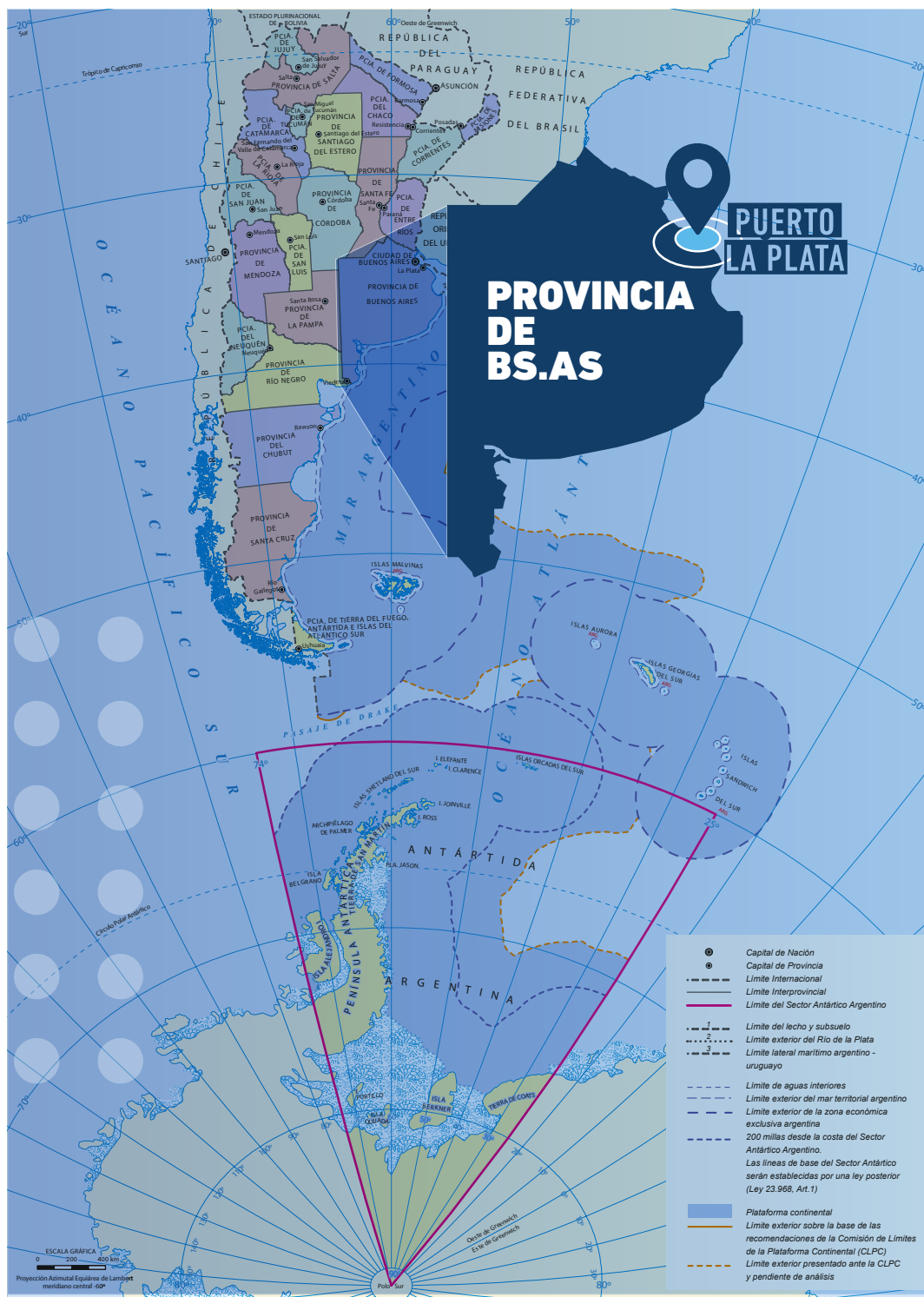


CONNECTED WITH THE WORLD
CONNECTED TO THE FUTURE

PLP

PUERTO LA PLATA





TECHNICAL FEATURES

LOCATION

-34.8502980, -57.887339

TERMINALS

Container Terminal, Solid and Liquid Bulk, General and Project Cargo

DOCKS / RAILWAY GRID

3.500 m / 4.000m of tracks

2023 ANNUAL OPERATION TONS/ SHIPS

4 MILLIONS / 678 SHIPS

RESTRICTIONS (DRAFT/ LENGTH / BEAM)

34 FEET / 337m / 48,5 m

DISTANCE TO WAITING AREA

7 KM

SERVICES

Maritime Agencies, Fresh Water, Electricity; Slop; Food; Watchmen, Bunker.

