



► PANDI CIRCULAR 032/2020 PARANA RIVER LOW WATERS SHIPOWNERS (UPDATE)

In previous Circulars we have informed about the critical situation observed on the Parana River due to historically low water (see Circulars 23, 26 and 28/2020 for further information).

By way of update please note whilst there was small improvement since June 2020, the situation remains critical and the forecasts do not anticipate for any relevant improvements soon.

See as an example below graph the level of the water on a period of 1 year at Rosario port (Sept 2019 – Sept 2020):



The rainfalls relevant to the Parana River basin are still expected to be 'deficient' during the last quarter of the year. The rainfalls are one of the main factors affecting the height of the water in the Parana River. Therefore, neither of the forecasts issued by the National Weather Service (SMN) nor the National Institute of Water (INA) foresee any relevant improvement soon.

As the condition of the Parana River continues to be critically low, the significant reduction on groundings seen the last 60 days compared to previous months would be explained by the effect of alert and awareness raised to all relevant parties. However, we would suggest reminding to those shipowners trading to Argentina of the current situation on the Parana River and to continue maximising all precautions and taking all measures as previously recommended:

- it is very important for the passage plan to be discussed with the pilot with all the crew that will be on the bridge during navigation even in ballast condition and to keep a good record in writing of the discussed navigational plan.
- When loading, the Master should be alert of the condition of the river bearing in mind the maximum permissible draft - which are based on the critical points that the vessel has to sail through depending the port/terminal she is in. This information is provided by the Undersecretary of Ports and Waterways every morning around 9 or 10 am so a vessel which is going to complete overnight could be sailing with the information provided during the morning and must be checked with agents daily.
- Be reminded that the vessels should keep a 2" (0.60m) UKC at all times and it is of utmost importance to consider the ship's squat especially when crossing critical passages bearing in mind this time of low water levels.

- In case of any doubt the Master should always get in touch with the designated port agents before entering the River Plate basin and before departing from the designated terminal as to obtain accurate/updated information to be confirmed then with the pilot on duty.

We shall continue monitoring the situation, keeping you posted. In the meantime, we remain at your disposal if clarification and/or additional information is needed.

Yours Faithfully,

Sebastián Trigub

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This Circular updates Circulars 23/2020, 26/2020 and 28/2020)

For further information visit www.pandi.com.ar

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