



# **“APOSTOLOS PAVLOS” PORT INFORMATION**

## **KAVALA - GREECE**

### ***Port Information and Safety Instructions***

#### **1. PORT INFORMATION**

##### **1.1 Introduction**

The old and central port of Kavala, “Apostolos Pavlos” (Apostle Paul), is a port of growing significance and the principal port of eastern Macedonia servicing passengers, vehicles, ferry lines, Cruise-boats, sailing clubs and local fishing boats from North Greece and South Balkans region.

The port of Kavala played a major role in the evolution and the development of the city from ancient times until now. It was built by the Thassians at the end of the 7th century B.C. The Apostle Paul landed at Kavala on his first voyage to Europe and started to spread Christianity throughout Europe.

The port of Apostolos Pavlos is directly situated on the Northern Aegean Sea and hosts, among others, two wharfs at East and South with three (3) and two (2) berths, respectively. The East and the South wharfs are also equipped with seven (7) and one (1) ramps, respectively for ferries and RO-RO.

The construction of floating docks has been recently completed at the northwestern and northeastern sections of the harbour providing 160 additional mooring posts for yachts up to 12 meters and 10 mooring posts for mega-yachts.

##### **1.2 Location of the Port and the Terminal**

The port Apostolos Pavlos (Kavala), is located at North Greece, within the city of Kavala, opposite of Thassos island, 127 km East of Thessaloniki, and about 340 km, in straight line, North-Northeast of Piraeus.

Port Position: Latitude: **40°56'00" N**, Longitude: **24°24'40" E**,





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Port Code (LOCODE): **GRKVA**,

IMO Number: **GRKVA-0003**

### 1.3 Port Administration

Kavala Port Authority S.A.

Apostolos Pavlos Port

1, Averof str.

GR - 65403, KAVALA

Tel.: +30 2510 225192, +30 2510 223282, +30 2510 223691

Fax +30 2510 220125

E-mail: [info@portkavala.gr](mailto:info@portkavala.gr)

[www.portkavala.gr/eng](http://www.portkavala.gr/eng)

Management & Development Director: Minas Tatsis

Management & Development Assistant Director: Gregory Kekropoulos

### 1.4 Radiocommunication and Frequencies

Port Authorities and Kavala Pilot Station can be contacted on VHF channel 12 and 16.

### 1.5 Arrival Information Requirements

Vessel and / or its agent should inform in advance Kavala Port Authority S.A. at least 24 hours before port visit with the followings:

- a. Notification in advance for merchant shipping in accordance with *Schengen*.
- b. Security level and all other relevant information according to maritime security regulations (ISPS Code).
- c. Port visit, Dangerous Goods declaration and Waste reports (all according to directives n° 2002/59/EC, 2000/59/EC and 2002/84/EC).





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- d. Exact cargo quantity to be loaded / unloaded, cargo distribution per hold, and preliminary cargo plan
- e. Vessel draughts on arrival and departure
- f. Crew list, list of all people that are going to enter the port facility including passengers, visitors, owners, representatives, suppliers, pilot and mooring men etc.

E-mail: [info@portkavala.gr](mailto:info@portkavala.gr)

## 1.6 Port Health, Immigration, Quarantine and Customs Regulations and Procedures

All the above mentioned issues are valid. Vessel is advised to contact its local agent in time in order to be informed and prepared accordingly. Vessel should provide crew list.

## 1.7 Relevant charts and nautical publications

British Admiralty chart n° **1687** – Ports and Anchorages in Northern Greece.  
United Kingdom Hydrographic Office

## 1.8 Pilotage Requirements

Pilotage is compulsory for all non Greek flag vessels and most Greek flag vessels.

There is pilot service available. Pilot operates during daylight (sunrise to sunset) and in special circumstances during night time. Vessel is advised to contact its local agent for further information and pilot arrangements.

## 1.9 Towage and Tug Assistance

The use of tug boats during berthing / unberthing operations is mandatory.

Two tug boats are available at a permanent basis having power of 1000 and 1800 hp, respectively.

The bollard pull is between 80 - 100 t.

The tug boats meet 2 – 3 NM before berthing, please contact with pilot station.





Vessel should contact with its local agent for further information and specific requirements depending on its LOA (Length Overall), DWT (deadweight tonnage), and draught.

### 1.10 Berthing and Anchorage Facilities

Anchoring take place at Kavala anchorage for vessels destined for “Apostolos Pavlos” port. Anchoring can also be possible at the proximate Nea Karvali roads, which is 4 NM eastern from “Apostolos Pavlos” port.

