

GENERAL:

Rio Haina Port lies about 14 miles NNE of Punta Palenque and 9 miles WSW of Puerto de Santo Domingo, at the mouth of the Haina River. The harbour basin is protected by two outer breakwaters; a further inner breakwater extends about 200 m. NE from W breakwater.

Silting inside the harbour is seasonal and occurs during the rainy season from May to September. The terminal and local agency should be consulted for the latest depths in the port. Inaugurated in 1953, Rio Haina is a multipurpose Port for containerized merchandise, Ro-Ro, breakbulk, liquid, and gas cargo. Is operated and developed by HIT (Haina International Terminals) since 2001.

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

Port name:	RIO HAINA
Location:	Lat: 18°25.018'N/Long: 70°01.190'W
Port type:	River Natural
Port size:	Medium
Shelter:	Good
Max Size Vessel:	Over to 500' Length
UN/LOCODE:	DOHAI
Chart Datum Vertical:	Chart Datum LLW Horizontal: WGS84
Local time:	GTM UTC -4
Charts:	D.M.A. Chart: 25848 Admiralty Chart: 471
Operator:	HIT (Haina International Terminals)
Port authority:	APORDOM (Autoridad Portuaria Dominicana)
Terminals:	<ul style="list-style-type: none"> ● Haina Occidental (6 Berths) ● Haina Oriental (9 Berths)
Related anchorage:	Santo Domingo Port
Prevailing winds:	Direction ENE–ESE
Avg temp range:	28–30 °C
Certifications:	<ul style="list-style-type: none"> ● ISPS (International Ship and Port Facility Security Code) ● BASC (Business Alliance for Secure Commerce) ● OEA (Authorized Economic Operator) ● ISO 9001
Tidal range & Flow:	<ul style="list-style-type: none"> ● Mean spring range: 0.30 m. ● Mean neap range: 0.10 m. ● Average velocity at berth is less than 0.8 knts/S.
Berthing capacity:	2,880 m. (9,448 ft.)
Max depth:	10.05 m. (33 ft.)
Docking depth:	8.5-10.6 m. (28-35 ft.)
Beacons:	8 boys (3 green, 3 reds, 1 Wave buoy & 1 Marker buoy)
Entry channel:	60 m. (196.8 ft.) Wide
Entrance channel depth:	10.6 m. (35 ft.)
Turning basin:	300 m. (984 ft.)
(PFSO) Port Facility Security Officer:	Mr. Arismendy Espinal
Office:	+1 (809) 537-6154
Cel.:	+1 (809) 882-0114
Email:	arismendy.espinal@hit.com.do
Other Services:	<ul style="list-style-type: none"> * Ship chandlers * Sludge disposals to tank trucks * Electro nautical repairs * Work shop repairs * SOLAS test to lifesaving appliances. * Small painting jobs.

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



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 control tower building Lat. 18°25.390" N; Long.070°00.980" W; 28.0 m. high.

MAXIMUM SIZE VESSELS: 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 us.

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

DEPTHS:

ZONE	METERS	FEETS
Fairway Leading Line	13.2	43.30
Fairway	13.2	43.30
Maneuvering Area	12.1	39.69

MINIMUM DETECTED DEPTH REFER TO MLLW

BERTH	METERS		FEETS		STATUS
	FORE	AFT	FORE	AFT	
1 East	9.90	9.90	32.47	32.47	In Service
2 East	10.20	10.00	33.46	32.80	In Service
3 East	9.80	10.10	32.14	33.13	In Service
4 East	10.00	9.90	32.80	32.47	In Service
5 East	10.40	11.00	34.11	36.08	In Service
Recodo	10.00	10.00	32.80	32.80	In Service
6 East A	11.80	11.80	38.70	38.70	In Service
6 East B	11.70	11.70	38.38	38.38	In Service
6 East C	11.70	11.70	38.38	38.38	In Service
6 East D	11.50	11.70	37.72	38.38	In Service
1 West from Recodo till 235 metres	7.10	10.80	23.29	35.42	In Service
2 West from Recodo till 205 metres	10.80	10.80	35.42	35.42	In Service
3 West	6.50	7.70	21.32	25.26	In Service
4 West	10.10	10.10	33.13	33.13	In Service
5 West	10.90	11.10	35.75	36.41	In Service
6 West	11.10	11.10	36.41	36.41	In Service
NOTE:	At berth 4 west from the 3 west fence and up to 50 m. north the depth is 9.30 m.				

