

**GENERAL:**

Located at the mouth of the river Ozama on the southeast coast of Hispaniola Island, 9 nautical miles SW of the Haina River Port and 21 miles E-SE of the Punta Caucedo Port. It is managed under concession to **SANSOUCI** since 2005. Given the location of the port of Santo Domingo is subject to continued silting.

For latest information please contact [CODONAVE](#).

<b>Port name:</b>	<b>SANTO DOMINGO</b>
<b>Location:</b>	Lat: 18°28'08"N/Long: 69°53'00"W
<b>Port type:</b>	River Natural
<b>Port size:</b>	Medium
<b>Shelter:</b>	Excellent
<b>Max Size Vessel:</b>	Over 500' Length
<b>UN/LOCODE:</b>	DOSDQ
<b>Chart datum Vertical:</b>	Chart Datum LLW Horizontal: WGS84
<b>Local time:</b>	GTM UTC -4
<b>Charts:</b>	<ul style="list-style-type: none"> <li>• B.A Chart: 467</li> <li>• D.R Chart: 25449</li> <li>• D.M.A Chart: 25848</li> </ul>
<b>Operator:</b>	<a href="#">SANSOUCI</a>
<b>Port authority:</b>	<a href="#">APORDOM</a> (Autoridad Portuaria Dominicana)
<b>Related anchorage:</b>	Santo Domingo Port
<b>Prevailing winds:</b>	<ul style="list-style-type: none"> <li>• September-April: North - North East (5-15 Knots)</li> <li>• May-August: East - South East (5-15 Knots)</li> </ul>
<b>Avg temp range:</b>	28 - 30 °C
<b>Tidal range &amp; Flow:</b>	<ul style="list-style-type: none"> <li>• Avg range is 0.30 m. The river current (southeast) has a normal speed of 1.5 knots, but in the rainy season may reach a speed between 4.5 knots and 8.0 knots</li> </ul>
<b>Berthing capacity:</b>	1,600 m. (5,249 ft.)
<b>Max depth:</b>	10.5 m. (34.4 ft.)*
<b>Docking depth:</b>	10.5 m. (34.4 ft.)*
<b>Beacons:</b>	4 Buoys (2 Red, 2 Green)
<b>Entry channel:</b>	120 m. (393 ft.) Wide
<b>Entrance channel depth:</b>	11 m. (36 ft.)*
<b>Turning basin:</b>	350 m. (1,148 ft.)
<b>(PFSO) Port Facility Security Officer:</b>	Bolivar Marmolejos
<b>Office:</b>	(809) 685-9337 Ext-202
<b>Cel.:</b>	(829) 599-6369
<b>Email:</b>	bolivar.marmolejos@sansouci.com.do
<b>Certifications:</b>	<ul style="list-style-type: none"> <li>• I.S.P.S Code</li> </ul>
<b>Other Services:</b>	<ul style="list-style-type: none"> <li>• Ship chandlers</li> <li>• Sludge disposals to tank trucks</li> <li>• Electro nautical repairs</li> <li>• Work shop repairs</li> <li>• Small painting jobs</li> </ul>

\*Only for use as reference, for updated information please contact [CODONAVE](#).

**MAXIMUM SIZE VESSELS HANDLED:** LOA: 245 m. (803 ft.); BEAM: 36 m. (118 ft.). Controlling depth at the entrance: 11.0 m (36 ft). Some areas have limitations to either beam, draught, length, or air draft. For more information about specific vessels, please contact [CODONAVE](#).

**VERTICAL CLEARANCE:** The least vertical clearance under bridges and overhead cables is 32.5 m. (106.6 ft.) (maximum air draft).

**TOWAGE:** Available and compulsory for docking and undocking inside the harbour. They will also escort from pilot position for an additional fee in case required. At least one tug of about 1200 H.P. is normally stationed in the port. A tug of 2000 H.P. can be brought from Rio Haina upon request with a minimum 24 hr. prior notice. Not mandatory for cruise ships.

