



Cabotage trades in the Port of Veracruz



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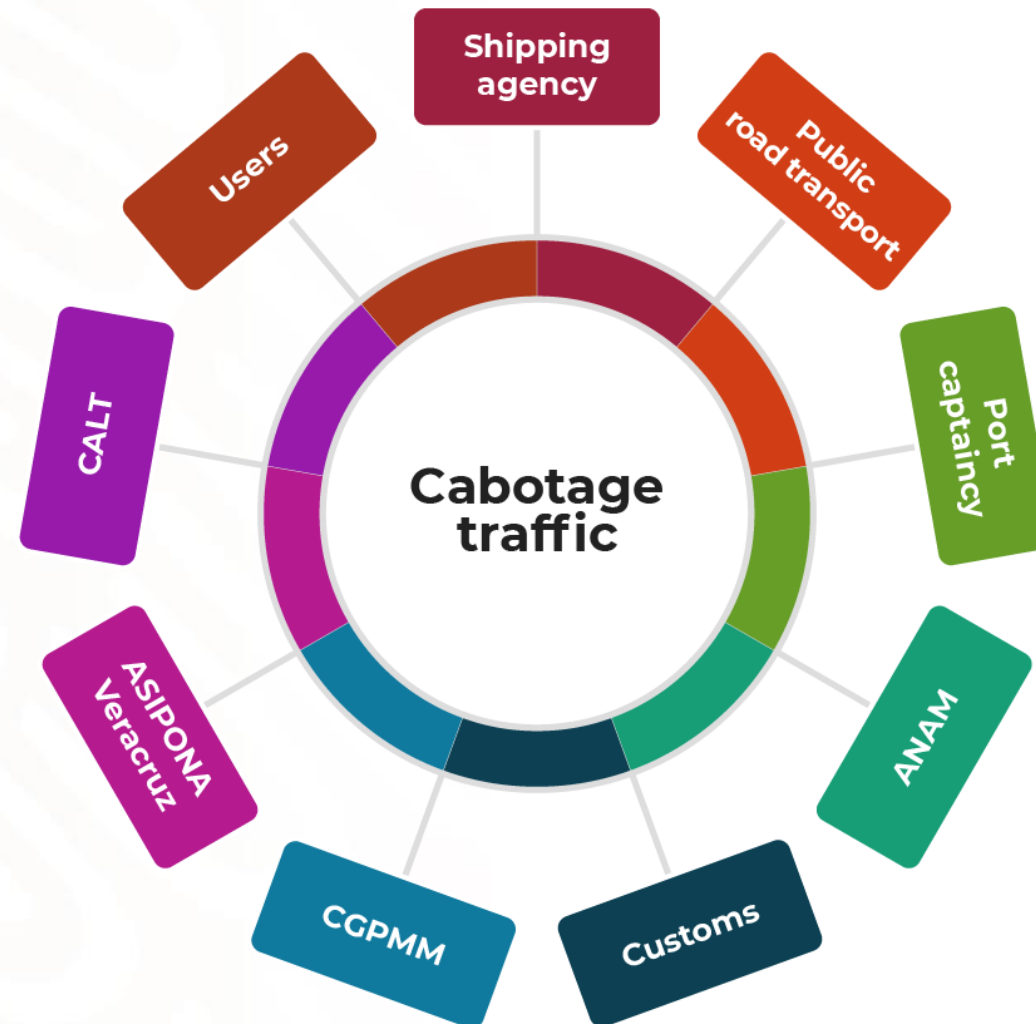


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Subjects of the general process of cabotage traffic



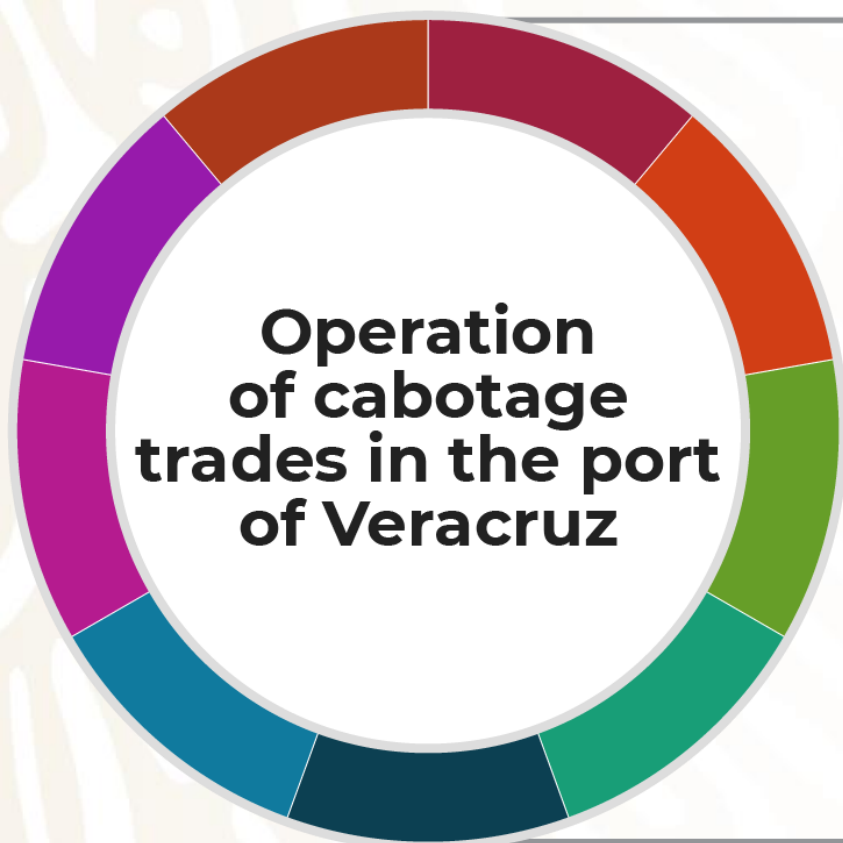
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Basis of operation of cabotage trades in the port of Veracruz



