



RIO HAINA PORT HANDBOOK

**A more easy, efficient and secure
global trade.**

RIO HAINA PORT

LATITUDE: 18° 25'N

LONGITUDE: 070° 01'W

WORLD PORT INDEX NO.11045

ADMIRALTY CHART: 471; D.M.A. Chart 25848

UN/LOCODE: DOHAI

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

From the vicinity of the pilot boarding position the white sector (347-352°) of the directional light leads through the entrance channel marked by six light buoys. Silting inside the harbor is seasonal and occurs during the rainy season from May through September every year. For the latest port's depths, please contact your local agency.

Rio Haina Port is the leading multipurpose port in the Dominican Republic moving multiple cargoes in containers, break bulk, liquids, gases, chemicals, fuels and vehicles. During 2024 the port had 1,637 vessels calls.

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RIO HAINA PORT BATHYMETRY

Last Updated: January 16th, 2025

ZONE	MTS	FEET
Fairway Leading Line	13.2	43.30
Fairway	13.2	43.30
Fairway	12.1	39.69

MINIMUM DETECTED DEPTH REFER TO MLLW

Last Updated: January 16th, 2025

BERTH	METERS		FEET		STATUS
	FORE	AFT	FORE	AFT	
1 East	10.20	10.20	33.46	33.46	In service
2 East	10.20	10.20	33.46	33.46	In service
3 East	10.20	10.20	33.46	33.46	In service
4 East	10.20	10.20	33.46	33.46	In service
5 East from pier bend till 187.90 meters	11.00	11.00	36.08	36.08	In service
Pier Bend	10.50	10.80	34.44	35.42	In service
6 East A	12.00	12.00	39.36	39.36	In service
6 East B	12.00	12.00	39.36	39.36	In service
6 East C	12.00	12.00	39.36	39.36	In service
6 East D	11.70	12.00	38.38	39.36	In service
1 West from pier bend till 235 meters	8.20	10.90	26.90	35.75	In service
2 West from pier bend till 205 meters	10.90	10.90	35.75	35.75	In service
3 West	5.40	6.10	17.71	20.01	In service
4 West	10.20	10.20	33.46	33.46	In service
5 West	12.00	12.00	39.36	39.36	In service
6 West	12.00	12.00	39.36	39.36	In service
NOTE:	At berth 4 west from the 3-west fence and up to 50 meters depth is 10.10 meters At berth 5 west at 05 meters from berth 4 west depth is 11.20 meters. At berth 5 East from the corner of berth 4 East and up to 28 meters west depth is 11.00 meters				



ABOUT RIO HAINA PORT

Rio Haina Port has become the busiest multipurpose port in the Dominican Republic and one of the three main ports located in the country's southern side. Its head office and main operations are located at the west side of Santo Domingo city. The port facilities extend to both banks of the Rio Haina river.

The port has fifteen berths available for roll-on and roll-off vessels that can transport containers, break bulk cargo, liquids, gases, chemicals, fuels, vehicles, etc.

Located at the mouth of the Haina River, the port is subject to continuous silting, therefore the above-mentioned depths are only indications at the time of publication of this port handbook and may have changed since then. Control depth at the entrance 13.2 m. For the latest information please contact HIT Río Haina Port at AtencionAlCliente@hit.com.do or your local agent.

ANCHORAGE:

Anchorage at Rio Haina Port is considered unsafe and should only be used in case of emergency. It is recommended that vessels anchor off the port of Santo Domingo, which is only four miles away.

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. Pilot boarding speed 5 Kts.

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//14/12. The vessel must contact Port Control at least 2 hours before the arrival. Efficient and contacting Pilots, tug Masters, Linesmen, Agents, etc. Port Control is AIS, and Radar assisted controlling vessels approaching from 20 miles away. It is in the conspicuous control tower building at Lat. 18°25'23.85 N. Long.070°00'59.19 W; 28,0 m high. Call Sign: HI-AA65. MMSI CODE: 003272000

RESTRICTIONS:

There are no restrictions regarding daily or nighttime hours, other than stormy weather or rough sea. All vessels' maneuvers are suspended when:

- 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.

WATER DENSITY:

Brackish water: Exact density depends on location of berth and flow of river. (1.018 to 1.022 g/ml).

