

YANGON PORT - INFORMATION SHEET

The old port of Yangon is located at Lat 16 47 N and Long 96 15 E on the Yangon River, approximately 17 nm or 32 km inland from Elephant Point on the Gulf of Martaban. There has been tremendous expansion recently, and Yangon port now stretches both west and south of the original port in a mixed management and ownership format in which both government and commercial firms operate ports or terminals.

Yangon port, one of the nine ports along the coast of Myanmar, is a major international port, handling more than 90% of the country's normal exports and imports. There are 27 berths in Yangon Inner Harbour with the total quay length of 4,640 m and 19 berths in Thilawa Outer Harbour with total quay length of 3,591 m.

1. Yangon Inner Harbour

- (a) Kyeemyindaing International Port Terminal (KIPT) – Edible oil
- (b) Myanmar Naing Group Terminal (MNGPT) – Edible oil
- (c) Hteedan Oil Berth (HOB) – Edible oil
- (d) Hteedan Port Terminal (HPT) – Container and general cargo wharf
- (e) Asia World Port Terminal (AWPT) – Container and general cargo wharf
 - The AWPT has the capacity to handle almost all cargo, including breakbulk, container, dry and liquid bulk operations. AWPT also provides other ancillary services such as stevedores, cargo handling equipment, forwarding and transportation, standby generators for power supply, etc.
- (f) Ahlone International Port Terminal (AIPT) – General cargo wharf
- (g) Adani Yangon International Terminal (AYIT) – Container and general cargo wharf
- (h) Myanmar Industrial Port (MIP) – Container and general cargo wharf
- (i) Sule Pagoda Wharves (SPW) – General cargo wharf
- (j) Myanmar Sule Terminal Limited (MSTL) – General cargo and container yard
- (k) The Myanmar Terminal (TMT) – Container and general cargo wharf
- (l) Yuzana Port – Edible oil



2. Thilawa Outer Harbour

- (a) Myat MyittarMon Oil Terminal (MMMT)
- (b) APEX Gas & Oil Public Co Ltd.
- (c) Puma Terminal
- (d) Myanmar Integrated Port Limited (MIPL)
 - MIPL provides direct access to Thilawa Special Economic Zone and commercial areas. The port is equipped to handle all sorts of cargo, from liquid bulk vessels to RORO, project cargo, cruise ships, bulk carriers and LOLO.
- (e) Myanmar International Terminal Thilawa (MITT)
 - MITT is located 25 km from Yangon, the largest city in Myanmar and the country's international trade portal, through which 90 percent of the nation's maritime trade passed. MITT has five berths capable of handling a wide variety of cargo, with berthing capacity for five ocean-going vessels of up to 2,000 TEU feeder ships and conventional cargo ships of 35,000 DWT.
- (f) MCV LNG Terminal
- (g) Elite Petrochemical Co Ltd.
- (h) Regency SPC Services Company Limited
- (i) Denko Petrochemical Management Co Ltd.
- (j) Wilmar Myanmar Port Terminal
- (k) Thilawa Multipurpose International Terminal (TMIT)

