

PORT OF KOKKOLA

An aerial photograph of the Port of Kokkola, Finland. The image shows a large industrial complex with numerous buildings, including several large white and blue warehouses, and a red building with a white cross on its roof. There are also several large storage tanks and a large area of open ground. The port is situated on a large body of water, with a long pier extending into the water. In the background, there are more industrial structures and a forested area. The sky is clear and blue.

**PORT AND TERMINAL
INFORMATION BOOK**

PORT OF KOKKOLA

PORT EMERGENCY PROCEDURES

1. Contact the emergency center at tel: **112**

2. Contact the Port Security Officer +358 50 5725 514 or the Vice Security Officer +358 44 780 9133

3. Prepare the vessel to leave if necessary

4. Wait for instructions

PORT OF KOKKOLA

WHEN POLICE, AMBULANCE OR FIREBRIGADE IS NEEDED
CONTACT Tel: **112**

Police (not urgent)
Tel: +358 295 4198 00

Sea Rescue center/MRCC:
Tel: +358 294 1000

PORT OF KOKKOLA

CONTACT DETAILS

Address: Kantasatamantie 50
67900 Kokkola
FINLAND
Phone: +358 40 8068 480
Internet: www.portofkokkola.fi
E-mail: satama@portofkokkola.fi

Harbour Master & Port Security Officer (PFSO)
Tomas Mikkola

Mobile: +358 50 572 5514
Email: tomas.mikkola@portofkokkola.fi

Development Manager & Vice PFSO
Jyrki Roukala

Mobile: +358 44 780 9133
E-mail: jyrki.roukala@portofkokkola.fi

Linesmen

Mobile: +358 40 043 2694
VHF: Ch.12
E-mail: satamavalvojat@portofkokkola.fi

Bothnia VTS contacts:

Tel: +358 20 448 7356
E-mail: bothnia.vts@fintraffic.fi

VHF-CHANNELS

Bothnia VTS	Ch.67
The pilots	Ch.13
The port, lines men	Ch.13 or 12

Tugs (Yxpila Hinaus-Bogsering Oy Ab) 24h

Tel: +358 10 219 0750

Seamens' Mission

Address: Kantasatamantie 51
67900 Kokkola
Tel: +358 50 452 1989

CEO, Torbjörn Witting

Mobile: +358 40 511 9595
E-mail: torbjorn.witting@portofkokkola.fi

PORT OF KOKKOLA

UN locator code: FIKOK

Port ID:

- (1) General Port 0003
- (2) Deep Port
- (3) Silverstone Port 0004



TECHNICAL INFORMATION & CAPACITIES

BERTHS

<u>DEEP PORT</u>	<u>Berth</u>	<u>Length</u>	<u>Design draught</u>
Deep quay	10,11,12	620 m	14,2 m
Deep quay	9	180 m	11,2 m
Boliden quay	8	100 m	9,5 m
Oil quay	7	140 m	9,5 m

No air draught limitation, but for loading by the stacker max railing height 13,65 meter from the water level and 11 meter from the quay

SILVERSTONE PORT

Silverstone quay	1	160 m	9,5 m
Silverstone quay	2	156 m	11,0 m
Silverstone quay	3	120 m	11,0 m

GENERAL PORT

Quay	1	150 m	9,5 m
Quay	2	150 m	9,5 m
Chemical quay	5	83 m	9,5 m

No air draught limitation

All weather terminal (AWT) 4

Length of the basin	120 m
Length of the outside quay	124 m
Width of basin	25 m
Maximum draught	8,3 m
Maximum air draught foremast	23,5 m

HEIGHTS OF THE QUAYS

Deep quay	2,65 m
Boliden quay	2,65 m
Silverstone quay	2,5 m
General port	2,44 m
AWT	2,65 m

DISTANCE BETWEEN BOLLARDS

Deep quay	18 m
Silverstone quay 1	20 m
Silverstone quay 2	23 m
Silverstone quay 3	18 m
General port	15 m
AWT	15 m

