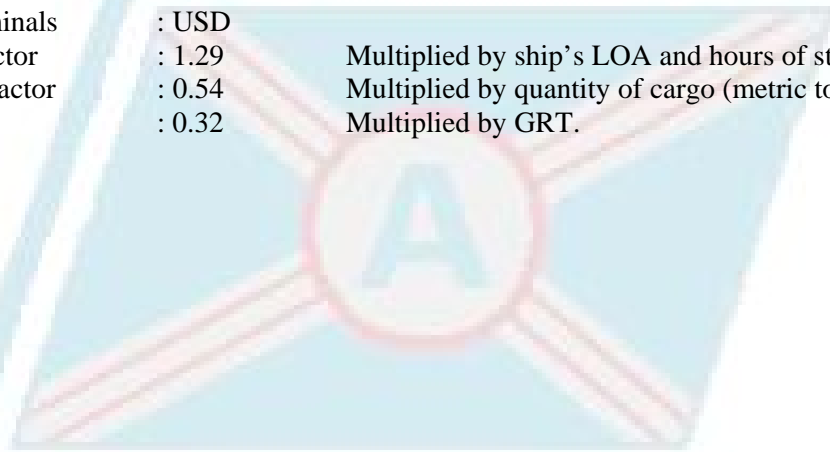
### Productivity per gang :

Containers	75 units/shift (F)
Fruit	330 Pallets/shift
Bananas	10,000 Boxes/Shift

Vehicles (Ro-Ro vessels)	800 Units/Shift
Vehicles conventional vessel	90 Units/Shift
Steel Coils	800 MT/Shift
Steel Plates	600 MT/Shift
Tin Plates	450 MT/Shift
Wire Rods	490 MT/Shift
Steel Pipes	450 MT/Shift
General Cargo	300 MT/Shift

It has a total of 8 commercial berth, 5 of them on the shore side, which have been assigned to private operator “Terminal Pacífico Sur S.A. (TPS), i.e. berth 1-5. Remaining 5 berths are State-owned and operated by Empresa Portuaria Valparaíso (EPV). Berths 6-8 are located in the finger pier called “Espigón”.

TPS and EPV terminals	: USD	
Ship Wharfage Factor	: 1.29	Multiplied by ship’s LOA and hours of stay
Cargo Wharfage Factor	: 0.54	Multiplied by quantity of cargo (metric tons)
TUP	: 0.32	Multiplied by GRT.



## SAN ANTONIO

Lat. 33° 35' 10" S  
Long. 71° 38' 05" W



### Particulars :

Name of terminals :

STI :San Antonio Terminal Internacional (private terminal)

TEM :Terminal Espigón Multioperado (public terminal)

Panul :Puerto Panul S.A. (private terminal for discharge solid bulk cargoes only)

Vopak :Terminal Vopak (private terminal for discharge liquid bulk cargoes only)

Piers	1	2	3	4	5	6	7	8	9
	STI	STI	STI	TEM	TEM	TEM	TEM	Panul	Vopak
Max Draft (mtrs)	35ft	34ft	33ft	31ft	31ft	26ft	20ft	34ft	33ft
Max Air Draft (mtrs)	No restriction								
Max LOA (mtrs)	200	269	268	170	171	161	160	230	190
Anchors	No special requirement								
Max DWT	n/a	n/a	n/a	n/a	n/a	45,000	n/a	60,000	45,000
Maneuvers D/N	both	both	both	both	both	both	both	both	Yes
Lines requested 8X220	8X220	8X220	8X220	8X220	8X220	8X220	8X220	8X220	
Loading rate	See details below								
Watchman compuls.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

### Equipment/others :

Ports cranes/Capacity	2/40T	2/40T	1/100	1/100	No	No	No	1	No
Fork Lifts trucks	Yes	Yes	Yes	Yes	Yes	Yes	Yes	n/a	n/a
T/Lifters+R/Stakers	Yes	Yes	Yes	Yes	Yes	Yes	Yes	n/a	n/a
Payloader	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	n/a
Mechanical grabs	n/a	n/a	n/a	n/a	n/a	n/a	n/a	16/20cbm	no
Conveyor Belts	Yes	Yes	Yes	Yes	Yes	Yes	Yes	n/a	n/a
Warehouses/Capacity	6,000	4,954	18,330	8,671	n/a	n/a	n/a	n/a	18,300
Areas for storage	300,000		70,800						
Electrical conex RF	Yes	Yes	Yes	Yes	Yes	Yes	Yes	n/a	n/a
Bunkering	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	n/a
Moorings for rent	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Tugs	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Launches	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Garbage Service	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	n/a
Fresh Water delivery	STI : USD 2/MT			TEM : USD 1.5/MT				USD2	USD1,5

### Main Exports

Sulphuric Acid  
Metallic Copper  
Containers  
Seasonal Fruits  
Chips  
Vehicles

### Main imports

Maize bulk  
Soja bulk  
Wheat and Corn bulk  
Urea bulk  
Containers  
Steel products  
Vehicles  
Soda ash  
Chemical products

Oils  
D.O.

Productivity per gang :

Containers	220 units/Shift
Fertilizers (big bags)	560 units/Shift
Fertilizers (bulk)	520 MT/Shift
Vehicles (ro-ro vessels)	900 units/Shift
Metallic Copper (loose)	560 MT/Shift
Metallic Copper (bundles)	1,600 MT/Shift
Copper Concentrates	4,900 MT/Shift
Bulk Cargoes	560 MT/Shift
Bulk Cargoes (pier 9)	1,200 MT/Shift
Sulphuric Acid	3,000 MT/Shift
Corn/Wheat (bulk)	560 MT/Shift
Salt (bulk)	720 MT/Shift

San Antonio port is operated by both, the State-owned company Empresa Portuaria de San Antonio (EPSA/ TEM) and the privately-owned company San Antonio Terminal Internacional (STI). The entrance to the port is rather narrow, however pilotage is permitted at any time because of good guiding light.

TEM and STI terminals	: USD	
Ship Wharfage Factor	: 1.29	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: 0.54	Multiplied by quantity of cargo (metric tons)
TUP	: 0.32	Multiplied by GRT.