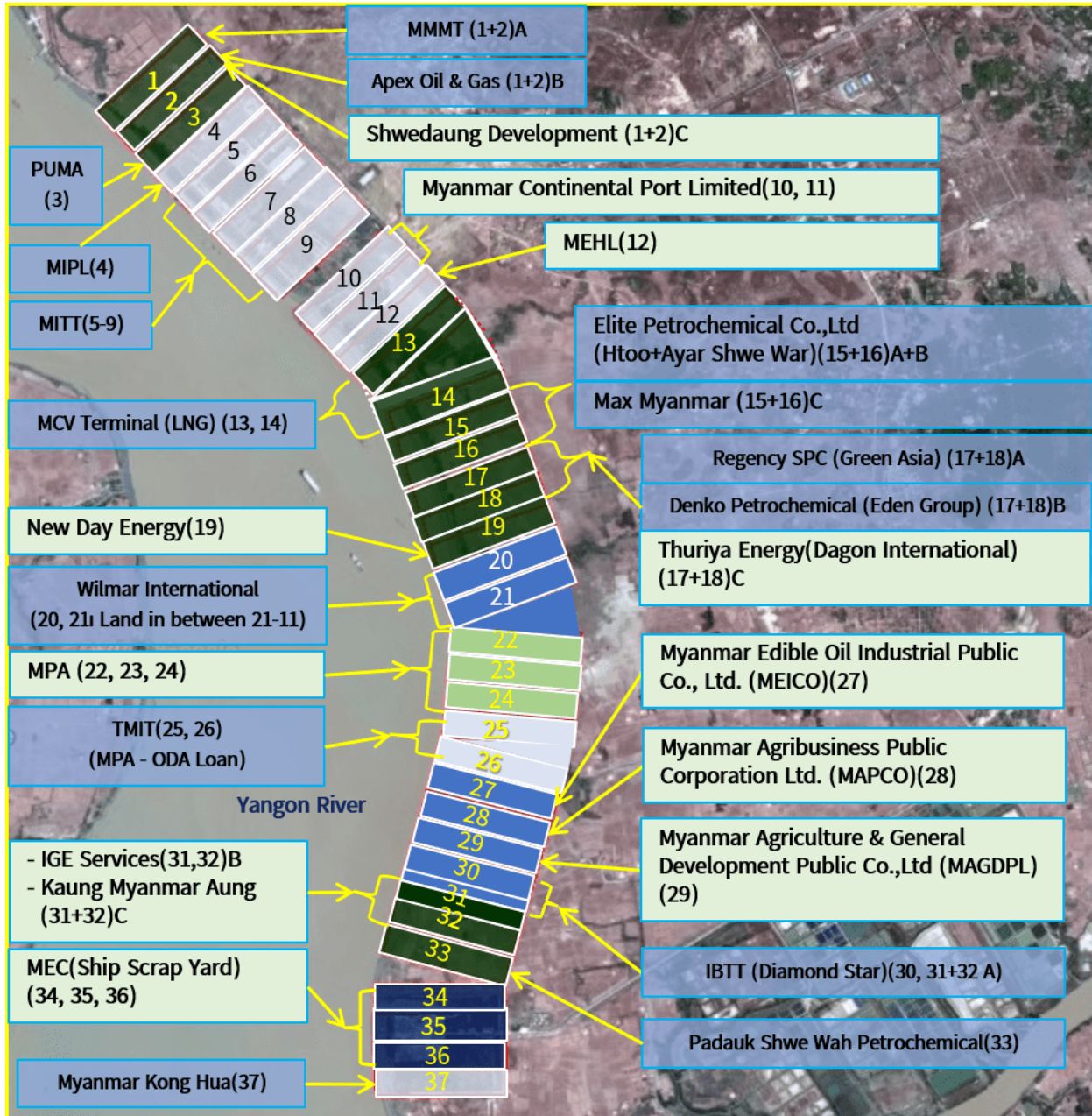
- TMIT can accommodate vessels up to 200 m and 20,000 DWT.

(l) International Bulk Terminal Thilawa (IBTT)

- IBTT has a designed capacity to accommodate vessels up to 200 m LOA and 60,000 DWT and has a silo capacity of total 40,000 MT, and a 5,400 m² warehouse (which roughly equates to about 20,000 MT for feed material).

