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

"PHILIPPOS B" PORT, NEA KARVALI, GREECE

PORT INFORMATION HANDBOOK

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

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 the South Balkan region. "Philippos B" port, is situated on the North Aegean Sea and hosts two multifunctional wharfs with a total of eight (8) berths. After it was privatized in January 2025, the port is under the control of "SARISA, KAVALA PORT PHILIPPOS II SUB-CONCESSION S.A" (www.sarisaport.com). The management of the port has been assigned to "Euroports Greece S.A.", a subsidiary company of "Euroports Group". (www.euroports.com).

1.2 Location of the Port and the Terminal

The port "Philippos B" (Nea Karvali), is located in North Greece, 7 km East of the city of Kavala, opposite the island of Thassos, 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

Port office:

"Euroports Greece, S.A."
Phone: +30 2510 223262
Email: operations.kavala@euroports.com

1.4 Radiocommunication and Frequencies

Coast Guard Station: VHF Channel 12.
Pilot Station: VHF Channel 12 and 09 (maneuvering).
Port Operation: VHF Channel 08.

1.5 Arrival Information Requirements

The Vessel's captain, manager and / or agent should submit the following information to the port operator, at least 48 hours before arrival:

a. Notification in advance, for merchant shipping, in accordance with the relevant '*Schengen' regulations*.

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 nº 2002/59/EC, 2000/59/EC and 2002/84/EC).

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 visitors, owners, representatives, suppliers, pilot and mooring men etc.

E-mail: operations.kavala@euroports.com

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

All the above-mentioned issues are valid. The vessel's manager/master is advised to contact its local agent in time, to be informed and prepared accordingly.

1.7 Relevant Charts and Nautical Publications

British Admiralty chart nº 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.

The Pilot operates during daylight (sunrise to sunset) and in special circumstances during nighttime. The vessel's manager/master is advised to contact its local agent for further information and pilot arrangements.

1.9 Towage and Tug Assistance

The use of tugboats during berthing / unberthing operations is mandatory.

Two tugboats are available on a permanent basis having power of 1000 and 1800 hp, respectively.

The tugboats meet the vessel 1 – 2 NM before berthing, please contact with pilot station.

The port has a published towage regulation.

The vessel's manager/master should contact its local agent for further information and specific requirements depending on the vessel's specifications.

1.10 Berthing and Anchorage Facilities

Anchoring takes place at Nea Karvali roads for vessels destined for "Philippos B" port. Anchoring is also possible at the anchorage of Kavala, located 2 nm west from "Philippos B" port, if ordered by the Coast Guard.

The pilot station should be contacted on channel 12 and Kavala Port Control (Coast Guard) should be contacted on channel 12 during approaching, to obtain the necessary information and permission to drop anchor at a specific position

Launches are available for assistance during berthing, if required by the pilot. Launches also serve as crew and supplies' transporters, while the vessel remains at anchorage.

The length of the western wharf is 600 meters, and the length of the northern wharf is 300 meters. Both are used for multipurpose operations. Berthing takes place with either the starboard or the port side to the quay.

The maximum permissible draft at the western quay is 11 meters.

1.11 Port Emergency Procedures

In case of emergency, the port office of "Euroports Greece S.A." and the Hellenic Coast Guard have the overall control and response coordination.

Contacts:

"Euroports Greece S.A.", Port Office:

Phone: +30 2510 223262
Mobile: +30 6937120235
Email: operations.kavala@euroports.com
VHF: Channel 08

Global common communication VHF Channel: 16.

Coast Guard:

Emergency Response: 108
Telephone: +30 2513505400
VHF: Channels 12 and 09.

Police:

Emergency Response: 100
Public Security Dpt : +30 2510 622200 - 263 -267

National Centre of emergency Health Response (ambulance):

Emergency Response: 166
Telephone: +30 2510 25116

Fire Department:

Emergency Response: 199
Telephone: +30 2510 700392 / 2510 600380

1.12 Significant Weather Features

Winds blow mainly from the Northeast / East direction and, occasionally, from the Northwest.

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.

1.13 Availability of Fresh Water, Provisions, Bunkers and Lubricants

Freshwater is supplied from the quay and ordered by the ship's agent.

Provisions, bunkers and lubricants can be supplied from the quay. Arrangements should be made by vessel's 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, but the ship's draught cannot exceed the port's maximum permissible draught which is 11 m.

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

In any case, an approval of the ship's particulars and loading/stowage plan by the port operator is always required for the vessel's acceptance into the port.

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

There is no navigation channel from the anchorage to the port.

The sea depth is 15 meters at 200 meters from the port's south end, 14 meters at 100 meters from its south end, and it gradually decreases to a minimum of 11.5 meters at the West wharf

The above-mentioned are the mean sea depths. The water level lightly varies, depending on wind and air pressure. The exact water level for a specific day cannot be guaranteed.

1.16 Water Density at the Port

The water density may vary from 1.015 kg/ℓ 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 the permissible air draught. There is no gantry crane.

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

For draught see paragraphs 1.14 & 1.15.

There are no effective limitations of ship's draught and trim, for navigation in the waterway. However, the vessels must comply with the 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 the local pilot and does not significantly affect ship movements.

The tide is about +0.60/-0.40 meters, and 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 or any other substance which is harmful to the environment. There are no special rules and regulations regarding ballast discharge.