**ANCHORAGE PROCEDURES GENERAL:** Deepwater anchorage is available outside the port. The Port Authority will indicate the best position through the local pilot. The area is about 2.5 cables South of the breakwater, if there are adverse weather conditions, it is advisable to set out to sea, as a heavy sea is liable to cause the anchor to drag.

**PILOTAGE:** Pilot is compulsory and can be contacted by VHF Channel 16 or 12. Pilot boards approximately 1 mile south of the breakwater. The estimated time from pilot station to dock is 20 min and the maximum speed is 6 knots.

**WATER DENSITY:** Brackish inside the harbour; depending on the location of the berth, time of year (rainy or dry season), and tidal condition the exact density will vary from 1.016 to 1.025. Contact agents for further details.

**CARGO:**

**PORT INFRASTRUCTURE:** Approx. 1,600 meters of docks and 10 berths; these docks are distributed on both banks (Eastern and Western) of the Ozama River.

- **Container terminal:** Ro-Ro capabilities.
- **General Cargo terminal:** Storage, and dispatch of general cargo (wood, wire rod, rods, billets, heavy equipment, special projects, etc.).
- **Warehousing:** 800 m2 of roofed warehouses.
- **Automobiles:** 99,500 m2 lots with the capacity for up to 7,000 vehicles.

**DANGEROUS CARGO REGULATIONS:** The International Maritime Dangerous Goods Code (IMDC) is fully implemented at Dominican Republic Ports including Santo Domingo.

**PORT FACILITY SECURITY:** ISPS Code was certified by *Autoridad Portuaria Dominicana (APORDOM)* at every pier. *Sans Souci Ports (S.S.P.)* facilities are provided with private armed guards from *SECURIASA* and *SPD* Harbour Protection Specialists subject to *CESEP* final control ship to ship.

**WORKING HOURS:** Around the clock, overtime may be worked around the clock and on weekends as per tariff, excepting major holidays.

**LOCAL HOLIDAYS:** There are twelve nationwide holidays: Jan 1 (New Year's Day) Fixed, Jan 6 (Religious), Jan 21 (Religious) Fixed, Jan 26 (Duarte's Day), Feb 27 (Independence Day) Fixed, Apr. 15 (Holly Friday) Fixed, May 1 (Labor Day), Jun 16 (Religious) Fixed, Aug 16 (Restauracion Day) Fixed, Sept 24 (Religious) Fixed, Nov 06 (Constitution Day) Fixed, Dec 25 (Christmas Day) Fixed.

**BUNKERING AND FUELING:** Fuel and Diesel oil are available by tank truck. Trucks carry up to 37.8 m3 (10,000 US gallons). Arrangements to be made in advance through **CODONAVE**.

**FRESHWATER:** Supplied by tank truck or pier pipeline when available. Arrangements are to be made in advance through the Agency.

**STORES AND PROVISIONS:** Available.

**WASTE:** Available.

**REPAIRS:** There are numerous companies and service providers in the area for repairs. Arrangements are to be made in advance through the Agency.

**SURVEYORS:** Available.

**MEDICAL FACILITIES:** Full-service hospitals are available in the Santo Domingo area, including hospitalization.

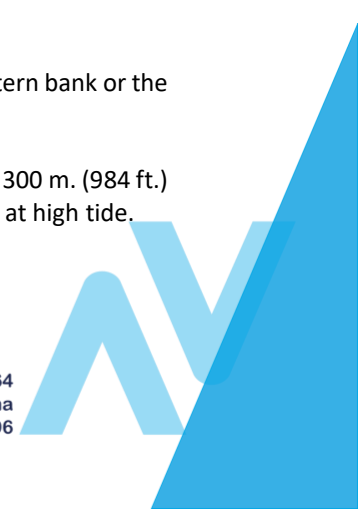
**CONSULAR OFFICES:** Most nations have some kind of representation.

**AIRPORTS:** *Las Americas International Airport (SDQ)*, served by major international airlines, is about 20 km. away and has frequent connections to Europe, North, and South American countries and may be conveniently used for repatriation or joining of crew.

**BERTH FACILITIES:**

**Sans Souci Liquid Bulk Cargo Berth - East Bank:** Referred to as *Punta Torrecilla* is located on the Eastern bank of the River nearest the harbour entrance. Presently it is decommissioned.

