

Port of Cartagena, Colombia: Freight mobilized grew by 1.8% during the first half of 2020.



While the joint balance of mobilized cargo in the 12 port areas of Colombia dropped by 9.8% during the first half of 2020, the Cartagena Port Area registered a positive variation of 1.8%. This behavior is attributed to the increase in the transfer of products such as petroleum derivatives, household goods and plastic materials.

According to the latest Statistical Bulletin of Port Traffic in Colombia, prepared by the Superintendence of Transportation (SUPERTRANSPORTE), between January and June of this year, the mobilization of port cargo in the country reported 87.4 million tons, that is, 9.4 million tons. tons less than the same period in 2019.

DIMAR crisis room has allowed the safe arrival of more than 1,900 ships.



In the midst of the challenges posed by the coronavirus pandemic (Covid-19), the General Maritime Directorate (DIMAR) of Colombia had some measures and regulations in place to guarantee the development of international trade and the country's economic dynamics, including the implementation of the crisis room in Cartagena.

Through it, the profiling of each ship was carried out between 48 and 24 hours prior to its arrival at port to identify any type of risk, which is prepared by a group of professionals linked to the Harbor Master's Office and the Control Station of Maritime Traffic, who take as a basis the information provided by the ship's crew and the maritime agency.

Among the requested data are the health status of the crew on board, the last 10 ports visited, the monitoring and evaluation of an eventual change in crew in Colombia, the type of cargo, the port terminal, among other details registered through the Integrated System of Traffic and Maritime Transport (SITMAR), platform of the General Maritime Directorate.

Seven months after the closure of the maritime borders in Colombia, 1983 cargo ships have arrived safely, with food, medical and industrial supplies, vehicles, textiles and hydrocarbons, mainly.

The foregoing has been reinforced with the biosecurity protocols available in the 23 port facilities of Cartagena, a joint effort between the Colombian Maritime Authority and the union in order to guarantee security in the development of this activity, which has contributed to making Cartagena is a safe port and the most important in the country and a benchmark in Latin America, said from DIMAR.

Puerto Bahía in Colombia occupied almost 100% of its crude storage capacity in the first semester.

Figure compares to 63% average occupancy during the same period of 2019.



Despite the effects that the coronavirus pandemic (Covid-19) has generated in the world economy, the president of the Puerto Bahía Society, Cartagena, Colombia, Juan

Ricardo Noero, assured that they managed to "get through the semester." "Given the high demand for crude storage that occurred in the first half, the terminal has been practically full so far this year," he told El Universal.

The executive explained that during 2019 the port maintained an average occupancy of 63% in storage, while, for the first half of 2020, given the conjunctures of the world oil market that ended up triggering the need for crude storage, the port occupied almost 100% of its capacity.

"We had a temporary situation that helped us, otherwise we would be in a different situation. In the second semester, a drop in revenues is expected," said Noero.

Likewise, he acknowledged that there has been a decrease in the arrival of ships. Only last May there was a decrease of 70% and in June of 50%, although in July an increase is being observed.

Puerto Bahía has been in operation for five years and has a storage capacity of 2.4 million barrels, corresponding to eight tanks of 300 thousand barrels each that allow the storage of crude oil, naphtha and fuel oil.

Cartagena is positioned as a platform for Colombia's foreign trade.

In 2019 it was one of the port areas that concentrated the largest share by volume of cargo handled.

According to the Statistical Bulletin of Port Traffic in Colombia, prepared by the Superintendence of Transportation, the Cartagena Port Zone was one of those that concentrated the largest participation in the total volume of cargo moved by the country in 2019 after Ciénaga, with 21.46% of the total, positioning Cartagena as the platform for Colombian foreign trade.

Additionally, in the last three years the Cartagena Port Zone has consolidated itself as one of the most important in the country, with shares in total national port traffic of 18.6% (2017), 19.8% (2018) and 21.4% (2019).

Port of Barranquilla, Colombia: Bulk cargo grew 24% during the first seven months of 2020.

In total, a volume of 1,416,945 tons of bulk cargo was handled.



The Port of Barranquilla in Colombia handled 1,416,945 tons of bulk cargo from January to July 2020, a volume that grew 24% compared to the same period of the previous year, reported by El Heraldo Newspaper.

In July alone, bulk cargo reached 203,525 tons, making Barranquilla the port that most mobilized this type of cargo, representing 22% of the total in Colombia and 76% of the Barranquilla port area.

In said month, 76% of the total cargo corresponded to clean bulks, mostly rice, corn and wheat from the United States and Canada. While the remaining 24% is made up of dirty bulk, such as clinker that is imported from Turkey.

Port of Buenaventura, Colombia: Cargo mobilized during the first half of 2020 shows recovery rates.

The Buenaventura Regional Port Society continues to lead with respect to other terminals in the area.



According to figures on the behavior of foreign trade in TEUs mobilized by port areas of Colombia, the Buenaventura node, made up of the Buenaventura Regional Port Society (SPB) and other terminals, registered a 50% participation at the national level in the first semester of 2020.

Although the coronavirus crisis (Covid-19) has significantly impacted all relevant foreign trade actors in Colombia, the Buenaventura port node presented recovery rates thanks to the diversification of the type of cargo that is imported and exported to across the bay.