* The information represents the result of a [survey performed on December 2023](#) and can only be considered as indicating the conditions existing at the time.

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

TOWAGE: There are several tug companies offering services. Generally, the vessel's agent will arrange for tugs as required. At least two tugs are available around the clock. Towage is compulsory; tugs are 1,200/2,400/3,500 H.P.

ANCHORAGE PROCEDURES GENERAL: Anchorage at Haina Port is considered unsafe and only to be used in case of emergency. The main anchorage serving ships calling the port facilities is located in the port of Santo Domingo, eight miles away.

The port authority assigns anchorages to deep-sea vessels on a first-come-first-served basis. Anchorage requests must be channeled via the agent to Port Control.

PILOTAGE: Every commercial vessel is subject to compulsory 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.

The master, owner, or agent of a vessel that is to arrive in a compulsory pilotage area shall notify Port Control of the estimated time of arrival.

DOCKING: The port authority manages the conduct of vessels berthing in the port, and short-duration operations have berthing preference. All vessels alongside a berth must maintain a continuous deck watch at all times.

WATER DENSITY: Brackish water. Density varies between 1,012 and 1,025, depending on the berth and river flow.

CARGO: It operates across 6 business sectors: automobiles, breakbulk, bulk, container, chemicals, and fuels. The port facilitates trade with more than 160 world economies.

PORT INFRASTRUCTURE: 2,800 linear meters of docks and 15 berths; these docks are distributed on both banks (Eastern and Western) of the Haina River, all having a maximum depth of 10 meters. However, Pier 6, used mainly for container operations is 12 meters deep, allowing the docking and operation of Panamax-type vessels, 245 meters long, 40 meters wide, and with a capacity of 4,500 TEUs.

- **Cranes:** 3 Gantry cranes, 2 conventional and one Panamax, with a lifting capacity of up to 40 tons. A reach of up to 13 rows of containers and productivity of 22 movements per hour per crane.
- **2 GOTTWALD** mobile cranes, with a lifting capacity of up to 100 tons. For use on both container and general cargo ships.
- **Container terminal:** Designed capacity of 600,000 TEUs. Currently operating at 60% capacity.
- 252 electrical outlets for refrigerated containers, expandable with the use of Powerpacks with continuous monitoring.
- **General Cargo terminal:** Approx. 70,000 square meters for the unloading, storage, and dispatch of general cargo (wood, wire rod, rods, billets, heavy equipment, special projects, etc.).
- **Warehousing:** 9,700 square meters of roofed warehouses.
- **Automobiles:** Four (4) parking lots with the capacity for up to 2,000 vehicles.

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. 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 (Restoration Day) Fixed, Sept 24 (Religious) Fixed, Nov 06 (Constitution Day) Fixed, Dec 25 (Christmas Day) Fixed.

BUNKERING AND FUELING: Available by tank truck (Up to 37.8 m³/10,000 US gallons). Arrangements are to be made in advance through the agency.

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

STORES AND PROVISIONS: Can be arranged through the Agency.

WASTE: Garbage collection and other waste discharge to reception facilities can be coordinated through the Agency.

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

SURVEYORS: Multiple services are available. Arrangements are to be made through the Agency.

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 30 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:

Berth No.1 OCC (West): It's the berth nearest to the breakwater; this berth is 190 m. (623 ft.). Mainly used by the company **MULTIQUIMICA** to discharge liquid chemical products in bulk. Very adequate for chemical carriers with up to four hoses six inches, ASA 150; combined with Berth No.2 West makes **REFIDOMSA** berth.

- **Soil type and Maximum depth:** Brackish water over a soft mud and silt bottom; see depth tables.



Berth no. 2 OCC (West): the berth is 190 m. (.623 ft.) long and 8 m. (26 ft.) wide. The pier is approximately 2.75 m. (9 ft.) above the waterline at low tide both berths.

Mainly used to handle **REFIDOMSA** petroleum products, white and black needs. Derricks/deck cranes, serving amidships manifold to have minimal 5 t. SWL.

Throughout discharge, it is required to have onboard sufficient cargo/ballast to maintain 25% deadweight so that the vessel has suitable trim to leave the berth at any time and that hull stresses throughout discharge are within the open sea limits.

While at berth **REFIDOMSA**, 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.

