



ΚΩΔΙΚΟΣ ΕΓΓΡΑΦΟΥ:	ΟΕ-0102-01	ΕΚΔΟΣΗ:	03	ΗΜΕΡΟΜΗΝΙΑ:	20/09/2017
ΘΕΜΑ:	ΒΙΒΛΙΟ ΠΛΗΡΟΦΟΡΙΩΝ ΛΙΜΕΝΑ				

Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU-code)

PORT INFORMATION HANDBOOK

(ΒΙΒΛΙΟ ΠΛΗΡΟΦΟΡΙΩΝ ΛΙΜΕΝΑ)

Safety Instructions and Port Information for the Safe Loading and Unloading of Bulk Carriers

1. PORT INFORMATION BOOKS

1.1 Introduction

The commercial port of Kavala, Philippos B', is a port of growing significance and one of the major port facilities servicing North Greece and South Balkan region. The port of Philippos B' is directly situated on the North Aegean Sea and hosts one multifunctional single wharf at West with three (3) berths.

1.2 Location of the Port and the Terminal

The port Philippos B' (Nea Karvali), is located at North Greece, 5 km East of the city of Kavala, opposite of Thassos island, 134 km East of Thessaloniki, and about 340 km, in straight line, North-Northeast of Piraeus.

Port Position: Latitude: **40°56'40" N**, Longitude: **24°28'15" E**,

Port Code: **GRNKV**,

1.3 Port Administration

Kavala Port Authority S.A.
Philippos B' Port
1, Averof str.
GR - 65403, KAVALA



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

Fax +30 2510 220125

E-mail: info@portkavala.gr

adav@kav.forthnet.gr

www.portkavala.gr/eng

Resources Director: Minas Tatsis

Quality Manager: Anthimos Davidis

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:

- Notification in advance for merchant shipping in accordance with *Schengen*.
- Security level and all other relevant information according to maritime security regulations (ISPS Code).
- Port visit, Dangerous Goods declaration and Waste reports (all according to directives n° 2002/59/EC, 2000/59/EC and 2002/84/EC).
- Exact cargo quantity to be loaded / unloaded, cargo distribution per hold, and preliminary cargo plan
- Vessel draughts on arrival and departure
- Crew list, list of all people that are going to enter the port facility including visitors, owners, representatives, suppliers, pilot and mooring men etc.

E-mail: info@portkavala.gr



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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^o 1687 – approaches to Nea Karvali (1:75000).

British Admiralty Port Entries.

NGA Chart 54365 Kavala and Approaches, 1:50000 (Plan: Kavala, 1:15000)

NGA Chart 54366 Nisos Thasopoula to Akra Fanari, 1:50000

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 11 - 19 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.



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1.10 Berthing and Anchorage Facilities

Anchoring take place at Nea Karvali roads for vessels destined for Philippos B' port. Anchoring can also be possible at the proximate Kavala anchorage, which is 4 NM from Philippos B' 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 Western wharf length of the Philippos B' port is 380 m and it is used for multipurpose goods. The northern part of the harbour is under construction. Berthing takes place with either starboard or port side to quay.

The minimum water depth at the West quay is 11.5 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**

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

Fire: **199**



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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.

No dangerous cargoes are loaded / unloaded during bunkering.

1.14 The Maximum Size of Ship the Port Can Accept

The port can accept HANDYSIZE, HANDYMAX, and even PANAMAX size vessels (length < 294m, width < 32m), however that depends on its draught (maximum depth of water: 11.5m).

The largest ship that has been accepted in the port is “NING JING HAF”, DWT: 63573.4t, Displacement (DISPL): 75197.1t, LOA: 199.90m, Breadth moulded (max): 32.26m, Depth moulded: 18.50m, and Summer Draft: 13.30m.

Larger vessels as HANDYMAX, and PANAMAX can only approach the port after special permission from the port authority.

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

There are no navigation channels from anchorage to Philippos B' port.



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Sea depth is 15m at 200m from its south end, 14m at 100m from its south end, and it gradually decreases to minimum 11.5m at the West wharf and 10.0m at terminal North end, which is under construction.

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.

There is no gantry crane.

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

Draught see paragraph 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 movements

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/-0.4 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 to Chapter VI and Regulations of the 1974 SOLAS Convention.

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



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2. TERMINAL INFORMATION BOOKS, PHILIPPOS B' PORT

2.1 Details of Terminal Contact Personnel

PHILIPPOS B' PORT

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

Terminal Operation Office: Christos Michail

Terminal Representative: Capt. George Argyropoulos

Port Security Officer: Gregory Kekropoulos (tel.: +30 6977 247757)

Quality Manager: Anthimos Davidis

Resources Director: Minas Tatsis

Tel.: +30 2510 223262

Fax: +30 2510 223262 or +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 West quay of the Philippos B' harbour has a length of 380m, neighbouring with an open storage area of 28000m², and serves as a multipurpose quay. Berthing takes place with the starboard or port side to berth. The quay is 2.4m above the mean sea level (msl). There are bollards every 25m and arch fenders every 10m along the western wharf.

Breakwater is located on South site.

