



The nationalization of goods at Buenaventura Port.

Causes of delays

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Dedication

We dedicate this thesis to all good teachers who accompanied us on our career path, whose dedication gave the basis for to be complete and successful professionals.

Gratefulness

We thank everyone who supported us for this study, our adviser Lisbeth Katherine Duarte Herrera for her time and excellent advice, to those around our workplace and through their experience we shared facts that served as the basis for our thesis.

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Resumen

Buenaventura es el principal distrito-puerto de Colombia ya que actualmente mueve más del 50% de la carga del comercio exterior en el país. Su cercanía con las principales urbes, centros de producción y consumo del país, refuerzan su importancia para el desarrollo económico de la región y de Colombia. Es el puerto más cercano al Canal de Panamá en la costa pacífica de Suramérica, lo que resalta su importancia geoestratégica y económica. No obstante, mediante la revisión de información, el análisis de estadísticas relevantes y entrevistas a expertos en el área del comercio exterior; se concluye que el puerto actualmente presenta falencias de tipo logístico y de infraestructura que le restan competitividad y atractivo internacional para el manejo de operaciones de comercio exterior, en especial las importaciones, las cuales se toman un rango de entre 8-12 días en la nacionalización; en comparación con la capacidad de puertos internacionales autosuficientes como el puerto de Rotterdam, que tardan máximo 3 días en realizar la misma operación.

Se espera que el proyecto de inversión para la segunda fase de la terminal de contenedores y las instalaciones de la Sociedad Portuaria Industrial de Aguadulce como puerto complementario de operaciones con barcos más grandes proyectado, sea una sinergia para ambas terminales que los haga más competitivos a nivel internacional.

Palabras clave: Puerto Buenaventura, Nacionalización, Infraestructura portuaria, Competitividad

Abstract

Buenaventura is the main district-port of Colombia currently, it moves more than 50% of cargoes of foreign trade in the country. Its proximity to the main cities, centers of production and human consumption in the country, reinforcing its importance for economic development of the region and the country. It is the nearest port to the Panama Canal on the Pacific coast of South America, which highlights its strategic economic importance. However, through the information research, analysis of relevant statistics and interviews to experts in the area of foreign trade; the conclusion is that the port currently presents logistic type flaws and infrastructure that remaining competitive and international appeal for the management of foreign trade operations, in particular the imports, which are taken 8-12 days in the nationalization. It compared with the ability of international self-sufficient ports like Rotterdam port, who does the same operation in maximum 3 days.

It expected that the investment project for the second phase of the container terminal and the installations of the “Port Industrial Society of Aguadulce” like complementary port of operations with bigger vessels, would be a synergy for both terminals, making them more competitive at the international level.

Keywords: Buenaventura Port, Customs process, Infrastructure, Competitiveness

List of abbreviations

BACRIM: Bandas criminales

BL: *Bill of Lading*

CNEE: *Consignee*

DANE: Departamento Administrativo Nacional de Estadística

DIAN: Departamento de Impuestos y Aduanas Nacionales

FCL: *Full Container Load*

INVIMA: Instituto Nacional de Vigilancia de Medicamentos y alimentos

ICA: Instituto Colombiano Agropecuario

IVA: Impuesto al valor agregado. Carga fiscal sobre el consumo

LCL: *Less Container Load*

MTS: Metro (medida de Longitud)

OCDE: Organización para la Cooperación y el Desarrollo Económico

RTG'S: Grúas portuarias para apilamiento de contenedores en patio

TAN: Territorio Aduanero Nacional

TLC: Tratado de Libre comercio

SPRBUN: Sociedad Portuaria Regional de Buenaventura

USD: Dólar

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Introduction

International business can be considered as a dynamic business process that aims to generate integration at the global level with the different economies, which allows the openness to change and to development from a global perspective, where companies play an extremely important role since they cannot prepare to be the best at the local level but that the market requires them to be at the international level, with efforts to the quality and competitiveness.

At the time of speaking of international economic integration is important to know the factors that affect to carry out a negotiation with an organizational structure within the framework of the universal regulation and the role of the different actors that are part of this process.

It should also be seen within the object of study the importance of the maritime ports for the foreign trade of the country since the ports are considered strategic logistical assets relevant to the exchange of goods and from the point of view of globalization perhaps for the exchange of goods shipping has had an impact not only by its extensive geographical coverage if not for the volumes that can move through this medium

In this way, this research aims to understand the reasons that make the Port of Buenaventura one of the ports that presents more delays at the time of nationalize goods, giving response to questions such as: what lacks the infrastructure?, affects this social problems? There are other influential factors? These questions are required as for entrepreneurs, these delays are reflected in cost overruns for the import process and the port gives an image of being less competitive in comparison to other for foreign trade activities.

While it is true that the Colombian market has significantly increased its participation in international markets, the market share of imports is increasing, which is reflected not only in a

relevant transaction in figures, but also, in the volume of goods. That is why the port infrastructure of the country each time should be consolidated in a more substantial way and thus facilitates trade. For the present investigation was made a detailed study of the port of Buenaventura as it is of supreme importance in foreign trade operations to be located in a strategic point as it is the Colombian Pacific coast and considered to be the gateway to the world by the Maritime connectivity with many Asian countries.

In the first chapter presents the approach of the investigation, i.e. are brought to collation background, the problem, objectives, the methodological design and the scope of the research developed.

In the second chapter develops the theoretical framework that guides the investigation covered by relating as: the general information of the port, the costs for a process of nationalization, infrastructure, the particular characteristics of the port and information on everything that belongs to the social sphere, as well as develop the possible factors that cause delays in time to nationalize.

The third chapter refers to the findings of the study method: interviews; and from which it is raised scenarios that made it possible to give response to the objectives of the present investigation.

Finally, develop some conclusions and recommendations found throughout the research process, where you can underline the issue of port capacity , the social issue, the lack of government support for investment in the port and the cost overruns to entrepreneurs, all these facts, are linked to the economic development of the country and even to the participation in the

international market, which go hand in hand to obtain the expected results of Colombia and the different international agreements.

1. Formulation of the Project

1.1. Background

The port of Buenaventura located in the area of the Colombian Pacific, is considered one of the most important ports in the country, this was revealed in the Regional Port Society since for 2015 grew up in five percent the volume of cargo by this maritime terminal to mobilize 12 million tonnes.

Thanks to the international treaties to which it is participate Colombia and the theme of globalization, from the international trade has shown how the port operation in the country has had a remarkable participation in the international market, for this reason Bonaventure is one of the ports that each day increases its volume of cargo, this port is characteristic because there are hundreds of raw materials for food and inputs for the preparation of concentrates. All of the above, is the effect of the many international treaties in force of those being participate Colombian entrepreneurs.

With respect to the behavior of the international trade operations in the port of Buenaventura, imports were those that were less participation in comparison with exports, being the coffee and sugar the main products that allowed the growth of the same in up to 12% (Caracol Radio station, 2016).

On the other hand, Buenaventura is a port that is characterized for being located in a vulnerable zone with multiple social problems, aspect that adds to the lack of infrastructure and the low capacity of the port. The national government is already showing its concern to see that the door of connectivity to the world has no How To be competitive so that announced that the port will receive greater investment plans (The Country, 2016)

According to the ranking of the best ports in Latin America, conducted by the Agency Latin Economy Intelligence cited in Latinports, who based their research on the port quality indicator composed of three dimensions of social context, political and economic, as well as the port activity; the ports of countries leaders were: Balboa (Panama), Colon (Panama), Manzanillo (Mexico). This is attributed to both cargo movements as to its innovative infrastructure, which allows you to provide a less expeditious operation (Latinports. Latin American Association of Ports and terminals, 2014).

Meanwhile, Buenaventura is in position number 17, in the ranking of the 20 best ports of Latin America but has been widely criticized by the extreme poverty in which they live who surround this maritime terminal as the year generates more than 2000 million dollars and that practically is handled by six families (The 2 Banks, 2014).

The delays to the nationalization of goods through the port of Buenaventura is attributed to a prolonged delay of capacity, infrastructure and innovation. This delay is could even speak of a general way at country level because it is said that in the field of infrastructure, Colombia has a delay of up to 15 years.

A comparative study between Colombia and the countries of Mexico and Peru, drawn up by the Organization for Economic Cooperation and Development (OECD) reveals that the average delay in transport is of 10 days, Colombia is in 14 days, without counting the other times for the handling of the load and the customs processes, so that the connectivity for the international trade is both costly and delayed.

Other problems that has been affected the port of Buenaventura has to do with drugs, smuggling and the BACRIM. The strategic location and connectivity with the port makes it a vulnerable point for drug trafficking , extortion, violence, lack of public services and the absence

of competitive education, together with the oversight on the part of the State; thus reflected the highway works to port that mostly remain unfinished (Legiscomex, 2014).

1.1.1 State of the art

Within the key ports for foreign trade in Colombia is the port of Buenaventura, which is characterized today by being the first port in the handling of loads of foreign trade of the country, moving the 53% of the burden of importation and export of Colombia; in addition it is said that its geographical location is a strategic point of connection with many countries, what makes it a privileged port (Chamber of Commerce Buenaventura, 2016).

It is considered the most important corridor of international trade of the country, by the advantages that are presented in infrastructure and location. It is a modern commercial platform of Colombia toward the world, because it is located on the Pacific Ocean; position that allows you to communicate with the nations of the Pacific Basin, as well as with the Panama Canal, fact that gives you easy access to the markets of the Atlantic.

At present, it is important to highlight projects aimed at improving the competitiveness and logistics of the operation of the port of Buenaventura; within these works you can highlight the investment of US\$200 million approved by the national government to the Colombian ports, of which the port of Buenaventura will be benefited with this project you are looking for an international operation more dynamic. (Money, 2016).

In addition, a study prepared by the Regional Porturia Society of Buenaventura cited in the Thesis "An efficient and competitive port infrastructure in Colombia. Diagnosis and prospects" prepared by Caballero (2013) noted that there have estimated investments of the order

of 450 million dollars of which 38.8% will be destined to computer, 47.7% to infrastructure and the 13.3% to logistics which had been projected run before 2014.

Other aspects that fit to mention, are the works submitted by the Ministry of Transport, as are the corridors for prosperity. With these projects sought to generate connectivity between the major production and consumption centers with seaports. (Ministry of Transport , 2016). In accordance with Cristian Pardo In The News "The Valley will finally be dual carriageway between Mulalo and Lobo Guerrero" published by newspaper time indicated that the road projects for the Valle del Cauca will reduce the journey time toward the Port of Buenaventura (Time, January 20 2015).

