



**PORT OF
KOKKOLA**

PORT AND TERMINAL INFORMATION GUIDE

Port of Kokkola | 2026



Port and Terminal Information Guide

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Port Emergency Procedures

In case of an emergency, follow these steps



1. Call the emergency services **112**



2. Call Port Security

Port Security Officer: **+358 50 5725 514**

Deputy Port Security Officer: **+358 44 780 9133**



3. Prepare the vessel for departure if instructed



4. Wait for further instructions

Emergency Contacts

If you need the police, an ambulance, or the fire and rescue services, call **112**



Emergency services
112



Police, non-emergency
+358 295 4198 00
Mon-Fri 8.00-16.15



Maritime Search & Rescue
National alarm number
+358 294 1000



**PORT OF
KOKKOLA**

Contact Details

PORT OF KOKKOLA

Kantasatamantie 50,
67900 Kokkola
FINLAND

+358 40 8068 480

satama@portofkokkola.fi

www.portofkokkola.fi

Harbour Master & Port Security Officer (PFSO)

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tomas.mikkola@portofkokkola.fi

Development Manager & Vice PFSO

Jyrki Roukala

+358 44 780 9133

jyrki.roukala@portofkokkola.fi

Linesmen

+358 40 043 2694

VHF Channel 13 or 12

satamavalvojat@portofkokkola.fi

OTHER MARITIME CONTACTS

Bothnia VTS

+358 20 448 7356 | VHF Channel 67 | bothnia.vts@fintraffic.fi

Pilots

VHF Channel 13

Tugs | Boluda Towage Finland Oy

24-hour service | +358 10 219 0750

Seamen's Mission

Kantasatamantie 51
67900 Kokkola

+358 50 452 1989

Chief Executive Officer

Torbjörn Witting

+358 40 511 595

| torbjorn.witting@portofkokkola.fi



**PORT OF
KOKKOLA**

PORT OF KOKKOLA



UN/LOCODE: FIKOK



Port ID's:

