



Henderson International Group

Henderson Marine Bangladesh Ltd



YANGON PORT- INFORMATION SHEET

The old port of Yangon is situated in Lat 16 47 N and Long 96 15 E on the Yangon river about 17 nm or 32 km inland from Elephant Point on the Gulf of Martaban. There has been much development lately and Yangon port now extends both west of and south of the old port in a mixed management and ownership model whereby both government run ports or terminals operate side by side with privately run terminals.

The two main private ports or terminals are the Asia World Container Port (AWCP) situated just west of the old port on the north bank of Yangon river and Myanmar International Terminal Thilawa (MITT), located 10 nm downstream of the old port in the Thilawa area.



LENGTH AND DRAFT RESTRICTION

The drafts of vessels calling Yangon are restricted by two bars in the channel. A vessel entering the river is restricted by the Outer Bar which is near the river mouth at Elephant point; and an Inner Bar near Monkey Point in the river restricts vessels entering the harbour of Yangon port.

Vessels calling the Yangon port or AWCP will have to cross both bars whereas vessels calling at MITT only have to cross the Outer Bar.

The Yangon port is accessible to ships of up to the overall length of 167 meters and the draft around 9 meters plus at spring tide periods. Advance draft forecast covering a period of one calendar month is normally issued by the Marine Department of the MPA.



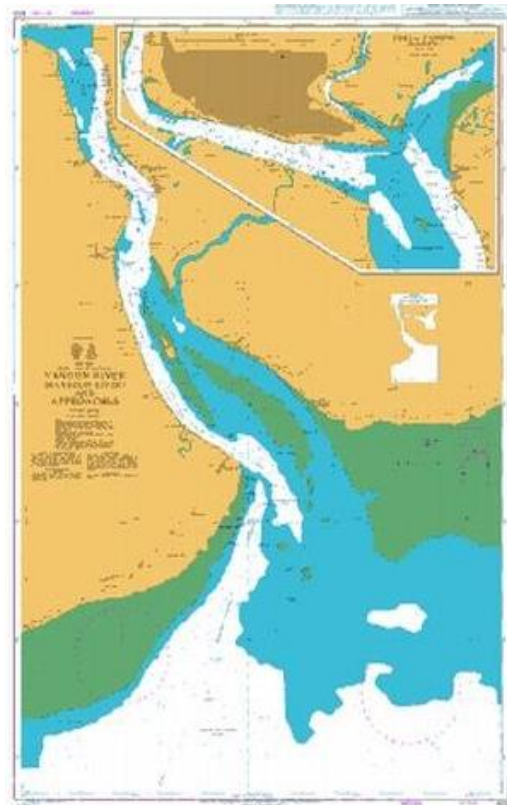
Vessels at MITT undertaking cargo operations

VESSEL ENTRY –PILOTAGE

Pilotage is compulsory for vessels over 200 GT.

The masters of an inbound vessel is required to provide relevant information including the ETA, deepest best trimmed fresh water draft, speed, length over all, GRT and flag of the vessel to the Harbour Master and the local agent 48 hours in advance. All amended information should then be provided regularly until arrival of the vessel at the pilot station, about 20 nm south of Elephant point at the river mouth.

Vessels bound for Yangon should make for Dagon Light Vessel, located about 10 nm south of the pilot boarding ground, and then proceed north east toward the Lanthaya light vessel. The pilot vessel is expected to be found near the Lanthaya light vessel at or around the position 16 13.7 N and 096 17.7 E, either cruising or at anchor waiting for instruction. The pilot boat maintains radio watch on VHF channel 12 and 16 and is equipped with UAIS.



The Pilot usually boards during low water or at the beginning of the flood tide to pass the two bars with the flood tide. The boarding time depends on the vessel's draft and speed.

It is recommended that the master stays on the bridge even with pilot on board until berthing or mooring to a buoy.

OUTER ANCHORAGE

Depending on the draft, a vessel may anchor in the areas near Dagon light vessel and Lanthaya light vessel. It is safer to anchor about 5-6 nm Northeast Dagon light vessel. The navigation fairway is 1 nm east of the line drawn from Dagon light vessel to Lanthaya light vessel.