Other studies developed on the object of investigation of this monograph, as the Campuzano and belt (2011) as well as the of Holguin, Espinoza and Sánchez (2015) draw attention to the importance of modernizing the port of Buenaventura especially in the area of infrastructure of face to be a port more competitive. The above highlights the importance of aspects such as infrastructure, access roads and the logistics performance which will be addressed and study in the present investigation.

1.2. Approach to the problem

The current situation of the port of Buenaventura is not the most encouraging for the international trade; imports that arrive at the national territory, it takes between 8 and 12 days for

the process of nationalization of goods; this is how you relate actors entrepreneurs that day by day they live this experience in wanting to manage their operations for this port in the shortest time, but the delay exceeds a normal time in comparison with the port of Cartagena which leads the port operation in Colombia.

The agents implied in the chains of logistics operations and customs, contrary to fulfill its role as a facilitator in this process, are creating obstacles and delays in operations that are developed in the port. Additional to this are added the social problems that are evident in surrounding areas; this social problems directly affecting the normal development of the operations in the port of Buenaventura.

Therefore, in this investigation you want to give an answer to the question Problem What are the factors that make the port of Buenaventura is one of the ports with more delays to the process of nationalization of goods in Colombia?

1.3 Justification

With the present project aims to demonstrate the factors that cause delays in the nationalization of goods through the port of Buenaventura and the impact that this has for the international trade. The excessive delays impact heavily on the competitiveness of the country both in the fields of economic and productivity; for this reason, determining the factors that lead to this unfavorable situation and formulate possible solutions to mitigate this impact is of great importance for the operations of international trade of the country.

1.3.1 Theoretical justification

The research aims to identify all the underlying causes that make the port of Buenaventura is, currently, the port with more delays in the processes of nationalization. As a result of the need to mitigate the negative impacts displaced in enterprises and individuals linked to foreign trade, the aim is to investigate the causes for the delays that are generated for the nationalization of goods in the port of Buenaventura, which is reflected in cost overruns and the logistical operation of the companies.

1.3.2 Social Justification

With the present investigation seeks to generate an impact in the educational community and businessmen linked to the external trade, on the importance of the port of Buenaventura as a strategic gateway in the Pacific for the efficient operation of trade with the world.

1.3.3 Personal Justification

The main motivation for the conduct of the investigation is the implementation of the knowledge acquired during the cycle of study in order to apply them to the professional environment where we play.

1.4 Objectives

1.4.1 General Objective

Diagnose the main causes and cost overruns that generate the delays to the nationalization of goods in the port of Buenaventura and that affect the competitiveness of foreign trade activities.

1.4.2 Specific Objectives

To know the problems of infrastructure, operational and logistical capacity associated with the nationalization of goods in the port of Buenaventura.

Describe the weaknesses of the logistic process both as compared to the import customs of goods in the port of Buenaventura.

Identify the cost overruns that must assume the companies by the delays in the clearance of the goods

1.5 Methodological Framework

1.5.1 Method

To know the causes and cost overruns that generate the delay of the nationalization of the goods at the port of Buenaventura, is used both to theoretical sources as to the empirical knowledge that provide companies that day to day are faced with this process.

For the development of this research, approached the object of study on the basis of the specific to the general, fact that allowed to identify the different variables that helped to validate whether the information collected, aimed to know the nature of the delays caused by or what other alternate causes could be attributed the causes of these delays. All the information collected, allowed the interpretation and understanding of the problem under study.

1.5.2 Methodology

Interviews were applied; instrument for collecting data that was made to a small group of 5 entrepreneurs directly related to the operations of foreign trade through the port of

Buenaventura. The Interviews allowed collect descriptive information from the empirical knowledge in both were applied to actors who know the situation of the port and were able to indicate the reality afflicting the same. In addition, given the approach of the investigation recourse was made to information through different sources both primary and secondary. Within the first sources are: the Government page of the Valle del Cauca Department, page of the district of Buenaventura and the SPRBUN, magazines, reports, information of state entities as the DANE and other complementary sources as pages of organizations that work in the development of foreign trade, documents and reports of recognized institutions.

From these 5 interviews were built 4 scenarios, where reflects the situational trends that are currently happening in the port and the interviewed agreed to mention. In these four scenarios you can appreciate the main causes of delays and cost overruns in the nationalization of goods arriving by Buenaventura.

1.5.3 Field Work

According to the sample that was advanced through the interview technique, applied to the different actors of the logistic process that are bound in the nationalization of goods, could manage to obtain accurate information in real time on the time it takes to do the different processes in the port of Buenaventura and the potential for cost overruns and considerations about the delay to nationalize goods. This information allowed to interpret and respond to questions that aim at the development of the objectives.

1.5.4 Scope

With this research aims to identify the direct impacts on the processes of the nationalization of goods to businesses for the port of Buenaventura, one of the ports that more takes in that process, as well as to know the different variables that affect the logistics processes and customs which allows achieving show some disadvantages for the foreign trade of the country by the Colombian Pacific.

2. Implementation of the Project

2.1 Theoretical Framework

2.1.2 The Port of Buenaventura, operation and logistic processes

The port of Buenaventura operates from the year 1994 and plays an important role in the development of the region, in regard to that generates employment in the region and competitiveness for the country in logistical issues and port.

This port located in a strategic position in connection with the world from the Pacific Basin and near the Panama Canal, is one of the most important ports of America. As it is also one of the ports on the American continent relatively more nearby with the Far East. This port is made to handle all kinds of cargo, the only thing that people do not know is whether its current capacity is sufficient for the needs of the market (Regional Port Society Buenaventura, 2016).

In Figure 1, you can appreciate the main ports of Colombia, among which identifies the strategic position of Buenaventura in the Colombian Pacific Ocean.

Figure 1. Main Ports of Colombia



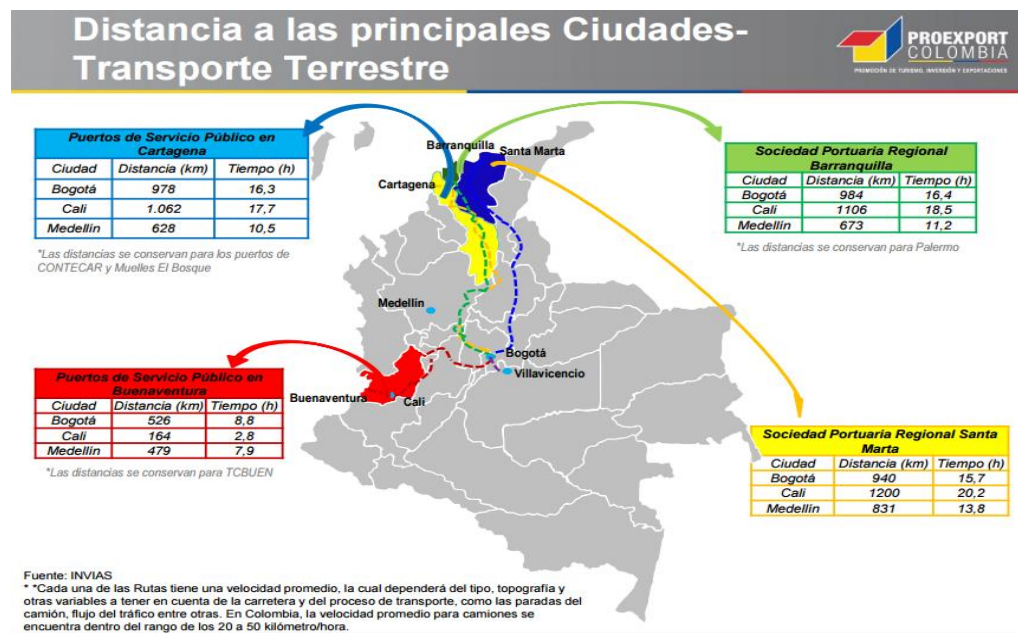
Source: Infographics/Daniel Gonzalez/THE PRESS

In the Port of Buenaventura operate around 18 shipping companies of the most important in the world, the port authorities, customs and health is the play day to day by having a operability agile than decrease the delays of the operation. However, there is a reality that demarcates the foreign trade in Colombia; the competitiveness in the midst of globalization is a theme that should highlight the good management of the foreign trade operations in a country, in addition to be attractive enough to other countries. In Colombia is observed how there are still shortcomings in both is shy the issue of efficiency and competitiveness in the logistics operation, customs and port.

In addition to its excellent location for foreign trade, the port of Buenaventura, has a great advantage, which can be seen in Figure 2, because it is the port with less distance to the cities of Colombia and in elite which moves a large portion of external trade; it represents

competitiveness for the handling of loads from different parts of the world. However, this competitiveness is affected by the delays that occur in the port operation.

Figure 2 Distance to the main . Terrestrial Ciudades-Transporte



Source: (Proexport Colombia. Promotion of tourism, investment and exports, 2012)

To the extent that grows the participation of the country in the foreign trade is observed how grows the need to have more efficient ports, with fair costs and with faster processing and especially with guarantees of security for the entrepreneurs.

In Figure 3 you can see the indicators of cargo movement by Regional Port Society of Buenaventura (SPRBUN) represented in millions of tonnes and where you can appreciate a considerable increase year after year, being the 2014; the year with greater transit tonnes in international trade operations in the port mentioned.

Figure 3. Cargo movement by the Regional Port Society of Buenaventura



Source: Journal the country. Port investment grows in Buenaventura (2014)

Based on the process of importation of goods to the Tan (National Customs Territory), from the normal operation that is incurred in the port logistics, according to the DIAN (National Tax and Customs Directorate) and cited by the Bank of the Republic of Colombia; could be divided into three steps, in the first instance the arrival of the goods at the Tan, followed by the logistics and storage in port or customs area allowed and ending with the nationalization of the goods carried out by the competent authority. In these three steps can be distinguished logistics elements of a normal port whose operation is not detrimental to the processes of nationalization of goods, but that is the process to follow appropriate and consistent to the nationalization is fulfilled in the time stipulated. (Bank of the Republic, 2015)

Then each of the appropriate processes explained:

1. Arrive or arrival of the goods at TAN: includes the entry of the motor vessel to dock loading and unloading units or containers.

2. Logistics entry and storage of cargo in port or customs area allowed: includes the movement of container within the port storage area to proceed with the documentary presentation of the goods to the competent authorities.

