



Buenaventura National Trade and Connectivity Cabotage Port	
Sector	TRANSPORTATION - MARITIME
Thematic focus	MARITIME TERMINAL
Entities/Areas	<p>The entities involved in the development and execution of the Buenaventura Cabotage project are the following:</p> <ol style="list-style-type: none"> <li>1. Infrastructure Secretariat: Responsible for the planning, design, construction, and maintenance of the port infrastructure required for the cabotage project.</li> <li>2. Departmental Planning: Responsible for coordinating and guiding the territorial development of the department, ensuring the integration of the coastal port in the regional context.</li> <li>3. Secretary of Finance: Responsible for supervising the execution of the financial resources allocated to the cabotage project.</li> <li>4. Mayor's Office of Buenaventura: Local authority in charge of coordinating and collaborating in the implementation of the cabotage project in the municipality of Buenaventura.</li> </ol> <p>These entities are working together to ensure the successful development of the Buenaventura Port of Cabotage, coordinating efforts, resources and policies to achieve the project's objectives and meet the connectivity and national trade needs of the region.</p>
Contributing Partner	Awarded concessionaire
Project Name	"Study, Design, Environmental and Social Management, Financing, Construction, Maintenance and Operation of the Buenaventura National Connectivity and Trade Cabotage Port".
National Strategy form the National Development Plan to which it aims	<p>Within this framework, the preparation and implementation of a Special Comprehensive Development Plan for Buenaventura is contemplated, in accordance with Law 1872 of 2017 and other relevant territorial plans. This plan must be designed and implemented by the national government, with the coordination of the Vice Presidency of the Republic and the technical support of the National Planning Department and the Ministry of Finance and Public Credit.</p> <p>The comprehensive public policy must include a roadmap that prioritizes strategic projects and necessary budgetary allocations, within the Medium-Term Fiscal Framework and the Medium-Term Expenditure Framework. These projects and budgetary allocations must be aligned with the prioritization criteria defined by the Government, with the objective of promoting the integral development of the Colombian Pacific.</p>
Target SDGs	Sustainable Cities and Communities.
Description of the Project	<p>Purpose of the project</p> <p>The project will include the construction of docks, cargo terminals, storage areas, container handling systems, and state-of-the-art equipment to ensure operational efficiency and safety in port operations. International quality and safety standards will be followed to comply with maritime regulations and protect the environment.</p>



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		<p>In addition to facilitating the transportation of goods nationwide, the coastal port will contribute to the economic and social development of the region, generating employment and encouraging investment in commercial and logistical activities. It will also promote the development of more efficient and sustainable supply chains, boosting the competitiveness of Colombian companies in the global market.</p>
	<p>Objectives</p>	<p>The main objective of this project is to improve maritime connectivity and facilitate domestic and international trade through coastal shipping.</p> <ol style="list-style-type: none"> <li>1. Improve Maritime Connectivity: The main objective is to improve maritime connectivity in the region of Buenaventura and its surroundings, facilitating the transport of goods and merchandise through cabotage.</li> <li>2. Promote national and international trade: The goal is to promote national and international trade through maritime transportation, taking advantage of Buenaventura's strategic position as a port on the Pacific Ocean.</li> <li>3. Generate Economic Development: The aim is to promote economic development in the Buenaventura region by creating jobs and attracting investment.</li> <li>4. Strengthen Port Infrastructure: The project aims to strengthen the port infrastructure in Buenaventura, guaranteeing operational efficiency.</li> <li>5. Regional Integration: Buenaventura will be effectively integrated with other regions of the country, strengthening the maritime transportation system.</li> <li>6. Promote Sustainability: Measures will be implemented to ensure the environmental and social sustainability of the project, protecting the natural environment, and promoting the well-being of local communities.</li> </ol>
	<p>Geographic Area of Influence</p>	<p>The area of influence of the Buenaventura cabotage port encompasses the local, regional, and even national level. Locally, it includes the city of Buenaventura and its immediate surroundings, as well as nearby communities that will be affected by port operations, freight transport and associated commercial activities.</p> <p>At the regional level, the area of influence extends to other municipalities in the department of Valle del Cauca, Cauca, Nariño, Chocó, and neighboring regions, which can benefit from the connectivity provided by the coastal port for the transport of their products and resources.</p>
	<p>It is included in the NDP goals:</p>	<p>Yes ___No___</p>



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	Structuring Phase	Preliminary project
	Goal: (km) , (panels, etc)	The goal of the Buenaventura cabotage project is to establish an efficient and functional maritime port that facilitates the transportation of goods and passengers between the different national and international ports, thus promoting national and regional trade.
	Located in a protected area or with indigenous/ Afro-descendant communities:	Yes___No___x___Which_____
Duration by Phases	<ol style="list-style-type: none"> <li>1. Study and Design: It is estimated that this phase will take about 12 to 18 months to complete. During this time, detailed studies will be carried out to determine the feasibility of the project, including market analysis, environmental and social impact studies, port infrastructure design, among others.</li> <li>2. Environmental and Social Management: This phase can last between 6 and 12 months, depending on the complexity of the environmental and social studies required, as well as the time needed to obtain the corresponding approvals from the competent authorities and to carry out consultations with the affected communities.</li> <li>3. Financing: The phase of securing project financing may vary in length, but it is estimated that it will take at least 6 months to negotiate and finalize financial agreements with banking entities, investors and other financial partners.</li> <li>4. Construction: This phase is crucial and may take several years to complete, depending on the size and complexity of the port. It is estimated that the construction of the coastal port could take between 36 and 48 months, considering the necessary port infrastructure, such as docks, terminals, warehouses, access roads, among others.</li> <li>5. Maintenance and Operation: Once construction is completed, the port will require ongoing maintenance and operation. This is a long-term phase and may extend throughout the life of the port. It is estimated that O&amp;M activities could last at least 30 years, ensuring the efficient and safe operation of the port during this period.</li> </ol>	
Contributions	Total Value	70,000,000 USD
	National Contribution	\$
	Contribution from Territorial Entities	\$
	Private Contribution	\$
Opportunity to Investment	The Buenaventura Cabotage project represents a solid and strategic investment opportunity, backed by financial attractiveness and alignment with the country's economic development objectives. With an estimated investment of US\$70 million and the backing of both the municipality and private investors, this project offers the possibility of attractive financial returns while contributing to the sustainable development of the Buenaventura region.	