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**Operation rules
of the Veracruz Port**

**Operating
rules project**

**Strategies for the movement
and processing
of cabotage operations**

**Guidelines issued
by ANAM**

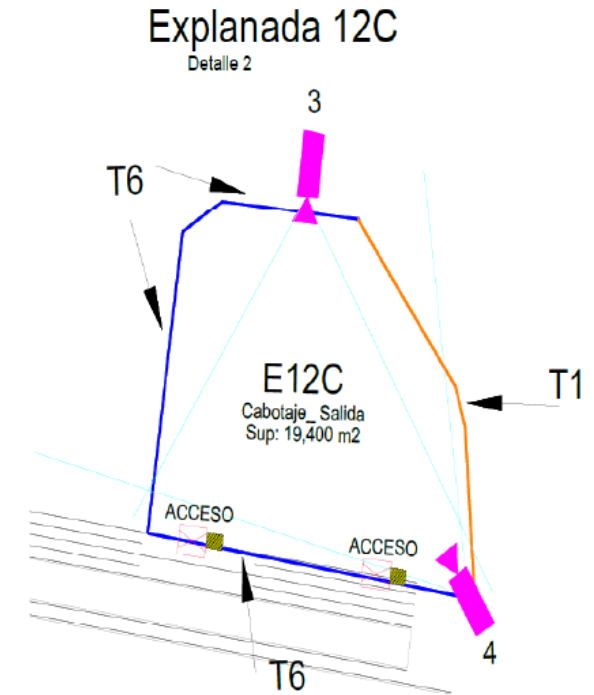
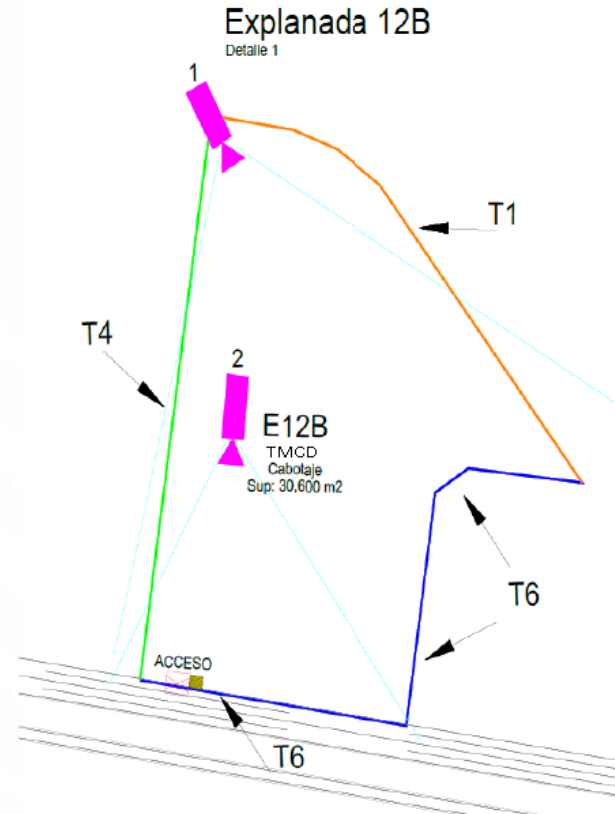
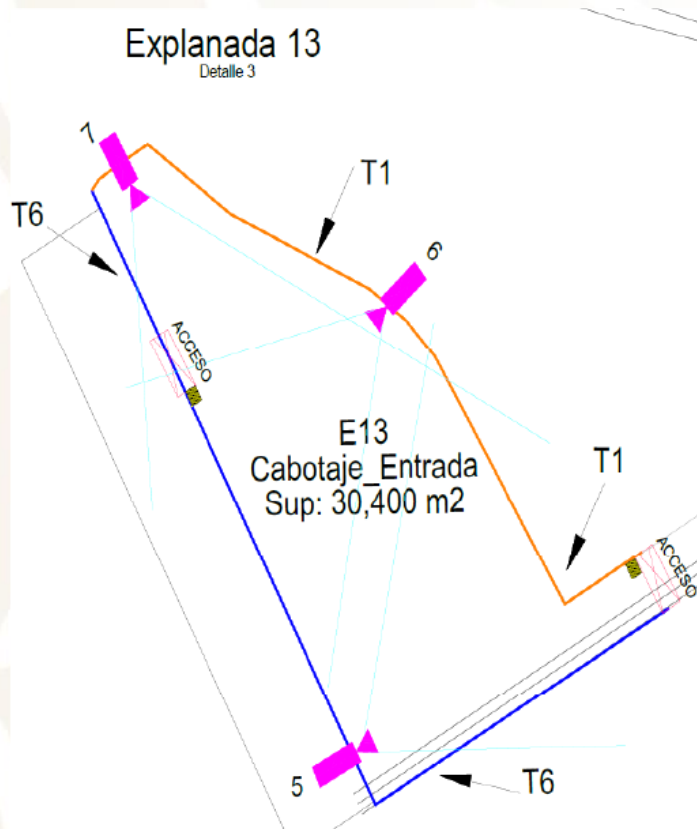
**General Customs
Administration**
Veracruz Customs



