



Río Haina

Latitude: 18° 25'N Longitude: 070° 01'W

World Port Index No.11045

Admiralty Chart: 471; D.M.A. Chart 25848

UN / Locode: DO HAI

Río Haina Port lies about 14 miles NNE of Punta Palenque and 9 miles WSW of Puerto de Santo Domingo, at the mouth of the Río Haina.

The harbor basin is protected by two outer breakwaters; a further inner breakwater extends about 200m NE from Wbreakwater.

From the vicinity of the pilot boarding position the white sector (347-352°) of the directional light leads through the entrance channel marked by four light buoys

Silting inside the harbor is seasonal and occurs during the rainy season from May to September. The terminal and local agency should be consulted for latest depths in the port.

The Port is the leading general cargo, container and petroleum products port of the Dominican Republic.

In 2011 the port was used by 1686 vessels

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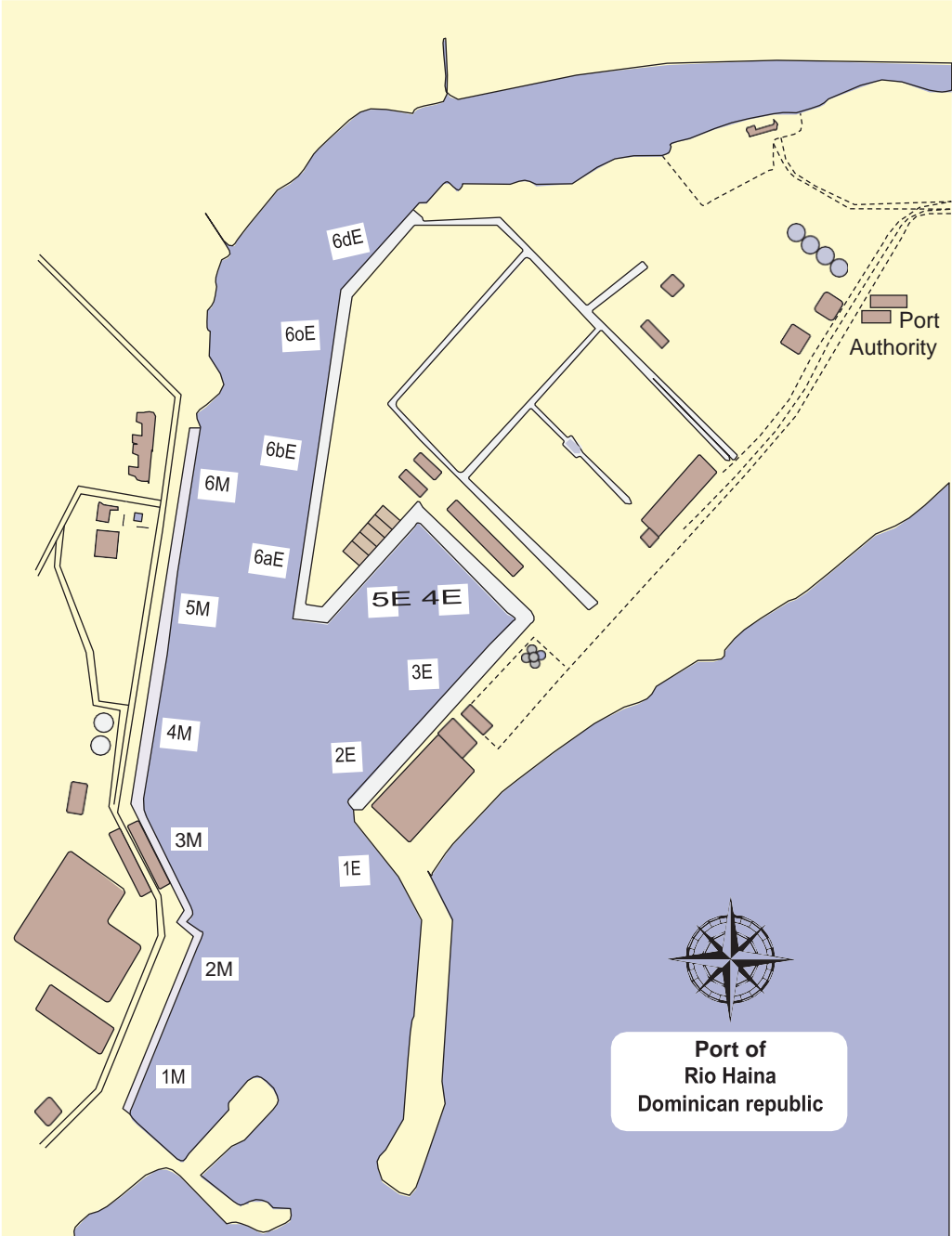
RÍO HAINA PORT

