



ANNUAL PORT ACTIVITY REPORT

PORT MANAGUA CORRESPONDENT E. PALAZIO & CO. LTD. YEAR 2012

(website: www.casapalazio.com.ni)

(This report required of Correspondents will be posted on the AIMU website.
You are urged to file the report promptly.)

1. (a) Number of Claims and Number of Loss Prevention assignments referred to you by Institute Members since your last Annual Report: Claims (30) Loss Prevention (36).
(b) Is this number more or less than last year's figure: Claims: more Loss Prevention: more 6.
(c) Name the three principal commodities involved: computer and parts, textile, machineries.

2. (a) Of the number of claims reported how many resulted from theft and/or pilferage: 4.
(b) Do you consider theft and pilferage in your port to be casual or organized: Casual.
(c) Did most of the theft and pilferage occur prior to or after arrival of the goods at your port: Prior to Arrival at Port.
(d) Did governmental or commercial authorities take any important steps during the last 12 months to combat the theft and pilferage situation: Explain: Private armed custody, preferable travel by day, GPS

3. (a) What nature of loss do you experience most frequently in connection with Containerized Cargo: wet loss/damage.

4. (a) Did any port congestion exist during this 12 month period: No.
(b) If yes, what was the cause of the congestion, and is it improving or worsening: .
(c) Were there any unusual delays in Customs: No.
(d) Estimate average number of days between date of arrival of a vessel and the date the cargo released: 3 - 6 days.
(e) Did consignees take prompt delivery or did they use port terminal facilities for storage purposes: prompt delivery.
(f) What are the precautions currently in place to confirm that the correct carrier picked up the cargo from the port facility? Carrier must present correct documents and Identification strict documentation control.
(g) Of the total number of claims how many resulted from non-delivery: 0 0.
(h) Is this number more or less than last year's figure: Less 0.

5. Did commercial organizations take any steps to protest laxity in port or terminal management, if such existed:
Explain: No, as port or terminal management is to satisfaction-- handling of container by night is often damage with terminal equipment, vz hole in the roofing allowing filtering of rain water.

6. (Answer this question only if your airport is a major international (gateway) airport).
- (a) Name of the international airport Agusto Cesar Sandino and distance from city center Jacksonville, International12 km.
 - (b) Would it appear that adequate security measures(perimeter fencing, night lighting of cargo terminal area, patrols, gate guards, etc.) are in force: Yes.
 - (c) Was the air cargo terminal congested during the year: No.
 - (d) Is there an adequate amount of ground handling equipment: Yes.
 - (e) Did good housekeeping within the air cargo terminals exist during the year: Yes.
 - (f) Are valuables afforded adequate protection: Yes, but still to be improved.
 - (g) Did any major cargo losses occur during the year: No.
7. Additional comments: Most cargo planes arrived and discharged at night and during the transit on small flats trailers from the plane to the customs terminal warehouse, small valuable cargo often be taken by terminal operators in small quantity.
8. What issues do you foresee that could impact cargo movement by handling at your port in the coming year? Terminal congestion and mishandling of containers due to the space limitation on the terminal and lack of enough equipments for safe handling of the containers - still has to improve on the terminal handling of containers.
9. Correspondents contact information details:

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