



# **Terminal Information Book**

## **BLU CODE Appendix 1**

! *The “Mandatory rules for marine ports in the Republic of Bulgaria-2021” are available at the following web address: <https://www.marad.bg/en/node/2842>*

### **1. Details of terminal contact personnel**

**Kaloyan Yovchev**

Head of “Port operations“

0526656450

+359 889 110 999

[k.yovchev@port-ezerovo.com](mailto:k.yovchev@port-ezerovo.com)

**Hristiyan Iliev**

Deputy Head of “Port operations“

0526656451

+359 896 550 021

[h.iliev@port-ezerovo.com](mailto:h.iliev@port-ezerovo.com)

**Operational mail for exchange of information and documents:**

[operativen@port-ezerovo.com](mailto:operativen@port-ezerovo.com)

### **2. Technical data on the berths and loading or unloading equipment**

Location description:	In the northwestern section of Varna Lake.
• Channel 1 stated depth:	12.10 m.
• Distance:	6.7 n.m. from Port of Varna entrance
• Airdraft:	44.14 m. (temp.>5 <sup>0</sup> C) / 43.04 m. (temp.<5 <sup>0</sup> C)
Quay front total length:	616.8 m.
• Berth No. 1	207 m.
• Berth No. 2	198 m.
• Berth No. 3	211.8 m.
Open storage area:	90 000 sq.m.
Temporary and customs warehousing:	Yes, 67 765 sq.m.
Road / Railway	Yes / Yes
Scales	2 Automotive and 1 Railway
Quay Cranes:	6 (40 t.)
Mobile Cranes:	2 (25 t.) / 1 (75 t.)
Reach Stackers:	1 (45 t.)
Other:	Special loading/unloading machine Shantui SE210W
Special port tractors:	5
Platform trailers:	3 (40t.)
Front loaders:	9
Electric trucks:	3
Grips:	Yes, for different types of cargo

### **3. Depth of water at the berth (Max)**

- Berth No. 1                    8.10 m
- Berth No. 2                    8.50 m – 8.70 m (with fenders)
- Berth No. 3                    10.30 m – 11.50 m (with fenders)

### **4. Water density at the berth**

1004                                kg/m<sup>3</sup>

### **5. The minimum and maximum size of ship which the terminal's facilities are designed to accept, including the minimum clearance between deck obstructions**

The maximum size of the ship in length is calculated up to 200 meters and maximum draft up to 11.50 meters. The port terminal has the possibility to receive larger ships in length, after their coordination with the IA "Maritime Administration - Varna".

### **6. Mooring arrangements and attendance of mooring lines**

The quay is equipped with 25 bollards. Port Infrastructure State Company carries out the mooring arrangements and attendance of mooring lines.

The port operator is obliged to prepare the quay for the maneuver and place the technical means of the quay mechanization in places so that they do not interfere with the maneuver and to indicate the position of the bow and stern of the ship

### **7. Loading or unloading rates and equipment clearances**

Cargo handling rates are specified in the Port Service Agreement and depend on the type of cargo, the handling option and the condition of the specific cargo lot. Depending on the options of work, the type of load and the technique used, the productivity can reach 400 tons in 1 hour.

### **8. Loading or unloading procedures and communications**

During loading and unloading operations, the communication adopted in Appendix 3 of the BLU Code, signed by both parties prior to commencement of vessel handling, shall be maintained between the ship's administration and the terminal representative.

When loading or unloading bulk cargo ships, the master of the ship and the terminal operator are obliged to observe the following rules:

1. Before commencing loading or unloading solid bulk cargoes, the master of the ship shall agree with the terminal representative on the loading or unloading plan in accordance with the provisions of Regulation VI/7.3 of the SOLAS Convention 1974. The loading or unloading plan shall be prepared in the form, referred to in Annex 2 of the Code on Rules for the Safe Loading and Unloading of Bulk Carriers (BLU Code) and contains the IMO number of the bulk carrier in question, and the master and terminal representative confirm their agreement to the plan by signing it.
2. Any change in the plan which, in the opinion of either party, could endanger the safety of the ship or the crew shall be drawn up, accepted and agreed upon by both parties in the form of a revised plan.