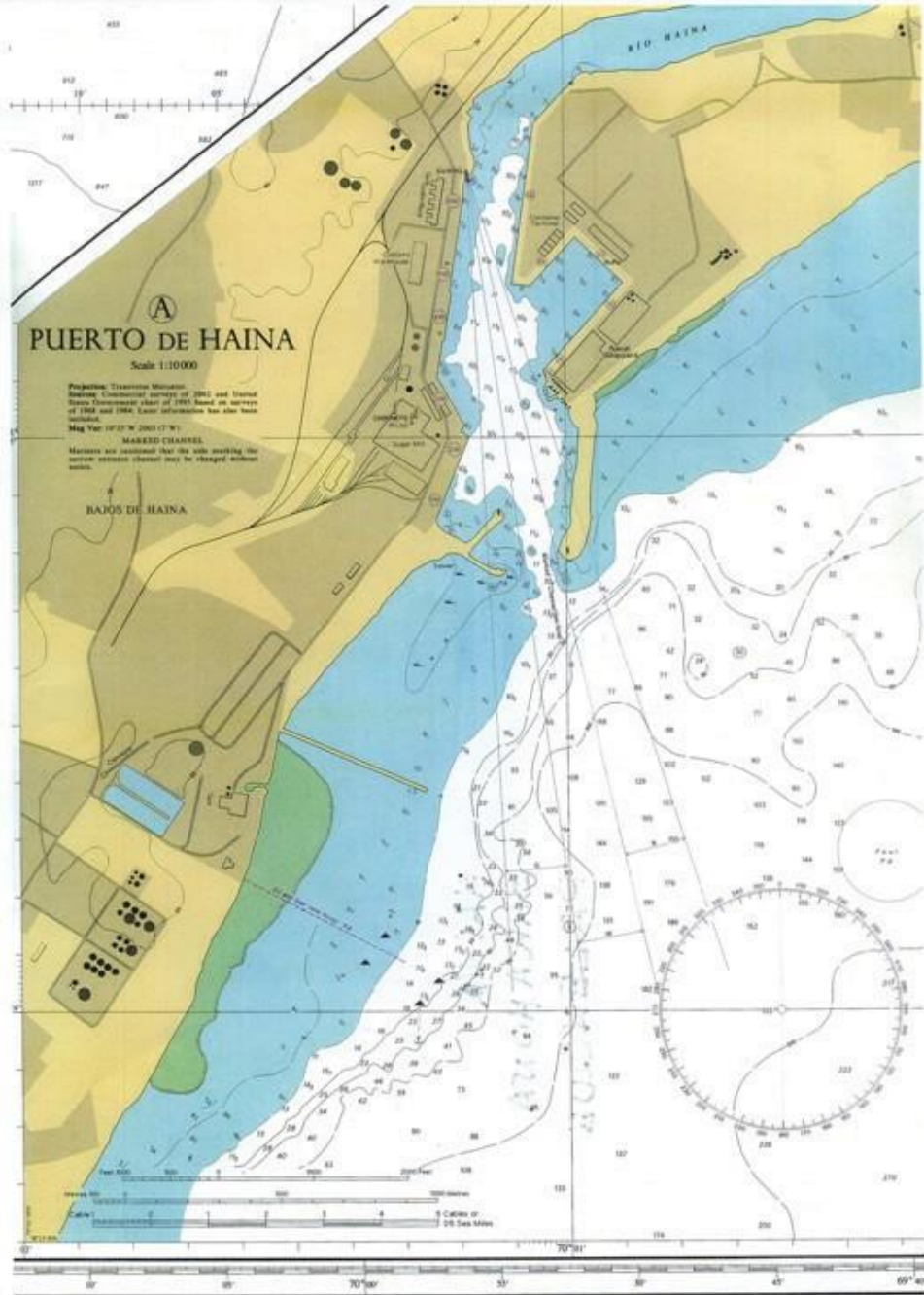
Dec. 04, 2018

ZONE	MTS	FEETS
FAIRWAY LEADING LINE	11	36.08
FAIRWAY	10.8	35.42
MANEUVERING AREA	10.2	33.46

MINIMUM DETECTED DEPTH REFER TO MLLW (Dec. 04, 2018)