(m) Padauk Shwe Wah Co Ltd

(n) Myanmar Kong Hua



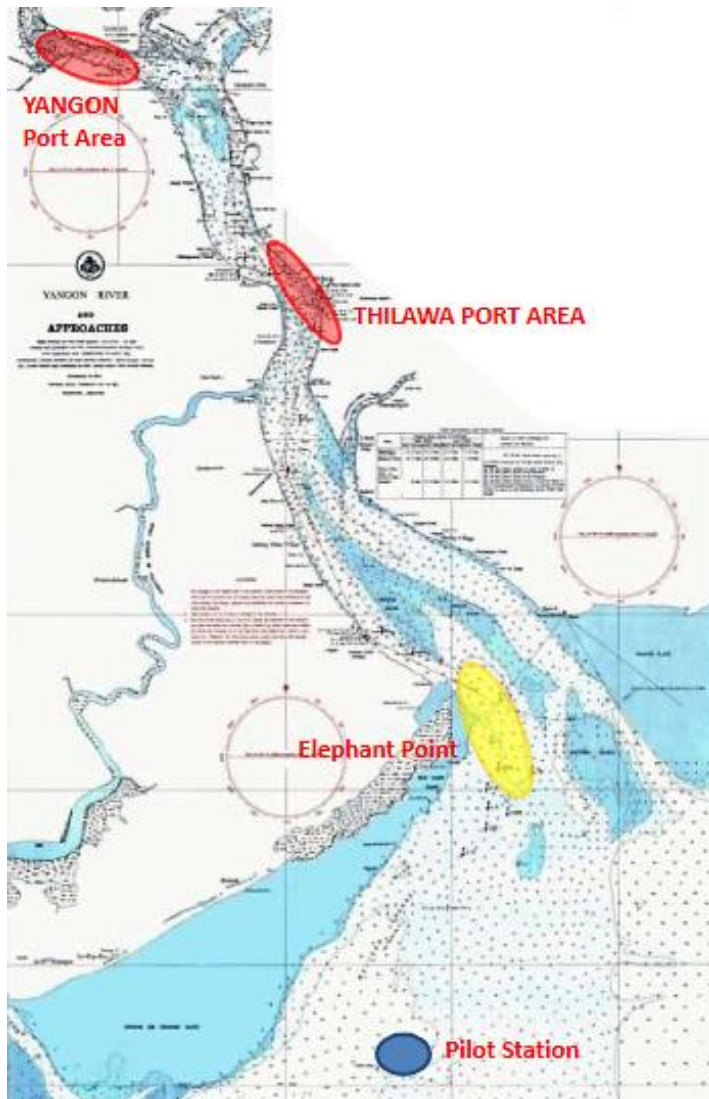
LENGTH AND DRAFT RESTRICTION

The drafts of vessels calling Yangon are restricted by two bars in the channel. The Outer Bar near the river mouth at Elephant Point prevents vessels entering the river, and an Inner Bar near Monkey Point in the river prohibits vessels entering Yangon port.

Vessels calling at Yangon or AWPT must pass both bars, whilst vessels calling at MITT must simply cross the Outer Bar. Depending on the tide and season, ships with a draft of 9 to 9.5 meters and an overall length of 167 meters can enter the port of Yangon. The Marine Department of the Myanmar Port Authority (MPA) generally issues an advance draft forecast for one calendar month.

VESSEL ENTRY – PILOTAGE

Pilotage is compulsory for vessels over 200 GT.



The master of an inbound vessel is expected to provide pertinent information to the Harbour Master and the local agent 48 hours in advance, including the ETA, deepest best trimmed fresh water draft, speed, length overall, GRT, and flag of the vessel. All modified information should thereafter be sent on a regular basis until the vessel arrives at the pilot station, which is located about 20 nm south of Elephant Point at the river mouth.

Vessels headed for Yangon should make their way to Dagon Light Vessel, which is roughly 10 nautical miles south of the pilot boarding area, and then north east toward the Lanthaya light vessel. The pilot vessel is likely to be near the Lanthaya light vessel at or near the coordinates 16 13.7 N and 096 17.7 E, either cruising or at anchor awaiting instructions. The pilot boat is equipped with AIS and keeps a radio watch on VHF channels 12 and 16.

To pass the two bars with the flood tide, the Pilot normally boards during low water or at the start of the flood tide. The boarding time is determined by the draft and speed of the vessel.

Even with a pilot on board, it is suggested that the master remain on the bridge until berthing or tying to a buoy.