CARGO HANDLING FACILITIES

DEEP QUAY

- 3 x 40 ton shore cranes
- 2 x 50 ton shore cranes
- Loading capacity with two cranes is 80-90 tons.
With grab 750 tons/crane/hour (for example iron ore)
- Rail wagon tippler terminal (RWTT)
Discharging capacity 20 wagons/hour

BOLIDEN QUAY

- o Conveyor system for discharging zinc concentrate
Loading capacity 500 – 1000 tons /hour
Discharging capacity 300 – 500 tons /hour from wagons
- o 1 x 28 ton crane with counterweight (E-crane)
- o 1 x Mantsinen 200

OIL QUAY

- o Pipelines for discharging oil products and caustic soda

SILVERSTONE QUAY

- 1 x 40 ton shore crane
- 1 x 140 ton container/multipurpose crane (Gottwald)
- 1 x 150 ton container/multipurpose crane (Gottwald)
- A pipeline for loading phosphoric acid
- A pipeline for discharging ammonia

SHORE QUAY

- 2 x material handling machine Mantsinen 120.
- 2 x 8 ton shore cranes

AWT

- 1 x 50 ton bridge crane
- container handling gear
- Bearing capacity of the quay 5 t/m²
- 1 x material handling machine ESSEMKO 60 tons, 6 tons 20 meter

CHEMICAL QUAY

- A pipeline for discharging/loading sulfuric acid.

Warehouses total 84.000+ m²



GENERAL INFORMATION

LANDMARKS

Tankar Lighthouse (63°57'N, 022°51'E)
Kokkola Lighthouse (64°00'N, 022°52'E)
Chimney at Boliden (63°51,6'N, 023°03,1'E)

APPROACH AND ENTRY

The Kokkola port is approached from the NW, through a 200 meter wide channel with a design draught of 14,2 meters to the deep port. It continues on as a channel with a design draught of 9,5 meters to the general port and with a maximum draught of 8,3 meter to the All Weather Terminal

DEPTH

UKC follows international recommendations.
There is no tide in the port, but the water level varies between +100 cm/-80 cm depending on the weather conditions.

MAXIMUM SIZE OF A SHIP

Max draught 14,2 m, max length approx. 300 m, max width approx.50 m.
In the All Weather terminal max draught 8,3 m, max air draught 23,5 m, max width approx. 20 m.

ICE

Ice occurs between December and April. During this time icebreakers will only assist ships with an ice class and tonnage corresponding with current Assistance Restrictions published by Finnish Transport Infrastructure Agency (Väylävirasto).
Ice charts and restrictions to navigation are published during the winter.

SPEED

Maximum speed in the port area is 7 knots.

DENSITY

The water density in the port is circa 1,002.

PILOTAGE

Pilotage is compulsory and available 24 hours. Pilot boards 3,5 nm NNW of Tankar Lighthouse. Pilot on VHF Channel 16/13. Distance to the port is 12 nm.

Inward vessels or their agent make an advance notification 24 and 6 hours before arrival and the pilot order 3 hours before arrival by email, service order (Port Activity) or phone.

E-mail: pilotdispatch.bothnia@finnpilot.fi

Mobile: +358 295253440

Internet: www.pilotonline.fi

Outward vessels order the pilot 2 hours before departure.

For more information please see: <https://mastersguide.fintraffic.fi/en/welcome-kokkola>

MOORING

Mooring men are available on telephone number +358 400 432 694. VHF working channel in port is ch 12. Vessels calling the port are obliged to use mooring men.

ANCHORAGE

Anchorage may be obtained at the inner anchorage area.

TOWAGE AND TUGS

Tugs are available for ex. from Oy Yxpila Hinaus-Bogsering Ab:

<https://www.yxpilahinaus.fi/en>

For more tugs contact the agent at least 12 hours in advance.

SUPPLIES

Bunker is delivered by truck. Fresh water, provisions, garbage disposal are available. Ordering through the agent, if possible 24 h in advance before arrival.



