

CONNECTIVITY

Montevideo has established itself as a key hub in the region thanks to its excellent connectivity with the world's main shipping routes.

Containerized cargo services connect Montevideo directly with strategic destinations such as the Far East, Northern Europe, the Mediterranean, the East Coast of the United States, the Gulf of Mexico, Brazil, Argentina, Patagonia, and even the Falkland Islands (Islas Malvinas), among others.

In addition, it stands out as an efficient and reliable transshipment port, operating with river vessels that serve the entire region, offering comprehensive and flexible logistics solutions for international trade.

With modern infrastructure and first-class services, the Port of Montevideo continues to be the strategic ally for connecting Uruguay with the world.

MAP OF URUGUAY'S LOCATION AND CONNECTIVITY



MAP OF THE PORT OF MONTEVIDEO



PORT OF MONTEVIDEO

The Port of Montevideo is a leading multimodal hub, with specialized terminals and multipurpose quays operating 24 hours a day, 365 days a year. Under the Free Port regime (Law No. 16,246 – Decree 412/992), it offers consolidation, deconsolidation, fractioning, and logistics warehouse services, positioning itself as a strategic ally to meet growing regional demand.

The port's access channel currently has a depth of 13 m below chart datum. It is in the process of reaching 14 m below chart datum, which will allow the entry of larger vessels.

The outer harbor is also being dredged to 14 m below chart datum, ensuring more efficient and competitive operations.

It is administered by the National Ports Administration (ANP), a decentralized service under the Ministry of Transportation and Public Works (MTP). The Port of Montevideo continues to drive the logistic and commercial development of Uruguay and the region.



A STRATEGIC HUB FOR TRADE AND TOURISM

With more than 4,000 annual calls, the Port of Montevideo is a key pillar of foreign trade and tourism in Uruguay and the region. Its multipurpose berths, managed by the ANP and operated by private companies (licensed as port operators), offer a wide range of services for the efficient and safe movement of cargo and passengers. The port has a total quay length of over 4,500 m and a land area of 145 ha, ensuring versatile and agile operations. Its main activities include:

- Container handling
- Cruise ship passenger services
- Export of pulp and forest products (in rolls and chips)
- Management of vehicles, fertilizers, and project cargo
- Handling of live animals, fishery products, and other specialized cargo

The Port of Montevideo is consolidating its position as a dynamic and modern gateway, adapted to the demands of global trade and maritime tourism.

STATE-OF-THE-ART INFRASTRUCTURE

Quay C, with a depth of 14 m alongside the quay wall, enables operations with next-generation vessels, ensuring efficiency and safety in every maneuver.

A **modern 1,800 m viaduct** optimizes land and rail transport to the port with new access points in its northern area.

The **New Northern Automatic Access** is a unique project in the region aimed at positioning Montevideo as a smart port. It is based on the automated control of all vehicle and cargo entry and exit.

TOURISM AND PASSENGERS

Cruise Ships. A total of 143 vessels called at the Port of Montevideo during the 2024-2025 season (October-April), including Antarctic vessels and mega cruise ships, with days when three and four cruise ships operated simultaneously. This revitalizes the Old City (historic center) and strengthens the port-city relationship, consolidating Montevideo as a leading destination in the region.

Passenger Terminal. Modern facilities including a duty-free shop, café, restaurant, VIP lounge, and automated border control terminals. Daily ferry connection to Buenos Aires for passengers and vehicles.



PORT OF CAPURRO FISHING TERMINAL

Inaugurated by the ANP in 2024, this modern terminal offers 960 m of public quays for national fishing vessels and service craft. Its use streamlines national fishing fleet operations and strengthens Uruguay's fishing industry.

The seafood sector generates direct employment, requiring everything from vessel crews to repair and provisioning services.

First-class Infrastructure

Quays with drinking water supply, electricity, and a fire protection network.

3.3 ha land area next to the quays. 7 ha coastal area west of the port access, protected by a 670 m perimeter breakwater.

