

## Important Historical Findings at Wharves

Ah, if only [our wharves] could talk... but wait a minute, apparently, they do. Archeologists say the wharves –especially those surrounding the St. Anna Bay- tell us many things about the rich history of our harbor. A recent article published by the NAAM (National Archeology and Anthropology Museum) Foundation shows that the freshly refurbished Kleine Wharf is a valuable archaeological site.

### Centuries of Ship-related Activity

The Kleine Wharf and the Grote Wharf (meaning small and big wharf, respectively) were actually two small islands where ships used to moor, in the middle of the harbor during the 17th century. In 1691 the Director of the West-Indian Company (WIC) gave permission to build a wharf on the smaller island. It is assumed that the Kleine Wharf was used for ship repairs until around 1750. Around 1860, hundreds of ships used to moor at the Kleine and Grote Wharves with a vast team of workers, numbering in the hundreds, to service the visiting ships. The wharves were like self-contained villages with their own blacksmiths, carpenters, sail makers, and ship repair workers. Archaeologists have deduced that the

channel between the Kleine Wharf and the mainland must have been filled up between 1865 and 1906. Almost every excavation can be considered an opportunity to search for clues that could shed further light upon life in Curaçao during that era.

### Cannons as Boulders

During the recent excavations for the refurbishment of the quays, several important historical artifacts have been unearthed, the oldest dating from the 17th century. The most telltale finds are the fourteen (14) cannons and several tree trunks. The cannons stood out because they were found only one meter underground and close to the current quay walls. This, combined with the fact that they were sealed at the end, which indicates that they were no longer in use, leads archeologists to believe that these cannons were used to anchor the moorings for the ships docking at the quay. The trunks were used as building materials given that they have incisions and holes indicating that they were part of structures that used to be held together. They were probably used as a filler material later, during construction of newer quay walls in the old days.

## CPS and AGT ISO Re-Certified

On April 20, 2007, Curaçao Port Services Inc., (CPS) and Antillean General Transport Inc., (AGT) passed the ISO 9001:2000 exam for the fourth consecutive time. With this achievement, CPS and AGT extended the NEN-EN-ISO 9001:2000 standard certificate for the next three years. It should be noted that the exams were passed without one single deviation.

BSI-Management (British Standard Institute Management), - acknowledged by the Commission of Accreditation in Holland and the United Kingdom Accreditation Services - during their review, complimented CPS and AGT by stating that once more they proved to have one of the better administered and implemented Quality Management Systems in the Kingdom of the Netherlands. The companies CPS and AGT are committed to quality since 1998. Their commitment has been realized by means of an active implementation of their ISO standards and, also the international ISPS security rules since 2004. CPS and AGT strive to embed quality in all aspects of their operational and cargo handling activities to guarantee professional, efficient and safe handling of their clients' cargo.

### CPS and CBH-OVP Labor Agreement

The labor union CBH-OVP and Curaçao Port Services (CPS) ended a year of thorough negotiations with an improved labor agreement, which is advantageous



to CPS, its employees and its customers. On July 18, 2007, CPS signed a 3-year collective labor agreement with the union CBH-OVP.

The new collective labor agreement is up-to-par with modern contemporary management and current economic developments. It gives CPS more flexibility to increase the efficiency and productivity of the service that is rendered to its clients in the port. It also gives the possibility to better meet the requirements of its customers and offer tailor-made services.

### Host to Car Carrier Rio Bueno

The port of Curaçao was host to the car carrier,

## COLOPHON

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Rio Bueno, last August. The ship departed from Cartagena, Colombia, and was on its way to several countries in the Caribbean to distribute a shipment of cars, when it broke down. In order to undergo repairs at the Curaçao Drydock Company, the cargo, consisting of 2048 cars, had to be transhipped from the Rio Bueno to smaller carriers. Curaçao Port Services was in charge of the quay-to-quay operation, by discharging the cars from the Rio Bueno and executing all the logistical requirements and reloading on the Wisteria Ace, the Rio Enco and the Amity Ace. The CPS longshoremen handled the work, finishing within the agreed time frame. CPS is proud to have contributed, together with the Curaçao Drydock so that the Rio Bueno could finish its activities within the allotted time frame and then take to sea again on schedule.