Note : At Panul terminal, the "wharfage" applied is USD 1.30 per ship's LOA. and USD 1.05 For general cargo (for bulks is : USD 0.82).

## TALCAHUANO

Lat. 36° 41' 22" S

Long. 73° 06' 09" W



### Particulars :

Piers	1
Max Draft (mtrs)	8.40 (can be increased with high tide and as per the Maritime Authority permission)
Max Air Draft (mtrs)	n/a
Max LOA (mtrs)	185 mts
Anchors	No special requirement
Max DWT	n/a
Maneuvers day/night	both
Lines requested	12/220
Loading rate	See details below
Watchman compulsory	Yes

### Equipment/others :

Ports cranes/ Capacity	n/a
Fork Lifts trucks	Yes
Top Lifters+Reachstakers	Yes
Payloaders	n/a
Mechanical Grabs	n/a
Conveyor Belts	n/a
Warehouses/ Capacity	Yes, 5,000 SQM
Electrical conex RF cntrs	Yes
Bunkering	Yes (trucks, barge)
Moorings for rent	Yes (vía Agency)
Tugs	Yes
Launches	Yes
Garbage Service	n/a
Fresh Water delivery	Yes, tariff : USD 0,40 per MT

### Productivity per gang :

Containers	83 units/shift (F)
General Cargo	600 MT/shift
Wood Chips	1,350 MT/shift
Sawn Timber	300 MT/shift
Pulp Logs	225 MT/shift
Sawn Logs	375 MT/shift
Salt (bulk)	225 MT/shift
Barley (Bulk)	1,500 MT/shift
Wood Pulp	300 MT/shift
Fish meal (Sling bags)	220 MT/shift
Fish Meal (bulk+s/bags)	675 MT/shift
Steel (Bundles)	600 MT/shift
Steel (coils)	420 MT/shift
Wire Rods	388 MT/shift
Paper (rolls)	188 MT/shift

Main Exports

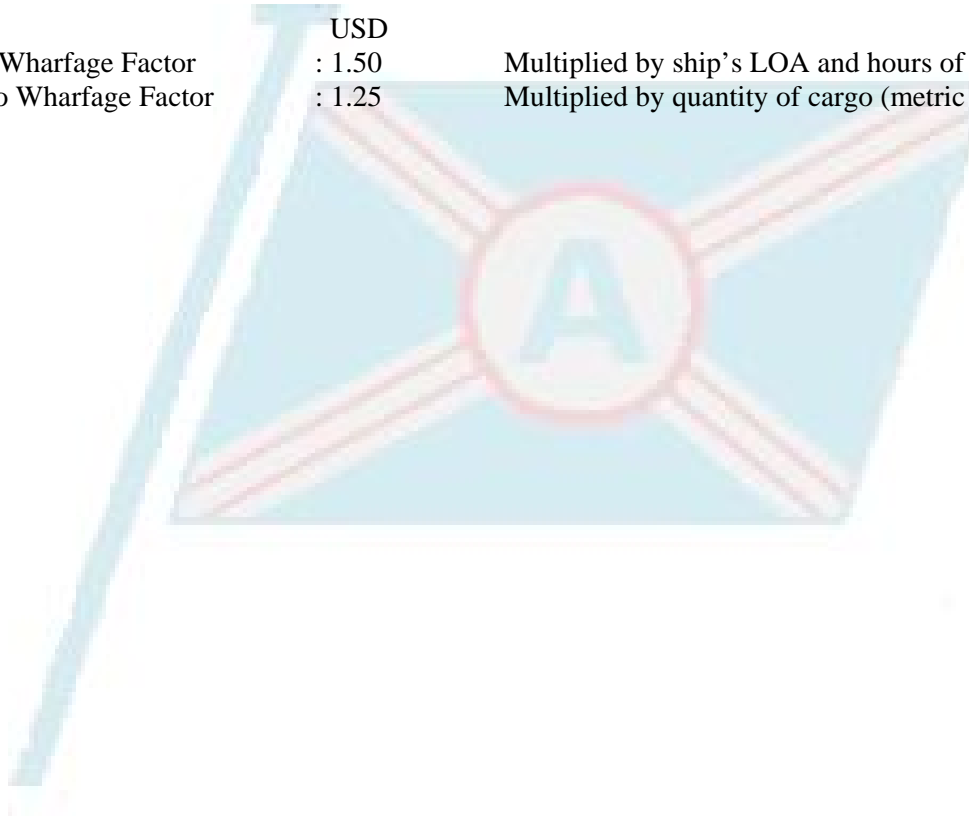
Fish Meal  
Forest Products  
Solid Bulk Cargoes

Main imports

General Cargoes B/B  
Containerized cargoes  
Steel Products  
Salt (bulk)  
Barley

Talcahuano port is located on the southwest corner of Concepcion Bay, and has 1 commercial berth. This berth is State-owned and is known as Talcahuano Pier.

	USD	
Ship Wharfage Factor	: 1.50	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: 1.25	Multiplied by quantity of cargo (metric tons)



## LIRQUEN

Lat. 36° 42' 30" S  
 Long. 72° 58' 42" W



### Particulars :

Name of the terminal : PUDEL (Puerto De Lirquén)

Piers	1	2	3	4	5	6
Max Draft (mtrs)	11.88	11.37	9.00	7.39	15.49	12.87
Max Air Draft (mtrs)	4.60	4.60	4.60	4.60	4.34	4.34
Max LOA (mtrs)	220	220	200	160	200	220
Anchors	No special requirement					
Max DWT	n/a	n/a	n/a	n/a	n/a	n/a
Maneuvers D/N	both	both	both	both	both	both
Lines requested	12X220 all piers					
Loading rate	Information does not available					
Watchman compuls.	Yes	Yes	Yes	Yes	Yes	Yes
<u>Equipment/others :</u>						
Ports cranes/Capacity	n/a	n/a	n/a	n/a	100To	100To
Fork Lifts trucks	Yes	Yes	Yes	Yes	Yes	Yes
T/Lifters+R/Stakers	Yes	Yes	Yes	Yes	Yes	Yes
Payloader	Yes	Yes	Yes	Yes	Yes	Yes
Mechanical grabs	13 units between 2 and 8 CBM					
Convyor Belts	n/a	n/a	n/a	n/a	n/a	n/a
Warehouses/Capacity	Total : 90,000 SQM					
Areas for storage	Availables					
Electrical conex RF	Yes : 490 plugs					
Bunkering	Yes : Barges and Trucks					
Moorings for rent	n/a	n/a	n/a	n/a	n/a	n/a
Tugs	Yes : from Talcahuano					
Launches	Yes : from Talcahuano					
Garbage Service	n/a	n/a	n/a	n/a	n/a	n/a
Fresh Water delivery	Yes : US\$ 0.98 + VAT per MT					