MAXIMUM VESSEL SIZE:

LOA 248 M (813.44 FT); BEAM 40 m (131.2 FT) Controlling depth at entrance channel: 13.2 m (43.30 FT).

TUGS:

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

MEDICAL ATTENTION:

Full medical attention is available in Santo Domingo, the capital city of the Dominican Republic, including hospitalization through your local agency.

CONSULAR OFFICES:

Most nations would have representation offices in Santo Domingo, the capital city of the Dominican Republic.

REPAIRS:

Dry-docking is available at Las Calderas and Santo Domingo. Repair workshops are available. To set an appointment you must contact your local agency.

AIRPORTS:

The Las Americas International Airport (AILA), Jose Francisco Peña Gómez, served by mayor international airlines, is about 30 km away and has frequent connections to and from Europe, North America, South America, Central America and the Caribbean. It may be conveniently used for repatriation or crew joining.

BUNKERS:

Fuel and diesel oil are available by tank truck. Arrangements to be made in advance through the local agency. Trucks carry up to 37.8 m³ (10,000 US gallons).

WORKING HOURS:

RIO HAINA's port works around the clock. Please contact your local agency for further details.

To see the latest port's berth depth, please refer to the Bathymetry table at page #3 at this Port Handbook.

BERTH FACILITIES: WEST BANK OF THE RIVER

BERTH NO. 1 WEST:

This is the berth nearest to the breakwater, used by “Multiquímica” to discharge liquid chemical products in bulk and by “Titanium” to discharge asphalt. This berth is 125 m (410 ft) long.

- **Minimum depth:** (See table at page 3 at this Port Handbook). Bottom consists generally of soft mud and silt.

BERTH NO. 2 WEST:

This berth is 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. This berth is handled by Refineria Dominicana de Petróleo S. A. (REFIDOMSA). Cargo discharged at this pier is petroleum products, white and black needs. Derricks/deck cranes, serving amidships manifold to have minimal 5 t SWL.

Hose connection will be 2x10in 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 enough 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.

- **Minimum depth:** (See table at page 3 at this Port Handbook). The bottom generally consists of soft mud and silt.
- **Bunkers:** Not available
- **Fresh water:** Fresh water must be delivered by tank truck only.
- **Working hours:** Around the clock.

BERTH NO. 3 WEST: This berth is 173.75 m (570 ft) long, of which only 110 m (370 ft) are usable due to the apron pavement conditions. This pavement is 1.75 m (5.7ft) above the water line. This berth is presently serving as a bulk asphalt terminal dispense to barge “ASPHALT LION” 110 m (360 ft) long. The barge serves as storage for incoming asphalt tankers. These tankers discharge directly to the barge.

- **Minimum depth:** (see table at page 3 at this port Handbook). The bottom generally consists of soft mud and silt.
- **Bunkers:** No bunkers are available.
- **Fresh water:** Fresh water must be delivered by tank truck only.
- **Working hours:** Around the clock.

BERTH NO. 4 WEST: 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 BTG receive liquid bulk cargoes at this berth.

- **Minimum depth:** (See table at page 3 at this Port Handbook). The bottom generally consists of soft mud and silt.
- **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.
- **Working hours:** Around the clock.

BERTH NO. 5 WEST: The berth is 194 m (636 ft) 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.

- **Minimum depth:** (See table at page 3 at this Port Handbook). The bottom generally consists of soft mud and silt.
- **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.
- **Working hours:** Around the clock.

BERTH NO. 6 WEST: This berth is 134m (440 ft) 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 and REFIDOMSA; chemicals for Brenntag; and lubricants and liquid paraffin for LUBRIDOM and LAESA. All these commodities stored at shore tanks. This berth is also prepared to handle general cargoes.

- **Minimum depth:** (See table at page 3 at this Port Handbook). The bottom generally consists of soft mud and silt.
- **Storage facilities:** Storage tanks are available for lubricants, liquid chemicals, liquid paraffin through pipelines from this berth.
- **Equipment available:** Connections and Pipelines for above mentioned liquid cargoes.
- **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.
- **Working hours:** Around the clock.