3. Nationalization of goods by the competent body (customs clearance):

- • Once the goods in Colombia in the customs warehouse is located, is recommended to request authorization for a pre-inspection prior to the presentation of the import declaration and other documents, the latter if possibly arise doubts about the description, serial numbers or identification and quantity.
- • If the value is not less than USD 5,000, should fill the Andean Customs Valuation Declaration. This is a document supporting the Import Declaration, which determines the value in Customs (Basis for payment of customs duties) of the goods being imported and specifies the costs incurred in that operation.
- • The liquidation of customs duties (Lien Tariff and VAT), is done through the Import Declaration, payment of these taxes is made to financial intermediaries, customs where the XXI Century Information System operates, the forms They made by electronic means.
- • According to the Customs Regulations may act directly DIAN:

- Legal persons performing imports individually do not exceed the FOB value of thousand US dollars (USD 1,000), who will act personally and directly through its legal representative or attorney.
- Natural persons engaged in imports that individually do not exceed the FOB value of one thousand US dollars (USD 1,000), who must act personally and directly.

In the case of imports whose amounts are higher than thousand US dollars (USD 1,000), you should hire the services of a Customs Agency, to perform this process.

- For lifting or removal of the goods once canceled customs duties should be directed to bonded warehouse Customs where the goods are and present the documents cited in the following table (see Table 1), which will be reviewed by an official of the respective Customs, and to be retained for a period of at least five years (Ministerio de Comercio, Industria y Turismo, 2015)

Table 1. Documents Required for Nationalization of Goods.

I. Comercial Invoice	II. Packing List
III. Imports Liscence	IV. Certificate of origin
V. Import Declaration	VI. Waybill (AWB - Bill of Lading)
VII. Declaration Andean Customs Valuation, if required	VIII. Certificates or clearances, if required.

Fuente: (Ministerio de Comercio, Industria y Turismo, 2015).

The Customs computer system may be made automatically determines whether lifting or other physical inspection of the goods is required. In the first case, you can remove the goods once authorized by the Deposit or Customs Officer, in the second case the inspector DIAN verify the consistency of the statements in the documents with the goods for which authorization lift is requested.

The Regional Port Society of Buenaventura to ensure better logistics operation had to implement a fairly modern infrastructure for though for many the change is not so obvious this modernization was important about what is was 20 years ago (see Figure 4).

This new modernization allows for today with 14 springs in an area of 600 meters. square and an operation 7 days a week, 24 hours a day. Similarly, due to security issues that have arisen in the harbor, a modern electronic security system, which allows more guarantees to operating there and the surrounding area was installed.

Buenaventura today suffers a major concern, not being able to cope with their capacity to all customers, so it considers the port requires an investment for expansion of port capacity; therefore it is projected that the SPRBUN invest between 2015 and 2016 US \$ 70 million in infrastructure and technology investment that would expand the berthing for motor boats, considering that there all kinds of cargo handled from solid bulk, liquid bulk, containers, among others. This was reported in the newspaper El Pais where not only talked about the situation in the port of Buenaventura but also access roads as the bottleneck to continue to bear the heavy loads that pass through there. (El país, 2014)

For equipment, it is a port with very good machinery, as are: 4 Grúas pórticos post Panamax

- 4 Panamax gantry cranes post
- 4 Panamax gantry cranes super post
- 3 mobile cranes
- 22 RTG cranes'S
- Lift truck

Figure 4. Post Panamax gantry crane



Fuente: SPRBUN. Terminales especializados (2016)

In addition it has a specialized container handling terminal called TECSA, responsible for operating and managing the containers passing through the Maritime Terminal, managed by the Regional Port Society of Buenaventura; so that the motor boats moor efficient and reduce costs (Terminal Especializado de Contenedores de Buenaventura S.A, 2016).

For the issue of nationalization of goods it is important to highlight the role of customs authorities in handling safety of the goods, so the port has a specialized area called the "Shed Control" which ensures the quality of loads and where representatives from the Dian, El Invima, the Ica and Customs Enforcement Police who are key institutions in these processes are (Sociedad Portuaria Regional de Buenaventura, 2016).

Moreover, the port also makes a supremely important social role, as one of its objectives is to generate development in the region, where not only prime the particular interest but also the collective. For this reason, seeks to provide opportunities to the vulnerable population that has lived through violence and poverty through job creation in the port and investment society in schools, which improves the quality of life of people surrounding environment.

However, for a good foreign trade, is not only important to speak the port as an operator, it is important to also consider an entire road system connecting the companies that are in the hinterland to the port; so from the Ministry of Transportation highway projects aimed at the mega road close the gap, and thus to decrease the transit time of the imported goods to their national destiny. To mention some of these projects aimed at improving road infrastructure is the mega work known as "Tunnel of Line", a work that seeks to strengthen the strategic corridor Bogotá - Buenaventura. The works also include 18 tunnels, 23 bridges and viaducts construction and maintenance of a second carriageway between Calarca and exchanger Americas, and another between the exchanger underpass vermilion and entrance to Cajamarca (Ministerio de Transporte, 2015).

Summarizing the above and in order to understand the costs to be listed in the next point, we have designed a scheme that allows the reader to identify the nationalization of imported

goods and operational phases comprising; based on the Figure 5 as the ideal for the operation in port flow normally and does not create delays in imports nationalization process:

Figure 5. Port Logistics Processes for nationalizing Goods



Fuente: Elaboración propia con base en los procesos logísticos informados por *Mahe Neutral Shipping* en Buenaventura.

1. Ship berthing port: This is the arrival of the MV to the destination port.
2. Emptying the motor vessel: the gantry cranes are responsible for unloading the containers are on the ship.
3. Transfer of containers to port facilities.
4. Transfer container port facilities customs warehouses to begin the process of nationalization.
5. Presentation of customs documentation to the appropriate entity for the respective nationalization: This documentation previously presented digitally to expedite procedures and then lies physics at customs offices in port.

6. Release of goods: Once the importer pays the customs authority applicable taxes, and presents the necessary documentation, approval is obtained by this entity to release the cargo to the carrier, which will take her to the place the Consignee (CNEE) has designated.

Starting from this scheme will arise in the next chapter, how these processes are carried out in the port of Buenaventura and if the future of this process or not affects their competitiveness.

2.1.3 Operational costs in port

Then operating costs charged by agents charging port handling consolidated cargo and containerized also called LCL or FCL cargo discriminate.

2.1.3.1 Less Container Load (LCL):

The costs normally charged a bulking agent in port for consolidated cargo, ie, for that burden that comes in a container loaded with other importers are listed in Table 2.

Accordingly deconsolidation, which is the value of the maneuvers by removing the loading of the container and separate it from other imported cargo is charged; the cost of liberation and endorsement corresponds to the delivery of the bill of lading Bill of Lading (BL) released to the importer appropriate to submit to customs also applies a filing fee corresponding to the value charged by the bulking agent for filing documentation on page port and custom announcing the arrival of the goods; CAF is a cost for currency fluctuation only applies when the dollar is less than \$ 2300, as to collect fee refers: it is a percentage charged by the agent if the load is Collect, ie, if the freight you will collect on arrival; Moreover the use of facilities corresponds to a cost charged by the port facilities and take their case to the LCL, is divided among all container loads. The cost of handling PP applies when loads are prepaid, that is, when freight was payable at

source; and finally, the issue of BL at destination, which refers to printing bill of lading at the port.

Table 2. Operational costs in port for Less container Load LCL)

Servicio	Valor
Desconsolidación	USD 15 Ton/m3, mínimo USD 55, máximo USD 150
Liberación y endoso	USD 20 por BL
Radicación	USD 55 por BL
CAF (Dólar Menor a COP 2.300)	2% sobre el valor total de la factura, mínimo USD 25
Collect Fee (Si aplica)	2% sobre el valor del flete más cargos en origen, mínimo USD 20
Uso de instalaciones portuarias	USD 3,750 Ton/m3, mínimo USD 15
Manejo PP (Solo prepagado)	USD 20 por embarque
Emisión BL en destino (Si aplica)	USD 50 por BL*

Fuente: Costos proporcionados por agente consolidador de carga *Mahe Neutral Shipping*

* *Bill of Lading*

2.1.3.2 Full Container Load (FCL):

Costs charged by a bulking agent for handling a container, where a handling shipping company, which is the net cost charged line to maneuver the container is discriminated, establishment of BL and collect listed in Table 3 fee, which is the same as explained in consolidated load (see section 2.1.3.1). As for payment by SPRBUN, is the cost charged by the port maneuver the container on its premises and handling that is a gain of freight for shipment.

Table 3. . Operational costs in port for Full Container Load (FCL)

Servicio	Valor
Manejo Naviera:	Varía según naviera, alrededor USD150 por Cont.
Radicación BL:	USD 45 por BL*
Pago por SPRBUN:	USD 20 por BL*
Manejos	USD 20 por Embarque

Collect Fee: 3% sobre el valor del flete más los cargos en origen,
mínimo USD 25

Fuente: Costos proporcionados por agente consolidador de carga *Mahe Neutral Shipping*

*Bill of Lading

These costs allow you to have a reference of how much it costs an importer operating processes in port once the cargo arrives; from this moment begins the customs process.

2.1.3.3 Port Rates

Although there are two springs, one that is called TCBUEN, and the other SPRBUN in Buenaventura, we will focus solely on Regional Port Society of Buenaventura (SPRBUN), as this is where the largest operation of imports is concentrated and where they are generated major delays for the nationalization of goods. Annex F you can see the port rates SPRBUN where the value charges for wharfage, which is the tax charged for the space occupied by a ship and the duration from the dock to the departure of relates same. In the same way the value of port facilities depending on the type of load, which is the cost corresponding to the storage of goods in port is also related, as they move to a reservoir for the respective procedures of nationalization. According to this study, it is here where the greatest increase in costs generated in port due to operational delays for the nationalization of goods.

2.1.4 The Port of Buenaventura and social environment

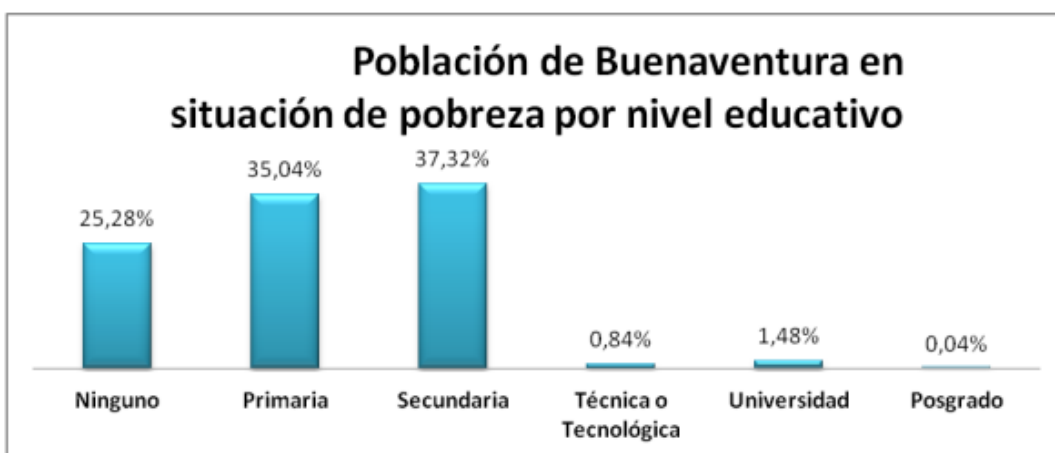
Buenaventura, the output port to the world, is a port that has been affected by social settings such as extreme poverty, the groups outside the law, called BACRIM groups and drug trafficking; these are situations that affect normal operation of the port that are linked in a direct way, as the environment in which the business is carried out so as port logistics.