### Main Exports

Fish Meal  
 Forest Products  
 Frozen cargoes

### Main imports

General Cargoes B/B  
 Containerized cargoes  
 Grains  
 Barley

Lirquén is a private port owned by "Puerto de Lirquén S.A." (PUDEL).

This port is located in the Concepcion Bay area and consists of 2 piers that can accommodate up to 6 vessels.

	USD	
General Ship Wharfage Factor	: 1.65	Multiplied by ship's LOA and hours of stay
- Bulk Carrier vessels	:	

Wood pulp	: 1.50	Based on MT or CBM of cargo.
Serrated Lumber	: 1.85	Based on MT or CBM of cargo.
Logs	: 1.70	Based on MT or CBM of cargo.
Other B/Bulk cargoes	: 2.00	Based on MT or CBM of cargo.
Other cargo in containers	: 2.00	Based on MT or CBM of cargo.

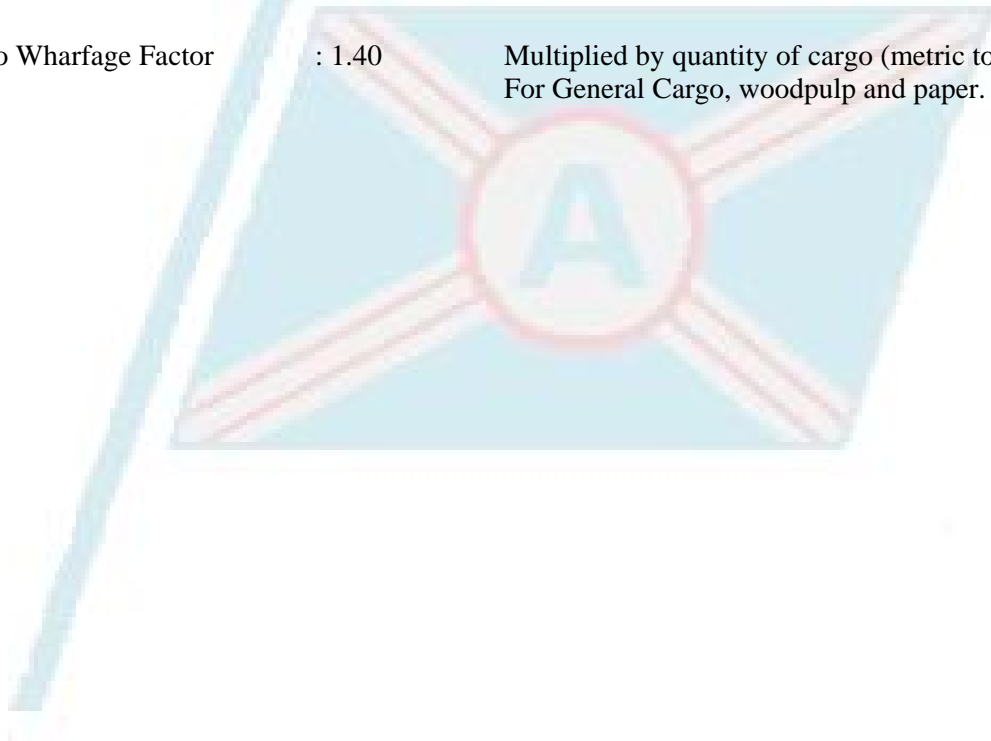
Note : the above indicated tariffs are applied when PCT of cargoes as per items above, is over 75% otherwise, tariff to be applied as per result of the negotiation between involved parties.

- Open Hatch Gantry cranes – B/Bulk cargo vessels :

Wood pulp	: 0.90
Serrated Lumber	: 1.35
Logs	: 1.35
Other B/Bulk cargoes	: 1.55
Other cargo in containers	: 1.55

Note : Same conditions as above.

Cargo Wharfage Factor	: 1.40	Multiplied by quantity of cargo (metric tons) For General Cargo, woodpulp and paper.
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## PENCO

Lat. 36° 44' 00" S  
Long. 73° 00' 00" W



### Particulars :

Piers	1
Max Draft (mtrs)	10.60
Max Air Draft (mtrs)	n/a
Max LOA (mtrs)	220
Anchors	9 shackles of anchor chain (min.) for vessels exceeding 150 mts LOA.
Max DWT	n/a
Maneuvers day/night	both
Lines requested	15/220
Discharge rate	n/a
Watchman compulsory	Yes

### Equipment/others :

Ports cranes/ Capacity	Yes : 10 MT
Fork Lifts trucks	n/a
Top Lifters+Reachstakers	n/a
Payloaders	Yes
Mechanical Grabs	Yes : 8 CBM
Conveyor Belts	Fixed
Warehouses/ Capacity	Yes, 29,000 SQM
Electrical conex RF cntrs	n/a
Bunkering	Yes (barge)
Moorings for rent	Yes (vía Agency)
Tugs	Yes
Launches	Yes
Garbage Service	n/a
Fresh Water delivery	Yes, vía Tugs

### Main Exports

Nil

### Main imports

Coal  
Fertilizers, nitrates, sulphur  
Wheat  
Salt

Penco is a private-owned port that belongs to “Muelles Penco S.A.”

It is solely used for the discharge of solid bulk cargoes such as fertilizers, nitrates, sulphur, wheat, coal, salt, etc.

It consists of a conveyor that goes over a jetty of 1,738 mts of length. At the head of it there is a platform with a rotating crane and grab that feeds a hopper.