Storage infrastructure for cabotage traffic in the Port of Veracruz (waiting area)

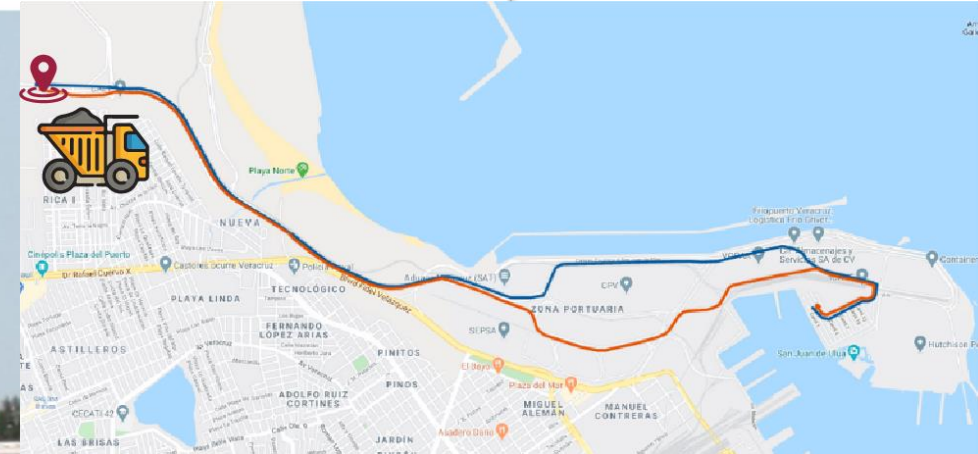


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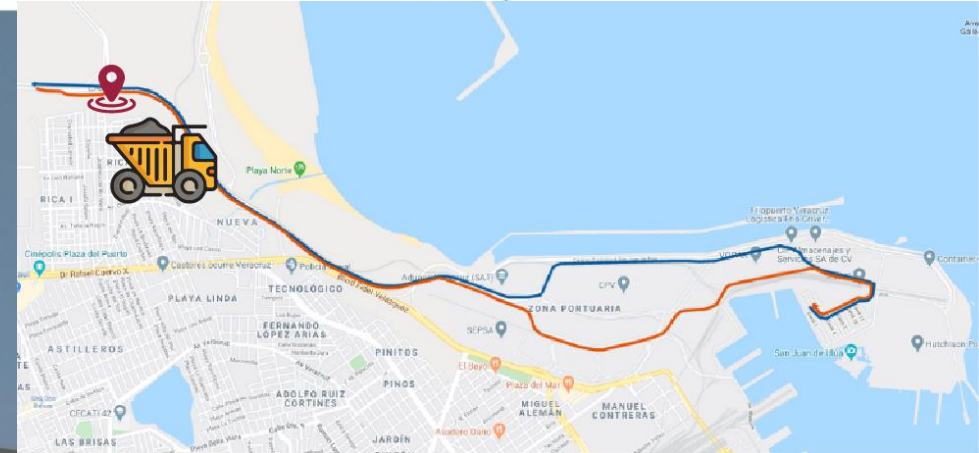
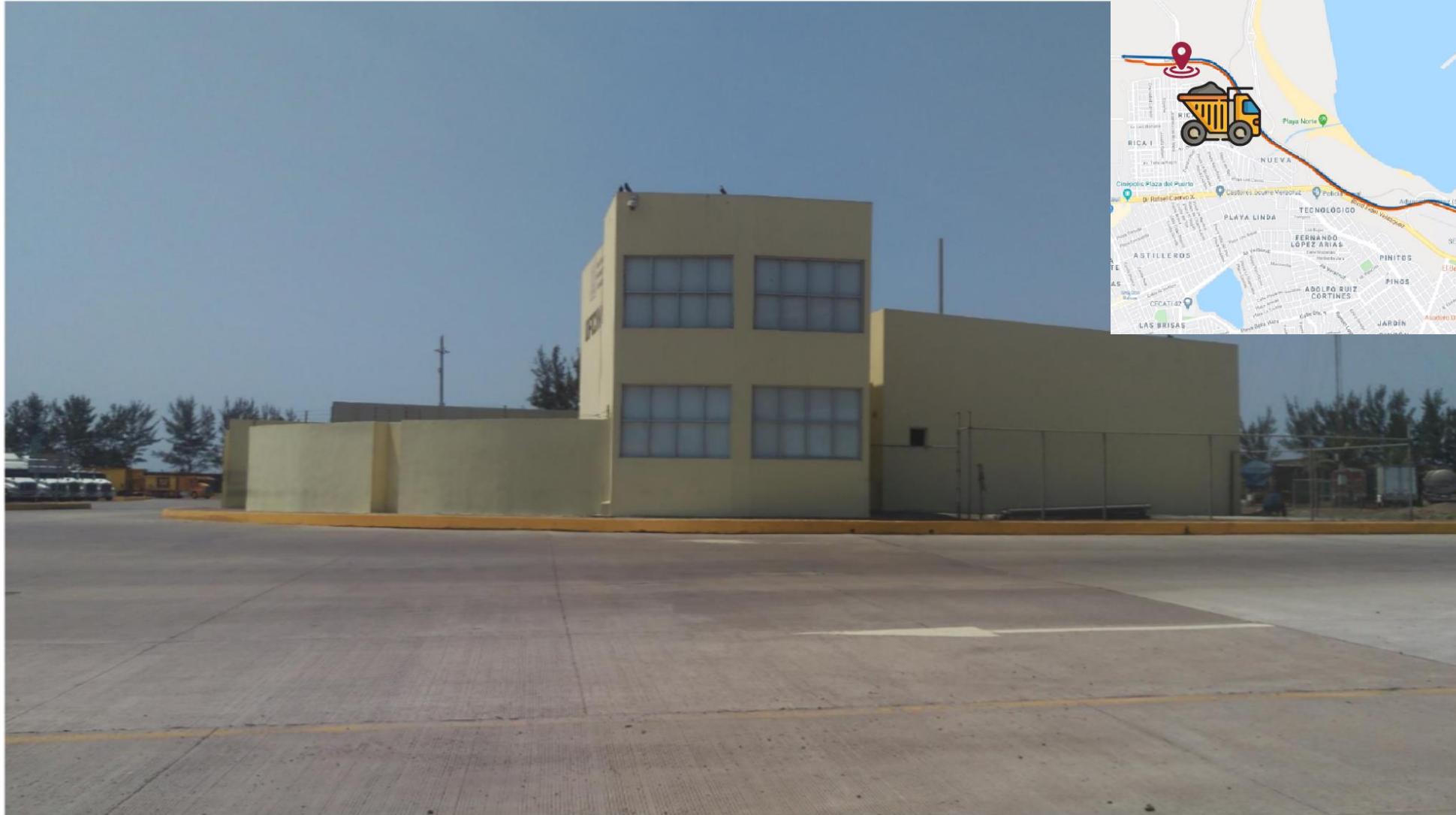