These facts can be perceived in the port of Buenaventura activity from people who work there, traders, business leaders, logistics operators, etc. And this is what makes the port unattractive for international markets, they do not see an enabling environment for business development climate.

Violence has raged for more than 15 years in this region and all its communities agree that Buenaventura, despite being a major city (why has the status of special Industrial District port) for the economic development of the country, in abandonment by the State in improving social conditions; as reflected in the lack of public services, lack of potable water, public sewer and protection of the population on security issues; and this region becomes more vulnerable.

In Figure 6 you can see that most of the population does not have access to a college education, as more than 50% of the population have only agreed to primary and secondary levels and 25% have no access to any kind of education, which are really worrying figures.

Figure 6. Buenaventura population in poverty by education level



Fuente: Infografía/valledelcauca.gov.co (2016)

With significant potential to be exploited, the port is at a strategic point with a view to productivity, but according to the United Nations, in an investigation, consider it an awful shame to have to present the port of Buenaventura as one of the ports in extreme poverty, even though it has very good resources to generate wealth. The situation is so critical that right now could be compared even with African populations living the same situation, where the domain of the territory by armed groups and where violence is daily living (Telesur TV, 2014).

The current government has been responsible for managing and signed many international treaties, meanwhile poverty reaches up to 30% of the population of Buenaventura and revenues that are generated through the port are not intended there, so they manifest the inhabitants of Buenaventura they oppose trade agreements that or see that these agreements only benefit foreign investment while they remain in poverty. (Telesur TV, 2013)

80% of the total population of Buenaventura is represented by Afro-descendant people lack basic services and even live in subhuman and where state presence is absent conditions. 50% of this population is unemployed according to statistics from the Ministry of Labour sources in an analysis of results of research conducted on employment in Buenaventura, entitled "Local Employment Plan 2011-2015"(Ministerio del Trabajo, s.f.)

There entering and leaving millions of dollars but gains tax revenues are not reflected in the port, as the little infrastructure that has been developed has only caused thousands of displacements as the population received no guarantee by the State and is for this reason it is said to be a population that has lived in abandonment.

The government seeks to turn Buenaventura in a development of peaceful thinking of all those entrepreneurs seeking trade with Asian countries and where they seek to transform the

productivity of Colombian port for good competitiveness in the world, but it is clear that only you want to show an apparent image of the harbor in development internationally because the negative dimension of the social aspect is unknown.

Public order, extortion traders and obstacles to the carriers do a complex port to develop economy, because all the assurances given by the State alone have remained in dreams, everything begins but never ends, so manifest inhabitants and people who pass through there, who consider that before thinking about more port infrastructure should consider projects that contribute to the improvement of these social issues that in one way or another are linked to the port operation, as to the extent I think investment is for the port, one must consider society as this aspect is also important for the development of foreign trade in this part of the country (Asociación Nomadesc, 2015).

2.1.4.1 Social environment in the commercial operation of Buenaventura

When speaking of commercial operation for the economic development of the port of Buenaventura, it is important to consider the social issue as a condition of development, because this issue is framed by a number of events including poverty, violence highlights the lack of public services and the absence of higher education. This social problem converges to an important conclusion, and following this can answer to a question that arises within the object of study from the social sphere: How social problems or generate delays involved in the nationalization of goods?

The public order problems, lack of basic needs and control of the territory by groups outside the law, make the port of Buenaventura unattractive port for Colombian entrepreneurs, so that not

only the normal circulation is affected of goods, but also the normal operation of the port and the entire logistics chain that is linked to this operation.

One of the situations that have been most affected port society, to carry out each of the operations in the shortest possible time, has been the constant problems with the service of electrical infrastructure by frequent attacks blamed on groups armed attacks have generated such suspension power for up to 4 days, which prevents perform the different programs and therefore delays generated in the entire operation.

According to the source transmission Cable News on May 31, 2015 said that these blackouts are a subject that became habit and one of the hardest hit is the port; for the loss of the millions, because although the society has its own power plant is not enough, because it is needed for proper functioning related sectors. (Cablenoticias, 2014)

Table 4. Nationalization Process

In this table explained in a summarized way, the relevant customs processes in an ordinary import for the nationalization of imported goods, integrating this process into three phases: Documentary, analysis of information and fingerings.

NATIONALIZATION PROCESS ORDINARY IMPORT GOODS	
<p>1. PHASE DOCUMENTARY</p> <p>To this phase must meet all supporting documents for import and file before accepting the import declaration. The necessary documents are listed in the related table.</p>	<ul style="list-style-type: none"> a) Commercial invoice b) Packing List c) Certificate of Origin (if applicable). d) Insurance policy e) Customs Mandate f) Transport document g) Invoice freight h) Consultation inventories or waybill i) Other supports nationalization documents: phytosanitary certifications, environmental, etc.

2. PHASE ANALYSIS OF INFORMATION

In this stage is reviewed documents that meet all of the above, pre-inspection will be done physically checking the merchandise and classified to finally ask the importer minimum descriptions according to resolution 057 of 2015.

3. PHASE FINGERING

Once you have all the documents and the right information, the declaration was diligently as indicated primer diligenciamiento import declaration 2012 issued by the DIAN and if the value of the goods exceeds \$ 5,000, then diligence Andean value declaration for which there are also primer DIAN 2012.

Fingered the statement lies in the XXI Century DIAN page along with numbers and dates of the supporting documents and with this we will be given a number of acceptance for each import declarations.

With the acceptance number, the statements should be printed through the same platform and with these customs duties (tariffs and VAT) are paid either in the bank physically or through platforms secure payment of financial entities (PSE)

Marine: Once the payment selectivity is requested through the website of the DIAN with the number of sticker that gives the bank to make the payment and once the goods count on up, requested in the transaction documents I withdraw the port company and documents the carrier to withdraw the goods are delivered port, and once the load is complete, will exit the vehicle with the letter bearing and there ends the process of nationalization with the goods available to the importer.

Fuente: Elaboración propia basada en la explicación de un agente de aduana (nombre reservado)

Rates of nationalization: in the expenditure side of nationalization customs agencies charge different items ranging from \$ 300,000 commission, \$ 80,000 for miscellaneous expenses, \$ 15,000 for the elaborations of import declarations and \$ 15,000 for the value, like \$ 120,000 by pre-inspection.

2.1.4.2 The competitiveness and the business processes of nationalization

The term competitiveness according to the Dictionary of the Royal Academy of the Spanish language, is defined as the ability to compete; understood compete as action in the fight between several for achieving a single objective (RAE, s.f.).

It also defines the term competitiveness from the business sector, such as the ability of a company or organization of any type to develop and maintain comparative advantages that allow you to enjoy and sustain a prominent position in the socio-economic environment in which they operate (De gerencia, s.f.)

On the subject of logistics processes for the nationalization is important to know all those factors that affect to a port has advantages over others and allow him to be a competitive port for the collection of traffic..

To talk of competitiveness is not only important to mention the issue of costs as the best alternative for the choice of a port, but that it is also worth mentioning other factors such as:

- Availability of Infrastructure
- Access Routes
- Transport
- Quality of Services
- Efficiency (lower costs)
- Times

When we speak of the nationalization process it is important to highlight the role that take the economic agents, in this case, importers to determine the port of operation, which should display greater benefits for its commercial activity.

According to general concepts for a port to be competitive, the cost of total distribution, this is qualified from three basic elements: money, time and risks; must be lower than in other alternate ports.

According to the report submitted by the Catholic University of Uruguay (UCUDAL), presented in the year 2009, presents a model of analysis between the importance of a productive port and a competitive port, of this we can deduce that competitiveness is a strategic factor to generate movement of the economy; while productivity is a methodological approach for the optimization of the processes with the best alternative logistics that point to the quality of the services, in less time.. (CPA Consultores. UCUDAL, s.f)

Buenaventura is looking to consolidate its position as a globally competitive port and the most important of the Pacific since this is one of the greatest challenges that brought the FTA with USA; however, analysts of the treaty agree that Buenaventura must strengthen first the tools required in the certification of goods and sanitary measures, since at the moment is at a disadvantage compared with other ports; it should also strengthen public policies that will ensure the development and the quality of life of the inhabitants, otherwise it would only be a port services, but without opportunities (Diario La República , 2011).

The interesting thing now, as had been raised from the year 2010, is that the gate of Colombia to the Pacific will suffer some changes and important advances that will make you more competitive. And precisely, it is expected that by the year 2016, at the end of the third quarter, delivered the works of the industrial Aguadulce port, a port complex you to bet on progress of port operations in Buenaventura and that will allow for the entry of larger vessels, "these are going to allow 40 operations per hour, are going to be the cranes that serve the boats of

enormous depth Post Panamax. The new port to begin operations early in the month of October and mobilize two million tons and for the coming year we hope to reach 5 million tons," said Vice President Germán Vargas Lleras (2015), in the interview he gave to Snail News Caracol (Noticias Caracol, 2015).

Another important work is the Container Terminal, this seeks to expand the capacity of the piers and the storage of containers, with the goal of increasing 330,000 TEU per year approximately 600,000 TEUS. It is expected an alternate terminal with an area of 1,600 hectares and a spring of 600 meters long; an opportunity that you can align the port with its objective to become the leader of port services in Colombia and in the basin of the Colombian Pacific; and additional a push of entry to the national economy. (Revista de logística, 2015)

As with any work, the construction processes, adaptation of new systems, infrastructure and coupling, is a bit slow; however these works that are mentioned are transformed and materializing since the year 2013. This progress in the field of infrastructure, which brings improvements in logistics, is the result of something that is expected from a while ago: the moment has arrived in which Buenaventura not cope with its operations and daily mobilizations of goods. The bet of the Government for the modernization and new infrastructure leaves us a questioning Can Buenaventura reach position, as well as the main port in Colombia, in one of the most competitive in Latin America? It is expected that 2016 is a year in which we begin to show the results of the whole process of modernization and planned more competitive.