### CPS invests in bulk cargo handling gear

CPS recently purchased an array of new cargo handling gear and equipment intended for the discharging of break bulk cargo, heavy cargo and heavy equipment.

This new equipment guarantees the port customers an improved and more efficient handling of their bulk/dry cargo and also prepares CPS for any future increase in demand resulting from the revival of economic activities in the local market, propelled by hotel and tourism oriented projects.

# CURAÇAO PORTCALL

Curaçao's Port Newsletter

## Restyled Website CPA

CPA's website [www.curports.com](http://www.curports.com) is now a corporate website. The site is now easier to navigate and contains up to date information about the company and its services. Surf over to [www.curports.com](http://www.curports.com) for a view of the changes. Let us know your thoughts. We appreciate your feedback.

### Port Directory

After updating the contents of the previous edition, the new Port Directory has been published and is currently available at CPA. The Port Directory contains valuable and extensive information for all those entering Curaçao's ports. It is also the most complete directory of all technical data on our ports and berths.



He is the youngest chairman in CPA history. But once you look past his young looks Eugene Rhuggenaath projects a dynamism that promises to earn him a stellar reputation in CPA history... if, he manages to successfully implement his ideas. In a recent interview for CPA's Annual Report, Mr. Rhuggenaath provided us with such a crystal clear insight into the fundamental challenges that lay ahead for CPA, that we seized the opportunity to delve further into the issues at hand for a more in-depth article in Port Call.



### Exciting Times

Rhuggenaath kicks off the interview sharing his excitement with us on the dynamic times that lay ahead. After reflecting on the history of CPA he notes, "These [times] are, in my belief, even more challenging than the era we now leave behind. First of all, Curaçao is gearing up for a new political structure. At the end of 2008 we will cease to be part of the Netherlands Antilles, and will acquire our own 'Status Aparte', [meaning that we will continue to be part of the Dutch Kingdom, but will do so as a separate entity rather than as part of the Antilles group]. Our Port is a key player in this development given the fact that the harbor is at the core of all economic endeavors on the island. It is my ultimate desire that CPA will spearhead the island's strategic efforts towards sustainable economic development. Our Port has earned such a strong image as a reliable, safe, proficient and professional port.

The timing is perfect for the port to penetrate new markets and utilize its own strengths to the fullest. The other item that will affect the future of the ports, and hence, the economy of Curaçao is the forthcoming Port Policy Document.

### Port Policy Document

According to Rhuggenaath, a defining moment in the development of our ports is the new Port Policy Document (PPD), which the Curaçao Government is in the process of drafting. "Without the PPD we are constantly making risky decisions. We either make them based on emotional arguments or we don't make a decision at all because we are uncertain of what we want the future to look like. For instance, how do you know how many years a concession with an operator should span if you don't have a policy in place for development of the ports as a nation? The government should chart the course for development of the entire island. Yet it lacks a clear framework for evaluating the various concession arrangements existing in its ports. If you can not evaluate the contributions such arrangements are making, how do you know how to continue these arrangements? This policy document will present to us a more clearly defined and much-needed framework upon which to base important future decisions." And there are many other hurdles that lay ahead.

### Future Challenges

In his short realm as Chairman of CPA, Rhuggenaath has developed an astute sense of accurately identifying CPA's bottlenecks. "There are many issues that need to be resolved. A few hurdles that immediately come to mind are: of course the agreement on a concession period with the stevedoring company; sharpening the role of the Port Authority and its market positioning of the island within the port industry; a Master Plan for the harbor to agree on the allocation of available port-based land, coupled with an investment plan to attract specific activities to the island that would fit a market niche that we all agree would be in in-keeping with the island's best interest in the long term; and a new appointment policy for chairmen - because even I don't think that the company benefits from a Commissioner of Economic Development that automatically becomes the Chairman of CPA. And there are many more choices to make, all of which will define the course of CPA. To me, this is what makes these the most exciting times we have encountered so far in CPA history."