BERTH	METE RS		FEETS		STATUS
	AFT	FORE	AFT	FORE	
1 East	9.60	9.80	31.49	32.14	IN SERVICE
2 East	9.60	10.00	31.49	32.80	IN SERVICE
3 East	10.00	9.90	32.80	32.47	IN SERVICE
4 East	9.90	10.00	32.47	32.80	IN SERVICE
5 East	10.10	10.10	33.13	33.13	IN SERVICE
Recodo	6.80	6.80	22.30	22.30	IN SERVICE
6 East A	10.00	10.00	32.80	32.80	IN SERVICE
6 East B	10.00	10.00	32.80	32.80	OUT OF SERVICE
6 East C	9.90	9.60	32.47	31.49	IN SERVICE
6 East D	9.60	9.60	31.49	31.49	IN SERVICE
1 West	9.70	10.20	31.82	33.46	IN SERVICE
2 West from Recodo till 190 metres	10.20	10.20	33.46	33.46	IN SERVICE
3 West	9.60	5.90	31.49	19.35	IN SERVICE
4 West	10.00	10.00	32.80	32.80	IN SERVICE
5 West	9.60	9.60	31.49	31.49	IN SERVICE
6 West	9.60	9.60	31.49	31.49	IN SERVICE





WCS 9A POSITIONS 1982 - 2001

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. Controlling depth at entrance 11,0 m. For latest information please contact Haina International Terminal or your Local agent.

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

Pilotage: Pilot and harbormaster can be contacted on VHF Channel 12-16. Pilot boards about 1 mile SW of the buoy (two miles for tankers). Vessel must keep awaiting position according to Port Control Instruction.

Tidal range and flow:
Mean spring range 0,30 m.
Mean neap range 0,10 m.
Current velocity at berth usually less than 0,4 knots and southerly.

Port Control: VHF Channel 16. The vessel must to contact Port Control at least 2 hrs before the arrival. Efficient and contacting Pilots / Tug Masters / Linesmen, Agents, etc. Port Control is AIS and Radar assisted controlling vessels approach from 20 miles away. It is located in the conspicuous control tower building at Lat. 18°25.39 N. Long. 070° 00.98 W; 28,0 m. high.

Restrictions: There are no restrictions regarding daily or nighttime hours; other than stormy weather or rough sea.

Density of water: Brackish water; exact density depends on location of berth and flow of river. 1,022 at Pier 6A East, end of dry season..

Maximum size of vessel handled: LOA 245 m (803 ft.); BEAM 36 m (118ft.). Controlling depth at the entrance: 11, 0m. (36 ft.)

Tugs: At least four tugs are available around the clock and towage is compulsory for ship over 80m LOA Tugs are between 2000 to 3800 H.P. Bollard Pull 30- 50 Tons

Medical attention: Full medical attention is available in Santo Domingo City including hospitalization through your local agency.

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

Repairs: Dry-docking and workshops are available at Las Calderas and Santo Domingo. Ciramar International Trading at Las Calderas is operating three floating docks and in this way any ship under 173 m x 33 m. x 5 m, can be dry-docked there.

Legus Enterprises has a three levels Graving Dock at Santo Domingo Ozama River east bank; 156 m. x 16 m. x 5 m. Internationally recognized machinery representative and Class Societies Surveyors are allowed to attend customers at the mentioned facilities.

Airport: Las Americas International, served by major international airlines, 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 Local Agency. Trucks carry up to 37,8 m³ (10 000 US gallons).

Fresh Water: Supplied by tank truck or by berthing pipes lines prior arrangement through the agency.