Pilot station and **Kavala Port Control** (Coast Guard) should be contacted on channel 12 and 16 (VHF) during approximation to obtain the necessary information and permission to drop anchor at a specific position.

Mooring boat is available to be used during berthing. The mooring boat can also be used to assist berthing operation by the pilot and to serve as crew transporter and food supply, while vessel remains at anchorage.

The main eastern wharf length of the port is 350 m and it is used by ferry lines and cruisers. The southern part (windward pier), which serves also as breakwater, has a total length of 640 m from which 560m are used for cruise ship berthing. Berthing takes place with either starboard or port side to quay.

The minimum water depth alongside of the South quay is 8.0 to 9.5 m. The maximum water depth in the harbour is 14 m.

### 1.11 Port Emergency Procedures

In case of emergency, Kavala Port Authority and Hellenic Coast Guard would have the overall control and coordination.

Contact VHF Channel 12 and 16.

Emergency telephone numbers:

Port Police: **+30 2513 505430 – 5 or 108**

(Coast Guard) Fax: **+30 2513 505453**

Police: **100 or +30 2510 622200 or +30 2510 622243**

Ambulance: **166**





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Port Fire Station: +30 2510 244444 or +30 2510 227112

Fire: **199**

## 1.12 Significant Weather Features

Mainly, winds blow from the Northeast / East direction and, occasionally, from Northwest direction.

However, during wintertime heavy weather conditions with strong South - Southwest winds are observed 2 - 3 times per year. These conditions affect berthing / unberthing and loading / unloading operations.

Particularly, south winds present the most unsafe conditions.

## 1.13 Availability of Fresh Water, Provisions, Bunkers and Lubricants

Freshwater is supplied from the quay and ordered by the ships agent.

Provisions, bunkers and lubricants can be supplied from the quay. Arrangements should be made by vessel local agent.

While on roads, only provisions can be supplied due to lack of specialized boats.

No dangerous cargoes are loaded / unloaded during bunkering.

## 1.14 The Maximum Size of Ship the Port Can Accept

The port can accept vessels having length up to 350m, however that depends on its draught (maximum depth of water near berth: 8.5m).

The largest ship that has been accepted in the port is “RIVIERA” having Passenger Capacity: 1328, Displacement (DISPL): 35902.2 t, LOA: 239.3m, Breadth (max): 32.2m, and Draught (max): 7.6m.

## 1.15 Maximum Permissible Draught and Minimum Depth of Water in Navigation Channels

There are no navigation channels from anchorage to “Apostolos Pavlos” port.





Sea depth is 20m at 200m from its south end, 15m at 100m from its south end, and it gradually decreases to minimum 8.0m at the South wharf.

The above mentioned sea depths are mean sea water level, which slightly varies up and down due to wind and air pressure. The exact water level for a specific day cannot be guaranteed.

#### **1.16 Water Density at the Port**

Seawater density may significantly vary from 1.015 kg/ℓ units to 1.030 kg/ℓ during the year and may also be affected by weather conditions.

#### **1.17 Maximum Permissible Air Draught**

There are no restrictions regarding permissible air draught in the entrance to the port.

#### **1.18 Requirements for Ship's Draught and Trim for Navigation in the Waterways**

Draught see # 1.15

There are no effective limitations of ship's draught and trim for navigation in the waterway. However, vessels must comply with berth / wharf / terminal limitations.

#### **1.19 Tidal and Current Information (as it affects ship movement)**

There are no important tidal and current effects that might affect ship movements. There is a weak current from East to West while approaching the port, which is well known to local pilot and not significantly affecting ship moments.

Tide is about 0.60 m; however, it does not affect ship movements in any way.

#### **1.20 Restrictions or Conditions on the Discharge of Ballast Water**

Discharge of contaminated ballast water is strictly prohibited. Ballast water must not be polluted with chemicals, dirt and anything harmful to the environment. There are no special rules and regulations regarding ballast discharge.



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## **1.21 Statutory Requirements Regarding Loading and Cargo Declaration**

In accordance with Chapter VI and Regulations of the 1974 SOLAS Convention.

Directives: 2001/96/EC, 2002/84/EC, 2000/59/EC, 2007/71/EC.

## **1.22 Information on Waste Reception Facilities in the Port**

Ship Master should fill in the form (waste report) according to Directives: 2000/59/EC and 2007/71/EC (ANNEX).