Yangon Port and River Estuary

Latitude	16 H 47' N
Longitude	96 H 15' E
Yangon Port to Thilawa Port	16 km
Yangon Port to Elephant Port	32 km
Elephant Point to Pilot Station	32 km
Pilotage compulsory for all vessels calling to Yangon Port over	200 GRT
Average Tidal Range	~19.3 feet (5.85 m) at spring tide
	~8.4 feet (2.55 m) at neap tide
Current Velocity	4 to 7 knots
Waves	Do not hinder marine operations

OUTER ANCHORAGE

Depending on the draft, a vessel may anchor close the Dagon and Lanthaya light vessels. It is safer to anchor around 5-6 nm northeast of the Dagon light vessel. The navigation fairway is located 1 nm east of the line drawn from the Dagon light vessel to the Lanthaya light vessel.

During the monsoon season, the tide runs in the general direction of SWNE at up to 7 knots. The safest option is to use a lengthy length of cable to anchor well clear of other vessels. Because anchor dragging with tide and wind is frequent during the monsoon season, shipmasters must pay special attention to the position of the anchor.

ENTRY AND EXIT

To acquire appropriate depth at the two bars, navigation from the Pilot Station to the port is normally done on a flood tide between the times of low and high water at the Pilot Station, depending on the ship's actual draft and speed. The river is open 24 hours a day, however entry into the harbor is usually limited to daylight hours.

TIDE AND CURRENT

The average tidal range is around 5.85 m at spring tide and 2.55 m at neap tide. At spring flood and ebb tide, the Yangon River current has a peak velocity of 4 to 7 knots.

NAVIGATION IN THE RIVER

It is generally safe to navigate the river with a pilot on board. Smaller fishing boats may be present in the waterway, but they normally remain clear of the larger vessels. There is a Port Traffic Control station that keeps a constant VHF monitor on VHF Ch 16. A vessel with an efficient engine and steering should have no problems navigating within the waterway. Because the tide is fairly powerful, vessels with speeds less than 8 knots should use extreme caution when navigating. There hasn't been any recent report of a big navigational mishap on the river.

The river has a number of approved anchorages. The Liffey Reach anchorage lies near the harbor. Small coaster vessels generally utilize here to wait for flood tide after leaving the Petroleum dock. If a vessel is anchored in Liffey Reach for an extended period of time, she may need to shorten her ropes while turning to avoid getting too close to the coast. Waiting local tankers and barges normally use the Old Explosive Anchorage further south. Foreign flagged vessels are usually not permitted to anchor in this harbor. The New Explosive Anchorage is the river's other anchorage. This is further downriver, close to MITT. When seagoing vessels need to wait for the following tide, they use this anchorage. When at anchor in the river, it is critical to keep the engine ready to use at a moment's notice because anchor dragging is a genuine 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.

There is no radio Pratique. After inspecting the crew and passengers, the Port Health Officer issues Pratique.

SECURITY

Although no pirate activity has been observed recently, there have been stories of robbers boarding in the area in the past. During the night, keep a constant deck/anchor watch with extra flood lights rigged on the outboard side. A continual security watch should also be deployed on the forecastle and poop decks. Watertight doors must be closed and fastened to keep the housing secure. The anchor chain and hooked ropes from the stern will be used by thieves to board. These security precautions should be followed even if the vessel is inside the harbor. Unauthorized small craft should not be permitted to approach the vessel.

When a vessel is docked, it is required to employ watchmen. The Shipping Agency Department (SAD), the Port Authority's agency wing, and the ship owner's local agent will coordinate this. When the vessel arrives, the Port Security Officer will inspect the crew list and advise on port restrictions. Myanmar has not signed the International Ship and Port Facility Security Code (ISPS Code). Although there is a continuous civil disobedience campaign and documented occurrences of political action in border areas, Yangon is typically tranquil and port operations are normal.

SHIP'S AGENCY

Myanma Port Authority's Shipping Agency Department (SAD) is the sole operator authorized to operate as the official agent of foreign ship owners. Agent appointments can be made via cable, telex, fax, or email. Owners must also select a protective agent to serve on their behalf for the 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 preserve all of the vessel's trading certificates and obtain approval from the Marine Department for departure by demonstrating that all certificates are valid.

CUSTOMS

Customs officers will board a vessel in the harbor or before to entry. One or two Custom Officers may remain on board after examination and fulfillment of formalities. The officers will require accommodations and food on the ship. A customs rummaging party may board the vessel at any moment during its stay to search it. A full statement of the ship's supplies and crew personal effects, including currencies, must be kept on hand for Customs inspection.