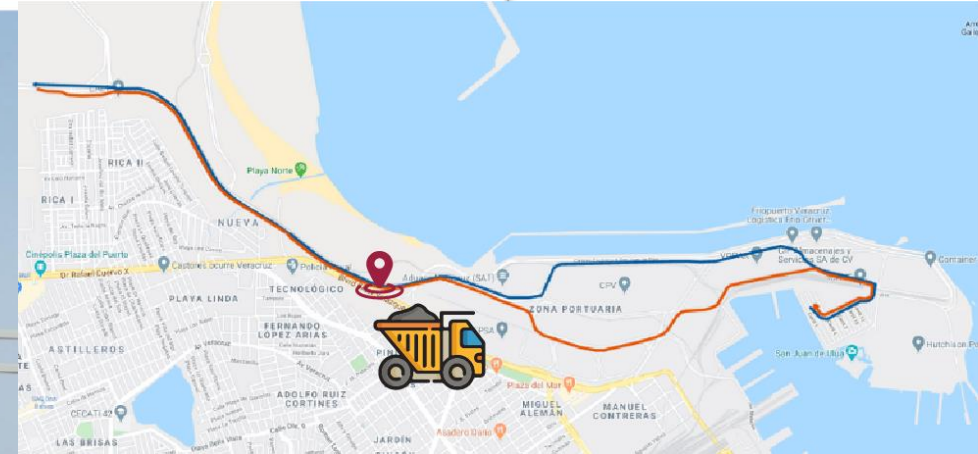
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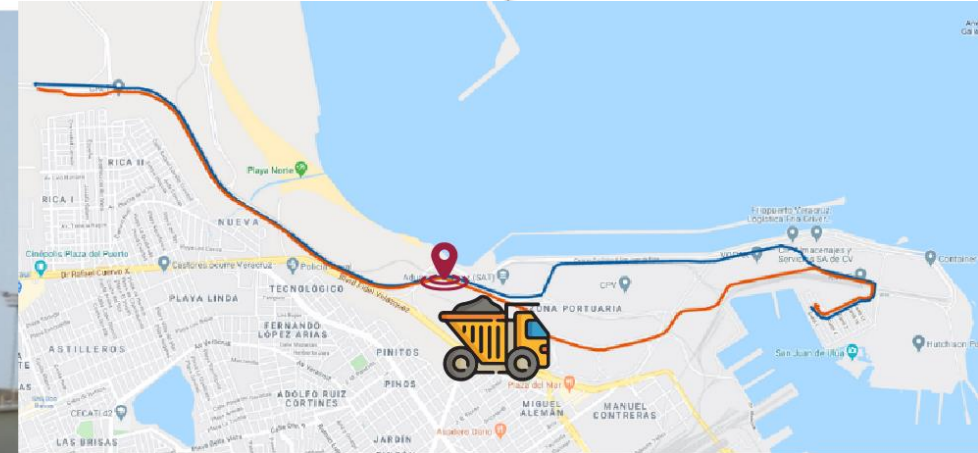
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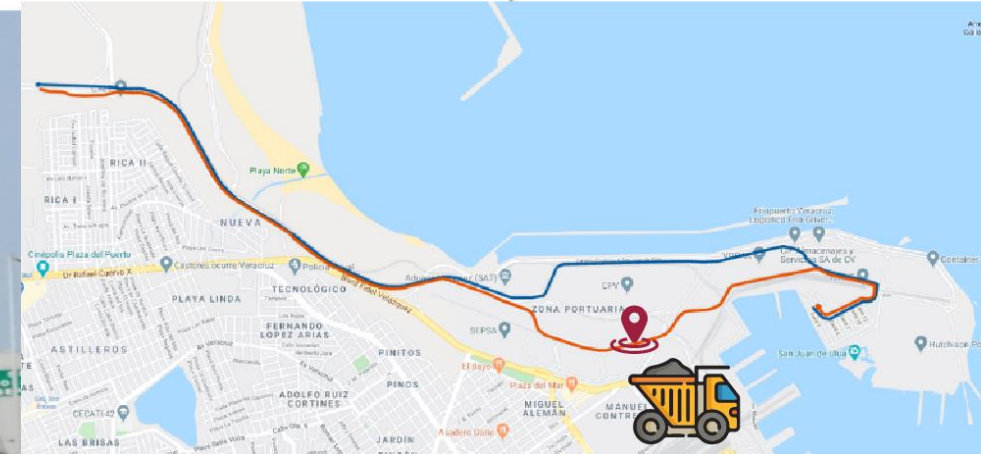