The tide flows in the general direction of SW~NE with the rate of up to 7 kts, especially in the monsoon season. The safe approach is to anchor well clear off other vessels with a long length of cable. Shipmasters need to pay close attention to anchor position as dragging of anchor with tide and wind is common in the monsoon season.



Loading in midstream and rice cargo operations

ENTRY AND EXIT

Navigation from the Pilot station to the harbour is generally on a flood tide between the time of low water and high water at the Pilot Station, depending on the ship's actual draft and speed in order to obtain sufficient depth at the two bars. Navigation through the river is open 24 hours but entry into the harbour is normally restricted to daylight hours.

TIDE AND CURRENT

The average tidal range is about 5.85 m at spring tide and 2.55 m at neap tide. The peak velocity of the current at Yangon river is 4 to 7 knots at spring flood and ebb tide.

NAVIGATION IN THE RIVER

Generally it is safe to transit the river with pilot on board. Smaller fishing crafts can be in the channel but the usually they stay clear of the bigger vessels. There is a Port Traffic Control that maintains VHF watch on VHF Ch 16 at all times. A vessel with an efficient engine and steering should not face any problem as long as she navigates within the channel. A vessel with a speed below 8-kts is to be extra cautious when navigating as the tide is quite strong. There is no recent news of m any major navigational mishap in the river.

There are a number of designated anchorages in the river. Liffey Reach anchorage is close to the harbour. This is usually used by small coaster vessels to wait for flood tide after unberthing from the Petroleum berth. If a vessel is anchored in Liffey Reach anchorage for a longer period, she may need to shorten her cables while turning to ensure that the stern is not too close to shore. The Old Explosive Anchorage, further south, is usually used by waiting local tankers and barges. Usually foreign flagged vessels are not allowed to anchor in this anchorage. The other anchorage in the river is known as the New Explosive Anchorage. This is further down river near MITT. This anchorage is used by seagoing vessels when they need to wait for the next tide. When at anchor in the river, it is essential that the engine is kept ready for use at a short notice as dragging of anchor is a real possibility.

Port Entry - Documents

Following documents are required for inward and outward clearance of vessels.

1. Ship's register;
2. Crew and Passenger list (if any);
3. Dangerous cargo list (if any);
4. Customs declaration for crew and vessel;
5. Maritime declaration of health;
6. De-ratting of De-ratting exemption certificate;
7. Valid vaccination certificate for crew for cholera and small pox.

No radio Pratique is issued. The Port Health Officer issues Pratique after examining crew and passengers.

SECURITY

Although no pirate activity has been reported lately, in the past there had been reports of thieves boarding in the anchorage. It is advisable to keep continuous deck/anchor watch during the night with extra flood lights rigged on outboard side. It is also recommended that a continuous security watch is posted on forecastle and poop decks. The accommodation is to be kept secure with watertight doors closed and secured. Thieves will board using the anchor chain and also by hooked ropes from the stern. These security measures should also be observed even if the vessel is inside the harbour. No unauthorised small craft should be allowed to approach the vessel.

Employment of watchmen is compulsory when a vessel is inside the harbour. This will be arranged by the Shipping Agency Department (SAD), the agency wing of the Port Authority, and the local agent of the ship owner.

The Port Security Officer will attend the vessel on arrival and check the crew list and will advise on port regulations. Myanmar has not signed the International Code for the Security of Ships and of Port Facilities ISPS Code.

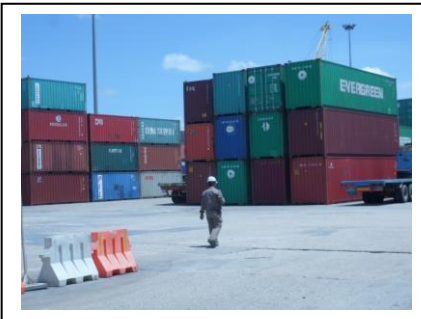
SHIP'S AGENCY

The Shipping Agency Department (SAD) of Myanma Port Authority (MPA) is the sole operator authorised to act as the official agent of foreign ship owners. The appointment of agent can be made by Cable, Telex, Fax or Email. Owners also need to appoint a protecting agent to work on behalf of owner for ship's business.