IMMIGRATION

It is not tough to immigrate. Shore passes for crew are provided by the Immigration Department, with assistance from the MPA. Shore leave is permitted from 0800 hrs until 2200 hrs. Only North Korean crew members are currently barred from going ashore.

Three copies of the crew list must be prepared for the Immigration Department for vessel arrival and exit. In addition, five sets of Identity Cards with photographs must be prepared prior to the arrival of the vessel for each individual on board. Without these, no shore leave will be granted. One copy will be given to the crew for usage and must be returned before the vessel departs.

Crew changes can be made in Yangon with advance notice. Signing On typically takes three working days and Signing Off takes at least seven working days. Owners are asked to notify the arrangement for crew change prior to the vessel's berthing so that it can be completed before the vessel sails.

To sign aboard a vessel in a Myanmar port, an entry visa (Business Category) is required. A crew member who enters on a Tourist Visa or another sort of visa will not be permitted to sign

on.

Vaccination certificates are necessary for all crew members. Apart from that, there are no known COVID 19 pandemic restrictions. Before calling the port, members are advised to obtain the most recent update from the agent.

STEVEDORES

In Yangon, there is no independent stevedore company. There is also no stevedore union. The wharf managers assign stevedores. Workers engaged on private wharfs are more skilled than stevedoring labor employed on public wharfs. Damage by stevedores handling broken bulk freight occurs on occasion. Pilferage is seldom a major problem, however it has been recorded on occasion for break bulk cargoes.

Stevedores typically work from 0800-1600 hrs (normal) and 1600-2000 hrs (overtime) during the day shift and 2000-0400 hrs (normal) and 0400-0800 hrs (overtime) during the night shift. Each shift includes forty-minute food breaks.

However, there is currently a curfew in effect from midnight to 0400 hrs, however this has no effect on port operations.

LAW

Myanmar marine law is still in its early stages. Myanmar has not yet ratified a number of marine Conventions, but the government is apparently working on legislation for fundamental marine rules such as admiralty law.

There is currently no special legislation regarding admiralty matters. For marine claims, action is brought before the High Court using civil process and tort law as a tort claim for collision, cargo claim, and damage claim. If someone tries to arrest a vessel for security in connection with a claim, the Myanmar High Court has the authority to consider the case and issue an arrest warrant. A P&I Club LOU may be accepted as security for a claim by the High Court.

Myanmar has signed the International Conventions for the Prevention of Collisions and the Carriage of Goods by Sea (Hague Rules). Because most cases are settled commercially, very few wind up in the High Court.

If an interested party files a complaint, the MPA has the authority to hold a ship within the port limits. There is no clear legal authority for the MPA to intervene in business conflicts, but it has been seen that they do so by refusing to allow vessels to sail until the situation is settled. When the MPA detains a vessel, the authority normally mediates between the parties, which often results in the provision of the security that the claimant requires. In some cases, the claimant has requested a bank guarantee as collateral.

Myanmar has ratified the 1958 United Nations Convention on the Recognition and Enforcement of Foreign Arbitral Awards (New York Convention) to settle disputes involving foreign companies.

According to the Myanmar Sea Customs Act, the Customs Authority can punish or penalize for short landings or incorrect manifest declarations based on deliberate act or misconduct. An

appeal has been made to the Director General of the Customs Authority.

Myanmar has not signed either the LLMC 76 or 96 Protocols. Limitation for a maritime claim is determined by the specific legislation; for example, for cargo claims, the law is the Hague Rules limit.

The Seaman's Association has standard contracts and compensation amounts for crew injury and death.

Protection and Indemnity Services Asia Ltd

No.W-5/6 Jyo Phyu Street I Aung San Memorial Stadium

West Wing Mingalar Taung Nyunt Township I Yangon I Myanmar

Tel: 95-1-249403/249404 I Fax: 95-1-249403

Email:

yangon@pandiasia.com

www.pandiasia.com