AAVA VG

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SLOP RECEPTION

Dirty ballast water, slops from tank washing, sludge, oily mixtures as per agreement by a road tanker. Ordering and service through the agent.

WASTE RECEPTION

Garbage removal facilities are available. The garbage must be assorted. Port of Kokkola encourages all vessels to sort the waste onboard. The sorting has an impact on the waste handling costs.

ATTENTION!

Before the vessel delivers sorted solid waste to the port, it should contact the port service through the agent.

All garbage containers are closed and will be opened for vessels delivering sorted waste at a given time.

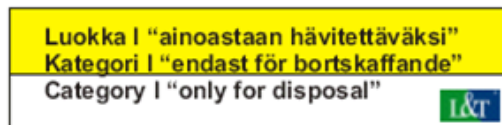
INSTRUCTIONS FOR WASTE SORTING

KITCHEN GARBAGE is mammals or birds:

- cooked or raw meat
- bones
- packages or wrappers, which have been in contact with meat or bones.

KITCHEN GARBAGE FROM OTHER THAN EU-COUNTRIES

must be put in a yellow plastic sack delivered to the vessel by the linesmen. The sack must be delivered further on to the locked yellow plastic container, CATEGORY I. The sacks are brought on to the ship on request.



Mixed waste

Mixed waste is such waste, that is produced by the personnel of the vessel, because of normal activities. Mixed waste can be compared to household wastes such as garbage, domestic waste, and other waste comparable to such to its character and consistency considering transportation and treatment.

The following are examples of mixed waste:

- household wastes (except kitchen garbage)
- textiles
- porcelain and ceramics
- window glass
- non-combustible waste, and waste unsuitable for practical application

Paper and cardboard

Waste suitable to be put into the container for paper:

- all clean and dry non-treated paper
- telephone directories, books and office paper.
- folded cardboard

Glass

Waste suitable to be put into the container for glass:

- transparent and colored glass bottles and jars, (remove all lids and surrounding parts of metal)

Metal

Waste suitable to be put into the container for metal:

- metal tubes and sheet metal
- preserve cans and metal lids
- other clean metal

The linesmen are to be informed if there is such metal waste on the vessel which is large or particularly heavy and not suitable to put into the available container.

Combustion residues (plastic)

Waste suitable to be put into the container for combustion residues:

- packages for coffee, biscuits, cereals and other
- packages for milk and juice, boards for fluids
- dry plastics waste (**except PVC**) and small amounts of rubber
- dirty cardboard and paper

WASTE, THAT **SHOULD NOT BE** PUT INTO THE CONTAINERS

Do not put the following into the containers:

- flammable or explosive waste
- hazardous waste
- objects, that might damage the vehicle transporting the waste.
- materials or object, that might cause the person handling the waste or the container danger, for instance big objects of glass or metal, heavy materials or objects, that make the process of loading waste difficult to an excessive extent.
- liquid waste or similar

Comments on defects or other requests regarding the waste management can be sent to The Harbour Master.

RESTRICTIONS OR CONDITIONS ON THE DISCHARGE OF BALLAST WATER AND WASHWATER FROM THE CLEANING OF CARGO HOLDS.

It is allowed to discharge treated ballast water. If the ballast water is suspected or found to be contaminated the Harbour Master must be contacted for further instructions. Discharging ballast water on the quay is forbidden. All wash water from HME (Harmful to the Marine Environment) cargo is prohibited to discharge into the sea. If needed, the agent provides road tankers for removing the wash water from the holds.

ICE AND SNOW REMOVAL FROM DECK

In case of ice or snow on deck, they must not be shuffled on the quay, but into the sea. When the removal to the seaside is impossible the port linesmen assist with removing the ice/snow from the quay by request through the agent. The removal from the quay and the removal from deck must be done simultaneously.

EMISSIONS INTO THE AIR

The EU directive from the 1.1.2015 regulates that vessels are obliged to use fuel with a sulphur content less than 0,1 %. This regulation is valid in all ports within the SECA-area.

