

¿How is the dredging of the Port of Buenaventura going?



The concern of the port sector and the leadership of Valle del Cauca for the loss of cargo by the Pacific is not less. In 2019 the number of Tons. mobilized by the Buenaventura port node fell 27%

The access channel to Buenaventura Bay has a depth of 12.5 meters and, according to the port sector, it is required to bring it to at least 16 meters, which will allow the entry of large container vessels.

The port of Buenaventura seeks to be a leader in Latin America again.

Sociedad Portuaria Regional seeks to be more efficient. Coup due to lack of government support in dredging.

The goal of the Buenaventura Regional Port Society (SPRB) for this year is "to consolidate its leadership in the region and become the key player in the ports of the Latin American Pacific." The covid-19 pandemic arrived like a ship without a permit, but the Society's manager, Juan Pablo Cepeda, is optimistic about achieving the goals.



The SPRB has a projected investment budget of \$ 423 million to strengthen international leadership, which it expects to reach \$ 449 million by 2034. One of the main projects is the implementation of Crossdocking technology, in which 800,000 million dollars were invested.

This system allows the movement of merchandise at the receiving dock until disembarkation, without requiring intermediate storage, which allows the reduction of operational processes, saving time, storage and stock. With this technology, the maritime terminal can carry out 6,000 operations per year, 20 percent more than what is currently carried out.

The port area of Barranquilla has improvements.

The Chinese dredge removed a total of 286 thousand 738 cubic meters of sediment has managed to remove the Chinese dredge from the Bocas de Ceniza area and the access channel to the Barranquilla Port Zone (ZPB)

This is revealed by a report presented by the Regional Autonomous Corporation of the Rio Grande de la Magdalena (Cormagdalena) and the Territorial Development Bank (Findeter), which highlights the results achieved in less than five months in the

Barrancabermeja - Pinillos navigable channel, the Canal del Dique and the Access Canal to the ZPB.



"The dredging plan on the Magdalena river has made it possible to have a permanent dredge in the access channel to the Barranquilla port area," said CORMAGDALENA director Pedro Pablo Jurado.

Port of Buenaventura, Colombia: DIMAR changes the rate of the control inspection for the prevention of pollution.

Procedure assesses the quality of fuel and other noxious liquid substances.

The (DIMAR), through the Captaincy of the Port of Buenaventura, in Colombia, reported on the modification of rates and payment methods, to carry out inspections for the control and prevention of pollution in shipping companies. This procedure assesses the quality of the fuel, the loading or unloading of crude oil, noxious liquid substances, dangerous goods, liquefied natural gas (LNG), residues / wastes (excluding garbage) and the discharge of ballast water.



As for the change, the rate to be charged corresponds to the basic one, which is one hour. But, if the control procedure takes longer, the cost will grow, according to the time elapsed of the activity inside the ship.

In that line, the current rate is changed, which is six hours, reducing the cost by 80%, due to the presence of Covid-19. This factor contributed to determine with figures and statistics those requirements of the shipping companies that allow to mitigate operating expenses and to adopt security measures and protocols.

From the Maritime Agency "Cielo Mares", the modification was evaluated and explained that "thanks to the accompaniment of DIMAR and its COBUN Port Captain, we can say that the new rates are satisfactory and provide comfort to the shipowner". Finally, DIMAR will work in coordination with the units located in the Pacific, the maritime union in general, and other related institutions, in order to support seafarers in their work.