Prior to arrival ship's particulars are to be provided to agent along with following documents:

1. Manifests
2. Bill of lading
3. Stowage plan.

The agent will keep all trading certificates of the vessel and get approval of the Marine Department for Departure by showing that all certificates are valid.



Cargo operations and Container storage at AWCP

CUSTOMS

Custom officers will board a vessel in the harbour or prior to entry in the harbour. After inspection and completion of formalities, one or two Custom Officers may remain on board during the port stay. The vessel needs to provide cabins and meals for the officers. Customs rummaging party may board the vessel at any time during the stay of a vessel to search the vessel. A detailed declaration of the ship's stores and personal effects of crew, including currencies, are to be kept ready for inspection by Customs.

IMMIGRATION

Immigration is not difficult. Shore passes for crew is issued by the Immigration Department assisted by MPA. Shore leave is allowed from morning 0800 hrs to 2200 hrs. At present only North Korean crew are not allowed to go ashore.

Three copies of the crew list are to be prepared for the Immigration Department for entry and departure of vessel. In addition, five sets of Identity Cards with photographs are needed to be prepared before arrival of vessel for every person on board. No shore leave will be allowed without these. One copy will be given to the crew for use which must be returned before departure of vessel.

Crew change can be done in Yangon with prior arrangement. It normally takes about three working days for Signing On and at least seven working days for Signing Off. Owners are requested to inform the arrangement for crew change before vessel's berthing, so that it can be done before the vessel sails. Entry visa (Business Category) is needed to sign on a vessel in a Myanmar port. A crew entering with Tourist Visa or other type of visa will not be allowed to sign on.

STEVEDORES

There is no independent stevedore company in Yangon. Nor there is any stevedore union. The wharf managers arrange their stevedores. The workers employed in the private wharfs are comparatively better skilled compared to the stevedoring labour working on the public wharfs. There are occasional mishandling damage by stevedores handling break bulk cargo. Pilferage is not a serious issue but it has been reported occasionally for break bulk cargoes.

The working hours of stevedores are 0800-1600 hrs (normal) and 1600-2000 (overtime) for the day shift and 2000-0400 hrs (normal) and 0400-0800 hrs (overtime) for the night shift. There are forty minute meal breaks in each shift.

LAW

Myanmar maritime law is in a developing phase. Myanmar has not yet signed a number of Maritime Conventions, however, reportedly the Government is currently working on legislation for essential maritime laws including admiralty law.

At present there is no specific legislation for admiralty matters. For maritime claims, action is brought according to civil procedure under tort law before the High Court as a tort claim for collision, cargo claim and damage claim. If someone seeks to arrest a vessel for security in relation to a claim, Myanmar High court has the power to hear the matter and issue a warrant of arrest. The High Court may accept a P&I Club LOU as security for a claim.

Myanmar is a signatory to the International conventions for Collisions and Carriage of Goods by Sea (Hague rules). Very few claims end up in the High Court as most are negotiated commercially.

The Myanmar Port Authority (MPA) can detain a ship within the port limit if a complaint is lodged by an interested party. There is no clear legal authority for MPA to intervene in commercial disputes but it has been observed that they exercise the power by not allowing the vessels to sail until the matter is resolved. When a vessel is detained by MPA, the authority usually mediates between the parties which often results in furnishing security that the claimant demands. There have been instances where the claimant demanded Bank Guarantee as security.

Myanmar has signed the United Nations Convention for the Enforcement of Foreign Arbitral Award 1958 (New York Convention) for settlement of disputes involving foreign entities.

According to Myanmar Sea Custom Act, the Customs Authority can fine or penalize for short landing or wrong declaration in manifest, depending on wilful act or misconduct. There is an appeal to the Director General of the Customs Authority.

Myanmar has signed neither the LLMC 76 nor the 96 LLMC Protocol. Limitation for a maritime claim will depend on the specific law, for example, for cargo claim the law is the limit set by the Hague Rules.

For crew injury or death, the Seaman's Association has standard contracts and compensation levels for injury and death.

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