1

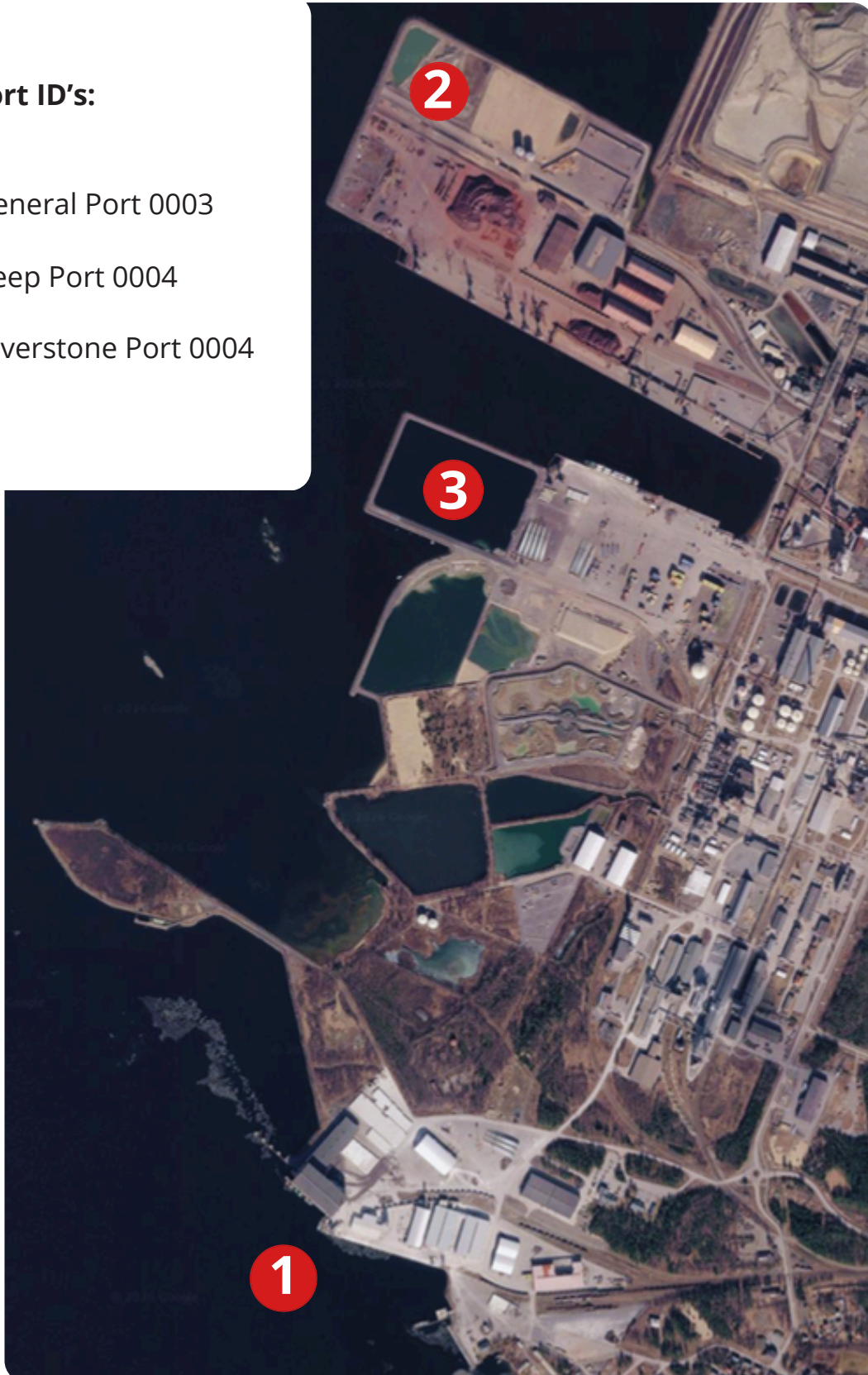
General Port 0003

2

Deep Port 0004

3

Silverstone Port 0004



TECHNICAL INFORMATION & CAPACITIES



BERTHS, DEEP PORT & SILVERSTONE PORT

DEEP PORT

Quay	Berth	Length	Design Draught
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

There is no air draught limitation. For loading with the stacker, the maximum railing height is 13.65 m above the water level and 11 m above the quay.

SILVERSTONE PORT

Quay	Berth	Length	Design Draught
Silverstone quay	1	160 m	9.5 m
Silverstone quay	2	156 m	11.0 m
Silverstone quay	3	120 m	11.0 m

TECHNICAL INFORMATION & CAPACITIES



BERTHS, GENERAL PORT & ALL WEATHER TERMINAL (AWT)

GENERAL PORT			
Quay	Berth	Length	Design Draught
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			

QUAY HEIGHTS	
Deep Port quay	2.65 m
Boliden quay	2.65 m
Silverstone Port quay	2.5 m
General Port quay	2.44 m

ALL WEATHER TERMINAL (AWT), BERTH 4	
Length of the basin	120 m
Length of the outside quay	124 m
Width of the basin	25 m
Maximum draught	8.3 m
Maximum air draught forecast	23.5 m

DISTANCES BETWEEN BOLLARDS	
Deep Port quay	18 m
Silverstone Port quay 1	20 m
Silverstone Port quay 2	23 m
Silverstone Port quay 3	18 m
General Port quay	15 m
AWT	15 m

CARGO HANDLING FACILITIES

DEEP QUAY

Equipment	Quantity / Capacity	Additional information
Shore cranes	3 x 40 t	
Shore cranes	2 x 50 t	
Combined crane capacity	80 - 90 t	with two cranes
Grab handling capacity	750 t / crane / hour	Example: iron ore
Rail wagon tippler terminal	20 wagons / hour	Discharging capacity

BOLIDEN QUAY

Equipment	Quantity / Capacity	Additional information
Conveyor system for discharging zinc concentrate	500 - 1000 t / hour	
	300 - 500 t / hour	From wagons
E-Crane with counterweight	1 x 28 t	
Mantsinen 200	1 unit	

OIL QUAY

Equipment	Additional information
Pipelines for discharging oil products and caustic soda	Berth 7