2. Findings

To determine the findings we mainly to analyze the outline presented and made in Figure 5, which is the logistical process right to continue in the ports vs the logistics process that is carried out in the port of Buenaventura, with the aim of determining the shortcomings that are taking in this port.

Figure7. Port Logistics Process To Nationalization of goods in Buenaventura



Source: own elaboration on the basis of the Logistic processes informed by *Mahe Neutral Shipping* in Buenaventura.

1. The berth of the vessel in port: From the moment they begin to generate delays, due to the existing infrastructure of the port does not have sufficient capacity to receive large

amounts of ships, which generates port congestion which makes that ships have to wait or make time in the course of transit time for that at the time of arrival to SPRBUN can berth without delay. Previously the dock, agents of loads and shipping companies should have based documentation that protects the containers that come in the vessel.

2. Emptying the motorship: In the SPRBUN there is not enough to meet the port's cranes volume of ships that arrive daily, so that presents congestion at the time of emptying of containers and must be request appointment for this.
3. Transfer of the containers to the port facilities. The process flows normally in SPRBUN
4. Transfer of containers in the port facilities to customs warehouses to begin the process of nationalization. Because there is not enough machinery for the transfer of containers in port, is done through allocation of appointments, which slows down the operation
5. Presentation of customs documentation to the DIAN for the respective nationalization. Because a large part of the Customs processes are performed through the system of the DIAN, Importers are being affected due to the fact that the port is present constant power failures, so in these cases you must submit manual and make long rows to obtain an approval for this entity and seen good of nationalization.
- 6.—Release of the carga : once the load gets lift by part of the DIAN, presents a problem at the time of release the goods to the carrier in Buenaventura, the problem lies in extra costs to the importer on the part of the carrier by waiting in port because there is not enough space, staff or machinery for the delivery of goods, as well as once the conveyor exits the SPRBUN presents problems of insecurity by the taking of groups operating outside the law, which put at risk the conveyor with threats and collection of the so-called "vaccines" or that you even affect the goods with theft or attacks.

After having carried out the comparative where identified the shortcomings that is taking the port in logistics and prevents its normal operation; they took the results of the 5 interviews with people in the sectors of agency of load, Customs Agency, directors and logistics of the foreign trade department of some companies. On that basis were designed 4 scenarios in which you express the main sources of goods arriving in Buenaventura, the impact that the social environment of the port with the operability of the same, the overruns that implies for an importer delays in the nationalization and finally it raises the question of how is the port in terms of competitiveness. Below are the scenarios informed:

Scenario A: as stated by all those interviewed, the majority of loads that are admitted to Colombia by the port of Buenaventura are from China, all agreed that the loads arrive there are especially ports Far East bases as are Ningbo, Hong Kong, Shanghai. This is due to the constant demand for goods from Asia by the Colombian companies, for which reason the port is using a large part of its current ability to receive these shipments for vessels to return in time to China and return to embark goods; it is for this reason that the burdens of other origins are left behind in slow operations and delayed.

Scenario B: delays in the nationalization of goods in port, lie in the negative social impact that is your environment, since this region has little investment by the State, and the attacks that make groups on the fringes of the law in areas surrounding the port, immobilising the transport and energy, negatively impacting on the normal functioning ports. So expresses the Madam Claudia Martinez, interview #4, who when asked, do you consider that the social factors that

surround the area of the port of Buenaventura influence in their normal operation? Why?, and his answer was:

In some cases if it affects its operational capacity, a panorama unfavorable that is according to these factors, occurs when in Buenaventura there are armed jacks by groups operating outside the law, which on the one hand the violence which occurs, does not allow the conveyors transit with their goods by tracks; but even more important is that in most of the cases are presented that the light towers are affected and therefore the port is completely without power for its operations and cannot work with the internal systems, consequently delays are becoming increasingly uncontrollable (Entrevistado, 4).

Escenario C: the overruns in the nationalization of goods are generated mainly because the port does not count with a good infrastructure which generates an inefficient operability and little logistical capacity. These overruns are reflected mainly in the high costs in the inspection of the merchandise, the mobilizations in port facilities, the bodegajes when the load does not gets a lift timely and delays in the return of the containers.

The interviewed agreed this information, stating one of them in the interview #4 that the nationalization process increases around \$1,200,000 with delays:

The main cost overruns that represents the delays in the process of nationalization are: the high costs in the inspection of the goods when they are outlined by the by the Antinarcotics police, the mobilization in the port of the burden to carry out this process and the other logistics costs as bodegajes in the that is incurred when the goods are in approved zone. Arguably consistent with my experience that these delays increase around \$1.200.000 processes for nationalization of goods.

Scenario D: The port of Buenaventura does not reach an international competitiveness since it does not have the logistical capacity nor the adequate infrastructure to receive very large ships from European countries. Four of the five respondents answered no to the question Do you agree with that the port of Buenaventura is a competitive port?, and the interviewee #3 said:

No, I think that still makes it necessary to improve the infrastructure, similarly to the streamlining of its processes, in order to be more competitive in times of nationalization in comparison with the rest of the world. Without forgetting that its limited infrastructure prevents access of ships with larger capacity to the port (Entrevistado, 3).

Compare the logistics process of nationalization of goods in the port of Buenaventura vs the normal operating process of a port as well as the power to perform the 4 scenarios previously raised on the basis of the interviews carried out, allowed to respond to the objectives of this research and develop the conclusions and recommendations that arise in the next section.

3. Conclusions y Recommendations

4.1 Conclusions

According to the information presented in the activity of the port of Buenaventura, it can be seen that presents an increase of the cargo moved from 2013, which shows that the foreign trade is growing at a rapid pace, these statistics are useful for estimating the effectiveness which must have the port in the near future to be more attractive in a globalized world.

The problem of delays in the nationalization of goods, have generated its direct impact on importers Colombians, who perceive in their daily operations The increase in operating costs and also the long times they must wait in their processes, delaying its internal processes and its chain of distribution; therefore, they are the ones who will benefit from the new works and investments.

The port of Buenaventura is not being competitive today since it does not have the capacity in infrastructure to address the large number of vessels that are arriving in the country from the Pacific.

The social problem that currently live in Buenaventura has a direct impact on port operations, therefore it is one of the main causes that is generating delays and cost overruns at the time to nationalize goods, especially when the groups outside the law affect the roads and energy.

The major costs that are assuming the companies due to the delay in the nationalization of goods in SPRBUN, is reflected in the high costs of bodegajes and use of facilities that must pay while their loads may not be withdrawn from the port to obtain lift by part of the DIAN.

The port of Buenaventura has no logistical capacity to receive large vessels, since their status allows the arrival not port of motorboats extra dimensioned, especially because it does not have the appropriate equipment for the appropriate download of containers of these vessels.

4.2 Recommendations

To be competitive at the international level, the Port of Buenaventura should gamble on a continuous improvement in both infrastructure and logistics operations; in this way the main door of the Pacific will have a transformation in the short term expected.

Should be to run the investment plan for SPRBUN and industrial Aguadulce port, in addition to improving the competitiveness and operations, especially for those who receive the greatest impact in cost overruns and times.

It is suggested to improve the quality of life of the inhabitants of the area, generating direct jobs, and improvements in the access roads and communication.

The government should have control over the social problems and do not allow groups on the fringes of the law continue gained ground, since this is directly influencing the port with the greatest volume of port operations to the country level. It is this port, one by which enters more goods and more money through taxes for the country; therefore should invest more in the city.

The State must have a control over the corruption that surrounds the social environment of the SPRBUN, especially taking control over the BACRIM to this port to be more secure and should not be presented looting in the goods.

It is suggested to analyze the capacity of the port of Buenaventura, before signing more international treaties for this way to be able to make an appropriate schedule of how many vessels may be receive a day and how many containers can be downloaded with the machinery and the infrastructure with which account the port currently.

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Anexos

Anexo A. Entrevista #1

Demoras en la nacionalización de mercancías en el puerto de Buenaventura

Fecha de la entrevista: 18/04/2016

Nombre del entrevistado: Darwin Yessid Villa Grisales

Sector en el que se desempeña el entrevistado: Supervisor de Comercio Internacional de la empresa Fibratore.

Preguntas:

Variable: Puerto de Buenaventura

1. ¿De cuáles puertos internacionales vienen las mercancías importadas que maneja actualmente llegando al puerto de Buenaventura?

R/ Las principales cargas que manejo actualmente llegando a Buenaventura vienen de Shanghai, Hong Kong, Busan y México.

2. ¿Considera que la infraestructura portuaria de Buenaventura y su capacidad cubren las necesidades logísticas actuales de las importaciones? Si / No. ¿Por qué?

R/ Buenaventura es una ciudad que no está desarrollada en temas de infraestructura física ni vial. Esto se ve reflejado en el pulmón del comercio exterior colombiano ya que el puerto ha estado sometido a múltiples manejos administrativos los cuales no fueron los adecuados y retrasaron su evolución. Iniciando por las vías de acceso y los equipos logísticos internos y

continuando en que no hay espacio para ampliar dicho puerto. Todo lo anterior dificulta que el puerto preste un servicio eficiente, perjudicando a los importadores y exportadores.

3. Acorde con su experiencia en las operaciones de comercio internacional, ¿Ha tenido situaciones de demoras o reprocesos que retrasen la nacionalización de sus cargas en el puerto de Buenaventura? En caso afirmativo, podría contarnos algún(os) caso(s) que se le haya presentado.

R/ Si. Hemos tenido retrasos y demoras en las operaciones en algunos momentos, lo que más impacta en Buenaventura son las situaciones que se presentan por el orden público y falta de servicios públicos como energía y agua. Además de que las operaciones de cargue y descargue de las motonaves son lentas ocasionando en varias ocasiones que éstas continúen sus rutas sin hacer parada en Buenaventura o sin realizar el descargue total de los contenedores.

4. Una vez la motonave finaliza operaciones en puerto y se realiza el vaciado de los contenedores, ¿Cuáles sobrecostos considera que genera para una compañía las demoras en la nacionalización de mercancías que llegan a éste puerto?

R/ Los sobrecostos que más se reflejan son los bodegajes, movimientos e inspecciones de policía antinarcoóticos, así como el reconocimiento previo y voluntario de las mercancías.

5. ¿Considera usted que los factores sociales que rodean el entorno del puerto de Buenaventura influyen en su normal operatividad? ¿Por qué?

