

Port Handbook

The port of Haina has become the busiest of the three ports handling cargo for metropolitan Santo Domingo. It is situated to the west of the center of the city on the Haina River (Río Haina), within the modern city limits. There are port facilities on both banks of the River.

Fifteen ocean going ships berths, handling general cargo, containers, roll on / roll off, liquid and dry commodities in bulk, are available.

Situated at the mouth of the Haina river, the port is subjected to continuous silting, therefore stated depths are only indications at the time of publishing and may have changed since.

For latest information please contact **Maritima Dominicana**.

Anchorage: It is suggested that vessels anchor off the port of Santo Domingo which is only eight miles away. Anchorage at Haina is considered unsafe and only to be used in case of emergency.

Pilotage: Port Control can be contacted on VHF Channel 16. Pilot boards about 1 mile from the breakwater (two miles for tankers) from a Pilot Boat.

Tidal range and flow:

Mean spring range 0,30 m.

Mean neap range 0.10 m.

Port Control: VHF Channel 16. Always ready for contacting Pilots / Tug Masters / Linesmen, Agents, etc. Port Control is Radar and AIS assisted controlling vessels approach from 10 miles away. It is located in the conspicuous control tower building at Lat. 18°25.390' N; Long.070° 00.980' W; - 28,0 m. high.

Restrictions:

River speed equal to or greater than 04 knots.

Wind speed equal to or greater than 25 knots.

Waves greater than 02 meters

Visibility less than 01 nautical mile.

Vessels size: LOA 248m (814ft) BEAM 40m (131 ft).

Density of water: Brackish water; exact density depends on location of berth and flow of river. and varies between 1,018 and 1,020.

Maximum Size Vessels:

2 OCC (Refidomsa)

Tanker M/T "BW THAMES" IMO#9393084

GT 43797

LOA 228,0 m (748 ft)

DWT 76586 t at summer draft

2005-03-11

6A OR

Container Carrier M/V "SEABOARD VOYAGER"

IMO#9964390 (3,500 TEU'S)

LOA 248,0 m (814 ft)

BEAM 36 m (118 ft)

2024-08-01

Tugs: At least two tugs are available around the clock and towage is compulsory. Tugs are 1200 / 2400 / 3500 H.P., ASD.

Medical attention: Full medical attention available in Santo Domingo including hospitalization-15 kms. away.

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

Repairs: Workshops are available.

Airport: Las Americas International, served by mayor international lines, is about 30 km. away and has frequent connections to European countries and with North and South America, and may be conveniently used for repatriation or joining of crew.

Bunkers: Fuel and Diesel oil are available by tank truck. Arrangements to be made in advance through Maritima Dominicana S.A.S. Trucks carry up to 37,8 m³(10 000 US gallons).

Fresh Water: Supplied by tank truck or pier pipeline-when available- by prior arrangement through the agent.

Working hours: Straight time working hours for general, break bulk and containerized cargoes are 0800-1200 and 1300-1700 hr. Mondays through Fridays, and 0800-1200 hr. on Saturdays. Overtime may be worked around the clock and on weekends as per tariff, excepting major Holidays. Please contact **Maritima Dominicana, S.A.S** for further details.

Berth No.1 OR (Mercasid) This berth is the most outer pier at Rio Haina East Bank. This berth is privately operated by MERCASID S.A. and is used to discharge edible oils and fats in bulk. The berth consists of a central platform

jetty supporting two 6 in. dia. 150 ASA pipes manifold, discharging rate 2 x 450 tons/hr., 9 bar, at 2,565m (8,4 ft.) above water.

This central platform is 16,5 m (54 ft.) long, with two big tires fenders and connected to a shore concrete platform of 4500 sq. m. Two dolphins in line with the jetty berthing line are separated 170 m (557 ft.). Maximal LOA 180 m (590 ft.)

Storage facilities: There are 6 storage tanks for vegetable oils and fats, with a total capacity for 6000 m³.

Fresh water: Fresh water must be delivered by tank truck only, as there is no pipeline alongside.

Working hours: Around the clock.

Berth No.2 OR (FERSAN): This facility is called the FERSAN berth, because it is controlled by the fertilizer company Fertilizantes Santo Domingo (FERSAN) and used primarily for their own bulk components importing operations and exporting fertilizers in bags.