SILVERSTONE QUAY

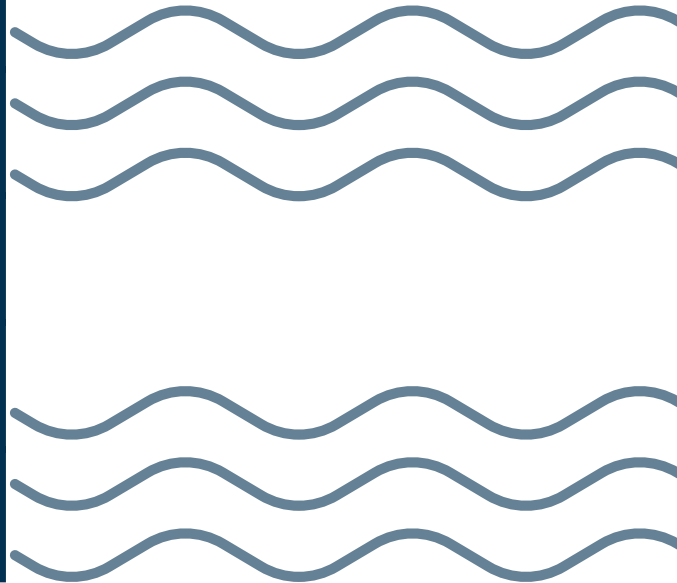
Equipment	Quantity / Capacity	Additional information
Shore crane	1 unit 50 t	
Multipurpose crane Gottwald	1 x 150 t and 1 x 140 t	Can also be used for container handling
Pipeline for loading phosphoric acid		
Pipeline for discharging ammonia		

CARGO HANDLING FACILITIES

SHORE QUAY		
Equipment	Quantity / Capacity	Additional information
Material handling machine Mantsinen 120	2 units	
Shore cranes	2 x 8 t	

CHEMICAL QUAY	
Equipment	Additional information
Pipeline for discharging or loading sulfuric acid	Berth 5

ALL WEATHER TERMINAL (AWT) 4		
Equipment	Quantity / Capacity	Additional information
Bridge crane	1 x 50 t	
Container handling gear		
Quay bearing capacity	5 t/m ²	
Material handling machine ESSEMKO	1 x 60 t	6 t / 20m



TOTAL WAREHOUSE CAPACITY
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 Port of Kokkola is approached from the northwest through a 200-metre-wide channel with a design draught of 14.2 m leading to the **Deep Port**.

The channel continues to the General Port with a design draught of 9.5 m and to the All Weather Terminal, AWT, with a maximum draught of 8.3 m.



DEPTH

Under-keel clearance, 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.



ICE

Ice occurs between December and April. During this period, icebreakers assist only vessels whose ice class and tonnage meet the current assistance restrictions published by the Finnish Transport Infrastructure Agency (Väylävirasto).

Ice charts and restrictions to navigation are published during the winter.

GENERAL INFORMATION



MAXIMUM VESSEL DIMENSIONS

Maximum draught: 14.2 m

Maximum length: approximately 300 m

Maximum width: approximately 50 m

At the All Weather Terminal, AWT, the maximum draught is 8.3 m, the maximum air draught is 23.5 m, and the maximum width is approximately 20 m.



PILOTAGE

Pilotage is compulsory and available 24 hours a day. The pilot boards the vessel 3.5 nautical miles north-northwest of Tankar Lighthouse. Contact the pilot on VHF Channels 16 and 13.

Inbound vessels or their agents must submit advance notifications 24 hours and 6 hours before arrival and place the pilot order 3 hours before arrival by email, through the D/S Polo service, or by phone.

E-mail: pilotdispatch.bothnia@finnpilot.fi

Mobile: +358 295 253 440

Internet: www.pilotonline.fi

Outbound vessels must order the pilot 2 hours before departure.

For more information please see:

<https://mastersguide.fintraffic.fi/en/welcome-kokkola>



SPEED

Maximum speed in the port area is 7 knots.

GENERAL INFORMATION



DENSITY

The water density in the port is approximately 1.002 t/m³.