- **Soil type and Maximum Depth:** Brackish water over a soft mud and silt bottom; see depth tables.
- **Bunker:** Not available.
- **Freshwater:** To be delivered by tank truck only as there is no pipeline alongside.
- **Working hours:** around the clock.

Berth No.3 OCC (West): This berth is 181 m. (593 ft.) long and 8 m. wide, of which only 110 m. (370 ft.) are operational due to the bad pavement condition. The pavement is 1.75 m. (5.7 ft.) above the waterline.

Currently serving as a bulk asphalt terminal dispenser, with a barge "**ASPHALT LION**" 110 m. (360 ft.) long as storage. Incoming asphalt tankers berth abreast, in order to discharge directly.

- **Soil type and Maximum Depth:** Brackish water over a soft mud and silt bottom; see depth tables.
- **Bunker:** Not available.
- **Freshwater:** To be delivered by tank truck only as there is no pipeline alongside.
- **Working hours:** Around the clock.

Berth No.4 OCC (West): This berth is 264 m. (866 ft.) long and approx. 1.75 m. above the waterline. The berth is used for homogeneous break-bulk and bulk cargoes such as grain and coal, using portable hoppers and bagging machines.

- **Soil type and Maximum Depth:** Brackish water, over soft mud and silt bottom; see depth tables.
- **Bunker:** Available by tank truck (Up to 37.8 m³/10,000 US gallons). Arrangements are to be made in advance through **CODONAVE**.
- **Freshwater:** To be delivered by tank truck only as there is no pipeline alongside the pier.
- **Working hours:** Around the clock.

Berth No.5 OCC (West): This berth is 194 m. (636 ft.) long, the apron is about 1.75 m above the waterline. The apron is 15 m. wide. It 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.

- **Soil type and Maximum Depth:** Brackish water, over soft mud and silt bottom; see depth tables.
- **Bunker:** Available by tank truck (Up to 37.8 m³/10,000 US gallons). Arrangements are to be made in advance through **CODONAVE**.
- **Freshwater:** Freshwater must be delivered by tank truck only as there is no pipeline alongside.
- **Working hours:** Around the clock.

Berth No.6 OCC (West): This berth is 134 m. (440 ft.) long, and the apron is about six m. (19.7 ft.) wide. The pier is approx. 1.75 m. above the waterline. They are used by tankers discharging fuels for **EGE HAINA**, chemicals for **BRENTAG** and lubricants, and liquid paraffin for **LUBRIDOM**. All these commodities are stored in shore tanks. This berth was also able to handle cement and clinker.

- **Soil type and Maximum Depth:** Brackish water, over soft mud and silt bottom; see depth tables.
- **Storage facilities:** Tanks are available for lubricants, liquid chemicals, and liquid paraffin. There is also a storage shed for cement clinkers.
- **Equipment available:** Pipelines for the above-mentioned liquid cargoes.
- **Bunker:** Available by tank truck (Up to 37.8 m³/10,000 US gallons). Arrangements are to be made in advance through **CODONAVE**.
- **Freshwater:** Freshwater must be delivered by tank truck only as there is no pipeline alongside.
- **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 installation consists 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 daylight with a Pilot, mooring crew, and one tugboat is compulsory.
- **Pilot:** Boarding one mile south of mooring buoys.
- **Departure:** at any time, without tug boat assistance.
- **Equipment available:** 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. The ship's crew performs connection with supervision from terminal personnel.
- **Storage facilities:** The **Refinería Dominicana de Petróleo** storage tanks hold Black and White Products and LPG.
- **Bunker:** Not available.
- **Freshwater:** Not available.
- **Note:** Five persons from shore remain on board during the duration of the discharge operations, and accommodations for them should be provided by the vessel.

Berth No.1 OR (East)(MERCASID): This is the most outer pier at Rio Haina East Bank. 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 six in. dia. 150 ASA pipes manifold, discharging rate 2 x 450 tons/hr., 9 bar, at 2,565 m. (8.4 ft.) above water.

This central platform is 16.5 m. (54 ft.) long, with two big tire fenders and connected to a shore concrete platform of 4,500 sqm. Two dolphins in line with the jetty berthing line are separated by 170 m. (557 ft.). Maximal LOA 180 m. (590 ft.).