BERTH FACILITIES AT EAST BANK OF THE RIVER:

BERTH NO. 1 EAST (MERCASID):

This berth is the most outer pier at Rio Haina River 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 bars, at 2.7 m (8.8 ft) above water. This central platform is 16.5 m (54 ft) long, with two big tires fenders and connected to shore concrete platform of 4500 sq. m. Two dolphins in line with the jetty berthing line is separated by 170 m (557 ft).

- **Maximum LOA:** 180 m (590 ft).
- **Minimum depth:** (See table at page 3 at this Port Handbook). The bottom generally consists of 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 vessel arrival through the agency, since delivery cannot be made during the discharge operations.
- **Fresh water:** Fresh water must be delivered by tank truck only.
- **Working hours:** Around the clock.

BERTH NO. 2 EAST (FERSAN):

This facility is called FERSAN since is mainly operated by Fertilizantes Santo Domingo (FERSAN) for their own bulk components import and fertilizers exports in bags. Another main berth user is INTERQUIMICA to receive liquid chemicals in bulk. This pier is 202.9 m (665 ft) 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.

- **Minimum depth:** (See table at page 3 at this Port Handbook). The bottom generally consists of 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 vessel arrival through the agency, since delivery cannot be made during the discharge operations.
- **Fresh water:** Available on berthing place through pipelines.
- **Working hours:** Around the clock.

BERTH NO. 3 EAST (FALCONBRIDGE):

This berth is 189.4 m (621 ft) long and the apron is about 10 m (33 ft) wide. The pier is about 1.8 m above the water line. Located alongside the berth is mainly operated by Falconbridge Dominicana. Vessels carrying cargo for Falconbridge will 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 it is not being used by Falconbridge.

- **Minimum depth:** (See table at page 3 at this Port Handbook). The bottom generally consists of soft mud and silt.
- **Bunkers:** Fuel and diesel oil are delivered by tank truck. Arrangements must be made in advance of vessel arrival through the agency, since delivery cannot be made during the discharge operations.
- **Fresh water:** Available on berthing place through pipelines.
- **Working hours:** Around the clock.

BERTH NO. 4 EAST:

This berth is 215.9 m (708 ft) long and the apron is about 12 m (39 ft) wide. The pier is about 1.8 m, above the waterline. This berth may be used by RO-RO Vessels, since there are three ramps available: One at each end and one in the center. When not in use by one of RO-RO liner Services, the berth could be used to discharge general break bulk or homogeneous cargoes.

- **Minimum depth:** (See table at page 3 at this Port Handbook). The bottom generally consists of soft mud and silt.
- **Storage facilities:** The Port Authority's Shed No.4 with approximately 3,600 M² 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:** Three ramps allow RO-RO vessels to discharge at this berth. Forklifts of several capacities are available, including others provide by stevedoring companies. 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 vessel arrival through the agency, since delivery cannot be made during the discharge operations. Truck's carry either 5,000 or 10,000 US gallons. (18.9 or 37.8 cubic meters).
- **Fresh water:** Available on berthing place through pipelines.
- **Working hours:** Around the clock.

BERTH NO. 5 EAST:

This berth is 215 m (708 ft) long and has an apron of 12 m (39 ft). The pier is about 1.8 m above water line. This berth is used primarily for containers and general break-bulk cargo operations.

- **Minimum depth:** (See table at page 3 at this Port Handbook). The bottom generally consists of soft mud and silt.
- **Storage facilities:** The Port Authority Shed Open yard area approx. 7,000 square meters can accommodate containers and trailers.
- **Bunkers:** Fuel and diesel oil are delivered by tank truck. Arrangements must be made in advance of vessel arrival through the agency, since delivery cannot be made during the discharge operations. Truck's carry either 5,000 or 10,000 US gallons. (18.9 or 37.8 cubic meters).
- **Fresh water:** Available on berthing place through pipelines.
- **Working hours:** Around the clock.

BERTH NO. 6 EAST (MAIN CONTAINER TERMINAL):

This berth is 704 m (2,311 ft) long and the apron 17 m (55 ft) wide. The pier is approximately 2.0 m (6,5 ft) above the water line. This berth is intended for operating containers vessels only, however since congestion could happen at other berths in port, this pier may be used for break bulk cargo vessels such as steel products, timber, project cargoes, etc. and almost any other vessels with deep drafts, subject to availability. Due to its length the pier is divided into A, B, and C-518.5 m (1701 ft) and D 186m (610 ft) sections.