MOORING

Mooring personnel are available by phone at +358 400 432 694. The working VHF channel in the port is Channel 12.

Vessels calling at the port are required to use the port's mooring personnel.



ANCHORAGE

Anchorage is available in the inner anchorage area.



TOWAGE AND TUGS

Tug services are available, for example, from Boluda Towage Finland Oy:

Mobile: +358 10 219 0750 (24/7 dispatch)

Internet: <https://www.boluda.eu/our-ports/finland>

If additional tug services are required, contact the agent at least 12 hours in advance.



SUPPLIES

Bunker fuel is delivered by truck.

Fresh water, provisions, and waste disposal services are available.

If possible, place orders through the agent at least 24 hours before arrival.



WASTE AND SLOP RECEPTION



SLOP RECEPTION

Dirty ballast water, tank-washing slops, sludge, and oily mixtures can be collected by road tanker by prior agreement. Orders and service arrangements must be made through the agent.



WASTE RECEPTION

Garbage removal facilities are available. Waste must be sorted. Port of Kokkola encourages all vessels to sort the waste onboard. Sorting affects waste-handling costs.



ATTENTION!

Before delivering sorted solid waste to the port, the vessel must contact Port Services through the agent.

All waste containers are kept locked and will be opened at an agreed time for vessels delivering sorted waste.



INSTRUCTIONS FOR WASTE SORTING

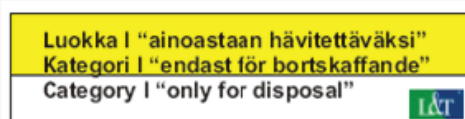
KITCHEN GARBAGE is mammals or birds:

- cooked or raw meat
- bones

packaging or wrappers that have been in contact with meat or bones.

KITCHEN WASTE FROM NON-EU COUNTRIES

Kitchen waste from non-EU countries must be placed in a yellow plastic sack provided to the vessel by the mooring personnel. The sack must then be placed in the locked yellow Category 1 container. Sacks are delivered to the vessel on request.



WASTE SORTING GUIDELINES



MIXED WASTE

Mixed waste is waste generated by the vessel's personnel during normal activities. Mixed waste is comparable in character and consistency to household waste and can be transported and treated in the same manner.

The following are examples of mixed waste:

- household waste (except kitchen garbage)
- textiles
- porcelain and ceramics
- window glass
- non-combustible waste and waste that cannot be recovered or recycled



PAPER AND CARDBOARD

Waste suitable to be put into the container for paper:

- all clean, dry, untreated paper
- telephone directories, books and office paper
- folded cardboard



GLASS

Waste suitable to be put into the container for glass:

- clear and coloured glass bottles and jars, with all lids and metal parts removed



METAL

Waste suitable to be put into the container for metal:

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

Inform the mooring personnel if the vessel has metal waste that is too large or heavy to be placed in the available container.

WASTE SORTING GUIDELINES



COMBUSTIBLE WASTE (PLASTIC)

WASTE SUITABLE ✓

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

- packaging for coffee, biscuits, cereals, and similar products
- milk and juice cartons and other liquid-packaging board
- dry plastic waste (except PVC) and small amounts of rubber
- dirty cardboard and paper



WASTE THAT **SHOULD NOT BE** PLACED IN THE CONTAINERS

WASTE NOT ALLOWED ✗

Do not put the following into the containers:

- flammable or explosive waste
- hazardous waste
- objects that might damage the waste-collection vehicle
- materials or objects that may endanger waste-handling personnel or damage the container, for example, large glass or metal objects, heavy materials or objects that make waste collection excessively difficult
- liquid waste or similar materials



Reports of defects and other requests concerning waste management can be sent to the Harbour Master.



ICE AND SNOW REMOVAL FROM DECK

In case of ice or snow on deck, ice and snow must not be shovelled onto the quay and must instead be discharged into the sea.

If removal over the vessel's side is impossible, the port's mooring personnel can assist with removing ice and snow from the quay when requested through the agent. Removal from the deck and the quay must be carried out simultaneously.