Key Catches

Hake, squid, croaker, weakfish, and rays.

Outlook

Increased operational capacity and greater fleet efficiency. Diversification of species and products. Promotion of fish consumption in Uruguay.

SPECIALIZED CONTAINER TERMINAL (TCP)

www.terminaltcp.com.uy

Operated by Katoen Natie (80%) and the ANP (20%), it covers 60 ha and 3,948 m², with 37 ha already operational.

Infrastructure and Operational Capacity

As of January 2025, it has a 638 m long quay: 350 m for vessels with a draft of up to 14 m and 288 m for vessels of up to 10.5 m. The quays are equipped with four Super Post-Panamax gantry cranes, accommodate vessels of up to 18,000 TEU with 22 container rows, and 2 Post-Panamax gantry cranes with outreach of up to 19 rows. In the container yard, the use of straddle carriers and an advanced terminal operating system optimizes operational efficiency.

It has approximately 3,000 electrical outlets for refrigerated cargo, complementary services such as container maintenance, repair, and washing (including IMO dangerous cargo), and a 7,000 m² logistics warehouse for value-added activities.

Expansion and Upgrades Under Development

A new 730 m quay with 2 berths is currently under construction, designed to accommodate vessels with a draft of up to 16 m. The expansion will include an additional 24 ha of container yard, equipped with up to 9 next-generation Super Post-Panamax cranes mounted on 30 m gauge rails. The quay will feature cold ironing facilities for vessel electrical connection.

The new container yard will incorporate 2,000 electrical outlets for refrigerated cargo. The Escala Quay will be extended by 30 m, allowing the deepest berth to reach a total length of 380 m.



MONTEVIDEO BULK TERMINAL (TGM)

www.tgm.com.uy

Operated by Obrinel S.A., the terminal is located in the northern area of the port complex.

Infrastructure

TGM 1: A quay located in the middle of the bay, with no landside access, dredged to 13 m below chart datum, and operational for Post-Panamax vessels of up to 300 m in length. This quay is served by conveyor belts mounted on steel structures, with three mobile loading points.

TGM 2: A new 245 m long quay with landside access and a 7.5 ha apron, capable of accommodating Panamax vessels. Dredged to 13 m below chart datum.

First-class Equipment

- 12 agri-food silos, each with a 10,000-ton capacity.
- Warehouse for simultaneous unloading of 3 trucks, with or without trailers.
- 4 automatic weighbridges.
- Conveyor belt for bulk loading.
- Modern buildings for offices, substations, and laboratory facilities.

Main Traffic:

Solid bulk: soybeans, wood, rice, wheat, barley, corn.

Liquid bulk: fertilizers.

PULP AND CHEMICAL PRODUCTS SPECIALIZED TERMINAL (TEBETUR)

www.upm.uy

An 11.78 ha area concessioned to Tebetur S.A., an operator of UPM. The terminal is designed to maximize efficiency in pulp and chemical products logistics, with rail access and capacity for loading and unloading oceangoing vessels as well as storage.

Capacity

Pulp reception by rail (6+6/day) and export on full-cargo vessels to final destinations, approximately 70 vessels/year. Reception of 30 vessels carrying chemical products, with storage and transport to the Paso de los Toros (PDT) plant, via 1 daily train service (round trip).

Infrastructure

The terminal includes a basin with a deep-water quay covering 13,000 m², with a 270 m long berthing face; a 50,000 m² pulp warehouse; a 13,500 m² covered rail unloading area; and a 7,000 m² tank farm with 9 tanks capable of storing sulfuric acid, caustic soda, and fuel oil.

It also features a rail system totaling 2,700 m of track, consisting of 5 tracks: 2 covered pulp unloading tracks, each with capacity for 24 railcars; 1 track for liquid chemicals and fuel; 1 clear track outside the unloading area; and 1 track for locomotive maneuvering. Service areas, offices, a maintenance workshop, electrical rooms, and related facilities cover 16,000 m².