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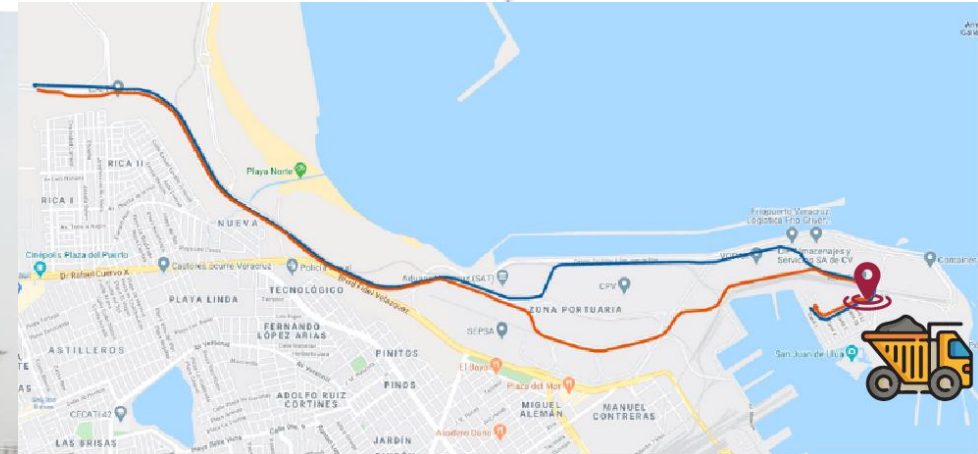