WASTE SORTING GUIDELINES



RESTRICTIONS ON THE DISCHARGE OF BALLAST WATER AND CARGO-HOLD WASH WATER

Treated ballast water may be discharged. If ballast water is suspected or found to be contaminated, contact the Harbour Master for further instructions. Discharging ballast water onto the quay is prohibited.

Discharge of wash water from cargo classified as harmful to the marine environment, HME, into the sea is prohibited. If necessary, the agent can arrange road tankers to remove wash water from the cargo holds.

PORT OPERATIONS AND SAFETY



EMISSIONS INTO THE AIR

EU regulations effective from 1 January 2015 require vessels to use fuel with a sulphur content below 0.10%. This requirement applies in all ports within the Sulphur Emission Control Area, SECA.



WELDING AND HOT WORK

Welding on deck or other hot work while the vessel is alongside may not be carried out without permission from the Harbour Master.

On vessels carrying combustible or flammable goods, open flames, mobile-phone use, spark-producing repair work, and smoking are prohibited on open decks and within 25 m of the vessel on the quay and seaward sides.



DIVING

Diving is forbidden without permission from the Harbour Master.

PORT OPERATIONS AND SAFETY



IMMOBILIZATION OF MAIN ENGINES

A vessel may not immobilize its main engines while alongside without permission from the Harbour Master.

If approval is given, the vessel must have emergency towing lines standing by. The master is required to provide a mobile phone number, so that the vessel can be reached in case of emergency.



SPECIAL INSTRUCTIONS FOR USING THE ALL-WEATHER TERMINAL

Do not enter the terminal until all of the following conditions have been met:

- the traffics light is green.
- the mooring personnel have given permission to enter
- the foremast is less than 23.5 m above the water level (the door is 24 meter from MW +/-0), the foremast must never exceed 23.5 m above the water level while the vessel is inside the terminal
- an additional line is ready to be passed to the mooring personnel and secured to the emergency towing wire ashore. This must be a separate line, not a normal mooring line secured to a bollard. It must be available if the vessel needs to be towed out of the terminal in the event of a fire.

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

PORT SECURITY INFORMATION



DANGEROUS CARGO

The Port Authority must be notified at least 24 hours before dangerous goods classified under the International Maritime Dangerous Goods Code, IMDG Code, the European Agreement concerning the International Carriage of Dangerous Goods by Road, ADR, or the Regulations concerning the International Carriage of Dangerous Goods by Rail, RID, are brought into the port.

The notification must include at least the following:

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

Type of packaging

Individual packages must be labelled in accordance with the IMDG Code.

In addition, an advance enquiry must be submitted 7 days in advance for IMDG goods in Classes 1, 4, 6.2, and 7 and when large quantities of any dangerous goods are to be transported.

PORT SECURITY INFORMATION



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
- Expected ship suppliers and service providers
- The ship's security level and SSO contact details

2. A Declaration of Security, as referred to in SOLAS Chapter XI-2 and the ISPS Code, must be completed between the port and the vessel only in the following circumstances:

- if the vessel or the port has raised its security level from Level 1 to Level 2 or Level 3.
- if a security incident has occurred at any of the vessel's last ten ports of call
- if there is a security risk on board the vessel when it arrives at the port

3. Entry and exit are permitted only through the main gate in the General Port, S1, and the gate in the Deep Port, S3.

Access is permitted only by vehicle. **The port does not allow any pedestrian or bicycle traffic within the port area.**

PORT SECURITY INFORMATION



SECURITY LEVEL 2

4. If security level increases to level 2, please be vigilant and follow given instructions.



SECURITY LEVEL 3

5. . If security level increases to level 3, by default, no shore access and stand-by for departure on a short notice. Be vigilant and follow all given instructions.



FURTHER INFORMATION

For additional information, all relevant parties are strongly encouraged to familiarise themselves with the Safety Manual and the Master's Guide.



Safety Manual PDF

<https://portofkokkola.fi/wp-content/uploads/2023/11/Safety-Manual-2023.pdf>



Master's Guide

<https://mastersguide.fintraffic.fi/en/welcome-kokkola>



Notes



PORT WITH THREE PORTS