This pier is 185 m (606ft) long and the apron is about 8 m (26 ft.) wide. The pier is about 1.7 m (5,6 ft.) above the water line.

Storage facilities: The fertilizer company has storage space available for both bulk and bagged fertilizers. Total capacity exceeds 30,000 tons.

Working hours: Around the clock.

Berth No.3 OR: This berth is 215 m (705ft) long and the apron is about 10 m (33ft) wide. The pier is about 1.8 m above the water line.

Another main user is Interquímica for receiving liquid chemicals in bulk. This berth may also be used by other cargo vessels.

Working hours: Around the clock

Berth No.4 OR: This berth is 215 m (705ft) long and 12 m (39ft) wide. The pier is about 1.8 m above the water line. This berth is used frequently by RO-RO vessels, because there are three ramps available; one at each end and one in the center, the berth is used to discharge general break bulk or homogeneous cargoes.

Storage facilities: The Port Authority's Shed No.4 with approximately 3,600 M2 is available nearby for general cargo requiring enclosed storage.

The open yard is available for trailers, containers and break-bulk cargo not requiring covered storage.

Equipment available: As mentioned, three ramps allow RO-RO vessels to discharge at this berth. Forklifts of various capacities are available, and the stevedoring companies have other equipment. Please contact Marítima Dominicana for further information.

Working hours: Around the clock.

Berth No.5 OR: This berth is 215 m (705ft) long and 12 m (39ft). The pier is about 1.8 m above the water line.

This berth is used primarily for the handling of containers and general break-bulk cargo.

Storage facilities: The Port Authority Shed Open yard –area aprox. 7000 sq. m. -can accommodate containers and trailers

Working hours: Around the clock.

Berth No.6 OR (Container Terminal):

This berth is 700 m (2,280ft) long and the apron 17 m (55ft) wide. The pier is approximately 2.0 m (6,5 ft.) above the water line. This berth is intended for handling containers only, but due to the frequent congestion of other berths, this pier is sometimes used for bulk cargoes, steel products, timber, project cargoes, etc.

Due to its length the pier is divided into A, B, and C -515 m (1690 ft.) and D 185m (606 ft.) sections.

Storage facilities: A large open yard for containers and trailers with modern lighting and other facilities.

Equipment available: Haina International Terminals (H.I.T.) operates three overhead gantry cranes on rails:

Maximum Load-Heavy Lift 40 t.

Maximum Load-Spreader 35 t.

Max. Outreach seaside rail 35 m. 13 TEU

Allowed air draft 49 m.

Post-Panamax overhead gantry crane is on the way:

Maximal Load-Heavy Lift 50 t.

Maximal Load-Spreader 40 t.

Max. Outreach seaside rail 43 m. 17 TEU

There are also several large hoppers available at the pier which are used to discharge bulk cargoes into trucks.

Two Gottwalds crane Max Load-Heavy Lift 95tons

Working hours: Around the clock.

Berth No.1 OCC: This 235m (771ft) Long and aprox a 8m(26ft) wide, is approximately 2.75 m (9 ft.) above the water line at low tide. This berth nearest to the breakwater. It is used by "Multiquímica" and "Titanio" to discharge liquid chemical products in bulk. Very adequate for

chemical carriers –up to four hoses six inches, ASA 150

Berth no. 2 OCC: make 205m (672 ft.) Long and the apron is about 8 m (26 ft.) wide. The pier is approximately 2.75 m (9 ft.) above the water line at low tide both berths. It is enough to handle Refidomsa petroleum products, white and black needs. Derricks / deck cranes, serving amidships manifold to have minimal 5 t SWL. Hose connection will be 2 x 10in. ASA150. Please, use adjacent manifold connections, terminal operator will advise on hose connection. Maximum pressure for clean and dirty products is 10 bars. White oil products will be discharged sequentially through two hoses connection to a single 14 in. line. Gas oil 0,2% S will be discharged through a separated 10 in. hose connection to a single 6 in. line. Fuel oil will be discharged through two 8 in. hose connections to a single 12 in. line. Throughout discharge you are required to have on board sufficient cargo / ballast to maintain 25% deadweight so arranged that vessel has suitable trim to leave the berth at any time and that hull stresses throughout discharge are within the open sea limits, Throughout the whole stay at Refidomsa berth, engines must be in state of readiness at short notice. Displacement of cargo lines with air is not permitted.