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<p>Analysis of Market</p>	<p>As one of the first cabotage projects to be implemented in Colombia, the port has the potential to set standards for future maritime transportation initiatives in the country. The market analysis shows that the Buenaventura cabotage project has a strong and growing target market, significant demand for its services, and a unique position in the competitive landscape as a comprehensive and advanced solution to the region's shipping needs.</p>
<p>Projections Financial</p>	<p>A significant portion of the financing is expected to come from private investors, estimated at US\$35 million. This equity capital will provide the initial capital required for the construction and installation of the coastal port.</p> <p>Debt: Most of the financing can be obtained through debt, either in the form of bank loans, bonds or other forms of structured financing. Debt will provide the funds necessary to cover capital and operating costs over the life of the project.</p> <p>Bank Investment: Institutional financing will be sought from banks and other financial institutions, which will allow the participation of pension funds, investment funds and other institutional investors.</p> <p>The ideal financing structure should combine equity and debt in a balanced manner, with the possibility of attracting institutional investment to ensure the long-term financial viability of the Buenaventura Cabotage project.</p>
<p>Considerations of Sustainability and ESG</p>	<ol style="list-style-type: none"> <li>1. Environmental Impact: Detailed environmental impact studies will be carried out to identify and mitigate any potential risks to the environment. Measures will be implemented to protect biodiversity, conserve natural resources, and reduce pollutant emissions during construction and operation of the port.</li> <li>2. Social Responsibility: Consultations and dialogues will be held with local communities to understand their needs, concerns, and expectations. Compensation and community development programs will be established to improve the quality of life of the populations near the port.</li> <li>3. Transparent Governance: Transparent and participatory governance mechanisms that promote accountability, business ethics and integrity will be established at all stages of the project.</li> <li>4. Inclusion and Diversity: Inclusion and diversity will be promoted in all project activities, ensuring equal opportunities for all people involved, regardless of gender, ethnicity, sexual orientation, or socioeconomic status.</li> <li>5. Ongoing Monitoring and Evaluation: Ongoing monitoring and evaluation systems will be established to measure the project's environmental, social and governance performance over time. Periodic reviews will be conducted to identify areas for improvement and adjust strategies as necessary to ensure that sustainability and ESG objectives are met.</li> </ol>



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Evaluation and  
Mitigation of  
Risks

1. Risk of Insufficient Financing:

- o Mitigation Strategy: Conduct a thorough cost and budget analysis to ensure adequate funding at all stages of the project. Diversify funding sources and establish financial contingency reserves.

Environmental Risks:

- o Mitigation Strategy: Conduct detailed environmental impact studies and comply with all environmental regulations. Implement environmental mitigation measures during construction and operation of the port, such as restoration of affected areas and protection of sensitive habitats.

3. Social and Community Risks:

- o Mitigation Strategy: Conduct ongoing consultations and collaborate closely with local communities to address concerns and minimize negative impacts. Implement compensation and community development programs to mitigate adverse effects of the project.

4. Land Acquisition Risks:

- o Mitigation Strategy: Establish a transparent and fair process for land acquisition, respecting the property rights of those affected. Resolve disputes promptly and equitably and ensure adequate compensation for acquired land.

5. Construction Risks:

- o Mitigation Strategy: Hire companies with experience in similar projects. Implement strict quality and safety controls to prevent accidents and delays.

6. Maintenance and Operation Risks:

- o Mitigation Strategy: Establish a preventive and corrective maintenance plan. Train personnel to respond effectively to emergencies or operational problems.

7. Risks of Regulatory or Political Changes:

- o Mitigation Strategy: Monitor changes in legislation or policy and adjust operations accordingly. Maintain strong relationships with government authorities and collaborate to address regulatory issues.



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Project Team  
and Experience

1. Project Manager with experience in port projects
2. Expert in Environmental Studies:
3. Construction Manager:
4. Financial Economist:
5. Risk Management Expert:

Information  
additional

1. Environmental Licenses: These are necessary to ensure that the project complies with environmental regulations and minimizes its impact on the surrounding ecosystems. This may involve environmental impact studies, risk assessments and environmental mitigation plans.
2. Construction Permits: Required to start construction works of the coastal port. These permits are usually issued by local or regional authorities and require compliance with certain safety and construction quality standards.
3. Prior Consultation with Communities: If the project affects the territories of recognized communities, prior consultation must be carried out in accordance with national and international legislation, as well as the agreements ratified by the country.
4. Land Use Licenses: It is essential to obtain licenses that allow the use of the land necessary for the construction and operation of the coastal port. This may involve changes in land use from agricultural or rural to urban, in addition to complying with urban planning regulations.
5. Expropriation Permits: In cases where it is necessary to acquire land through expropriation for the development of the project, the corresponding permits from the competent authorities will be required.
6. Operation and Maintenance Permits: Once the coastal port is built, it will be necessary to obtain operation and maintenance permits to ensure its legal and safe operation.
7. Other Specific Permits: Depending on the location, other special permits and authorizations may be required, such as permits for crossing bodies of water, permits for connection to electrical or communications networks, among others.