	USD	
Ship Wharfage Factor	: 1.45	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: It is not applied to the vessel.	

## SAN VICENTE

Lat. 36° 43' 00" S  
 Long. 73° 08' 00" W



### SAN VICENTE TERMINAL INTERNACIONAL :

#### Particulars :

Name of the terminal : SVTI (San Vicente Terminal Internacional)

Piers	1	2	3	4(Cabezo S/3)
Max Draft	36'06"	34'08"	38'00"	42'00"
Max Air Draft	n/a	n/a	n/a	n/a
Max LOA (mtrs)	200	200	200	220
Anchors	No special requirement			
Max DWT	n/a	n/a	n/a	n/a
Maneuvers D/N	both	both	both	both
Lines requested	12X220	12X220	12X220	12X220
Loading rate	See details below			
Watchman compuls.	Yes	Yes	Yes	Yes

#### Equipment/others :

Ports cranes/Capacity	Yes : 3X100 MT			
Fork Lifts trucks	Yes : from 3 to 16 MT			
T/Lifters+R/Stakers	Yes : from 7 to 49 MT			
Payloader	Yes : various cap.			
Mechanical grabs	4 units of 8 CBM			
Conveyor Belts	Yes : 3 units			
Warehouses/Capacity	Total : 60,000 SQM			
Areas for storage	Availables			
Electrical conex RF	Yes : 200 plugs			
Bunkering	Yes : Barges and Trucks			
Moorings for rent	Yes : Vía Agency			
Tugs	Yes	Yes	Yes	Yes
Launches	Yes	Yes	Yes	Yes
Garbage Service	n/a	n/a	n/a	n/a
Fresh Water delivery	Yes : US\$ 0.90 + VAT per MT			

#### Main Exports

Fish Meal  
 Forest Products  
 Fertilizers  
 Frozen cargoes

#### Main imports

General Cargoes B/B  
 Containerized cargoes  
 Steel products  
 Barley

#### Productivity per gang :

Containers	83 units/Shift
General Cargo	600 MT/Shift
Wood Chips	1,350 MT/Shift
Sawn Timber	300 MT/Shift
Pulp Logs	225 MT/Shift

Sawn Logs	375 MT/Shift
Salt (bulk)	225 MT/Shift
Barley (bulk)	1,500 MT/Shift
Fish Meal (sling/bags)	220 MT/Shift
Fish Meal (bulk)	675 MT/Shift
Steel (bundles)	600 MT/Shift
Steel (coils)	420 MT/Shift
Wire Rods	388 MT/Shift
Paper (rolls)	188 MT/Shift

San Vicente is located south of Talcahuano, is separated by Tumbes Pt. in San Vicente Bay. Equipped with 3 berths, State-owned by “Empresa Portuaria Talcahuano – San Vicente” and operated by the private company “San Vicente Terminal Internacional” (SVTI). San Vicente Bay has, additionally, 1 private finger pier owned by the steel mill “Cía. Siderúrgica Huachipato” (CAP) and an oil terminal with 2 anchorage/mooring spots with submarine pipelines for discharging clean and crude oil (as detailed in the following pages).

	USD	
Ship Wharfage Factor	: 1.90	Multiplied by ship’s LOA and hours of stay
Cargo Wharfage Factor	: 1.60	Multiplied by quantity of cargo (metric tons)

**CAP:**

Lat. 36° 44' 00" S  
 Long. 73° 08' 18" W

**Particulars:**

Name of the terminal : Compañía Siderúrgica Huachipato

Piers	1	2
Max Draft (mtrs)	11.10	9.15
Max Air Draft (mts)	n/a	n/a
Max LOA (mtrs)	240	200
Anchors	No special requirement	
Max DWT	n/a	n/a
Maneuvers D/N	both	both
Lines requested	12X220	12X220
Loading rate	n/a	n/a
Watchman compuls.	Yes	Yes
<b><u>Equipment/others:</u></b>		
Ports cranes/Capacity	Yes: 1/30MT	n/a
Fork Lifts trucks	n/a	n/a
T/Lifters+R/Stakers	n/a	n/a
Payloader	Yes : various cap.	
Mechanical grabs	Yes : 8CBM	Nil
Conveyor Belts	n/a	n/a
Warehouses/Capacity	n/a	n/a
Areas for storage	n/a	n/a
Electrical conex RF	n/a	n/a
Bunkering	Yes : Barges and Trucks	
Moorings for rent	Yes : Vía Agency	
Tugs	Yes	Yes
Launches	Yes	Yes
Garbage Service	n/a	n/a
Fresh Water delivery	Yes : US\$ 0.90 + VAT per MT	

**Main Exports**

Hot/cold Rolled Sheet and St.Coils  
 Pipes  
 Tin Plates

**Main imports**

Limestone  
 Coal  
 Ore concentrate bulk

The steel mill pier that belongs to “Cía.Siderúrgica Huachipato (CAP)” can accommodate 1 vessel on each side. The north side has 240 mts. Length and is able to receive vessels up to 11.10 mts draft (36’05”). The south side berth has 200 mts of length and 9.15 mts (30’).

“CAP” is an integrated plant. Produces cast iron from ore in its blast furnaces. It then transforms it into liquids steel from which continuous-casted slabs and steel ingots are produced. These are then rolled into semi-finished products (billed and slabs) and value-added products such as bars, hot and cold-rolled sheet and coils, tubes, zinc-alum and tin plate.

