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## MAJOR INCIDENT & CATASTROPHE RESPONSE BULLETIN

Event: **EARTHQUAKE in CHILE**

Date: **11 March 2010**

Status: **Update advice (Bulletin No 5)**

The CSL Major Incident Response Team, which co-ordinates the professional response to large and multiple marine loss incidents is receiving new on-the-ground intelligence following the earthquake which occurred in Chile on Saturday 27<sup>th</sup> February, 2010.

**Latest advice** from the CSL office in Santiago and local field operations as at the 10th March 2010 is as follows:

### **Marine & Transportation Risk Exposures – update reports:**

- **Navigation on the central southern coast of Chile:** The Hydrographic and Oceanographic Service operated by the Chilean Navy has issued multiple urgent Notices to Mariners for the coastal area affected by the earthquake and subsequent severe wave activity. The latest notices issued on 09 March 2010 include 19 separate advices regarding navigation lights and signals in the area; these include notifications of navigational buoys out of position or disappeared, land based navigational marks and lights destroyed, out of action or working at reduced power. Another 18 advices cover specific warnings of sunken objects, wrecks, displaced or missing current meters, VHF radio stations out of action and general instructions to Mariners to navigate with caution and to maintain contact with the maritime authorities whilst in the area.
- **Coronel (port):** The port of Coronel, located in the south of the earthquake zone is reported to be operational with minimal damage from the earthquake and associated wave activity. The port depends upon mobile cranes to handle general cargo and containers. There are no confirmed reports regarding the current operating status of the mobile cranes at this time.
- **Penco (port):** The port of Penco remains classified as inoperative with little validated information about port installations and infrastructure, including the mechanized pier and warehouses designated for the importation and storage of fertilizers for Chile's main agricultural areas. Power and communications have been restored to the Penco area and further detailed information concerning the nature and extent of potential damages is anticipated this week.
- **Talcahuano Bay:** New reports are received of M V "Hui An", a 25,000 GRT bulk carrier stranded in Talcahuano Bay. The week end editions of national newspapers in Chile carry photographs of M V "Laurel" a 175m, 20,000 GRT bulk carrier that was undergoing routine repairs and inspection in one of the naval dockyard dry docks at the time of the earthquake. The vessel was dislodged and carried a distance of 20 metres by the severe wave activity following the quake. The newspaper photographs show the ship lying high on adjacent land and are accompanied by a range of press reports regarding nature and extent of damage.

- **Transportation and infrastructure update:** Structural damage to roads and bridges continues to severely impact movement of people and cargo in the earthquake zone.

It should be considered that whilst a number of port facilities are reported as being "operative", road access to the port areas in the earthquake zone continues to be severely hampered. The main arterial roads are damaged and / or restricted. Secondary roads are also damaged and those which remain open are heavily congested. As an example (and as already reported in this bulletin) the port of Coronel is classified as being operative, however the main access road (known as the "Camino de la Madera" or the "Wood Road" as it was originally built to carry timber and paper pulp to the port area), which runs along the south bank of the Bio Bio river, is very badly damaged and currently only passable by small trucks.

The normal legal load capacity for cargo trucks / trailers in Chile is 25 tonnes. With major highways damaged or restricted, many of the currently open secondary road routes are unable to sustain this weight. The inland movement of cargo is heavily impacted by these practical restrictions

- **Temperature controlled storage & transportation:** Temperature controlled / cold storage facilities, including dockside and transit yard electrical "plug in" compounds have been variously exposed to temporary loss of power. The overall extent of impact on goods in storage is currently unknown and whilst a large proportion of installations are appropriately supported by emergency power systems (normally in the form of back-up diesel generators), the severity and length of earthquake tremors caused many such systems to be damaged and ultimately to fail.

There is currently a shortage of temperature controlled transportation solutions in the earthquake zone and this situation is likely to continue for some time. Fruit packing stations in the central region of Chile (currently harvesting and preparing plums, grapes, pears and apples) are supported by temperature controlled storage facilities designed to hold the fruit pending collection by truck. Fruit shipments are dispatched from the farming zones either in reefer containers or, in the case of consignments designated for bulk export, in insulated trailers. The normal road transit time from the central farming zone to Valparaiso or San Antonio (major fruit export terminals) is 3 to 4 hours. This transit time cannot be anticipated under current circumstances thereby causing the combined effect of reduced road carriage capacity and a slowdown in the inland transportation chain for fresh fruit exports.

- **Looting and pillage:** Local and international press reports have variously covered matters of general civil unrest, such as looting and associated opportunistic and, in some cases, organised criminal activity in the immediate period following the earthquake. In the main cities impacted by the event, a wide range of goods and equipment has been displaced or removed from both retail and industrial premises. In circumstances of illegal activity, additional physical damage has been inflicted on property during the process of such removal. Local authorities and police, supported by the army, have been involved in recovering looted goods. A major exercise in Concepción on Sunday focused on recovering those goods removed by opportunistic looters is reported to have resulted in over USD 2 million of latest generation televisions and household electrical equipment being deposited at the designated collection point. Looting and pillage is currently reported to be under control in the major cities and towns of the earthquake zone.

- **The Wine Industry:** The earthquake has caused widespread damage to the country's wineries. Structural damage has been reported mainly in respect of older facilities with reduced impact and limited damage to the mainly modern infrastructure of the Chilean wine industry. Global press reports about the impact of the earthquake on this high profile export industry have varied significantly. A press conference held by La Asociación de Vinos de Chile (a promotional and administrative board for the industry) stated that the total amount of wine lost amounted to 125 million litres (bulk and bottled), equivalent to approximately USD 250 million.

**Ongoing intelligence reports:** As the communication network is increasingly restored, the CSL network in Chile is submitting a rapidly escalating number of marine risk intelligence reports.

As of the 9<sup>th</sup> March, the CSL partner office in Talcahuano is fully operational with office infrastructure and landline and mobile communications functioning. The three marine surveyors are active in the field conducting business as the local circumstances permit. The arranging and attendance of surveys is underway.

If you would like to receive further marine risk intelligence reports from Chile, please e-mail: [responseteam@cslglobal.com](mailto:responseteam@cslglobal.com)

**CSL Chile** is an established and respected operation with dedicated local marine resources ready to support our clients' surveying and adjusting requirements. Working with our local partners, our Regional Director, Jorge Viñuela, has a team of over 30 marine specialists including Master Mariners, nautical engineers and naval architects available to respond to this major incident.

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Partial Geographical Map of Earthquake Zone

