LA PLATA PORT | ARGENTINA
NEW CONTAINER TERMINAL - TECPLATA
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Consortio de Gestión del Puerto La Plata
THE FIRST ARGENTINIAN PORT
IN RÍO DE LA PLATA

ARGENTINA

URUGUAY
SITUATION IN THE NATIONAL AND INTERNATIONAL CONTEXTS

LA PLATA PORT | INTERNATIONAL CONTEXT OF CONTAINERIZED CARGO TRAFFIC

This image illustrates the international context of containerized cargo traffic, highlighting global trade routes and the location of La Plata Port within the network. The map shows connections across various continents, including North America, South America, Europe, Asia, and Australia, emphasizing the global reach and significance of La Plata Port in international trade.
LA PLATA PORT | REGIONAL CONTEXT OF CONTAINERIZED CARGO TRAFFIC

SITUATION IN THE NATIONAL AND INTERNATIONAL CONTEXTS
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LA PLATA PORT | FLUVIAL AND MARITIME GOODS MOVEMENT | ARGENTINIAN REGIONAL ECONOMIES
La Plata Port | The First Argentinian Port in Río de La Plata

**STRATEGIC LOCATION**
- Close to Río de La Plata main waterway
- Close to major consumption centers and far from urban congestion

**POTENTIALITIES**
- Potential to absorb Mercosur cargo traffic
- Availability of land for further developments
- Wide connection to major road and rail links

**ADVANTAGES**
- Administrative and financial autonomy
- Strong support from national and provincial governments and from the neighbouring municipalities
CONTAINER SHIP TRAFFIC IN RÍO DE LA PLATA

ANNUAL SHIP ENTRANCE TO RÍO DE LA PLATA

- **AVERAGE ANNUAL ENTRANCE:** 961 SHIPS
- **SHIP ENTRANCE DECREASE FROM 2011 ONWARDS**
- **In 2013, AVERAGE ENTRANCE WAS 70 SHIPS**

Source: VIII Conference on Port Engineering
**SHIP SIZE EVOLUTION**

- **Ship size reached 320 meters in 2012.**
- **In 2013, 52% of the fleet were ships over 260 m length.**
- **Bigger ships with greater volume capacity begin entering the port, following the world tendency.**
- **In 2010, the first ship with over 7000 TEUs entered the port and 64 ships with a volume of over 8000 TEUs, including 8 with 9400 TEUs, entered in 2013.**

Source: VII Conference on Port Engineering
HISTORICAL BACKGROUND

LA PLATA PORT | YEAR 2015
NEW CONTAINER TERMINAL
TECPLATA
PROPOSAL PRESENTATION:
- Executive Summary
- Business Plan
- Economic Projections
- IRR
- Business Antecedents
- Market Assessment
- Strategic Approach
- Project Description
- Human Resources
- Environmental Politics
- Investment Plan

ENVIRONMENTAL IMPACT ASSESSMENT

“Proyecto Terminal de Contenedores Tecplata S.A. en el puerto La Plata”
Expte. N° 2145 – 18.736 / 08

REGULATION

N° 2497/08
O.P.D.S. (Environmental Authority)
Environmentally Sustainable Project
SUBJECT

CONSTRUCTION AND OPERATION OF A SPECIALIZED CONTAINER TERMINAL

TERM

30 YEARS
(WITH OPTION TO EXTEND TERM OF AGREEMENT FOR THE SAME PERIOD)

CONCESSION AREA

42 HA

INVESTMENT

1ST STAGE: 450 MILLION DOLLARS
2ND STAGE: 150 MILLION DOLLARS
NEW CONTAINER TERMINAL - TECPLATA

EAST RÍO SANTIAGO HEADLAND | WORKS CARRIED OUT BY CONCESSIONAIRE

TERMINAL INFRASTRUCTURE

- 600 METERS MOORING DOCK THAT ALLOWS SIMULTANEOUS 2 POST PANAMAX VESSELS
- 25 HECTARES OF CONTAINER YARD STOWAGE
- 1000 SOCKET FOR REFRIGERATED CONTAINERS