	USD	
Ship Wharfage Factor	: 1.30	Multiplied by ship’s LOA and hours of stay
Cargo Wharfage Factor	: 1.20	Multiplied by quantity of cargo (metric tons)

**PETROX :**

Lat. 36° 43' 50" S  
Long. 76° 08' 00" W

Particulars :

Name of the terminal : Petrox Oil Terminal

Piers	1	2
Max Draft (mtrs)	12.80	10.98
Max Air Draft (mtrs)	n/a	n/a
Max LOA (mtrs)	250	200
Anchors	No special requirement	
Max DWT	n/a	n/a
Maneuvers D/N	Yes : Mooring at day light only	
Lines requested	12X220	12X220
Loading rate	n/a	n/a
Watchman compuls.	n/a	n/a
<u>Equipment/others :</u>		
Ports cranes/Capacity	n/a	n/a
Fork Lifts trucks	n/a	n/a
T/Lifters+R/Stakers	n/a	n/a
Payloader	n/a	n/a
Mechanical grabs	n/a	n/a
Conveyor Belts	n/a	n/a
Warehouses/Capacity	n/a	n/a
Areas for storage	n/a	n/a
Electrical conex RF	n/a	n/a
Bunkering	Yes : Barges – Tug (MDO) and Pipes	
Moorings for rent	Yes : Vía Agency	
Tugs	Yes	Yes
Launches	Yes	Yes
Garbage Service	n/a	n/a
Fresh Water delivery	Yes : By Tug only	

Main Exports

Oil Product

Main imports

Oil Products

## CORONEL

Lat. 37° 01' 39,5" S

Long. 73° 08' 58" W



### Particulars :

Name of the terminal : PUERTO CORONEL.

Piers	1	2	3	4
Max Draft (mtrs)	12.00	12.69	12.87	11.40
Max Air Draft (mtrs)	n/a	n/a	n/a	n/a
Max LOA (mtrs)	200	220	220	210
Anchors	No special requirement			
Max DWT	n/a	n/a	n/a	60,000
Maneuvers D/N	both	both	both	n/a
Lines requested	12X220	12X220	12X220	12X220
Loading rate	See details below			
Watchman compuls.	Yes	Yes	Yes	n/a

### Equipment/others :

Ports cranes/Capacity	n/a	n/a	n/a	n/a
Fork Lifts trucks	n/a	n/a	n/a	n/a
T/Lifters+R/Stakers	n/a	n/a	n/a	n/a
Payloader	n/a	n/a	n/a	n/a
Mechanical grabs	n/a	n/a	n/a	n/a
Convyor Belts	n/a	n/a	n/a	n/a
Warehouses/Cap	Yes	Yes	Yes	Yes
Areas for storage	n/a	n/a	n/a	n/a
Electrical conex RF	8 plugs	8 plugs	8 plugs	8 plugs
Bunkering	Yes : Vía Trucks			
Moorings for rent	n/a	n/a	n/a	n/a
Tugs	Yes	Yes	Yes	Yes
Launches	Yes	Yes	Yes	Yes
Garbage Service	n/a	n/a	n/a	n/a
Fresh Water delivery	Yes : US\$ 2.00 + VAT per MT			

### Main Exports

Saw Timber  
Pulp Logs  
Wood Chips

### Main imports

Grains  
Coal

The port of Coronel is located at the Coronel Bay in front of the city of same name, in the Gulf of Arauco, further south from San Vicente Bay. It is a private port.

	USD	
Ship Wharfage Factor	: 1.75	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: 1.45	Multiplied by quantity of cargo (metric tons)

## PORTUARIA FROWARD

Lat. 37° 01' 46" S  
Long. 73° 09' 57" W

### Particulars :

Name of the terminals : JURELES & PUCHOCO

Piers	1	2
Name of pier	Jureles	Puchoco
Max Draft (mtrs)	11.50	12.60
Max Air Draft (mtrs)	n/a	n/a
Max LOA (mtrs)	230	250
Anchors	No special requirement	
Max Displacement	100,000	100,000
Maneuvers D/N	Yes, berthing at daylight	
Lines requested	13X220	13X220
Discharge rate	10,000MT/Day n/a	
Loading rate	8,000MT/Day 10,000MT/Day	
Watchman compuls.	Yes	Yes
<u>Equipment/others :</u>		
Ports cranes/Capacity	Yes	Yes
Fork Lifts trucks	n/a	n/a
T/Lifters+R/Stakers	n/a	n/a
Payloader	n/a	n/a
Mechanical grabs	n/a	n/a
Conveyor Belts	n/a	n/a
Warehouses/Cap	n/a	n/a
Areas for storage	n/a	n/a
Electrical conex RF	n/a	n/a
Bunkering	Yes : Vía Trucks	
Moorings for rent	Yes : Vía Agent	
Tugs	2	2
Launches	Yes	Yes
Garbage Service	n/a	n/a
Fresh Water delivery	Yes : Vía Tugs	

### Main Exports

Wood Chips

### Main imports

Solid Grains

Clinker

Jureles and Puchoco terminals, are privately-owned by "Portuaria Cabo Froward S.A., and are located at the north side of Coronel Bay. Jureles, having a reversible conveyor belt, is able to load and discharge wood chips, coal clinker and solid bulk cargoes. Puchoco, on the other hand, is solely used for loading solid bulk cargoes such as wood chips.

	USD	
Ship Wharfage Factor	: 1.65	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: It is not applied to the vessel.	

## CORRAL

Lat. 39° 52' 35" S  
Long. 73° 25' 04" W



### Particulars :

Pier	1
Name of pier	Portuaria Corral S.A.
Max Draft (mtrs)	12.20
Max Air Draft (mtrs)	n/a
Max LOA (mtrs)	220
Anchors	No special requirement
Max DWT	n/a
Maneuvers D/N	Yes, berthing at daylight
Lines requested	15 mooring lines (at least 6X220)
Discharge rate	n/a
Loading rate	n/a
Watchman compuls.	Yes

### Equipment/others :

Ports cranes/Capacity	n/a
Fork Lifts trucks	n/a
T/Lifters+R/Stakers	n/a
Payloader	n/a
Mechanical grabs	n/a
Convyor Belts	n/a
Warehouses/Cap	n/a
Areas for storage	n/a
Electrical conex RF	n/a
Bunkering	n/a
Moorings for rent	n/a
Tugs	Yes, 1
Launches	Yes, 2
Garbage Service	n/a
Fresh Water delivery	n/a

### Main Exports

Wood Chips  
Pulp Logs

### Main imports

General Cargo

This berth is privately-owned by "Portuaria Corral S.A." and is located on the southern side of the Corral Bay.

This port consist of a multi-purpose or genetal cargo dock, and mainly used for loading wood chips and pulp logs cargoes.