The rest (220m) of the Western wharf, which will have 600m total length, is under development. Furthermore, the construction of North wharf 300 m, land development 130000m², dredges, et.c. are also under constructions.

The port facilities are supplied with the following operational equipments:

- Mobile crane, "Gottwald" HMK 300E, lifting capacity: 54t at radius 40 m, 40t at radius 45m (outreach: 37m) and grab capacity: of 16m³.
- Mobile crane, "Fantuzzi Reggiane", lifting capacity: 34t at radius 8m, 22 at radius 20m, 10t at radius 32m, and grab capacity: of 8m³.



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- Folk lift track equipped with spreader "Lancer Boss", lifting capacity: 40t
- Folk lift track equipped with spreader "Fantuzzi", lifting capacity: 40t
- Six (6) folk lift tracks equipped with lifting capacity: 3t and 4t
- Wheel loaders
- 2 loading elevators for loading of grain. Maximum air draught at Grain Terminal 5.5m

2.3 Depth of Water at the Berth

The minimum depth along the West wharf (380m) of the port is 11.5m (mean sea level). Thus, berth can accommodate 10.5m draught vessels with 1.0m under keel clearance. This depth may vary -0.5 / +0.4 m depending on tide, which is unusual and basically depends on wind and weather conditions (e.g. with south winds usually we have high water).

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 300m. Maximum Breadth 36m. Draught 10.0m.

The terminal can accept HANDYSIZE, HANDYMAX, and even PANAMAX size vessels (lengths < 294 m, width < 32 m), however that depends on its draught (maximum depth of water: 11.5 m).

However, larger vessels, as HANDYMAX, and PANAMAX, can be serviced under special circumstances (see paragraph 1.3 port information).

The minimum clearance between deck obstructions will vary depending on vessel breadth and hatch configuration and will need to be reviewed for specific vessels.

The distance between "the legs of the crane" to the shipside is 1.50 m. There is no minimum size of ships.



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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 Loading or Unloading Rates and Equipment Clearances

Full length movement of mobile crane averages 15 minutes.

Movement of mobile crane from one hold to an adjacent hold averages 10 minutes.

Gottwald / HMK 300E (mobile crane equipped with grab)

- Outreach: 42 m
- Grab capacity: 16 m³
- Rate: 560 t/h (marble chips in bulk, density: 1.57 t/m³)
- Moves per hour: 40

Fantuzzi Reggiane / MHC 40S (mobile crane equipped with grab)

- Outreach: 25 m
- Grab capacity: 8 m³
- Rate: 250 t/h (marble chips in bulk, density: 1.57 t/m³)

Ship Loader 400 t/h (marble chips in bulk, density: 1.57 t/m³)

Grain elevators 120 t/h (per machine)

Through ship loading rate 600 t/h (marble chips in bulk, density: 1.57 t/m³)



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2.8 Loading or Unloading Procedures and Communications

The Terminal Representative visits the ship before the discharging starts, brings the safety rules and makes an agreement about the discharging sequence with the Ship Master.

Operations will be carried out in accordance with the loading/unloading plan provided by the Ship Master and Port Representative.

Prior to starting work the following procedures must be completed:

1. Prior to discharge the Master must provide the terminal with a completed Cargo Information Form and Cargo Safety Data Sheet.
2. The Loading/Unloading Plan (as per BLU Code) must be mutually agreed and signed off by both the vessel Master and the Terminal Representative.
3. A ship/shore Safety Check Sheet must be completed between the Master and the Terminal Representative.

During loading or discharge, trimming will take place as required both by hand and using mechanical means. On completion of work all holds will be cleaned and/or trimmed to the Master's satisfaction. The Master will be required to sign a document (Master – Terminal Representative Agreement on Completion of Loading / Unloading) confirming that loading / unloading followed all specifications agreed in Loading / Unloading Plan, notifying damages occurred during loading / unloading, and corrective actions that took place.

Communications

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.

2.9 Cargo Weight Determinations by Weightmeter and Draught Survey

The ship can get information about loading or discharge cargo weight by the terminals weight meter from the foreman in charge. Normally, there is no draught survey.



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If it is required, it is the responsibility of the agent to organise the attendance of a Cargo Surveyor prior to, and on completion of, cargo handling. Port handling operations will only start after the draught survey has been completed and instruction to start has been issued by the Surveyor. Weights are also monitored by the Kavala Port Authority weighbridge throughout the vessel operation.

In the event that cargo is not weighed via the weighbridge, regular draught survey is carried out. There is draught survey service at the port.

2.10 Conditions for Acceptance of Combination Carriers

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.

2.11 Access to and From Ships and Berths or Jetties

Access to all berths within Phillipos B docks is controlled by Port Police. Port Police and Kavala Port Authority team are responsible for monitoring personnel on the berths. It is the responsibility of the Master to ensure the security of the vessel.

The ship's crew has full access to the berth, but they must be very careful when passing under a working crane.

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

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

2.12 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.



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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

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

Fire: 199

2.13 Damage and Indemnity Arrangements

If damage occurs to the ship's structure or equipment during loading or unloading, it has to be reported by the terminal representative to the master and, if necessary, repaired. If the ship finds any damage during working, a damage report has to be sent to the terminal operator immediately.