Waste report has to be sent to Port Authorities at least 24 hours before port visit.

There are two waste disposal companies. One for the disposal of solid non-hazardous ship generated waste and one for the disposal of used oils / petroleum products. Vessel agent should arrange in time for the waste collection.

There are not acceptability and disposal service for toxic and dangerous ship generated waste and cargo residues.





# KAVALA PORTS

## 2. TERMINAL INFORMATION BOOKS, “APOSTOLOS PAVLOS” PORT

### 2.1 Details of Terminal Contact Personnel

#### APOSTOLOS PAVLOS PORT

Terminal operator: **Kavala Port Authority S.A.**

Management & Development Assistant Director: Gregory Kekropoulos (tel.: +30 6977 247763)

Port Facility Security Officer (PFSO): Capt. George Argyropoulos (tel.: +30 6944 772163)

Tel.: +30 2510 223691, +30 2510 225192

Fax: +30 2510 220125

Alternatively, contact via Port Police on **+30 2513 505430 – 5 or 108**

### 2.2 Technical Data on the Berths and Loading or Unloading Equipment

The operational East wharf of the “Apostolos Pavlos” harbour has a length of 350 m, neighbouring with the passenger station, close storage area and parking. The quay is 2,2 m above the mean water level (mwl). There are bollards every 25 m and arch fenders every 10 m along the eastern and 560 m of the southern wharf.

Breakwater is located on South site.

The port facilities are supplied with the following operational equipments:

- Folk lift track equipped with lifting capacity of 4 t
- Weigh-bridge 50t

### 2.3 Depth of Water at the Berth

The minimum depth along the South (640m) and East (350m) wharf of the port is 8.5m (mean water level). Thus, berth can accommodate 7.5m draught vessels with 1.0m under keel clearance. This depth may vary -0.2 / +0.4 m depending on tide, which is unusual and basically depends on wind and whether conditions (e.g. with south winds usually have high water).





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## 2.4 Water Density at the Berth

Seawater density may be affected by weather conditions and varies during the year ranging from 1.015 to 1.030 kg/ℓ.

There are no significant density variations inside the harbour.

## 2.5 The Minimum and Maximum Size of Ship that the Terminal's Facilities are Designed to Accept, including the minimum clearance between deck obstructions

Length up to 350m. Draught 8.5m.

The port can accept vessels having length < 350m, however that depends on its draught (maximum depth of water near berth: 8.5m).

The largest ship that has been accepted in the port is “*RIVIERA*” having Passenger Capacity: 1328, Displacement (DISPL): 35902.2 t, LOA: 239.3m, Breadth (max): 32.2m, and Draught (max): 7.6m.

## 2.6 Mooring Arrangements and Attendance of Mooring Lines

There are 100-ton bollards each 25 m along the quay. The ship is responsible for attending the mooring lines. Maintaining and monitoring, during time, mooring lines on berth is the responsibility of the vessel Master.

Vessels can berth either with starboard or port (larboard) side along side unless differently informed by the pilot or port authorities. The maximum berth approaching speed is 0.2 knots.

The number of lines that are applied to make the ship safety fast should be suggested / discussed by the pilot.

The Ship Master is responsible to stop loading / unloading when the weather conditions are unsuitable. In such circumstance, the Ship Master should inform the Terminal Representative.

## 2.7 Communication

Communications during working hours as it is shown in paragraph 2.1.



Principal contact for the Master during operations will be the Terminal Representative. The Terminal Representative maintains contact with terminal management, loading/unloading equipment drivers, and the deckhand. The Master can reach the Terminal Representative, if not on board, via the deckhand.

## **2.8 Conditions for Acceptance of Combination Carriers**

In special circumstances the terminal can accept combination carriers but the port do not have facilities to receive dirty ballast water, toxic, and dangerous goods

Combination vessels (OBO vessels), that either have oil residues or part cargoes of oil; will require a gas free certificate as a prerequisite for any bulk cargo operations to take place.

## **2.9 Access to and From Ships and Berths or Jetties**

Access to all berths within “Apostolos Pavlos” docks is controlled by Port Police. The ISPS-code is fully applied during cruise ship berthing. Port Police and the Security Office (ISPS) of Kavala Port Authority are responsible for monitoring personnel on the berths. It is the responsibility of the Master to ensure the security aboard ship.

The ship’s crew has full access to the berth.