	USD	
Ship Wharfage Factor	: 1.50	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: 1.55	Multiplied by quantity of cargo (metric tons)

## PUERTO MONTT

Lat. 41° 28' 24" S  
 Long. 72° 56' 55" W



### Particulars :

Piers	1	2
Max Draft (mtrs)	9.30	7.50
Max Air Draft (mtrs)	n/a	n/a
Max LOA (mtrs)	205	180
Anchors	No special requirement	
Max DWT	n/a	n/a
Maneuvers D/N	Yes, berthing at daylight only, for vessels LOA over 156 mts.	
Lines requested	12X220	12X220
Discharge rate	n/a	n/a
Loading rate	n/a	n/a
Watchman compuls.	Yes	Yes

### Equipment/others :

Ports cranes/Capacity	Yes, 3 X 3MT and 2 X 5 MT. And 1 movil crane 23 MT at 3.5mts	
Fork Lifts trucks	Yes	Yes
T/Lifters+R/Stakers	n/a	n/a
Payloader	Yes	Yes
Mechanical grabs	Yes	Yes
Convyor Belts	Yes	Yes
Warehouses/Cap	Yes, W/n°53: 3,750SQM and W/n°54: 7,560SQM Open Area of 20,000SQM.	
Areas for storage	Yes, Open Area of 20,000SQM.	
Electrical conex RF	Yes, for 80 units.	
Bunkering	Yes : D.O. Vía Trucks	
Moorings for rent	n/a	n/a
Tugs	Yes, 2	
Launches	Yes, 3	
Garbage Service	Yes, USD 70 per SQM.	
Fresh Water delivery	Yes : Vía Quay at USD 2.00 per CBM.	

### Main Exports

Wood Chips  
 Sawn Timber  
 Frozen Fish

### Main imports

Fertilizers  
 Grain (Wheat)

This port is State-owned by “Empresa Portuaria de Puerto Montt”, and is located as a gateway to Chile’s southern areas.

Consist of a 360 mts long berth for handling normal import and export cargoes plus “cabotage” and has a special berth designated for Ro-Ro vessels.

	USD	
Ship Wharfage Factor	: 0.65	Multiplied by ship’s LOA and hours of stay
Cargo Wharfage Factor	: 0.55	Multiplied by quantity of cargo (metric tons)

## SAN JOSE

Lat. 41° 47' 36" S  
Long. 73° 12' 15" W

### Particulars :

Piers	1
Max Draft (mtrs)	11.50
Max Air Draft (mtrs)	39
Max LOA (mtrs)	230
Anchors	No special requirement
Max DWT	n/a
Maneuvers D/N	Yes, berthing at daylight only.
Lines requested 15 and	at least 6X220

Discharge rate	n/a
Loading rate	n/a
Watchman compuls.	Yes

### Equipment/others :

Ports cranes/Capacity	n/a
Fork Lifts trucks	n/a
T/Lifters+R/Stakers	n/a
Payloader	n/a
Mechanical grabs	n/a
Convyor Belts	n/a
Warehouses/Cap	n/a
Areas for storage	n/a
Electrical conex RF	n/a
Bunkering	n/a
Moorings for rent	n/a
Tugs	Yes, 1
Launches	Yes, 2
Garbage Service	n/a
Fresh Water delivery	n/a

### Main Exports

Wood Chips  
Fish oil

### Main imports

Soja & Fish oil

	USD	
Ship Wharfage Factor	: 1.50	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: It is not applied to the vessel.	

## CHACABUCO

Lat. 45° 28' 05" S  
 Long. 72° 49' 06" W



### Particulars :

Piers	Berth 1	Principal Head (Berth 3)
Max Draft (mtrs)	9.60	South side 9.75/North side 7.62
Max Air Draft (mtrs)	No restrictions	No restrictions
Max LOA (mtrs)	190	155
Anchors	No special requirement	
Max DWT	15,000	15,000
Maneuvers D/N	Yes	Yes
Lines requested 8X220	8X220	
Discharge rate	n/a	n/a
Loading rate	n/a	n/a
Watchman compuls.	Yes	Yes

### Equipment/others :

Ports cranes/Capacity	Yes, 1 X 3MT	n/a
Fork Lifts trucks	Yes	Yes
T/Lifters+R/Stakers	n/a	n/a
Payloader	n/a	n/a
Mechanical grabs	n/a	n/a
Conveyor Belts	n/a	n/a
Warehouses/Cap	Yes, 2,100SQM.	Yes, 2,800SQM
Areas for storage	Yes	Yes
Electrical conex RF	Yes	No
Bunkering	Yes, vía Trucks	Yes, vía Trucks
Moorings for rent	n/a	n/a
Tugs	Yes, 2 for all piers.	
Launches	Yes, 3 for all piers.	
Garbage Service	n/a	n/a
Fresh Water delivery	Yes : Vía Quay at USD 2.00 per CBM.	

### Main Exports

Mineral concentrates in bulk  
 Containerized cargoes  
 Frozen cargoes

### Main imports

Containerized cargoes  
 General cargo

This port is State-owned by "Empresa Portuaria Puerto Chacabuco.

It consists of 2 berths and 3 fuel terminals: COPEC – ESSO-SHELL (COMACO) and ENAP.

	USD	
Ship Wharfage Factor	: 0.80	Multiplied by ship's LOA and hours of stay
Cargo Wharfage Factor	: 1.00	Multiplied by quantity of cargo (metric tons)

## PUNTA ARENAS

Lat. 53° 11' 07" S  
Long. 70° 54' 18" W



### Particulars :

Wharf	Arturo Prat			José Santos Mardones		
	1	2	3	1	2	3
Piers	1	2	3	1	2	3
Max Draft (mtrs)	9.00	5.20	1.70	13.9	n/r	n/r
Max Air Draft (mtrs)	n/a	n/a	n/a	n/a	n/a	n/a
Max LOA (mtrs)	176	151	151	230	60	70
Anchors	No special requirement					
Max DWT	n/a	n/a	n/a	n/a	n/a	n/a
Maneuvers D/N	Yes	Yes	Yes	Yes	Yes	Yes
Lines requested	No special requirement and is up to the master's decision.					
Discharge rate	n/a	n/a	n/a	n/a	n/a	n/a
Loading rate	n/a	n/a	n/a	n/a	n/a	n/a
Watchman compuls.	Yes	Yes	Yes	Yes	Yes	Yes