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 Details of Terminal Contact Personnel

Terminal Operator: Euroports, Greece S.A
Operations department: operations.kavala@euroports.com
Terminal Representative: Capt. George Argyropoulos: george.argyropoulos@euroports.com
Mob: +30 6937120235 (WhatsApp available)
Port Security Officer: Capt. George Argyropoulos: pfso.kavala@euroports.com
Deputy Port Security Officer: dpfso.kavala@euroports.com
Commercial Dept. commercial.kavala@euroports.com
Administration: terry.gkogkas@euroports.com

1.23 Technical Data of the Berths and Loading or Unloading Equipment

The Western quay of the port has a length of 600 meters, neighboring with an open storage area of 28000 square meters. The Northern quay has a length of 300 meters. They both serve as multipurpose quays. Berthing takes place with the starboard or port side to berth. The height of both quays is 2.4 meters above the mean sea level (msl). There are bollards every 25 meters and arch fenders every 10 meters.

A breakwater is located at the Southern side of the port and another breakwater is located at the entrance of the port.

The port's operational equipment consists of:

- Mobile crane, "Gottwald" HMK 300E, lifting capacity: 100t at radius 0, 63.0t at radius 11m, 51.9t at radius 38m, 33.4t at radius 50m and grab capacity: of 16m^3.
- Mobile crane, "Fantuzzi Reggiane", lifting capacity: 34t at radius 8m, 19.5t at radius 22m, 10,80t at radius 32m, and grab capacity: of 8m^3.
- "Fantuzzi" Reach Stacker, equipped with container spreader, lifting capacity: 40t
- "Lancer Boss" Reach Stacker, lifting capacity: 40t
- Four (4) forklifts, lifting capacities: 4t - 5,5t
- Four (4) screw pipes for grain cargoes.

1.24 Depth of Water at the Berth

The minimum depth along the Western wharf of the port is 12.0m (mean sea level). Thus, the berth can accommodate 11.0m draught vessels with 1.0m under keel clearance. This depth may vary -0.5 / +0.4 m depending on the tide, which is unusual and basically depends on wind and

weather conditions (e.g. with south winds usually we have high water).

1.25 Water Density at 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.

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

The terminal can accept HANDYSIZE, HANDYMAX, and even PANAMAX size vessels, however the maximum permissible draught is 11 meters.

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.

1.27 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. Continuous maintenance and monitoring of the ship's mooring lines while at berth, is the responsibility of the vessel's Master.

Vessels can berth either with the starboard or the port 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 safely fast should be suggested / discussed with the pilot.

The Ship's Master is responsible for stopping loading / unloading when the weather conditions are unsuitable. In such circumstances, the ship's Master should inform the Terminal Representative.

1.28 Loading or Unloading Procedures and Communications

The Terminal Representative visits the ship before operations start, provides to the master the safety rules and agrees on the loading/discharging sequence with the Ship Master.

Operations are carried out in accordance with the loading/unloading plan provided by the Ship's Master and Port Representative.

Prior to starting work the following procedures must be completed:

1. Prior to loading/discharging the shippers/receivers must provide the terminal with a completed Cargo Information Form and the 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 List Sheet must be completed between the Master and the Terminal Representative.

During unloading or loading, cleaning/trimming will take place as required, by hand and/or by 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,
identifying damages occurred during loading / unloading, and corrective actions that took place.

Communications during working hours, as shown in paragraph 2.1.

The 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.

1.29 Cargo Weight Determination by Weighbridge and Draught Survey

The ship can get information about cargo weight by the terminal's weighbridge from the foreman in charge.

A draught survey can also be arranged privately by the party concerned.

If it is required, it is the responsibility of the agent to organize 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 instructions to start operations have been issued by the Terminal's Representative.

1.30 Conditions for Acceptance of Combination Carriers

The terminal can accept combination carriers, but the port does not have facilities and certification to receive wet cargoes, 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.

1.31 Access to and from Ships and Berths

Access to all berths within the port is controlled by the Security Department and the Coast Guard Police. The PFSO and DPFSO are responsible for monitoring personnel on the berths. It is the responsibility of the Master & SSO to ensure the security of the vessel.

The ship's crew has full access to the berth, but they must carefully follow the Primary Port Safety Officer's Instructions when passing under a working area.

TAXIs pick up and drop off passengers at a meeting point, which is close to the office building. As per the ISPS-code, taxis can drive to the ship's gangway only after special permission from the PFSO.

All visitors to the ship must be announced by the ship's agent to the PFSO/DPFSO. All personnel working inside the port must have identity cards.

1.32 Terminal Emergency Procedures

In the event of an emergency, the vessel should contact the Port Security Dpt & the Hellenic Coast Guard at the contact details listed in 1.11.

1.33 Damage and Indemnity Arrangements

If damage occurs to the ship's structure or equipment during loading or unloading, the damage has to be reported by the master to the terminal representative and, if necessary, repaired.

In the event of damage to a vessel, the Master should present a damage report to the Terminal Representative. The Terminal Representative will note his receipt of the document. The terminal will then advise the relevant action.

1.34 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 ship/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 for watching the height of the accommodation ladder and for setting up a security net underneath the ladder.

1.35 Information on Waste Reception Facilities in the Terminal

Solid and liquid waste is collected by the port's subcontractors. For information and prices, the vessel's manager/master should contact their local agent.

1.36 Bunkering of Vessel/Ships Stores Deliveries

The Master or Agent must agree on a convenient time with the Terminal Operation Office & Security Department, for the shoreside bunkering and delivery of stores from road transport alongside the vessel.

1.37 Hot Work on Board Vessel

No hot work may be undertaken on board without firstly obtaining the appropriate permit from Kavala's Coast Guard and the PFSO. The Agent will normally arrange permit issue.

APPENDIX

General overview of the port:

Satellite Image of the port:

Nea Karvali, July, 2026

Nikos Paschalidis, Terminal Manager

Capt. George Argyropoulos, Terminal Supervisor

Fotis Mavroudakis, Safety Engineer