

Transport and Communications

Uruguay has one of the best transportation networks in Latin America with approximately 52 000 km of roads, 3 000 km of railway tracks and 1 250 km of inland waterways. With 40 000 km of all-weather roads and 12 000 km of freeways, trucking is the most important means of freight transportation. Regular and reliable service is maintained between Montevideo and the borders with Brazil and Argentina. The rail system is less expensive, but slower. The government is concentrating resources on profitable rail routes and reducing or eliminating service in other parts of the system.

The extensive inland waterways network links Montevideo with the towns and villages along the Uruguay River.

The principal port of Montevideo has a lift capacity of about 72 tonnes. The duty-free zone ports of Nueva Palmira and Colonia are also well equipped and handle an increasing volume of goods. These ports have a lift capacity of 54 tonnes.

All imports must be shipped on national-flag carriers if they are to be delivered within 10 days (before or after) of the date registered on the bill of lading.

The main airport, Carrasco, adjacent to Montevideo, is well equipped to handle air cargo. It is linked to major Canadian centres by a number of international carriers.

Shipment Identification

All goods entering Uruguay must have the following information clearly displayed in Spanish:

- an identification number corresponding to that of the bill of lading;
- the port and country of origin;
- the destination in Uruguay;
- a description of the contents;
- the total weight and volume in metric; and
- the trademark (if applicable).

A penalty fee of 10 per cent of the total value of the goods is charged to the importer for incomplete or incorrect shipping information.