Working hours: Straight time working hours for general, breakbulk and containerized cargoes are 0800-1200 and 1300-1700 hr. Mondays through Fridays, and 0800-1200 hr. on Saturdays. Overti-

me may be worked around the clock and on weekends as per tariff, excepting major Holidays. Please contact your local agency for further details.

To see the last Port bathymetry report, visit the link: _____

Berth Facilities

Berth No.1 West: This is the berth nearest to the breakwater, used by “Multiquimica” to discharge liquid chemical products in bulk. This berth is 190m (623ft). Maximum depth: See depth tables above, brackish water. over a soft mud and silt bottom.

Berth no. 2 West make 190 m. (623 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.

Enough to handle Refinería Marítima Dominicana S.A. 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. 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 on 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.

Maximum depth: See depth tables above, brackish water over a soft mud and silt bottom.

Bunkers: Not available. Fresh water: Fresh water must be delivered by tank truck only as there is no pipeline alongside. Working hours: around the clock. .Berth No.3 West: This berth is 181m. (593ft) long, of which only 110 m. (370ft.) are usable due to the bad condition of the apron pavement. : 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.

Maximum depth: See depth tables above, brackish water, over soft mud and silt.

Bunkers: No bunkers are available.

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

Working hours: Around the clock.

Berth No.4 West: This berth is 264 m. (866ft) 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.

Maximum depth: See depth tables above, brackish water, over soft mud and silt bottom.

Bunkers: Fuel and Diesel oil are available by tank truck. Arrangements to be made in advance through local agency.

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

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 local agency for further details.

Berth No.5 West: The berth is 194 m. (636ft.) long. The pier is about 1.75 m above the water line. 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.

Maximum depth: See depth tables above, brackish water, over soft mud and silt bottom. Bunkers Fuel and Diesel oil are available by tank truck. Arrangements to be made in advance through local agency.

Fresh water: Fresh water must be delivered by tank truck only as there is no pipeline alongside. Working hours: Around the clock.

Berth No.6 West: This berth is 134m. (440ft) long and the apron is about 8 m. (26,2 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. This berth was also prepared to handle cement and clinker for Cementos Colon.

Maximum depth: See depth tables above, brackish water, over soft mud and silt bottom.

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, hoppers and conveyors to handle clinkers.

Bunkers: Fuel and Diesel oil are available by tank truck. Arrangements to be made in advance through local agency.

Fresh water: Fresh water must be delivered by tank truck only as there is no pipeline alongside. . Working hours: Around the clock.

Berth No.1 East (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 vegetables, edible oils and fats in bulk. The berth consists of a central platform jetty supporting a two 6 in. dia. 150 ASA pipes manifold, discharging rate 2 x 450 tons/hr., 9 bar, .at2,7m. (8,8 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.).

Maximum depth: See depth tables above, brackish water, over a soft mud and silt.

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

Bunkers: Fuel and diesel oil are delivered by tank truck. Arrangements must be made in advance of arrival through the agency, in order to coordinate timely delivery, because delivery cannot be made during the discharging operations.

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 East (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. Another main user is Interquimica for receiving liquid chemicals in bulk.. This pier is 202, 9 m. (665ft) 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.

Maximum depth: See depth tables above, brackish water, over soft mud and silt.

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

Bunkers: Fuel and diesel oil are delivered by tank truck. Arrangements must be made in advance of

arrival through the agency, in order to coordinate timely delivery, because delivery cannot be made during the discharging operations.

Fresh water: Available on berthing place through pipe lines.

Working hours: Around the clock.

Berth No.3 East (Falconbridge): This berth is 189,4 m. (621ft) long and the apron is about 10 m. (33ft) wide. The pier is about 1.8 m. above the water line. The Falconbridge Dominicana Terminal is located alongside, and vessels carrying cargo for this Company have preference in the use of this berth. Falconbridge receives crude oil in bulk and other petroleum products. This berth may also be used by other vessels, when Falconbridge and vessels are not occupying it.

Maximum depth: See depth tables above, brackish water, over soft mud and silt..

Bunkers: Fuel and diesel oil are delivered by tank truck. Arrangements must be made in advance of arrival through the agency, in order to coordinate timely delivery, because delivery cannot be made during the discharging operations.

Fresh water: Available on berthing place through pipe lines.