### Equipment/others :

Ports cranes/Capacity	n/a	n/a	n/a	n/a	n/a	n/a
Note : Shore crane is possible (2 X 40MT)						
Fork Lifts trucks	Yes	Yes	Yes	Yes	Yes	Yes
T/Lifters+R/Stakers	n/a	n/a	n/a	n/a	n/a	n/a
Payloader	n/a	n/a	n/a	n/a	n/a	n/a (private side only)
Mechanical grabs	n/a	n/a	n/a	n/a	n/a	n/a (private side only)
Convyor Belts	n/a	n/a	n/a	n/a	n/a	n/a
Warehouses/Cap	n/a	n/a	n/a	n/a	n/a	n/a
Areas for storage	n/a	n/a	n/a	n/a	n/a	n/a
Electrical conex RF	n/a	n/a	n/a	n/a	n/a	n/a
Bunkering	Yes, pipes(50cbm/Hr)-Vía trucks only.					
Moorings for rent	n/a	n/a	n/a	n/a	n/a	n/a
Tugs	Yes,					
Launches	Yes,					
Garbage Service	Is possible from private side, but for dry cargo only.					
Fresh Water delivery	Yes : Vía Quay at 80 CBM/Hr at both terminals.					

### Main Exports

Frozen cargoes  
Containerized cargoes

### Main imports

Containerized cargoes  
General cargo  
Project cargoes.

This port is State-owned by "Empresa Portuaria Punta Arenas.

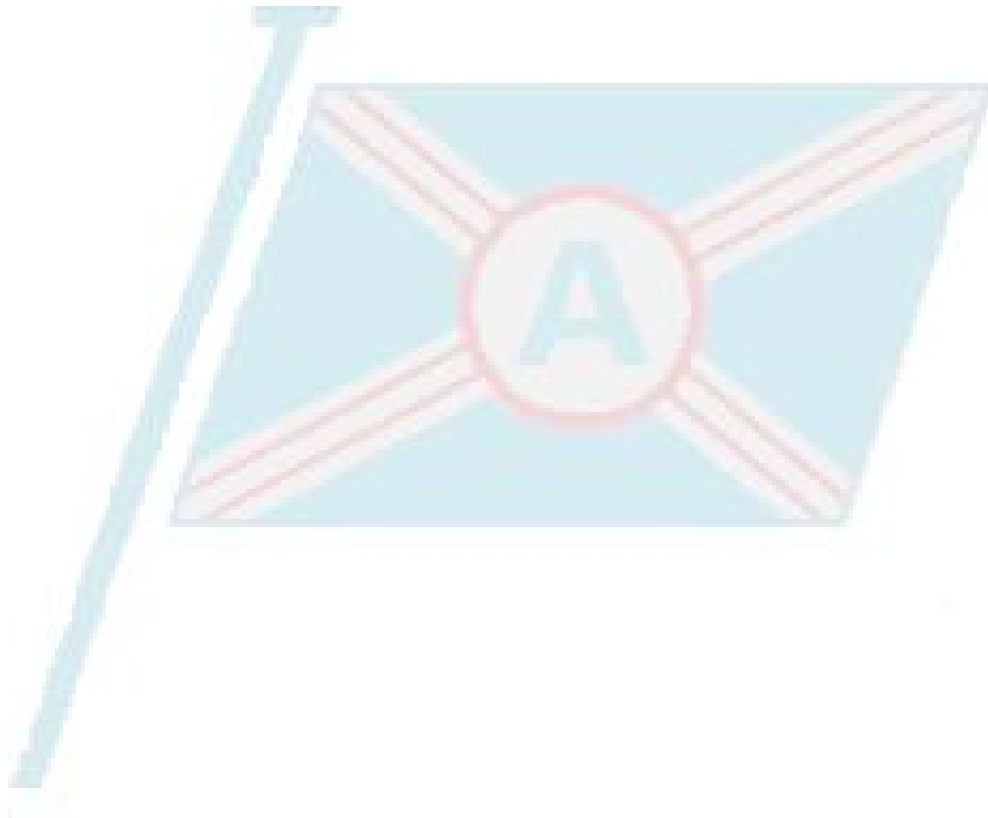
It is located in the Magellan Strait and operates two terminals, "Muelle Prat" on the "Brunswick Peninsula" and "Muelle José Santos Mardones" o "Bahía Catalina".

Muelle Prat consists of a finger pier of 376 mts length with 9 mts draft at the head, and lesser draft as vessels gets closer to shore.

Muelle José S. Mardones has a structure as "L" shape with a berthing front of 150 mts.

Main cargoes handled through both terminals are containers and project cargoes.

Both terminals	: USD	
Ship Wharfage Factor	: 0.70	Multiplied by ship's LOA and hours of stay
	1.35	For passenger ships (on LOA mts. basis).
Cargo Wharfage Factor	: 1.50	Multiplied by quantity of cargo (metric tons)



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## MAGELLAN STRAIT :

### Pilotage Conditions and Fees Information .-

1.- Equipment :

- Helmsmen with an acceptable command of IMO standard English language.
- Anchors, cables and capstan.
- Steering gear.
- Axiometer.
- Propulsion system.
- Main generators.
- Nautical charts.
- Sanitary facilities.
- Fresh water system.

Full operational condition of :

- Gyro compass and gyro repeaters at bridge.
- Magnetic compass and deviation chart.
- Ecosounder.
- Radars.
- VHF.

PILOTS WILL REPORT ON THE ABOVE MENTIONED IF SOME SERIOUS NONCOMPLIANCES ARE REPORTED, PORT STATE CONTROL MAY BE APPLIED.

2.- Quarter conditions :

- Pilots have captain category in quarters allocations and treatment.
- One cabin per pilot, located in officers' area, with corresponding bed linen.
- Hygiene conditions must be observed in crew quarters, kitchens and toilets which must be free of mice, cockroaches and other parasites.
- Kitchen staff must be clean, tidy and free of any kind of infection.
- Provide hygienically prepared meals.