**Sans Souci Passenger Terminal - East Bank:** It is 0.8 km. from the Ozama River Entrance, the berth is 300 m. (984 ft.) long and the apron is 17 m. (56 ft.) wide; the pier is approximately 2.6 m. (9 ft.) above the waterline at high tide.



- **Fresh Water:** provided by piping alongside at 20 t/hr rate.

**Molinos del Ozama - East Bank:** Located 1.0 km from the Ozama River Entrance. This is a private berth owned by the local flour mill of the same name, which is located on the Ozama River's Eastern Bank. It's a bulk cargo berth that's usually used for wheat and malt, but also corn and other grains and grain products. The maximum vessel length is 220 m. (720 ft.) and the maximum beam is 32 m. (105 ft.).

The pier is a central Jetty of about 12.5 m. long, 9.0 m. wide and 1.70 m. above the waterline at high tide. This berth consists of three flying dolphins with stationary pneumatic discharging equipment and a conveyor system in the middle on a tower platform.

Suction equipment is Vigan make, model NIV 200, has a boom length of 20 m., and with a 0.75 t/m<sup>3</sup> density grain is able to handle 250 t/hr.

- **Storage facilities:** Silos with storage capacity for about 90,000 m<sup>3</sup>/t. of grain, fed by a conveyor belt directly from the vessel alongside.

**General Cargo Berth No. 1 & General Cargo Berth No. 2 - West Bank:** 280 m. (920 ft.) long (together) and apron is approx. 13 m. (42 ft.) wide. The pier is about 1.8 m. (6 ft.) above the waterline at high tide. General cargo is discharged at this berth.

- **Storage facilities:** No longer in service.
- **Equipment:** Forklifts of up to 10 tons are available.

**General Cargo Berth No. 3 - West Bank (Not Operational):** The berth is 167 m. (548 ft.) long and the apron approx. 8 m. (26 ft.) wide; the pier is about 1.80 m. (6 ft.) above the water level at high tide.

**General Cargo Berths No. 4 and 5 - West Bank:** These berths combined are 300 m. (983 ft.) long and the apron is approx. 17 m. (55 ft.) wide; the pier is about 1.5 m. (5 ft.) above the waterline. The berth is used for trailers, containers and general breakbulk cargo.

**Berth No. 6 & Berth No. 7 Don Diego Tourist Passenger Terminal - West Bank:** This berth is 400 m. (1,310 ft.) long and the pier is about 2.15 - 2.95 m. (7-9 ft.) above the waterline. Apron width 8-11 m. (26.2-36 ft.) This berth is exclusively used for passenger cruise vessels. Puerto Rico Passengers Ferry is currently using this Pier.

- **Freshwater:** Available alongside by pipe-line.

**Petrolero - West Bank:** Located beside the Floating Bridge down the river. Good for tankers up to 115 m. in length, this berth is adequate for oil tankers discharging to the power plant nearby. Camels are placed alongside the dock to ensure the mentioned depth.

**Petrolex Overseas - East Bank:** Private installation is used for discharging small parcels of liquid and dry bulk cargoes. Tallow, caustic soda, yellow grease, etc., and less frequently feed grain such as corn, soybeans, soybean meal, peanut meal, etc. The berth is designed to accommodate vessels up to 130 m. (430 ft.) LOA has a small central pier of approximately 25 m. (80 ft.) long and 12 m. (40 ft.) wide with three flying dolphins to tie/ensure the vessel. The vessel is berthed alongside in order to discharge from one hold to another.

- **Storage facilities:** Warehouses and tanks for about 10,000 m<sup>3</sup> of dry bulk cargoes and 155,000 m<sup>3</sup> of liquid bulk cargoes on their own premises.
- **Equipment:** Pipeline from the berth to the tanks for the liquid bulk cargo can handle asphalt, fuel oil, and diesel through independent and adequate flanges 8" ASA 300/6" ASA 300, They also have two steel tank barges; 3,700 m<sup>3</sup> each.