TUGS AND PILOTS

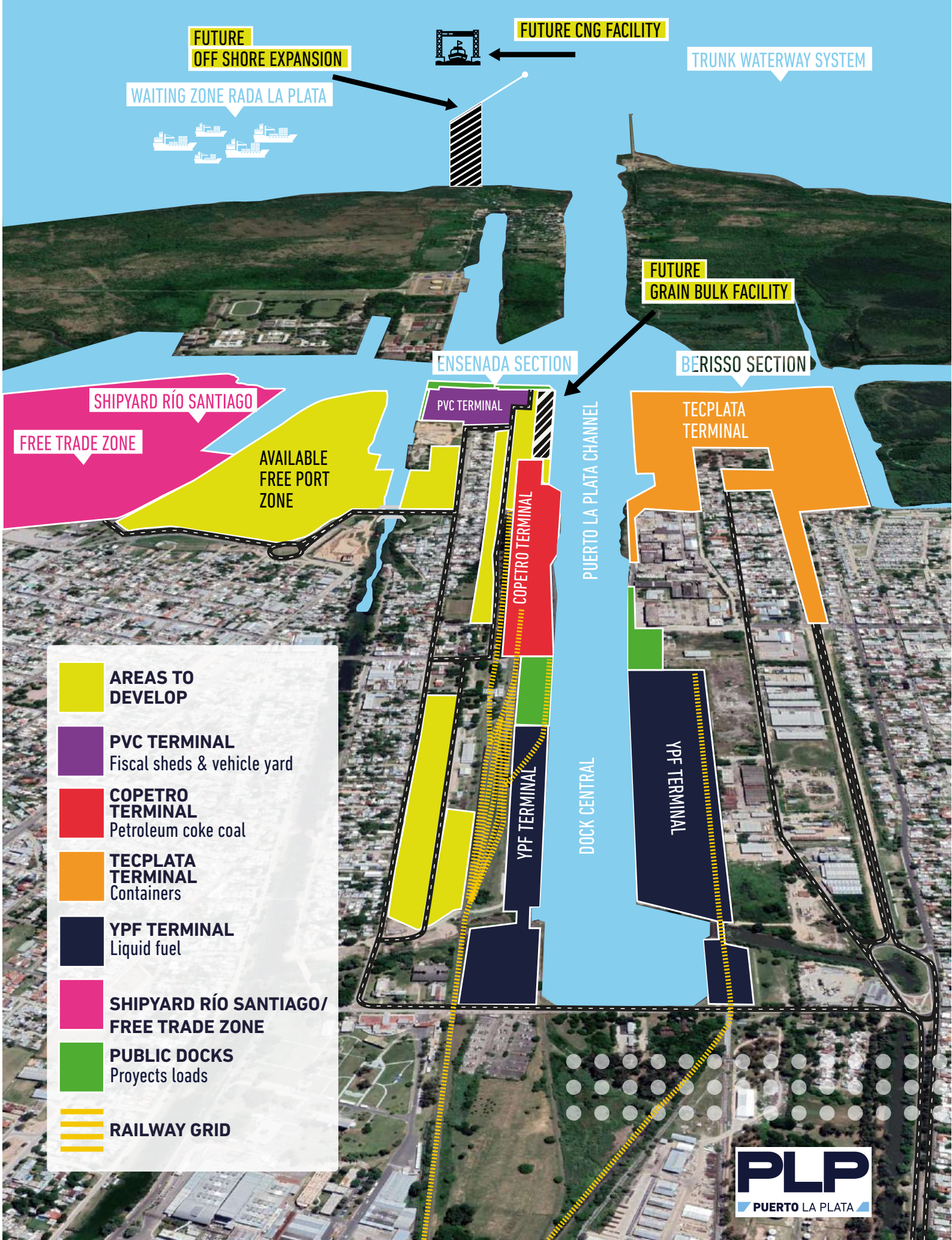
Available at the port

AVAILABLE SPACES

37ha / 240ha potential expansion

FREE TRADE ZONE AND SHIPYARD

Adjacent to the Port



TODAY

FUTURE

CONTAINER
TERMINAL

450.000
TEUS/YEAR
1200 REEFERS STATION

1.000.000
TEUS/YEAR

FISCAL SHED

5000 m²

NATIONAL SHED

6000 m²

VEHICLE FISCAL
YARD

1500 VEH.

PETROLEUM COKE
COAL TERMINAL

1.000.000 TONS PER YEAR

BULK FUEL TERMINAL

3.000.000 TONS/YEAR

AVAILABLE SPACE

37ha / 240 ha POTENTIAL EXPANSION

FREE TRADE ZONE

23.535 m² OF SHEDS
2300 m² OFFICE BUILDING TO RENT
133.000 m² PAVED YARD
AVAILABLE WARE HOSE
DEVELOPMENT SITES

AVAILABLE FREE PORT
AREA TO DEVELOP

150.000 m²

CNG TERMINAL

1,5 MTPA STORACE 170.000 m³

BULK GRAIN TERMINAL

1.000.000 TON/YEAR



CONNECTED WITH THE WORLD

CONNECTED TO THE FUTURE

Since its inauguration on March 30 of 1890, the La Plata Dock has occupied a significant role on the commercial logistics between Argentina and the world, amplifying its cargo diversification according to the economic development of each time period, going back from the salting plants industries to the movement of containers. The strategic positioning of the dock in front of the main sailing route of the La Plata River, where most of Argentina's commercial traffic passes through, converts us in a main promoter between the river and sea routes, favouring national cargo movement. Also, we have the advantage of being the deepest dock on the Argentine side of the river with a permanent depth of 32 feet which allows the arrival of bigger boats. Likewise, this position in the first section of the main sailing route allows reducing the costs and navigation time among other regional ports. Geographically, we're positioned in the Buenos Aires province, Argentina, immersed in a major industrial and petrochemical centre alongside the most modern cargo terminal in Latin America, a free trade zone and a shipyard, raising the possibility to articulate and efficient logistic corridor with strategic productive sectors, complimented with land and nautical access which links us with all the county's productive system.