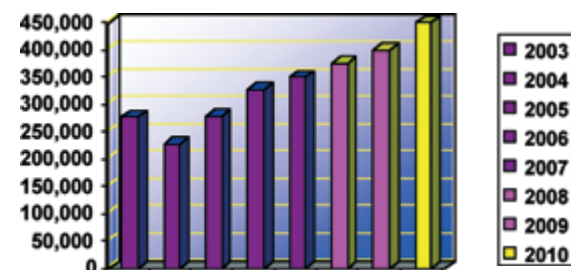
"We are standing at the threshold of a new era for the ports of Curaçao. This moment will define the course of the island for the coming 25 years. Each time we surmount one of the hurdles facing us, we are preparing the way to greater success for CPA, and in its wake, the economic advancement of the port and the island as a whole. "

## Outbound missions:

- Seatrade Europe  
25-27 September, 2007  
Hamburg
- FCCA Conference  
8-12 October, 2007  
Cozumel
- AAPA Annual Convention  
1-5 October, 2007  
Virginia
- Annual General Meeting CSA  
15-17 October, 2007  
Santo Domingo



can host more ships and with a greater capacity while at the same time offering improved infrastructure for home porting. The development of a new cruise facility will have to be coupled with actions to increase tour revenue opportunities and the brand awareness of the destination in the main source markets of the cruise industry (US/Europe).



Royal Caribbean recently announced that the Enchantment of the Seas will do a series of 17 round trip cruises departing from the port of Colon, Panama, and calling at Curaçao on a weekly basis starting in December 2008.

Mr. Mike Ronan, Associate VP Destination Development of the Royal Caribbean, personally informed the new Commissioner of Tourism and the Chairman of the Supervisory Board of the Curaçao Ports Authority, Mr. Eugene Rhuggenaath, that the Enchantment will do a series of round trips to Curaçao with an emphasis on attracting guests from Central and South America for the 2008-2009 cruise season.

# Harbor Market Place Thrives



CRUISE NEWS



The Harbor Market Place at the Mega Cruise Terminal is living proof that the concept of a tourist shopping area is viable in that location. After having concluded a thorough reorganization a year ago, the stands are now thriving again.

Cruise Terminal Coordinator, Nancy Persad, is very satisfied with the development of the Harbor Market Place. "We were about to close down the market, because its operation was costly and largely ineffective. But one of the tenants, Anja Boer, made a bold move last year, by taking over the operation.

# CTC with Another Big Contract



Curaçao Towage Company (CTC), - or Kompania di Tou Kòrsou, as we locally call it in our native Papiamentu -, recently secured yet another major international contract, this time in Brazil. The towing ship Manta left for Rio de Janeiro where it towed a dredger to Port of Spain, Trinidad, after which it returned to Brazil to transport two barges again to Port of Spain.

Captain Nelo Craane headed the all-local crew manning the Manta, which has been in international waters numerous times. The CTC is very proud of its people and continuously invests in their expertise.

To some at CTC, this contract may seem nothing out of the ordinary, as the team is called upon to conduct many international jobs on a regular basis. But this does serve to remind us of the outstanding job that the company is doing, and the high standard of competitive service and expertise that they offer to clients around the world, rivaling any of the major ports in the western hemisphere.

# Exciting Assignment in Caracas Bay

The sheltered inlet of the Caracas Bay was the site of many exciting assignments. It was the German company Oldendorff Carriers that brought twenty barges to the Caracas Bay on the semi-submergible vessel Black Marlin. The barges were stacked on top of each other and two sheel-leg floating cranes, Tac-Lift 1 and 7, were used to dismantle the barges from the bundles. The Curaçao Towage Company then towed the individual barges to the Dry-dock in the St. Anna Bay Harbor to be fitted with hatch covers and winches, after which they were returned to the Caracas Bay. Five of Oldendorff's own tugboats then took the barges to New Amsterdam in Guyana where they are to be used to transport bauxite.



# Regional Cooperation

The Dutch Caribbean Training Center (DCTC), a subsidiary of CPA, recently joined together with De Ruyter Training & Consultancy, Vlissingen, The Netherlands (DRTC) and the Caribbean Maritime Institute of Jamaica (CMI) in signing a Memorandum of Cooperation in an effort to facilitate the development of professional training and collaborate on technical expertise throughout the region. The memorandum was signed by Jan Sierhuis, Director of DCTC and VP of Commercial Affairs at CPA, Huib Gerretsen of the DRTC and Fritz Pinnock of the CMI, at the Caribbean Shipping Association's 6th annual Caribbean Shipping Executives Conference held in Puerto Rico last May.



Regional Cooperation, v.l.n.r.: Huib Gerretsen, Fritz Pinnock, Vivette Grant and Jan Sierhuis.

PORT NEWS