3. The agreed loading or unloading plan and all subsequent agreed revisions are stored on the ship and in the terminal for a period of six months for the purposes of inspection by the inspectors of the Executive Agency "Maritime Administration".
4. Before starting loading and unloading operations, a ship/shore safety checklist is completed and jointly signed by the master of the ship and the terminal representative in accordance with the guidelines set out in Annex 4 of the Code on rules for safe loading and unloading of bulk carriers (BLU Code).
5. At all times, effective communication shall be maintained between the ship and the terminal, which enables the response to requests for information regarding the loading and unloading process and which can ensure a timely response in the event that the master of the ship or the representative of the terminal orders the suspension of cargo- unloading operations.
6. The master of the ship and the representative of the terminal carry out the loading and unloading operations in accordance with the agreed plan.  
The Terminal Representative shall be responsible for loading or unloading the solid bulk cargo in accordance with the order of holds, quantities and rates of loading or unloading specified in this plan. He may not deviate from the agreed loading or unloading plan, except after prior consultation and written consent of the ship's master.
7. Upon completion of the loading and unloading operations, the master of the ship and the terminal representative declare in writing their agreement that the loading or unloading was carried out in accordance with the loading or unloading plan, including the agreed changes. In the case of unloading, this consent shall include a record that the cargo holds have been emptied and cleaned in accordance with the master's requirements, and a record of damage to the vessel and repairs carried out in connection therewith.

## **9. Cargo weight determinations by weight-meter and draught survey**

The weight of the load can be determined by two methods:

1. Weighing on a port scale - "weight-meter" – the terminal has modern digital scales
2. "Draught survey" - carried out by an independent company hired by the consignee.

## **10. Conditions for acceptance of combination carriers**

In Port TPP Ezerovo, there is an opportunity to combine sea and land transport.

## **11. Access to and from ships and berths or jetties**

The terminal is a separate territory in which border, passport, state port, customs, medical-sanitary, phytosanitary control and quarantine, control of means of transport and control of standardization and metrology are carried out.

Port sanitary supervision is carried out by the border medical and sanitary control authorities.

Port passport control is carried out by the border police, part of the Ministry of the Interior.

Plant-quarantine supervision in the port terminal is carried out by the authorities for border phytosanitary control and plant quarantine, fertilizer control and plant regulators.

Customs control over persons, goods, means of transport and their accompanying documents giving the right to import or export passing through the port terminal is carried out by the border customs control authorities and is carried out in accordance with the Law on Customs and the by-laws issued on its basis. Border police control the passage of persons, goods and means of transport through the Port in accordance with the legal order established in the country.

Ships arriving from overseas are prohibited from any physical contact with the shore, including vessels and individuals, until the entry control is carried out. The same applies to departing ships after exit control.

Inbound and outbound control is arranged by the shipping agent.

Processing of the vessel cannot begin before the control examinations are carried out.

EA "Maritime Administration" carry out state port state control for each ship from the moment of its entry into the territorial waters, during the stay and until its exit and departure from the territorial waters. EA "Maritime Administration" determines whether a given ship can be admitted to Port TPP Ezerovo in order to properly load it and avoid the danger of grounding and sinking.

The orders regarding the transit regime and security of the Port TPP Ezerovo are mandatory for all persons, companies, organizations, merchants and ships located in the area of terminal.

Through the agent, the ship can receive all the services related to the normal stay, the supply of fuel, water, food, etc.

## **12. Terminal emergency procedures**

The Port Terminal has a developed and agreed emergency plan, which has been updated on the basis of the amendments to Article 35 of the Law on Protection in the Event of Disasters

## **13. Damage and indemnity arrangements**

The port operator shall not be liable for the absence, loss, damage to the cargo or damage to the vessel, except when these are due to its culpable actions or omissions.

The port operator shall not be liable for the absence, loss, damage to the cargo or damage to the vessel if this has occurred or occurred as a result of:

- force majeure, hurricane, storm or flood.
- fire, explosion.
- strikes.
- any intentional and other actions carried out by third parties located in the port territory with or without the permission of the operator.
- any actions by the operator caused by an extreme necessity to ensure the safety of people, the port area, the ship, cargo or other significant public interests.

The port operator is not responsible:

- for natural, legal or customary losses.
- for the differences in the weight of the cargoes, which appeared when they were handed over to the recipient or when they were shipped, when these cargoes were not accepted by weighing on a port auto scale, except in cases of proven theft, misuse or bad faith.
- for changes in quality, for damages and for missing part of the cargo due to the long stay in port warehouses for reasons beyond his control.

Damages caused by the port equipment on the ship are compensated by virtue of insurance contracts concluded between the port operator and insurance companies.

Where damage may impair the structural properties or water tightness of the ship's hull or affect important technical systems of the ship, the terminal representative and the master of the ship shall notify the administration of the flag State or an organization recognized by it and acting on its behalf, and EA "Maritime Administration".

## **14. Landing location of accommodation ladder**

The location of the ships' gangway is along the entire length of the quay and is limited to the quay rail of the crane railroad. The trap should be properly fixed, secured with a net under it and well lit during the dark part of the day.

## **15. Information on waste reception facilities at the terminal**

Yes, MARPOL Annex I, Annex IV and Annex V. The activity of collecting, transporting, storing and disposing of waste and residues of ship cargo is obligation and is carried out by the State Company "Port Infrastructure".