Working hours: Around the clock.

Berth No.4 East: This berth is 215,9 m. (708ft) long and the apron is about 12 m. (39ft) wide. The pier is about 1.8 m, above the waterline. This berth is used frequently by RO-RO Vessels, because there are three ramps available; one at each end and one in the center. When not in use by one of the regularly scheduled RO-RO liner Services, the berth is used to discharge general break bulk or homogeneous cargoes.

Maximum depth: See depth tables above, brackish water, over soft mud and silt.

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 your Local agency for further information.

Bunker: Fuel and diesel oil are delivered by tank truck. Arrangements must be made in advance of arrival through the agency, in order to coordinate timely delivery, because delivery cannot be made during the discharging operations. Trucks carry either 5,000 or 10,000 US gallons.(18,9 or 37,8-cu.m.).

Fresh water: Available on berthing place through pipe lines.

Working hours: Around the clock.

Berth No.5 East: This berth is 215 m. (708ft) long and has an apron of 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.

Maximum depth: See depth tables above, brackish water, over soft mud and silt.

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

Bunkers: Fuel and diesel oil are delivered by tank truck. Arrangements must be made in advance of arrival through the agency, in order to coordinate timely delivery, because delivery cannot be made during the discharging operations. Trucks carry either 5,000 or 10,000 US gallons.(18,9 or 37,8 cu. m.)

Fresh water: Available on berthing place through pipe lines.

Working hours: Around the clock.

Berth No.6 East (Container Terminal):

This berth is 704 m. (2,311ft) 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. and almost any other vessels with deep drafts. Due to its length the pier is divided into A, B, and C -518,5 m. (1701 ft.) and D 186m.(610 ft.) sections.

Maximum depth: See depth tables above, brackish water ranging. between 1.016 and fresh. Bottom consists generally of soft mud and silt.

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

Equipment available: Haina International Terminals (H.I.T.) operate three overhead Gantry-cranes on rails:

Maximum Load-Heavy Lift 40 t.
Maximum Load-Spreader 35 t.
Max. Outreach seaside rail 35 m. 12 rows
Allowed air draft 29 m.
A Post-Panamax overhead gantry crane has:
Maximum Load-Heavy Lift 50 t.
Maximum Load-Spreader 40 t.
Max. Outreach seaside rail 43 m. 17 TEU

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

Bunkers: Fuel and diesel oil are delivered by tank truck. Arrangements must be made in advance of arrival through the agency, in order to coordinate timely delivery, because delivery cannot be made during the discharging operations.

Fresh water: Available on berthing place through pipe lines.

Working hours: Around the clock.

Refidomsa Cargo Buoys Mooring.:

The approximate position of this facility is Lat.18° 24,0´N.;Long. 070° 01.3´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 Refineria-Dominicana de Petróleo. Vessels must have a derrick 3 t. SWL to handle the hose.

Maximum LOA 180 m. (590 ft.)

Minimum depth: 16,0 m,-12,0 m.
(52,4 – 39,3 ft.)

Maximum draught: 9,5 m. (31 ft.)

Refidomsa Regulations

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 tug boat 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 LPG,- Bunkers: Not available. Freshwater: Not available.

Note: Because of the nature of this installation there are no facilities for supplying bunkers, freshwater 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.

Mobile Cranes: Two GOTTWALD cranes are available for operate in the port on east side (berths 4, 5 and 6) with the maximum hoist capacity of 100MT each one.

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

Other Services:

The port has facilities previous coordination with the local agency and Port authorities for the follows services:

- Shipchandlers
 - Sludge disposals to tank trucks.
 - Electro nautical repairs.
 - Work shop repairs.
 - SOLAS test to lifesaving appliances.
 - Small painting jobs.
- Other services.

Port Facility Security: I.S.P.S. Code was certified by Autoridad Portuaria Dominicana (APORDOM) since 26/01/2006.

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

The terminal was certified with BASC on 20/05/2007 and was certified as partner in the C-TPAT on 06/01/2011.

Note it is compulsory that searching team aboard the ship before departure for drugs or stowaway searching.

Port State Control Inspection: Since 2010 Implementation of the Port State Control to all ships at territorial waters was carried out according to the "Viña del Mar Agreement".



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