ISGOTT – International Safety Guide For Oil Tankers & Terminals and **OCIMF**- Oil Companies International Marine Forum are strictly implemented at this pier.

Working hours: around the clock.

Berth No.3 OCC: This berth is 181m (593ft) long, of which only 110 m (370ft.) are usable. due to the bad condition pavement. Is 8 m

wide. This pavement is 1,75 m (5,7ft.) above the water line.

This berth is presently serving as a bulk asphalt terminal dispenser, with a barge – “Asphalt Lion” 110 m (360 ft.) long as storage and incoming asphalt tankers berth abreast, in order to discharge directly.

Working hours: Around the clock.

Berth No.4 OCC: This berth is 264 m (866 ft) long and approximately 1.75 m. above the water line. The berth is used for homogeneous break-bulk and bulk cargoes such as grain and coal, using portable hoppers and bagging machines. Also, Tegra and Sargeant receive liquid bulk cargoes at this berth.

Working hours: Straight time working hours for general, break bulk and containerized cargoes are 0800-1200 and 1400-1800 Mondays through Fridays, and 0800-1200 hours on Saturdays. Overtime may be worked around the clock and on weekends as per tariff, excepting major Holidays. Please contact **Maritima Dominicana, S.A.S.** for further details.

Berth No.5 OCC: The berth is 194 m (636 ft.) long. The pier is about 1.75 m above the water line. Apron is 15 m. wide. The berth may be used for homogeneous break-bulk and bulk cargoes, Same as No.4 West. But also partially combined with No.5 West to attend Tankers for EGE Haina fuel oil.

Working hours: Around the clock.

Berth No.6 OCC: This berth is 134m (440ft) long and the apron is about 6 m. (19,7 ft.) wide. The pier is approximately 1.75 m above the water line. This berth is used by tankers discharging fuels, for EGE Haina; chemicals for Brenntag; and lubricants and liquid paraffin for Lubridom. All these commodities stored at shore tanks.

Storage facilities: Storage tanks are available for lubricants, liquid chemicals, liquid paraffin. at this berth. There is also a storage shed for cement clinkers.

Equipment available: Pipelines for above-mentioned liquid cargoes,

Working hours: Around the clock.

Refidomsa Cargo Buoys Mooring:

The approximate position of this facility is Lat.18° 24'.00 N.; Long. 070° 01'.30 W. This new installation, consisting of four mooring buoys and two cargo-hoses pickup buoys, off the port of Haina and is used for discharging LPG and to the shore installations of the Refinería Dominicana de Petróleo.

Vessels must have a derrick 3 t. SWL to handle the hose.

Maximal LOA 180 m (590 ft.)

Only mooring at day light with Pilot, mooring crew and one tugboat compulsory

Pilot boarding one mile south of mooring buoys.

Departure at any time, without tugboat assistance.

Equipment available: For discharging there is one hose to the port side, 8" diameter, 300 ASA for LPG. Ship's port crane or boom to be ready on arrival and manifold reducers fitted.

Ship's crew performs connection with supervision from terminal personnel.

Storage facilities: The storage tanks of the Refinería Dominicana de Petróleo hold Black and White Products and LPG,

Note: Because of the nature of this installation there are no facilities for supplying bunkers, fresh water, and other port services. Five persons from shore remain on board during the duration of the discharge operations, and accommodations for them should be provided by the vessel.

Dangerous Cargo Regulations: The International Maritime Dangerous Goods Code-IMDG- is fully implemented at Dominican Republic Ports.

Port Facility Security: I.S.P.S. Code was certified by Autoridad Portuaria Dominicana (APORDOM)

Port is provided with armed guards protection from CESEP-Cuerpo Especializado en Seguridad Portuaria-integrated by non-commissioned armed forces personal.

BASC certified the Terminal on 2007'05'20 and **C-TPAT** on 2011'01'06 as partner.