

Ports Handbook

Inaugurated in 2003, close to the country's principal International Airport, the Port of Caucedo is presently handling abt 1200 ships and one million TEU per year, including imports / exports / transhipments.

This terminal is also very adequate for handling project cargoes, with two Mobile Harbour Cranes 100 t SWL each.

Anchorage: In protection of coral reefs, anchoring is prohibited in the Andres Bay. It is recommended that vessels waiting for berth stay adrift in open waters to the south-east.

Pilotage: Pilot and Harbour Master can be contacted on VHF channel 16. Traffic at Andres Bay is controlled from Caucedo Port Control. Pilot Cruising Ground about *Lat.18° 24,6' N; Long. 069° 36,3' W.*

Restrictions: 24 hours / 7 days operation.

Density of Water: Sea water (1.025).

Maximum size of vessel: 348 m. (1140') L.O.A.; 45 m. (147') Beam.

Tugs: Two "Z-Driven" tugs of 5000 hp available and compulsory; 24 / 7.

Medical attention: Full medical attention available at Santo Domingo including hospitalization-25 kms. Away.

Consular offices: Santo Domingo is the capital city of the country and most nations have some kind of representation there.

Repairs: Shore facilities for minor repairs only. Further repairs, including drydocking available at Santo Domingo and at Las Calderas.

Airport: Las Americas International, served by mayor international airlines, is about 8 kms. Away and has frequent connections to European countries and with North and South America, may be conveniently used for repatriation or joining of crew.

Berths: C1 (south) C2 (Middle) and C3 (north) Make up 1,100m + aggregating 300 m. Breakwater (total 4,593.12') are the principal docking spaces.

At C1 certified bollards 100 t. SWL at C2 and C3 120 t. SWL -30 m. Interval.

Bridgestone Rubber Fenders every 15 m.

At the breakwater there is a newer berth which is 300 m. (980') long and is used mostly for Feeder Ships and project carriers. Similar bollards and fenders arrangement to the main berths.

Terminal area: 2.5 TEU'S Capacity, Open (Container yard) storage abt. 80 Ha, 654 Reefer plugs + 350 Mobile, 7 Warehouse w/10k M2 each 30Ha.

Equipment:

CRANES CAPACITY:

Main berth--

+5 ZMPC Post-Panamax gantry cranes

50 m.- 18 vessel rows

+5 ZMPC Super Post-Panamax

1 to 5 QC max height abt rail- 36m./max
outreach from rail-50m./max lifting cap.
(5.0ff)-70t.

6 QC max height abt rail- 36m./max
outreach from rail-60m./max lifting cap.
(5.0ff)-70t.

7 to 10 QC max height abt rail- 56m./max
outreach from rail-60m./max lifting cap.
(5.0ff)-80t.

MHC's 1 to 3 max height 44 to 29m./max
outreach 40m./max lifting cap. (5.0ff)-90t.

Breakwater / Feeder berth--Two Gottwald
Mobil Harbour Cranes,

Bunkers: Diesel oil is available by tank truck only from Santo Domingo; arrangements to be made in advance

Through Maritima Dominicana. Trucks carry up to 37,8 m3(10 000 US gallons).

Fresh Water: Supplied by tank truck only by prior arrangement through the agent.

Port State Control Inspection: Since 2010, the implementation of Port State Control of all ships in territorial waters is carried out according to the Viña del Mar Agreement.

Working hours: The container terminal works 24/7 and does not charge extra for work performed after 1700 hours, on weekends and on holidays.