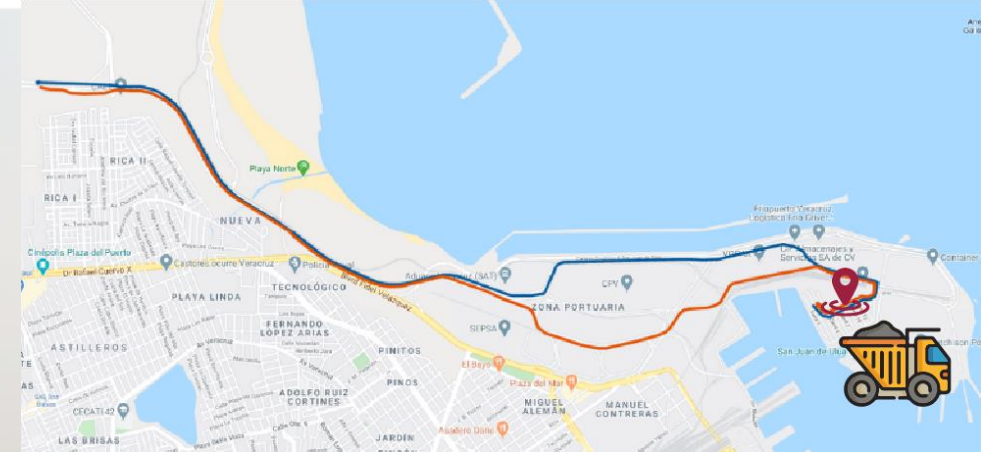
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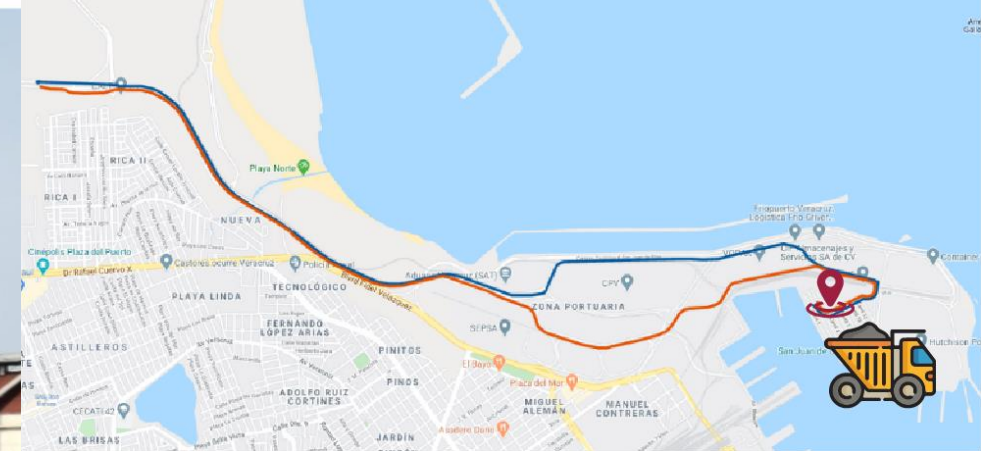
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