OPERATIONAL CAPACITY

- CURRENT CAPACITY
  450,000 TEUs / YEAR
- SCALABILITY
  900,000 TEUs / YEAR
CARGO TRAFFIC EVOLUTION | DESIGN VESSEL ADOPTED

Cargueros de 1ª Generación (1956)
500 - 800 TEU | 137 x 17 x 9 mts

Cargueros de 2ª Generación (1970)
1000 - 2500 TEU | 215 x 20 x 10 mts

Panamax (1980)
3000 - 3400 TEU | 250 x 32 x 12.5 mts

Panamax Max (1985)
3400 - 4500 TEU | 290 x 32 x 12.5 mts

Post Panamax (1988)
4000 - 5000 TEU | 265 x 40 x 13 mts

Post Panamax Plus (2000)
6000 - 8000 TEU | 300 x 43 x 14.5 mts

New Panamax (2014)
12500 | 366 x 49 x 15.2 mts

Triple E (2013)
18000 TEU | 400 x 59 x 15.5 mts

LA PLATA PORT DESIGN VESSEL
YEAR 2008

LA PLATA PORT DESIGN VESSEL
YEAR 2014
NEW CONTAINER TERMINAL - TECPLATA

CAPITAL DREDGING PROJECT

DESIGN VESSEL ADOPTED

- NEW VESSEL SIZE
  - 337 m long
  - 46 m wide
  - 34 feet deep

- NAUTICAL SIMULATION
  - Construction of the scene according to new canal specifications
  - Implementation of weather effects common in La Plata Port
  - Simulation of moor and unmoor maneuvering on Tecplata new berth
Preliminary works | Technical tasks prior to concession agreement

- **Basic engineering:**
  - Cullen, Grummit & Roe Consulting Engineering
  - CGR - Argentina office
  - January – December 2009

- **Preliminary studies, tasks and works:**
  - Land clearing
  - Fence construction
  - Installation of offices
  - Topographic, geotechnical and geophysical studies
  - Legal and tax procedures
  - Nautical feasibility

- **Preloading soil improvement**
NEW CONTAINER TERMINAL - TECPLATA

Main Work | 600 M Berth – Work Details

- **Geometric Details:**
  - **Length:** 600 m
  - **Berth Platform:** 34 m

- **Design Vessel:**
  - **Initial Condition:**
    - Santa Type Vessel
    - 90,000 DWT
    - Postpanamax Container
  - **Future Condition:**
    - Future Vessel-Panama Canal
    - 148,000 DWT
    - Postpanamax Container
CONSTRUCTIVE SOLUTION TAKEN:
- Gated interim
- Running Dry Dock
- Using ground equipment

CONSTRUCTIVE PROCESS:
- Demolition and cleanup of existing structures
- Running the pilot, cast wall, metal sheet piling provisional screen, bombings and water meters
- Execution spring beams
- Excavation of temporary accommodation, placing anchors cast wall tiles running
- Placing geotextile and rock coastal defense
- Flood temporary enclosure
- Withdrawal of piling and excavation and dredging
NEW CONTAINER TERMINAL - TECPLATA

Main work | 600 M Berth – Work Details
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Main Work | 600 M Berth – Work Details

Diagram showing the berthing area with depth markings at -4.00, -5.00, -15.60, and -2.00 meters.
NEW CONTAINER TERMINAL - TECPLATA

Main work | 600 M berth – work details
MAIN WORK | 600 M BERTH – WORK DETAILS
NEW ACCESS CHANNEL TO LA PLATA PORT

- Extension and Widening Screeds Access Channel
- Channel Deepening to 34 Feet Draft Zero Local
- Extension of the Area of Turn 500 Meters Diameter
- Extension Basin Tie Against the Terminal TECPLATA
- New Intelligent Lighting System
OPERATING TERMINAL EQUIPMENT

- Four gantry cranes with 55 meters range (20 rows)
- 9 RTG cranes
- Auxiliary Yard Equipment
- The most modern container scanner in Argentina
GREETINGS ENGINEERING COLLEAGUES

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