R/ Totalmente, como lo mencione en la primera pregunta; Buenaventura es una ciudad socialmente muy vulnerada por todo tipo de delincuencia y esto impacta directamente en el

puerto. Es imposible que este no sea permeabilizado por los factores sociales de una ciudad donde hace falta presencia del Estado.

Variable: competitividad

6. ¿Está usted de acuerdo con que el puerto de Buenaventura es un puerto competitivo?

Si/No. ¿Por qué?

R/ Si. A pesar de todos los factores sociales y de otras índoles que golpean este terminal, el puerto de Buenaventura es uno de los más competitivos de la región pacifico. Entre todos sus escoyos trata de realizar un trabajo que permita al comercio exterior de Colombia estar a la altura de las exigencias. Al igual es un puerto que bien cubre el volumen de carga del país con sus contratiempos y todo.

Anexo B. Entrevista # 2

Demoras en la nacionalización de mercancías en el puerto de Buenaventura

Fecha de la entrevista: 18/04/2016

Nombre del entrevistado: Johana Jaramillo Ochoa

Sector en el que se desempeña el entrevistado: Agente consolidador de carga

Preguntas:**Variable: Puerto de Buenaventura**

1. ¿De cuáles puertos internacionales vienen las mercancías importadas que maneja actualmente llegando al puerto de Buenaventura?

R/ Hamburgo, Callao, y especialmente Puertos bases de Lejano oriente como lo son Ningbo, Hong Kong, Shanghai.

2. ¿Considera que la infraestructura portuaria de Buenaventura y su capacidad cubren las necesidades logísticas actuales de las importaciones? Si / No. ¿Por qué?

R/: No, porque debido a la alta demanda de cargas desde lejano oriente a este, se ha disminuido la capacidad del puerto para atender oportunamente todas las motonaves que atracan diariamente.

3. Acorde con su experiencia en las operaciones de comercio internacional, ¿Ha tenido situaciones de demoras o reprocesos que retrasen la nacionalización de sus cargas en el

puerto de Buenaventura? En caso afirmativo, podría contarnos algún caso que se le haya presentado.

R/: Si. A comienzos del presente año tuve varias operaciones de importación que se vieron seriamente afectadas, debido a los atentados realizados por los grupos armados en sectores aledaños al puerto, los cuales afectaron la energía del sector, por lo que por casi dos días no se tenía sistema aduanero en puerto para presentar documentación digital ante la DIAN e ir agilizando trámites, al igual que la comunicación se tornaba mucho más difícil puesto que sin energía no había acceso a internet, ni a telefonía.

4. Una vez la motonave finaliza operaciones en puerto y se realiza el vaciado de los contenedores, ¿Cuáles sobrecostos considera que genera para una compañía las demoras en la nacionalización de mercancías que llegan a éste puerto?

R/: Para una compañía se genera aumento en el costo de los bodegajes, stand by de los transportes que recogerían la carga y la llevarían al interior del país, en caso de que la mercancía sea para abastecer un mercado, se perdería dinero por la no comercialización del mismo.

5. ¿Considera usted que los factores sociales que rodean el entorno del puerto de Buenaventura influyen en su normal operatividad? ¿Por qué?

R/: Si, ya que la inseguridad y los seguidos atentados que este presenta, retrasa la operación del puerto y a su vez la movilización de las cargas desde y hacia el puerto.

Variable: Competitividad

6. ¿Está usted de acuerdo con que el puerto de Buenaventura es un puerto competitivo?

Si/No. ¿Por qué?

R/: No, porque se debe hacer más inversión y organización por parte de las entidades para satisfacer toda la demanda que este puerto tiene, además siempre que hayan problemas sociales, como el de los grupos al margen de la ley, van a existir inconvenientes en el puerto que no lo permiten ser suficientemente competitivo.

Anexo C. Entrevista #3

Demoras en la nacionalización de mercancías en el puerto de Buenaventura

Fecha de la entrevista: 18/04/2016

Nombre del entrevistado: Yesica Laverde Taborda

Sector en el que se desempeña el entrevistado: Agencia de Carga Internacional

Preguntas:**Variable: Puerto de Buenaventura**

1. ¿De cuáles puertos internacionales vienen las mercancías importadas que maneja actualmente llegando al puerto de Buenaventura?

R/ Principalmente de Lejano Oriente (Shanghai, Ningbo, Shenzhen, HKG y Busan entre otros)

2. Considera que la infraestructura portuaria de Buenaventura y su capacidad cubren las necesidades logísticas actuales de las importaciones? Si / No. ¿Por qué?

R/ No, es un puerto que tiende a congestionarse, motivo por el cual en muchas ocasiones se asignan horas fuera de horarios habituales para poder suplir las necesidades de los dueños de las cargas; de igual manera se presentan diferentes modalidades de saqueo, y demora en las asignaciones de citas de vaciado de contenedores.

3. Acorde con su experiencia en las operaciones de comercio internacional, ¿Ha tenido situaciones de demoras o reprocesos que retrasen la nacionalización de sus

cargas en el puerto de Buenaventura? En caso afirmativo, podría contarnos algún caso que se le haya presentado.

R/ Muchas veces las báscula del puerto reportan diferencias en cuanto a lo que se reporta en los documentos, reteniendo así la mercancía para inspección, cuya asignación de citas para proceder con esta, y continuar con el proceso normal, puede extenderse más de un día, adicionalmente los procesos aduaneros se ven afectados ya que el sistema de la DIAN en puerto se cae constantemente, y con los atentados de los grupos al margen de la ley la energía de las oficinas portuarias también se ve afectada, incomunicando a puerto con el interior del país.

4. Una vez la motonave finaliza operaciones en puerto y se realiza el vaciado de los contenedores, ¿Cuáles sobrecostos considera que genera para una compañía las demoras en la nacionalización de mercancías que llegan a éste puerto?

R/ Bodegajes, posibles moras en el contenedor, sanciones por incumplimiento de entrega, vencimientos de licencias, *stand by*, entre otros.

5. ¿Considera usted que los factores sociales que rodean el entorno del puerto de Buenaventura influyen en su normal operatividad? ¿Por qué?

R/ Si, debido al alto índice de delincuencia, en donde los camiones, y las cargas se encuentran expuestas a posibles saqueos, robos e inclusive atentados, que en muchas veces ha causado bloqueos en el puerto, retrasando las operaciones.

Variable: Competitividad:

6. ¿Está usted de acuerdo con que el puerto de Buenaventura es un puerto competitivo?

Si/No. ¿Por qué?

R/ No, considero que aún le hace falta mejorar en la infraestructura, de igual manera en la agilización de sus procesos, con el fin de poder ser más competitivos en tiempos de nacionalización en comparación con el resto del mundo. Sin olvidar que su limitada infraestructura, impide el acceso de buques con mayor capacidad al puerto.

Anexo D. Entrevista #4

Demoras en la nacionalización de mercancías en el puerto de Buenaventura

Fecha de la entrevista: 18/04/2016

Nombre del entrevistado: Claudia Martínez

Sector en el que se desempeña el entrevistado: Dpto. Comercio Exterior Mariano Roldán S.A

Preguntas:**Variable: Puerto de Buenaventura**

1. ¿De cuáles puertos internacionales vienen las mercancías importadas que maneja actualmente llegando al puerto de Buenaventura?

R/ China: Ningbo, Zhangjiagang, Yantian, Chiwan

2. ¿Considera que la infraestructura portuaria de Buenaventura y su capacidad cubren las necesidades logísticas actuales de las importaciones? Si / No. ¿Por qué?

R/ “No, sin embargo puedo decir que la capacidad instalada en este puerto está acorde a las operaciones de comercio exterior que realiza Colombia, ya que este tema todavía es muy tímido en nuestro país, falta activar más el comercio exterior, aunque este tema también comienza desde el Estado y sus políticas internas. Pero puedo decir con certeza que si el puerto tuviera una buena inversión para que sea más atractivo, el comercio se activa más. Porque en este tema si estamos un poco quedados, considero que la capacidad logística del puerto no es la mejor, la maquinaria no es la más desarrollada, nos falta avances tecnológicos que se experimentan desde los sistemas y aplicativos internos que muchas veces presentan fallas “

3. Acorde con su experiencia en las operaciones de comercio internacional, ¿Ha tenido situaciones de demoras o reprocesos que retrasen la nacionalización de sus cargas en el puerto de Buenaventura? En caso afirmativo, podría contarnos algún(os) caso(s) que se le haya presentado.

R/ Si, desde mi experiencia en el área de comercio exterior he tenido cargas que se tardan en su proceso de inspección y la principal razón que me comunican es que el puerto no tiene capacidad en el momento para realizar la inspección y que se debe esperar turno.

Otra situación que se ha presentado, cuando importo mercancías que requieren Registro o Licencia de importación, esto se convierte en un dolor de cabeza para los importadores; cuando el agente de aduanas presenta la documentación necesaria para la legalización de la carga, aun con anterioridad a la llegada o arribo de la carga (tres días antes), se debe esperar una semana hábil para que el registro sea aprobado por el Ministerios de Comercio, Industria y Turismo

4. Una vez la motonave finaliza operaciones en puerto y se realiza el vaciado de los contenedores, ¿Cuáles sobrecostos considera que genera para una compañía las demoras en la nacionalización de mercancías que llegan a éste puerto?

R/ Los principales sobrecostos que representa las demoras en el proceso de nacionalización son: los altos costos en la inspección de las mercancías, cuando son perfiladas por la por la policía antinarcóticos, la movilización en el puerto de la carga para llevar a cabo este proceso y los demás costos logísticos como bodegajes en los que se incurre cuando la mercancía se encuentra en zona autorizada. Podría afirmar, acorde con mi experiencia, que estas demoras incrementan alrededor de \$1.200.000 los procesos para nacionalización de mercancías.

5. ¿Considera usted que los factores sociales que rodean el entorno del puerto de Buenaventura influyen en su normal operatividad? ¿Por qué?

R/ En algunos casos si afecta su operatividad, un panorama desfavorable que es acorde a estos factores, se presenta cuando en Buenaventura hay tomas armadas por grupos al margen de la Ley, que por una parte la violencia que se presenta, no permite que los transportadores transiten con sus mercancías por las vías; pero aún más importante es que en la mayoría de los casos se presenta que las torres de luz son afectadas y por lo tanto el puerto queda totalmente sin energía para sus operaciones y no se puede trabajar con los sistemas internos, las demoras se hacen cada vez más incontrolables.

Variable: competitividad

6. ¿Está usted de acuerdo con que el puerto de Buenaventura es un puerto competitivo? Si/No. ¿Por qué?