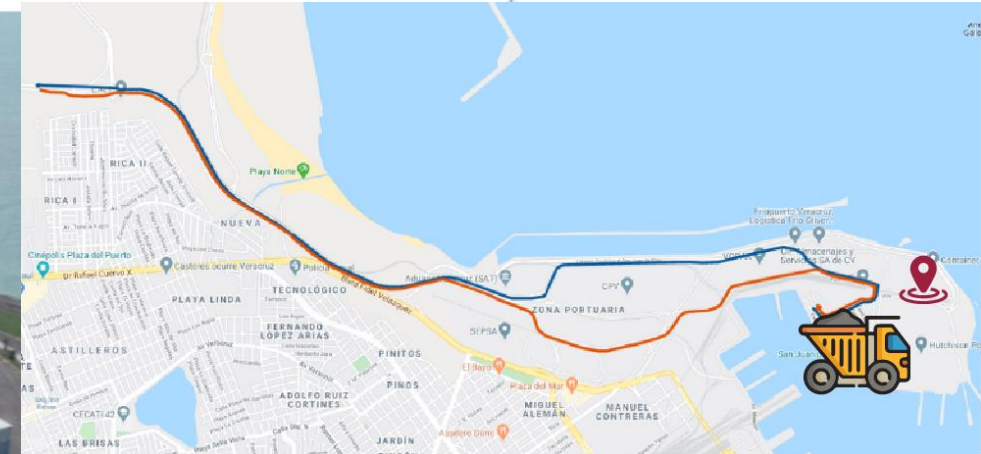


**Esplanade 13
Entry cabotage**



Esplanade 12B

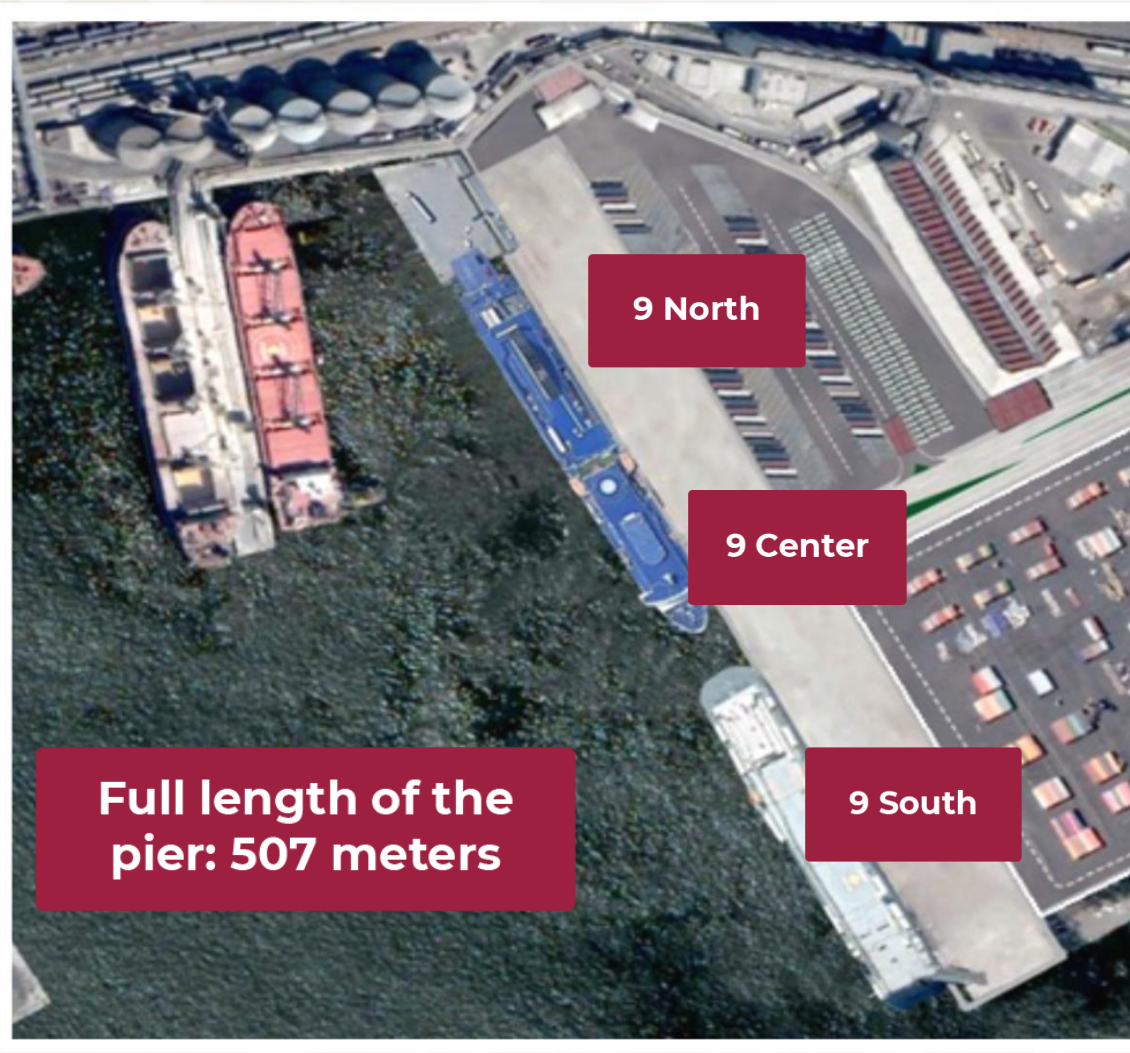
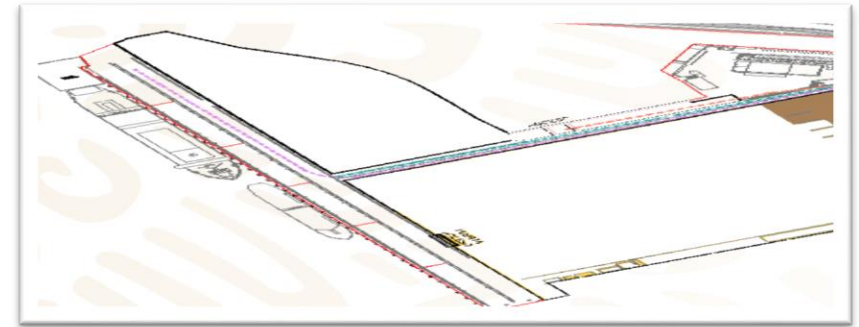
Esplanade 12C