OBJECTIVES

The development of the region's and La Plata Dock's potential is a constant motivation for our work teams who focus their tasks to be a prime competitive dock, a model of logistics and regional, national, and international commerce.

Each challenge or decision we embark has its basis on the commitment with the environment, with a sustainable development, with the responsibility, integrity, transparency efficiency, and innovation to generate a satisfaction in the commercial bonds and fortify the relations and integrate the community that surrounds us.

Today we continue the challenge of being the first Argentinian dock in the La Plata River with a vision of leadership in the future as a main oceanic dock, integrated to a national and international logistical platform, committed with the local development, collaborating with the rest of the national port system.



CONNECTED TO THE DEVELOPMENT

Since our beginnings we're implementing multiple strategies to grow and expand, backed up in administrative tools that allowed us transform ourselves into a leading dock. Nowadays, we're run by a managing consortium -a non-state public body- which allows us to manage with the necessary business dynamic, without losing the essence of an enterprise which is property of the Buenos Arians and being in articulation with the counties, regional industries, linked to the port activities to contribute to the wellbeing of the citizens.

In this case, the bet towards the constant development and innovation allowed us to incorporate the most modern container terminal in Latin America, to have a direct link to the train to ship transfer, and the continuous projection for the development of new logistical projects for the transporting of loads, with plans for a sustainable improvement.

We count with the spaces and resources necessary to position ourselves as an inter-modal centre, as a nexus of the logistical chain that compliments with the closeness of the La Plata Free Trade Zone and the Rio Santiago's Shipyard, forming a strategic point in the production system, transport, and regional, national, and international trade.