In the event of damage to vessels the Master should present a damage report to the Terminal Representative. The Terminal Representative will note his receipt of the document. The Master/Agent should then contact the Kavala Port Authority Commercial Executive and Quality Manager who will agree the relevant action.

2.14 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.

2.15 Information on Waste Reception Facilities in the Terminal

As per PART 1, paragraph 1.22



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2.16 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.

2.17 Hot Work on Board Vessel

No hot work may be undertaken on board without firstly obtaining the appropriate permit from Kavala Port Authority. The Agent will normally arrange permit issue.

Additional Reminder for Masters

Kavala Port Authority S.A. conforms to the requirements of the regulations relating to Safe Loading and Unloading of Bulk Carriers. As such the Master is required to send the following information ASAP prior to arrival.

- A cargo handling discharge or loading plan in the format specified in the BLU code Appendix 2.
- A check sheet detailing the suitability of the vessel for the handling of bulk.
- For discharge cargoes a required cargo/density declaration sheet as specified in appendix 5 of the BLU Code.

Anthimos Davidis

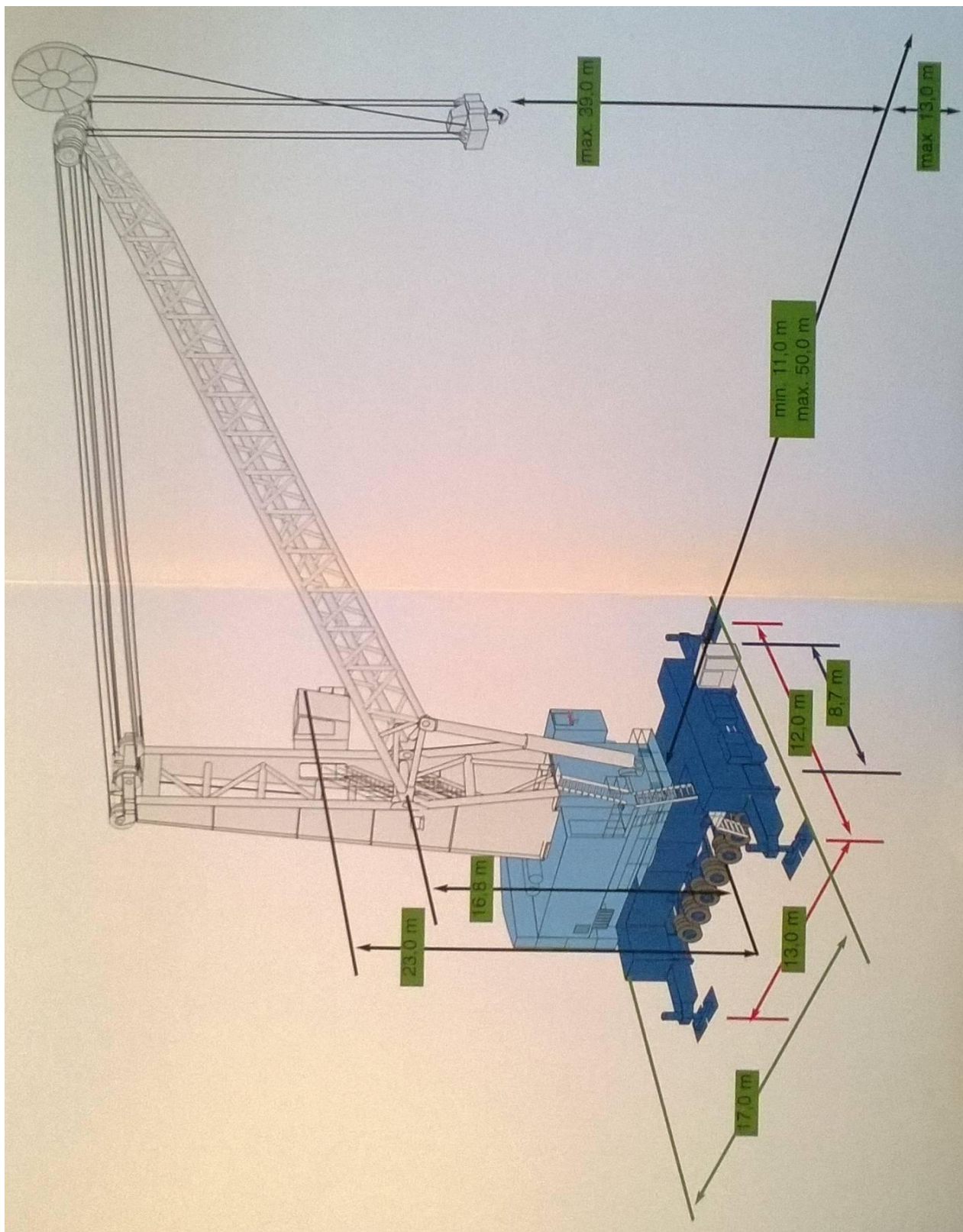
Quality Manager



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APPENDIX

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Increased Lifting Capacities