- **Minimum depth:** (See table at page 3 at this Port Handbook). The bottom generally consists of soft mud and silt.
- **Storage facilities:** A large open yard for containers and trailers with modern lighting and other facilities.
- **Equipment available:** HIT Port Río Haina operates:
 - a. **Two overhead Gantry cranes on rails:**
 - Maximum Load-Heavy Lift 45 t.
 - Maximum Load-Spreader 38 t.
 - Max. Outreach seaside rail 35 m 12 rows Crane's air draft: 27 m/26 m
 - b. **Five Panamax overhead Gantry cranes on rails:**
 - Maximum Load-Heavy (1) Lift 50 t. and (2) 55 t.
 - Maximum Load-Spreader (1) 40 t. and (2) 65 t.
 - Maximum load-Spreader ZPMC (3) 40 t. and (3) 50t. Heavy lift
 - Max. Outreach seaside rail (1) and (2) 46m. (1)12 rows and (2) 15 rows. In ZPMC max outreach seaside rail (3) 45.5m. Crane's air draft: (1) 34 m and (2) 39 m..
 - d. **Mobile Cranes:**
 - One GOTTWALD crane is available to operate in the port on east side
 - One Liebherr crane is available to operate in the port on east side
 - Berths 4, 5 and 6
 - **Maximum hoist capacity of 100Ton (Gottwald) and 154Ton (Liebherr).**
- **Dangerous Cargo Regulations:** The International Maritime Dangerous Goods Code IMDG is fully implemented at Dominican Republic Ports. 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 vessel arrival through the agency, since delivery cannot be made during the discharge operations.
- **Fresh water:** Available on berthing place through pipelines.
- **Working hours:** Around the clock.

OTHER SERVICES:

Subject to previous coordination with the local agency and Port authorities, the port allows the following services :

- ✓ Ship chandlers.
 - ✓ Sludge disposals to tank trucks.
 - ✓ Electro nautical repairs.
 - ✓ Equipment Maintenance & Repairs.
 - ✓ Workshop repairs.
 - ✓ SOLAS test to lifesaving appliances.
 - ✓ Small painting jobs.
- ✓ NOTE: HOT WORKS on board aren't allowed on DOHA unless if they aren't performed the commercial activity of the vessel on port can't be conducted.

PORT FACILITY SECURITY:

I.S.P.S. Code was certified by Autoridad Portuaria Dominicana (APORDOM) since 26/01/2006. The port is provided with armed guards protection from CESEP (Cuerpo Especializado en Seguridad Portuaria) and by Private Security company - integrated by non-commissioned armed forces personal.

Rio Haina Port is BASC certified since May the 20th, 2007, C-TPAT certified since January the 6th, 2011 and its also OEA certified since August the 14th, 2012.

NOTE: It is mandatory that the search team board the ship prior to departure to search for drugs and/or stowaways.

REFIDOMSA CARGO BUOYS MOORING:

The approximate position of this facility is Lat. 18° 24,0''N.; Long. 070° 01.3'W. This facility, consisting of four mooring buoys and two cargo-hoses pickup buoys, off Rio Haina Port and is used for discharging LPG and to the shore installations of the Refinería Dominicana de Petróleo (REFIDOMSA). Vessels must have a derrick 3 t. SWL to handle the hose.

- **Maximum** LOA: 180 m (590 ft)
- **Minimum** depth: 11.0 m (aft) – 20.0 m (fore)/ 36.08 ft (aft) – 65.6 ft (fore)
- Maximum draft: 10.0 m (32.8 ft)

REFIDOMSA REGULATIONS:

Only mooring at day light with Pilot, Mooring crew and one tugboat is 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 forms connection with supervision from terminal personnel.
- **Storage facilities:** The storage tanks of the REFIDOMSA hold LPG.
- **Bunkers:** Not available.
- **Fresh water:** Not available.

NOTE: Because of the nature of this installation there are no facilities for supplying bunkers, fresh water, and other port services. Five people from shore remain on board during the discharge operations. People’s accommodations must be provided by the vessel.

PORT STATE CONTROL INSPECTION:

Since 2010 Implementation of the Port State Control to all ships at territorial waters have been carried out according to the “Viña del Mar Agreement”.

HIT Rio Haina Port

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