Loading position infrastructure in the Port of Veracruz



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9 North

9 Center

9 South

Full length of the pier: 507 meters

9 North

9 Center

9 South

Loading position



Cabotage route to and from the port of Veracruz



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Ground transportation time:
48 horas

Navigation time:
20 horas

Time optimization:
28 horas

1.- Cabotage operation 2021

(Ballast stone tracking)

During the 2021 financial year,
22 trips were attended.

A total tonnage of:
237,932 tons

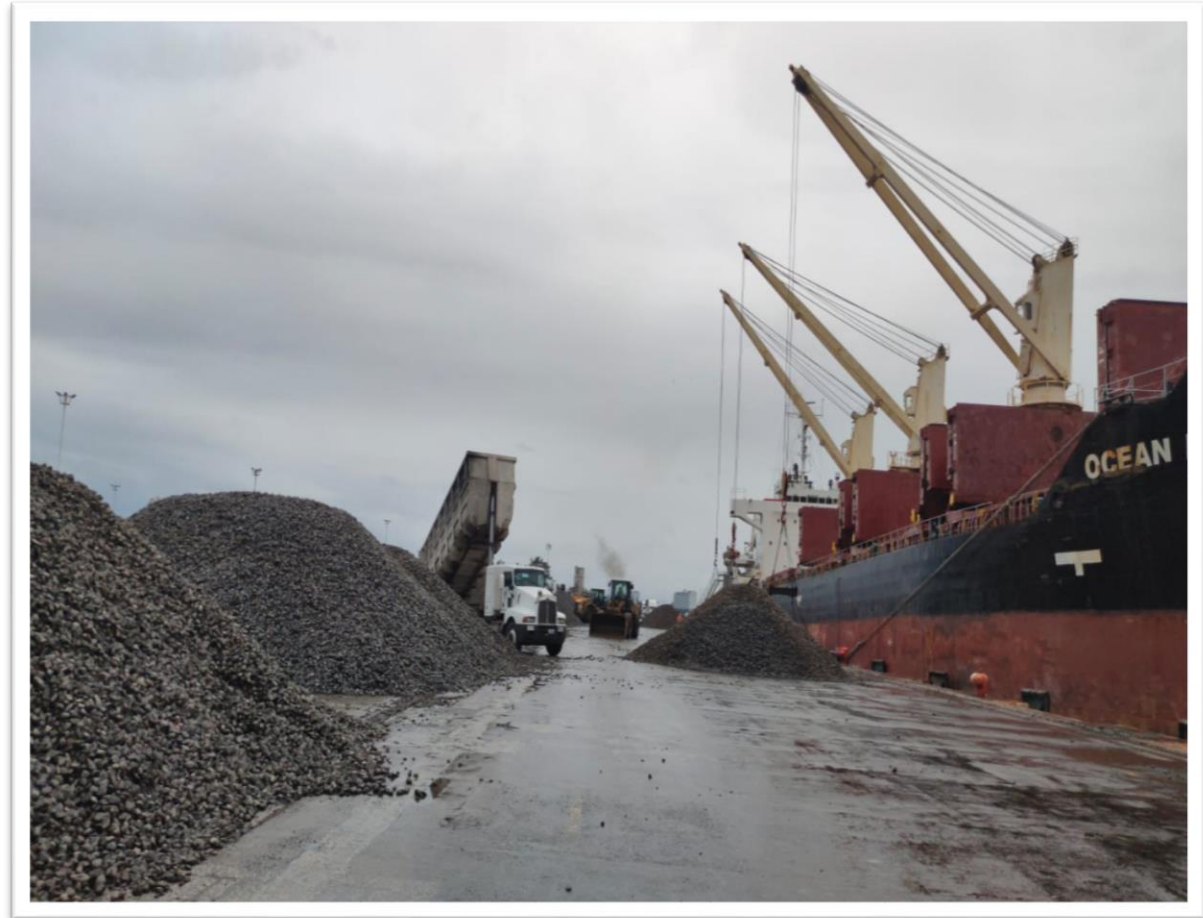


1.1.- Cabotage operation 2022

(Ballast stone tracking)

During the 2022 financial year
to date, **50 trips** have
been attended

A total tonnage of:
551,073.99 tons



3.- Sender record

Users of the port area authorized
by customs regulations

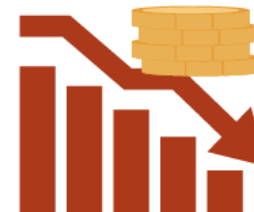


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<i>Name or corporate name of the company</i>	<i>Registry number</i>	<i>Registry date</i>
CIS Aduanal, S.C.P.	APIVER43021001C	June 23, 2021
Agencia Consignataria Marítima Oso Alfa, S.A. de C.V.	APIVER43021002C	Agust 26, 2021
INDHECA Grupo Constructor, S.A. de C.V.	APIVER43021003C	September 22, 2021
Transporte y Maquinaria URICAM, S.A. de C.V.	ASIPONAVER43022001C	January 19, 2022
Operadora CICSA S.A. de C.V. (CARSO)	ASIPONAVER43022002C	April 25, 2022

Why does Mexico NOT take advantage of its coastlines? Being a maritime country

- 1.- **Wrong economic measures** with disastrous consequences for the country.
- 2.- **Do not invest in the national navy and shipyards** for the manufacture of tall ships.
- 3.- It exists the paradox of knowing the **wealth of our seas, but without disposition to take advantage** of natural assets.
- 4.- **Lack of capacity or interest of the state to develop its sailing fleet** and use of FTAs (trade agreements/ TLC)
- 5.- It ignores the opportunity to create wealth and **exploit maritime routes to help and support the transfer of goods.**

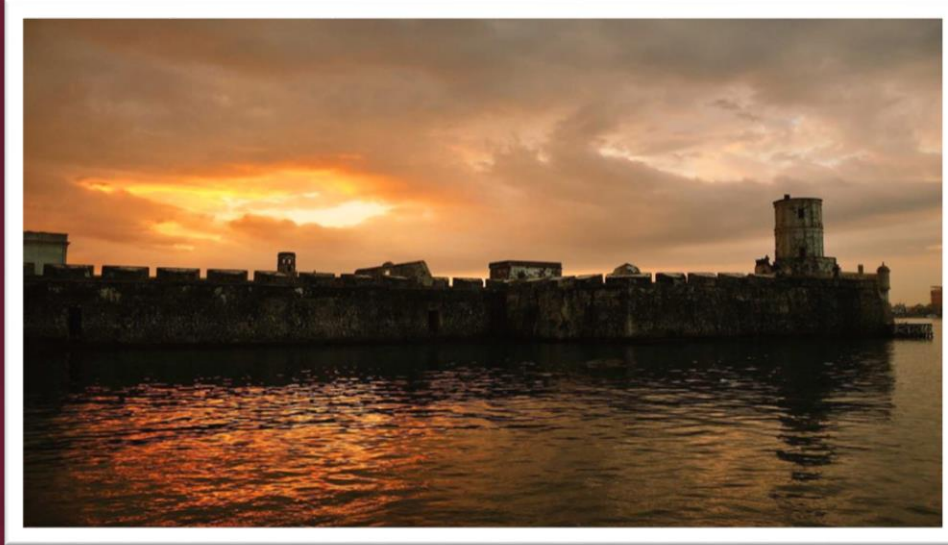


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- 6.- ***There is minimal participation in cabotage operations or lack of connection between domestic ports*** such as:
Investment in port infrastructure to designate surfaces for domestic load.
- 7.- Changes in customs regularization ***to facilitate cabotage operations and fiscal mechanisms*** to reactivate the national merchant marine.
- 8.- It has not been considered that one of the advantages offered by cabotage is that transport costs are ***reduced by approximately 30% and fuel consumption and travel time by 75%***.
- 9.- ***The study of the interest of Maritime Law has been underestimated***, mainly in the Faculties of Law in the country's universities. Do not strengthen nautical education.





Thanks for your attention



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