CONNECTED TO THE COMMUNITY

The creation of our dock has many stories of immigrants, who through hard work facilitated its construction and left a strong bond with the community as a legacy, from the first houses that were built in the surrounding area, to the development of businesses that followed us in this process of transformation and growth.



This leads us to make different action destined to fortify the dock-community relationship and put special attention so that our growth is sustainable with the urban surroundings. We articulate with the counties and intermediate institutions to stimulate cultural, sport, recreational, and environmental activities, and with the aspects that have a direct impact on the livelihood.

We're the region's dock, the community's dock, and we manage it so that each neighbour can continue being part of our history.

CONNECTED TO THE MOVEMENT

The flow of goods that moves through the dock each day is linked to the container loads; rolling loads; general and of projects; solid unpacked goods such as carbon and sand, and liquid unpacked goods such as fuel and chemical products; passing over 4 million tons per year. For that, we count with specialized terminals and with public use docks where we bring assistance to ships. We also have our own permanent railroad service that allows us to operate 24 hours.



CONTAINER TERMINAL

The terminal TecPlata, belonging to the Philipian group ICTSI, is the most modern in the La Plata River. It is provided with the latest technology in material of equipment, design, infrastructure, and informatic systems, allowing us to offer an alternative for the cargo loads originated from, or destined to Argentina, complemented with other national public docks and with similar conditions to the international regional ports.

It possesses an actual operating capacity of 450.000 Teus/year that can be amplified to 800.000 Teus/year, a 600 mt. dock a container patio of 15 has., 4 port cranes Post Panamax and 9 RTG's.



SOLID UNPACKED GOODS

TERMINAL

Dedicated to the distribution and processing of petroleum coal that receives from the YPF refinement plants in La Plata and Lujan de Cuyo in Mendoza, supplying to the demands of the internal market and exporting the surplus to foreign markets.





LIQUID UNPACKED GOODS TERMINAL

It constitutes as the main logistical node for the distribution of the YPF's La Plata Industrial Complex's products. The refinery represents the 60% of the fuel production in Argentina, and it's one of the most important in Latin America. It's terminal in La Plata's dock supplies The Argentinian fluvial and sea coast.





PUBLIC USE DOCKS

Our public use docks (Berisso and Ensenada) are prepared to make general loads and project operations. We also bring to the logistics operators the possibility to make operations in an efficient way, assuring the clients the transfer of goods between the sea and land means of transport, contributing to the development of the commercial activities inside and outside the country.





RAILROAD SERVICES

Our railroad service is in function 24 hours, operated by highly qualified workers to bring it in an efficient way. Also, our direct connection of the railway with the dock allows to move the goods in a direct way between the train and the ship, optimizing time and logistical costs.

GENERAL SERVICES



We articulate with businesses related to dock logistics to optimize and guarantee the services of tug-boats, pilots, moors and longshoreman; recollection of residue; Fiscal weighs; rent of ramps and elevators; electric energy and potable water; and security, among others.



STRATEGICALLY CONNECTED

We find ourselves connected to the railroad system and routes that travels around the country and links us with its productive system. At the same time, our nautical location is key to the development between our sea and fluvial coasts, since we're the main sailing route of the La Plata River, easing the movement of loads without the congestion of big urban centres.

LAND CONNECTION

We're inside a net of roads that links us with innumerable economies inside the country, with the road structure of the coasting rings alongside the metropolitan region of Buenos Aires, it avoids the urban congestion of the Autonomous City of Buenos Aires. Also, the railway connection links us with the national railway system through which it can access any point of the country that counts with a wide rail. This quick connection with the different production centres in all of Argentina guaranteed the flow of goods in a quick, safe, and efficient way.





NAUTICAL CONNECTION

Our Access Canal allows the more modern ships a direct entering and exiting to the La Plata River's main sailing route due to its immediate siting. This reduces the hours of wait unlike in other docks in the region, and it's the closest to the sea and fluvial coast. This is complimented with the navigation safety brought by a modern Intelligent Indicator System that works 24 hours.