PILOTS MAY EMBARK/DISEMBARK AT LAITEC OR ANCUD IF FAILURE TO COMPLY ABOVE CONDITIONS.

3.- Pilotage Fees And Extracharges :

Pilotage fees are accordingly to gross tonnage, they are public emitted and established officially.

Extracharges to contracted value are generated if :

- Automatic pilot operated by pilots (5% daily).
- Vessel with a speed of 9 Knots or less (5% daily).
- Delay in arrival in pilot station (10% daily).
- Failure in radar, propulsion system, steering and anchoring gear, or unstable gyrocompass (5% daily).

4.- Requirement Backup :

Above items are supported and explained in pertaining national regulations, SOLAS, STCW and IMO resolutions.

5.- Magellan Strait Pilotage :

Vessel from or proceeding to Chilean ports must have pilots assistance. Vessels From or to high seas, non stopping in Chilean ports, may freely proceed navigation from Punta Arenas to occidental access. From Punta Arenas to Bahía Posesión Pilotage is compulsory.

6.- Pilot Boats :

All pilot boats are operated by private service. Requirements and fees are coordinated by agencies.

### **Magellan Strait - Description of the area**

This geographical accident runs from west to east at the austral region of Chile and flows into the Pacific Ocean waters with the Atlantic Ocean ones.

The western entrance is located between Is. Victoria and Pilar Cape. The eastern entrance runs from Dungenes Pt. by the north to Espiritu Santo Cape by the south.

Between both mentioned both mentioned entrances, there are about 310 miles measured through the strait axe. Two legs are clearly identified in this way : the occidental leg from the western entrance to Froward Cape, and the oriental leg, from Froward Cape to the eastern entrance. The first leg is normally narrow along its way and runsthrough north west – soth east direction, between rough rocky and desolated coasts, on the other hand the second one is wider than the former except two short and straight narrowness, the coasts which surround it run in north direction at the beginning and then turn to the north east and east, these coasts are low in some areas they meet all the requirements in order to be habilitate and workable.

In both straits coasts, you can find several entrances to the other channels, gulfs, bays and billies, which at this place give the typical form to the Chilean territory.

### **Crossing alternatives at Magellan Strait**

Pilotage is compulsory for all foreign vessels sailing through the Magellan Strait. It is stated by law that these vessels must hire Pilots duly authorized by the Chilean Maritime Authority.

There are basically two alternatives for crossing the strait and the choice depends on whether the vessel call or not at Chilean ports.

1. Vessels Calling at Chilean Ports :

Pilotage is related to the leg between the Pilots Transfer Station at Posesión Bay, located at the eastern entrance of the Strait (L 52° 22' 25" S – G 069° 32' 00" W), and either Ancud (L 41° 48' 07" S – G 073° 51' 00" W) or Laitec (L43° 19' 00" S – G 073° 39' 00" W).

These two last Transfer Station are located , respectively, at the north and south of the Chiloé Island.

Pilots may get on/ off board at Ancud only when L.O.A. of vessel is not larger than 180 mts. Otherwise, they must get on/off board the vessel at Laitec.

Pilotage is carried out by two Pilots. The service must be requested by *AGENTAL* at Pilotage Headquarter located in Valparaíso, at least 4 working days prior the date Pilots must attend service. Pilots must arrive at boarding area at least 24 hours in advance to vessel's arrival at Pilot Station.

2. Vessels Not Calling at Chilean Ports :

Pilotage must be executed between Pilot Stations located at Posesión Bay and either Punta Arenas (L 53° 54' 06" S – G 070° 54' 06" W) or Felix Bay (L 52° 55' 00" S – G 074° 03' 00" W).

Pilot is not compulsory from Punta Arenas to Felix Bay, unless :

- Maritime Authority decides under specific circumstances the hiring of Pilots for tankers or those carrying dangerous cargo or any other reason taken into consideration by the Authority where Pilots are needed for a safe sailing.
- Master of vessel requests Pilotage from Punta Arenas to Felix Bay. Pilot is carried out by local Pilots requested by *AGENTAL* at the local Maritime Authority Office in Punta Arenas. Service Order must be delivered within a period of at least 2 working days before vessel's arrival at Pilot Transfer Station.

The rule states that 2 Pilots are to be appointed for Pilotage, unless sailing does not take more than 8 hours. Based on this, only 1 Pilot is to be nominated when vessel needs Pilotage from Posesión Bay to Punta Arenas or vice versa and 2 Pilots are to be nominated when Pilotage includes the leg between Punta Arenas and Felix Bay.

### **Pilotage Service Fees :**

Pilotage service is charged by Chilean Maritime Authority according to fees which are based on both leg of sailing and vessel GRT. These fees are adjusted by this Authority on annual basis. The air tickets required to transfer Pilots from their Headquarter at Valparaíso to the boarding area and vice versa are to be charged on the owners account. The above mentioned Authority has established a bonus to given to Pilots for covering their travel expenses.

On the other hand, which Pilots remain at Pilotage service, owner must provide them a Life Insurance to cover any kind of risks and sickness occurred during their job, including Pilotage activities and the travel periods to/from on/off boarding area.

Once the Pilots have been nominated by the Maritime Authority, the Agent has 24 hours to cancel the requirement. In case of any cancellation after that period the owner will be charged with a 50% of Pilotage fee.

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## **CHILEAN LIGHT DUES :**

In relation to Chilean Light Dues, following fees in force in 2004, to be adjusted on annual basis, are involved:

+ 0.23 US\$ per GRT must be paid by vessel calling at Chilean ports when the only objective is making repairs or careens on Chilean shipyards.

+ 0.36 US\$ per GRT is to be paid by vessel crossing from ocean to ocean without calling neither before nor after at Chilean ports.

+ 0.54 US\$ per GRT is to be paid by vessels coming directly from offshore for loading a homogeneous cargo in bulk, at only one Chilean port, and without transiting territorial waters afterwards.

+ 0.92 US\$ per GRT on voyage basis is to be paid when vessel calls at Chilean ports. This payment covers the trip from the vessel gets into Chilean waters until she leaves them.

+ 2.34 US\$ per GRT on annual basis should be paid if the vessel will call at Chilean ports more than twice in a calendar year.