WELDING AND HOT WORK

Welding on deck or other hot work while berthing is not to be carried out without the permission of the Harbour Master.

On ships laden with combustible or inflammable goods, open fires, the use of the mobile phone, repair works producing sparks and smoking are forbidden on open decks and 25 meters from the ship on the quay and on the seaside.

DIVING

Diving is forbidden without permission from the Harbour Master.

IMMOBILIZING OF MAIN ENGINES

No vessel shall immobilize its main engines whilst alongside without permission of the Harbour Master.

If approval is given the vessel must have emergency towing lines standby.

The master is required to provide a mobile phone number, so that the vessel can be reached in case of emergency.

SPECIAL INSTRUCTIONS WHEN USING THE ALL WEATHER TERMINAL

Don't drive in the ship before:

- the traffic light shows green.
- the linesmen give the allowance to drive in
- the height of the foremast is lower than 23,5 meter from the water level (the door is 24 meter from MW +/-0), the fore mast must never exceed the height of 23,5 meter while being inside the terminal
- an extra line is ready to give to the linesmen for fastening to the fire wire ashore. The line should not be the normal mooring line, which is fastened on the bollard, but an extra line, which can be used if the ship must be towed out from the terminal because of fire.

It is strictly forbidden to shift the vessel or to operate the curtain door without the linesmen present.

PORT SECURITY INFORMATION

DANGEROUS CARGO

Advanced notification is to be given to the Port Authority 24 hours before goods classified as dangerous referred to in the International Maritime Dangerous Goods (IMDG) Code and its supplements, the International Carriage of Dangerous Goods by Road (ADR) and the International Carriage of Dangerous Goods by Rail (RID) is brought into the port .

Such an information must include at least the:

- Correct technical name of the goods
- IMDG-Class
- UN-number
- Amount of cargo
- Type of packages

Unit packing must be marked with stickers in accordance with the IMDG-code. In addition, advance enquiry 7 days before is required for IMDG-goods of class 1, 4, 6.2 and 7 and when large quantities of any dangerous goods has to be transported.

ISPS – CODE

1. All vessels must transmit to the agent, if possible, 24 hours prior to arrival or at the latest on arrival

- A complete crew list
- A passenger list
- Changes of crewmembers
- The names of visitors expected on board
- Ship suppliers/-service expected
- The ship's security level and SSO contact details

2. The "DECLARATION OF SECURITY" ref.SOLAS XI-2 – ISPS-code has to be effected between the port and the ship **ONLY**

- if the ship or the harbour has raised its security level from level 1 to level 2 or 3.
- If there has been a security incident in one of the last ten ports
- if there is a security risk on the ship, when it arrives in port.

3. The ship's master will receive a code number for the crewmembers to use at the gate. The code is working during the stay of the vessel. Anybody, who is passing through the harbour area must be prepared, on request, to prove his identity through the presentation of an official document, certifying the holder's identity. The absence of such a proof of identification will result in the refusal of the transit and consequently might lead to the possible banishment from the port area.

It's pointed out explicitly that entry and exit are allowed only via the main gate from the general port (S1) and via the gate in the deep port (S3). Only vehicle transits are allowed. The port does not allow any pedestrian or bicycle traffic within the port area.

4. When security level rises to level 2 all persons leaving the ship or entering the port area are to be guided the shortest way from gate to ship and vice versa. Identity cards has to be shown and inspection of luggage is to be allowed when requested.

5. When security level rises to level 3 nobody is allowed to leave the ship and enter the port without permission from the PFSO. The ship should be prepared to leave the port within ½ an hour and it must follow the instructions from the Port Authorities.

For additional information we strongly suggest that any concerned party also familiarize themselves with our Safety Manual (<https://portofkokkola.fi/wp-content/uploads/2023/11/Safety-Manual-2023.pdf>) **and Master's Guide** (<https://mastersguide.fintraffic.fi/en/welcome-kokkola>)