R/ No, aunque el puerto de Buenaventura actualmente mueve muchas cargas y es uno de los principales puertos de Colombia; no alcanza la magnitud que tienen países en América Latina como Chile y México, que tienen una infraestructura avanzada y maquinaria mejorada. El puerto de Buenaventura tiene la capacidad de mover un porcentaje bueno de cargas de Colombia, pero considero que desde afuera aún no se ve como un puerto atractivo para el comercio exterior, comenzando porque no cubre la capacidad de grandes buques, y no recibe cargas provenientes de todos los países con los que Colombia tiene operaciones de comercio, como Italia y España. Puedo afirmar que la mayor cantidad de cargas que ingresan a Buenaventura, son provenientes

de China, y desde ahí se ve la falencia, pues están utilizando toda su capacidad actual para recibir estas cargas y las demás se quedan rezagadas en operaciones lentas y demoradas.

Anexo E. Entrevista #5

Demoras en la nacionalización de mercancías en el puerto de Buenaventura

Fecha de la entrevista: 18/04/2016

Nombre del entrevistado: Oscar Lozada

Sector en el que se desempeña el entrevistado: Operaciones Logísticas Agente de Carga radicado en Buenaventura.

Preguntas:**Variable: Puerto de Buenaventura**

1. ¿De cuáles puertos internacionales vienen las mercancías importadas que maneja actualmente llegando al puerto de Buenaventura?

R/ Algunas vienen de Europa, Norteamérica y Suramérica, pero en su gran mayoría las cargas que llegan a Buenaventura son las provenientes de Lejano Oriente: China.

2. ¿Considera que la infraestructura portuaria de Buenaventura y su capacidad cubren las necesidades logísticas actuales de las importaciones? Si / No. ¿Por qué?

R/ No, porque ha sido un puerto con poca Intervencion del gobierno, y prácticamente el control del mismo, lo tienen los grupos al margen de la ley, por lo cual no hay una inversión suficiente en infraestructura portuaria, generando que las cargas que arriban a dicho puerto presenten considerables retrasos en sus procesos logísticos y aduaneros de importación.

3. Acorde con su experiencia en las operaciones de comercio internacional, ¿Ha tenido situaciones de demoras o reprocesos que retrasen la nacionalización de sus cargas en el puerto de Buenaventura? En caso afirmativo, podría contarnos algún(os) caso(s) que se le haya presentado.

R/ Si, ya que las mercancías de importación tardan en su proceso de inspección ya que el puerto no tiene capacidad en el momento para realizar la inspección y que se debe esperar turno, adicionalmente no cuenta con personal suficiente.

Una situación muy desfavorable para los exportadores es que las citas para el ingreso de las mercancías sólo se asignan a las 8:00 a.m y el proceso es algo lento; además que se hacen largas filas de transportadores con sus vehículos en espera de una cita para ingreso, que ni siquiera es para ese día, sino para el siguiente. Esta situación puede representar extra costos para el exportador, como el stand By del transporte, además del retraso que genera en las operaciones, de reconocimiento de la mercancía por el ente encargado, el llenado de contenedor cuando es carga suelta, si sale para inspección física o si tiene certificados para revisión.

Estos reprocesos en exportaciones afectan indirectamente a la logística de importación.

4. Una vez la motonave finaliza operaciones en puerto y se realiza el vaciado de los contenedores, ¿Cuáles sobrecostos considera que genera para una compañía las demoras en la nacionalización de mercancías que llegan a éste puerto?

R/ Los principales sobre costos se ven reflejados en los bodegajes que deben pagar las cargas por tenerlas en un depósito esperando levante al igual que los altos costos en la inspección de las mercancías, cuando son perfiladas por la policía antinarcóticos.

5. ¿Considera usted que los factores sociales que rodean el entorno del puerto de Buenaventura influyen en su normal operatividad? ¿Por qué?

R/ Efectivamente la problemática social afecta la operatividad del puerto, ya que en muchas ocasiones el puerto debe parar operaciones porque no hay energía, o porque hay amenazas a los transportadores.

Variable: competitividad

6. ¿Está usted de acuerdo con que el puerto de Buenaventura es un puerto competitivo? Si/No. ¿Por qué?

R/ NO, porque con los TLC, el volumen de carga ha incrementado considerablemente, y el puerto sigue con la misma capacidad que tenía años atrás, cuando las importaciones eran muy inferiores a las actuales. De la misma manera, el gobierno no invierte en este puerto, que considero es el principal de Colombia y ha dejado que los grupos armados se apropien de su entorno.

Anexo F. Tarifas Portuarias Sociedad Portuaria Regional de Buenaventura

SOCIEDAD PORTUARIA REGIONAL DE BUENAVENTURA S.A.	
TARIFAS PORTUARIAS	
<i>Hoja uno (1)</i>	
1.- MUELLEJE	
HORA O FRACCION, COBRO MINIMO DE SEIS (6) HORAS	
1.1.- NAVES DE TRAFICO INTERNACIONAL	
NAVES DE LINEA REGULAR O SERVICIOS CONJUNTOS	
RECALADAS / AÑO	USD/METRO ESLORA/HORA
DE 1 A 60	0.55
MAS DE 60	0.44
1.2.- NAVES DE CABOTAJE Y NAVES FLETADAS	
Metro eslora / hora	0.60
1.2.1 NAVES FLETADAS CON GRANEL SOLIDO (CEREALES)	
RENDIMIENTO TONELADA/BUQUE/DIA	USD/METRO ESLORA/HORA
HASTA 5,000	0.60
DE 5,001 A 5,700	0.58
DE 5,701 A 6,300	0.55
DE 6,301 A 7,000	0.53
MAS DE 7,000	0.50
1.2.2 NAVES FLETADAS CON GRANEL SOLIDO (FERTILIZANTES)	
RENDIMIENTO TONELADA/BUQUE/DIA	USD/METRO ESLORA/HORA
HASTA 3,500	0.60
DE 3,501 A 4,000	0.58
DE 4,001 A 4,500	0.55
DE 4,501 A 5,000	0.53
MAS DE 5,000	0.50
1.2.3 NAVES FLETADAS CON GRANEL SOLIDO (MINERALES)	
RENDIMIENTO TONELADA/BUQUE/DIA	USD/METRO ESLORA/HORA
HASTA 4,500	0.60
DE 4,501 A 5,000	0.58
DE 5,001 A 5,500	0.55
DE 5,501 A 6,000	0.53
MAS DE 6,000	0.50
1.2.4 NAVES FLETADAS CON GRANEL SOLIDO (CARBON)	
RENDIMIENTO TONELADA/BUQUE/DIA	USD/METRO ESLORA/HORA
HASTA 8,000	0.60
DE 8,001 A 9,000	0.58
DE 9,001 A 10,000	0.55
DE 10,001 A 11,000	0.53
MAS DE 11,000	0.50
1.3.- REMOLCADORES	

Remolcadores por unidad / mes	700.00
2.- USO DE INSTALACIONES PORTUARIAS A LA CARGA COBRO POR UNA SOLA VEZ EN DOLARES AMERICANOS	
2.1.- CARGA GENERAL IMPORTACION / EXPORTACION / REESTIBA	
TONELAJE /AÑO	USD/TONELADA
1 A 10,000	5.00
10,000 A 15,000	4.90
15,000 A 25,000	4.70
25,000 A 50,000	4.60
50,000 A 100,000	4.00
MAS DE 100,000	2.95
2.2.- CARGA GENERAL DE TRANSBORDO	
TONELADA	USD/TONELADA
Carga general por tonelada	5.00
SOCIEDAD PORTUARIA REGIONAL DE BUENAVENTURA S.A. TARIFAS PORTUARIAS	
<i>Hoja dos (2)</i>	
2.- USO DE INSTALACIONES PORTUARIAS A LA CARGA COBRO POR UNA SOLA VEZ EN DOLARES AMERICANOS	
2.3.- GRANELES SOLIDOS/ LIQUIDOS POR TONELADA IMPORTACION/EXPORTACION	
TONELAJE /AÑO	USD/TONELADA
1 A 10,000	4.50
10,000 A 15,000	4.42
15,000 A 25,000	4.30
25,000 A 50,000	4.20
50,000 A 100,000	3.80
100,000 A 150,000	3.30
MAS DE 150,000	3.00
2.3.1 GRANEL SOLIDO (CEREALES)	
RENDIMIENTO TONELADA/BUQUE/DIA	USD/TONELADA
HASTA 5,000	4.50
DE 5,001 A 5,700	4.30
DE 5,701 A 6,300	4.00
DE 6,301 A 7,000	3.60
MAS DE 7,000	3.00
2.3.2 GRANEL SOLIDO (FERTILIZANTES)	
RENDIMIENTO TONELADA/BUQUE/DIA	USD/TONELADA
HASTA 3,500	4.50
DE 3,501 A 4,000	4.30
DE 4,001 A 4,500	4.00
DE 4,501 A 5,000	3.60

MAS DE 5,000	3.00	
2.3.3 GRANEL SOLIDO (MINERALES)		
RENDIMIENTO TONELADA/BUQUE/DIA	USD/TONELADA	
HASTA 4,500	4.50	
DE 4,501 A 5,000	4.30	
DE 5,001 A 5,500	4.00	
DE 5,501 A 6,000	3.80	
MAS DE 6,000	3.00	
2.3.4 GRANEL SOLIDO (CARBON)		
RENDIMIENTO TONELADA/BUQUE/DIA	USD/TONELADA	
HASTA 8,000	4.50	
DE 8,001 A 9,000	4.30	
DE 9,001 A 10,000	4.00	
DE 10,001 A 11,000	3.80	
MAS DE 11,000	3.00	
2.4.- CONTENEDORES DE 20' Y 40' LLENOS IMPORTACION/EXPORTACION/REESTIBA/CABOTAJE		
CONTENEDORES/AÑO	USD/CONTENEDOR	
	CONTENEDORES 20'	CONTENEDORES 40'
1 A 625	94.00	115.00
626 A 938	88.00	110.00
939 A 1,563	85.00	107.00
1,564 A 3,125	83.00	105.00
3,126 A 6,250	79.00	102.00
6,251 A 9,375	75.00	97.00
MAS DE 9,376	70.00	90.00
NOTA : La reestiba se considera cuando la carga pasa buque/muelle/buque y se cobra por una sola vez Para la reestiba se cobra la tarifa MINIMA dentro de cada escala		
2.4.1- CONTENEDORES NO ESTANDAR		
DESCRIPCION	CONTENEDOR DE 20'	CONTENEDOR DE 40'
Flat Rack	101.00	142.00
Open Top	89.00	115.00
Isotankes	120.00	
Extradimensionados 45'	158.00	
2.5.- CONTENEDORES VACIOS DE 20' Y 40' CARGADOS/DESCARGADOS/REESTIBA/CABOTAJE		
CONTENEDORES	USD/CONTENEDOR	
Contenedor Vacio de 20'	18.00	
Contenedor Vacio de 40'	22.00	

