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Language

English

With the deepening of the access channel to the Mariel Container Terminal, Neo Panamax ships of up to 366 meters in length, 52 in beam and 15 in draft will be able to receive, by complying with the required dredging and beaconing conditions.

According to El Artemiseño, the general director of the main facility of its kind in Cuba, Martín José Spini, explained that thanks to the infrastructure, the privileged geographical location on the North-South and East-West routes, a reliable workforce and high safety levels, the Mariel Container Terminal is well positioned to continue growing.

The deepening of the canal marks another milestone for the port and adds to our strengths, he said.

On the terminal's website, they assure that this achievement will make it possible for post-Panamax ships to arrive in Cuba with direct calls, which would first of all allow reducing transportation costs for the country and laying the foundations to be a transshipment port when the conditions allow.

Among the advantages of the Mariel port, it stands out that it is located in the nucleus of the Special Development Zone, a project that promotes sustainable economic development through foreign investment, technological innovation and industrial concentration, while ensuring environmental protection.

Located 45 kilometers from Havana, with deep natural waters and the capacity to handle the largest ships that visit the Caribbean region, the Mariel Container Terminal has an annual traffic of approximately 300,000 TEUs (unit of measurement equivalent to one 20ft container).

The creation of a network of coastal and inland rail solutions enables them to offer carriers and logistics providers around the world a reliable route to market, the provincial daily added.

For the execution of its operations, the terminal has an infrastructure and installed equipment that includes 702 meters of berthing length, with a depth of 17.5 meters; four Super-Post Panamax quay cranes; a 27.7-hectare container yard area with a capacity for 800,000 TEUs per year; 12 gantry cranes on tires and two gantry cranes on rails.

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