- **Soil type & Maximum Depth:** Brackish water over a soft mud and silt bottom; see depth tables.
- **Storage facilities:** 6 storage tanks for vegetable oils and fats, total capacity of 6,000 m³.
- **Bunker:** Available by tank truck (Up to 37.8 m³/10,000 US gallons). Arrangements are to be made in advance through [CODONAVE](#).
- **Freshwater:** To be delivered by tank truck only, as there is no pipeline alongside.
- **Working hours:** Around the clock.

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

This pier is 185 m. (606 ft.) long, and the apron is about eight m. (26 ft.) wide. The dock is about 1.7 m (5,6 ft.) above the waterline.

- **Soil type & Maximum depth:** Brackish water, over a soft mud and silt; see depth tables.
- **Storage facilities:** **FERSAN** has storage space available for bulk and bagged fertilizers. The total capacity exceeds 30,000 tons.
- **Bunker:** Available by tank truck (Up to 37.8 m³/10,000 US gallons). Arrangements are to be made in advance through [CODONAVE](#).
- **Freshwater:** Available on berthing place through pipelines.
- **Working hours:** Around the clock.

Berth No.3 OR (East)(FALCONBRIDGE): This berth is 215 m. (705 ft.) long, and the apron is about 10 m. (33 ft.) wide. The pier is about 1.8 m above the waterline. The **FALCONBRIDGE** Terminal is located alongside.

Vessels carrying cargo for this Company have preference in the use of this berth. Falconbridge receives crude oil in bulk and other petroleum products. The pier is also used by **INTERQUIMICA** for receiving liquid chemicals in bulk. Other vessels may also use it when **FALCONBRIDGE** and **INTERQUIMICA** vessels are not occupying it.

- **Soil type & Maximum Depth:** Brackish water, over soft mud and silt; see depth tables.
- **Bunker:** Available by tank truck (Up to 37.8 m³/10,000 US gallons). Arrangements are to be made in advance through [CODONAVE](#).
- **Freshwater:** Available on berthing place through pipelines.
- **Working hours:** Around the clock

Berth No.4 OR (East): This berth is 215 m. (705 ft.) long and 12 m. (39 ft.) wide. The pier is about 1.8 m above the waterline. This berth is used frequently by RO-RO vessels and to discharge general breakbulk or homogeneous cargoes.

- **Soil type & Maximum Depth:** Brackish water, over soft mud and silt; see depth tables.
- **Storage facilities:** The Port Authority's warehouse 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:** 3 ramps allow RO-RO vessels to discharge at this berth. Forklifts of various capacities are available, and the stevedoring companies have other equipment.

- **Bunker:** Available by tank truck (Up to 37.8 m³/10,000 US gallons). Arrangements are to be made in advance through [CODONAVE](#).
- **Freshwater:** Available on berthing place through pipelines.
- **Working hours:** Around the clock.

Berth No.5 OR (East): This berth is 215 m. (705 ft.) long and 12 m. (39 ft). The pier is about 1.8 m above the waterline. This berth is used primarily to handle containers and general break-bulk cargo.

- **Soil type & Maximum Depth:** Brackish water, over soft mud and silt; see depth tables.
- **Storage facilities:** Open yard area approx. 7,000 sqm., can accommodate containers and trailers.
- **Bunker:** Available by tank truck (Up to 37.8 m³/10,000 US gallons). Arrangements are to be made in advance through [CODONAVE](#).
- **Freshwater:** Available on berthing place through pipelines.
- **Working hours:** Around the clock.

Berth No.6 OR (East)(Container Terminal): This berth is 700 m. (2,280 ft.) long and approx. 17 m. (55 ft.) wide. The pier is approx. 2.0 m. (6.5 ft.) above the waterline. This berth is intended for handling containers only but can be for bulk cargoes, steel products, timber, project cargoes, etc.

The pier is divided into sections A, B, and C (515 m. (1,690 ft) each) and D (185 m (606 ft)).

- **Soil type & Maximum Depth:** Brackish water, over a soft mud and silt; see depth table.
- **Storage facilities:** Open yard for containers and trailers with lighting and other facilities.
- **Equipment available:**
 - Three (3) **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.
 - One (1) **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
 - Two (2) **GOTTWALD** crane Max Load-Heavy Lift 95 t.

Several large hoppers are available at the pier, used to discharge bulk cargoes into trucks.

- **Bunker:** Available by tank truck (Up to 37.8 m³/10,000 US gallons). Arrangements are to be made in advance through [CODONAVE](#).
- **Freshwater:** Available on berthing place through pipelines.
- **Working hours:** Around the clock.