**SOCIEDAD PORTUARIA REGIONAL DE BUENAVENTURA S.A.
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Hoja tres (3)

2.- USO DE INSTALACIONES PORTUARIAS A LA CARGA		
COBRO POR UNA SOLA VEZ EN DOLARES AMERICANOS		
2.6.- CONTENEDORES DE 20' Y 40' LLENOS Y VACIOS		
TRANSITO INTERNACIONAL Y TRANSBORDO		
CONTENEDORES/AÑO	USD/CONTENEDOR	
	LLENOS	VACIOS
1 A 4,500	38.00	11.00
DE 4,500 A 7,000	32.50	10.00
MAS DE 7,000	30.00	9.00
2.7.- LLENADO/VACIADO DE CONTENEDORES		
IMPORTACION/ EXPORTACION		
CONTENEDORES	USD/CONTENEDOR	
Contenedor de 20' por unidad	11.00	
Contenedor de 40' por unidad	15.00	
2.8.- VEHICULOS POR UNIDAD (MT³)		
IMPORTACION / EXPORTACION / REESTIBA/TRANSBORDO/CABOTAJE		
MT³/VEHICULO	USD/VEHICULO	
Vehículo de 1 a 10 m ³	35.00	
Vehículo 10.1 a 19.9 m ³	45.00	
Vehículo entre 20 y 40 m ³	83.00	
Mas de 40 m ³	152.00	
2.9.- CABOTAJE		
CARGA GENERAL, GRANEL SOLIDO Y LIQUIDO		
TONELADA	USD/TONELADA	
Carga General y Granel	3.00	
NOTA: TEU's transbordados se cuentan para cargue / descargue como un solo movimiento		
2.10.- AZUCAR EN SACOS		
IMPORTACION / EXPORTACION		
TONELAJE/AÑO	USD/TONELADA	
1 A 100,000	3.00	
100,000 A 200,000	2.05	
200,000 A 300,000	1.70	
MAS DE 300,000	1.50	
2.11.- AZUCAR A GRANEL		
IMPORTACION / EXPORTACION		
TONELAJE/AÑO	USD/TONELADA	
1 A 100,000	3.00	
100,000 A 200,000	2.60	
200,000 A 300,000	2.40	
300,000 A 400,000	2.15	
MAS DE 400,000	2.00	
2.12.- MELAZA		
IMPORTACION / EXPORTACION		
TONELAJE/AÑO	USD/TONELADA	

1 A 25,000	1.30
25,000 A 50,000	1.15
50,000 A 75,000	1.05
75,000 A 100,000	0.95
MAS DE 100,000	0.80
SOCIEDAD PORTUARIA REGIONAL DE BUENAVENTURA S.A. TARIFAS PORTUARIAS	
<i>Hoja cuatro (4)</i>	
3.- USO DE INSTALACIONES PORTUARIAS	
3.1.- CARGA GENERAL	
IMPORTACION/EXPORTACION/REESTIBA/TRANSITO Y TRANSBORDO/CABOTAJE	
TONELADA	USD/TONELADA
Carga General por Tonelada	1.00
3.2.- GRANEL IMPORTACION / EXPORTACION	
3.2.1.- CEREALES A GRANEL	
RENDIMIENTO TONELADA/BUQUE/DIA	USD/TONELADA
HASTA 5,000	1.00
DE 5,001 A 5,700	0.85
DE 5,701 A 6,300	0.65
DE 6,301 A 7,000	0.36
MAS DE 7,000	0.30
3.2.2.- FERTILIZANTES A GRANEL	
RENDIMIENTO TONELADA/BUQUE/DIA	USD/TONELADA
HASTA 3,500	1.00
DE 3,501 A 4,000	0.85
DE 4,001 A 4,500	0.65
DE 4,501 A 5,000	0.36
MAS DE 5,000	0.30
3.2.3.- MINERAL A GRANEL	
RENDIMIENTO TONELADA/BUQUE/DIA	USD/TONELADA
HASTA 4,500	1.00
DE 4,501 A 5,000	0.85
DE 5,001 A 5,500	0.65
DE 5,501 A 6,000	0.36
MAS DE 6,000	0.30
3.2.4.- AZUCAR A GRANEL	
RENDIMIENTO TONELADA/BUQUE/DIA	USD/TONELADA
HASTA 3,000	1.00
3,001 A 3,500	0.44
3,501 A 4,000	0.36
MAS DE 4,000	0.30

3.2.5.- CARBON A GRANEL		
RENDIMIENTO TONELADA/BUQUE/DIA	USD/TONELADA	
HASTA 8,000	1.00	
DE 8,001 A 9,000	0.85	
DE 9,001 A 10,000	0.65	
DE 10,001 A 11,000	0.36	
MAS DE 11,000	0.30	
3.3.- GRANEL LIQUIDO IMPORTACION, EXPORTACION Y CABOTAJE		
USD/TONELADA	1.00	
3.4.- OTROS GRANELES SOLIDOS IMPORT., EXPORT. Y CABOTAJE		
USD/TONELADA	1.00	
SOCIEDAD PORTUARIA REGIONAL DE BUENAVENTURA S.A. TARIFAS PORTUARIAS		
<i>Hoja cinco (5)</i>		
3.- USO DE INSTALACIONES PORTUARIAS AL OPERADOR PORTUARIO MARITIMO		
3.5.- CONTENEDORES DE 20' Y 40' LLENOS POR UNIDAD IMPORTACION / EXPORTACION / REESTIBA		
CONTENEDORES	USD/CONTENEDOR	
	CONTENEDORES 20'	CONTENEDORES 40'
UNIDAD	18.50	24.00
3.6.- CONTENEDORES DE 20' Y 40' VACIOS POR UNIDAD IMPORTACION /EXPORTACION/REESTIBA TRANSITO Y TRANSBORDO		
CONTENEDORES	USD/CONTENEDOR	
UNIDAD	3.30	
3.7.- CONTENEDORES DE 20' Y 40' LLENOS DE TRANSITO Y TRANSBORDO		
CONTENEDORES	USD/CONTENEDOR	
UNIDAD	5.50	
NOTA		
La reestiba, el transito internacional y el transbordo se cobra al descargue y al cargue (por operación)		
4.- USO DE INSTALACIONES PORTUARIAS AL OPERADOR PORTUARIO TERRESTRE		
4.1.- CONTENEDORES DE 20' Y DE 40' IMP/EXP LLENOS Y VACIOS		
CONTENEDORES	USD/CONTENEDOR	
Contenedores Llenos de 20' y 40'	2.00	
Contenedores Vacíos de 20' y 40'	1.00	
4.2.- CARGA GENERAL DE IMP/EXP		
TONELADAS	USD/TONELADA	
Tonelada de Carga General	0.20	

5.- USO DE INSTALACIONES PORTUARIAS AL OPERADOR PORTUARIO DE REMOLCADORES POR MANIOBRA DE ATRAQUE O DESATRAQUE				
MANIOBRA	USD/MANIOBRA			
Cobro por Maniobra	35.00			
6.- USO DE INSTALACIONES PORTUARIAS A LOS PILOTOS PRACTICOS POR MANIOBRA DE ATRAQUE O DESATRAQUE				
MANIOBRA	USD/MANIOBRA			
Cobro por Maniobra	12.00			
SOCIEDAD PORTUARIA REGIONAL DE BUENAVENTURA S.A. TARIFAS PORTUARIAS				
<i>Hoja seis (6)</i>				
7.- ALMACENAJE (DOLARES AMERICANOS)				
7.1.- CARGA GENERAL				
DIAS	Cubierto		Descubierto	
Del día 1 al día 3	Libre		Libre	
Del día 4 al día 5	1.40		1.10	
Del día 6 al día 10	1.63		1.30	
A partir del día 11	4.05		3.15	
7.2.- CONTENEDORES IMPORTACION/EXPORTACION				
DIAS	LLENOS		VACIOS	
	20'	40'	20'	40'
Del día 1 al día 3	Libre		Libre	
Del día 4 al día 5	18.15	20.35	8.80	13.20
Del día 6 al día 10	21.45	24.05	10.40	15.60
A partir del día 11	45.00	50.40	21.60	30.60
7.3.- TRANSBORDO Y TRANSITO				
DIAS	LLENOS		VACIOS	
	20'	40'	20'	40'
Del día 1 al día 7	Libre		Libre	
Del día 8 al día 15	21.45	24.05	10.40	15.60
A partir del día 16	45.00	50.40	21.60	30.60
7.4.- VEHICULOS (UNIDAD M3 / DIA)				
DIAS	1 A 10 M ³	10.1 A 19.9 M ³	20 A 40 M ³	MAS DE 40 M ³
Del día 1 al día 3	Libre	Libre	Libre	Libre
Del día 4 al día 5	3.25	4.50	7.80	15.60
Del día 6 al día 10	4.00	5.25	9.00	18.00
A partir del día 11	10.40	12.70	19.60	33.40
8.- SERVICIOS VARIOS				
8.1.- PESAJE (Tarifas en Pesos Col)				
Granel por tonelada	\$ 266,00			
Carga suelta/ton, Contenedor/ton.	\$366.00			
8.1.- CONEXION Y DESCONEXION, SUMINISTRO DE ENERGIA Y MONITOREO				
Servicio por hora o fracción	1.60 U.S.D			

para contenedores de 20' y de 40'	1.00 USD
8.2- GRUAS PORTICO Y MULTIPROPOSITO	
COBRO POR HORA (VALOR EN DOLARES AMERICANOS)	
8.2.1.- GRUAS MOVILES MULTIPROPOSITO	
TARIFA / HORA	USD
Cobro por Hora	450.00
8.2.2.- GRUAS PORTICO	
ENDIMIENTO CONTENEDORES / HOR	USD
18 O MENOS	600.00
MAS DE 18 A 22	550.00
MAS 22 A 26	500.00
MAS DE 26	450.00
RECARGOS	
SE APLICAN A SERVICIOS DE USO DE INSTALACIONES	
PORTUARIAS A LA CARGA Y ALMACENAJE	
Para cargamentos Peligrosos	
Recargo a la tarifa	25%
Para cargamentos explosivos	
Recargo a la tarifa	40%
DESCUENTOS	
DESCUENTOS HASTA 40% EN FUNCION DEL VOLUMEN DE CARGA MOVILIZADO DURANTE EL AÑO	
Ultima Modificacion: Febrero 01 de 2013	