TAXI and bus picks up and leaves passengers at a meeting point, which is close to the passenger waiting hall. Due to the ISPS-code taxis and buses can drive to the ship's gangway only after special permission from the PFSO.

All visitors to the ship, last updated passenger list, and crew list have to be announced to the ship agent for the gate. All personnel working in the harbour have special identity cards.

## **2.10 Terminal Emergency Procedures**

In the event of an emergency, the vessel should contact Port Police (Hellenic Coast Guard) either by VHF radio or telephone.

VHF Channel 12 and 16.

Emergency telephone numbers:

Port Police: +30 2513 505430 – 5 or 108





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(Coast Guard) Fax: +30 2513 505453

Police: 100 or +30 2510 622200 or +30 2510 622243

Ambulance: **166**

Port Fire Station: +30 2510 244444 or +30 2510 227112

Fire: **199**

## **2.11 Landing Location of Accommodation Ladder**

The location of the accommodation ladder is agreed with the attending personnel upon berthing. The position is then reviewed by the Terminal Representative prior to the start of operations as part of the completion of the ships shore safety check list. It is the Master's responsibility to ensure the safe positioning of the accommodation ladder throughout the vessel's time on berth. Also, the ship crew is responsible to watch the height of the accommodation ladder and to set up a security net underneath the ladder.

## **2.12 Information on Waste Reception Facilities in the Terminal**

As per PART 1, paragraph 1.22

## **2.13 Bunkering of Vessel/Ships Stores Deliveries**

The Master or Agent must agree convenient times with the Terminal Operation Office for the shoreside bunkering and delivery of stores from road transport alongside the vessel.



## APPENDIX







# KAVALA PORTS

## “Apostolos Pavlos” Port







# KAVALA PORTS











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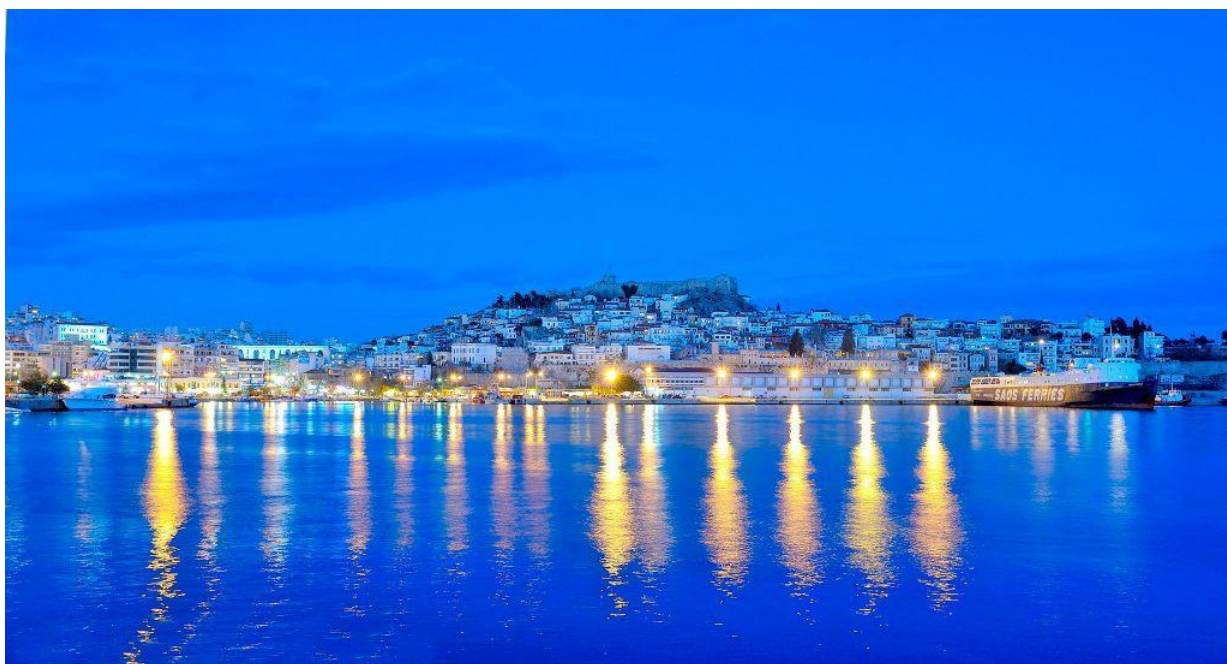




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