



MINERAL OPERATIONS  
UNLO NR. RO CND 0012

To whom it may concern  
To Master of the vessels

COMVEX Dry Bulk Cargoes Terminal operates in accordance with the approved port facility security plan - STATEMENT OF COMPLIANCE OF A PORT FACILITY no.013/014/16.06.2015 - issued under the provisions of Part B of the ISPS Code by NATIONAL COMPANY MARITIME PORTS ADMINISTRATION S.A. CONSTANTA on behalf of the Government of ROMANIA .

Please find below some general information about COMVEX dry bulk terminal, according to Appendix no.1.2 of B.L.U. Code :

1. Details of terminal contact personnel

-working program (round the clock)– 4 shifts 12-24; 12-48 (24-24;7-7)

-shift captains	–
(terminal representatives) - gsm	0040 749 076620
-	0040 749 076621
- phone	0040 241 603055
-foreman on duty	– VHF CH 9
- gsm	0040 749 076623
-PFS officer	- gsm 0040 749 076625
- phone	0040 241 603531

## 2. Technical data on the berths

	Berth	Length	Bollards	Rubber Fenders	Max. depth	Max. ship draft [SWAD; SWDD]	Max ship air draft(*)	Equipment
		[m]	[items]	[items]	[m]	[m]	[m]	
Maritime quay	81	307	9	54	18.5	17.8	18.5	3 shore gantry cranes 50tf
	82	292	9	52	15.5	15	18.5	
	83	250	8	49	13.9	13.5	18.5	
	84	250	8	21	12.5	12	18.5	
River quay	94	200	13	20	7	5	4.8	belt loader
	95	200	13	20	7	5.8	4.8	belt loader
	96	200	13	20	7	5.8	4.8	belt loader

\*air draft = sea level to hatch coaming

### 3. Water density at berths 81 ÷ 84

- september - march: 1,005 ÷ 1,011 kg/m<sup>3</sup>
- april – august : 1,004 ÷ 1,009 kg/m<sup>3</sup>

### 4. Water density at berths 94 ÷ 96

- september - march: 1,008 ÷ 1,010 kg/m<sup>3</sup>
- april – august : 1,004 ÷ 1,010 kg/m<sup>3</sup>

## 5. Technical data loading/unloading equipment

### 5.1 Shore gantry cranes

General data	Gantry crane type	Voest - Alpine	Kone Cranes
	No. of items		2
Max acceptable working wind speed		20 m/sec	20 m/sec
Indicative disch.rate		2000 t/h	2600 t/h
Total crane weight		1380 to	1283 to
Technical data	Lifting capacity	50 to	52 to
	Total beam outreach	40 m	40 m
	Ecartment	28 m	28 m
	Lifting height (quay-grab)	23.5 m	24 m
	Lower level (quay – grab)	15 m	25 m
	Total lifting height	38.5 m	49 m
	Lifting capacity auxilliary crane	10 to	8 to
	Speed lifting/lowering/closing grab	150 m/min	180 m/min
	Crane travel speed	20 m/min	16 m/min
	Trolley house travel speed	180 m/min	240 m/min
	Time for lifting the beam	6 min.	6 min.
Crane hopper capacity	100 to	200 to	

Iron ore grab	Items	6
	Capacity	13 m3
	Own weight	18.8 to
	Max.cargo weight	31.2 to

Coal/coke grab	Items	6
	Capacity	35.5 m3
	Own weight	22.83 to
	Max. cargo weight	30.175 to

## 5.2 Belt loaders

General data	<b>Barge/vessel belt loader</b>	
	No. of items	3
	Indicative load rate	2000 t/h
	Belt speed	3.1 m/sec
Technical data	Total beam outreach	15 m
	Ecartment	16 m
	Travel speed	16 m/min
	Travel range	200 m

## 5.3 Mobile equipment

General data	<b>Mobile excavator</b>	<b>Liebherr A934</b>
	No. of items	3
	Indicative disch./load rate	300 t/h
	Total weight	20 to
Technical data	Lifting capacity	6 to
	Total beam outreach	15 m
	Ecartment	4 m
	Lifting height (quay-grab)	12 m
	Lower level (quay – grab)	6 m
	Total lifting height	18 m
Grab	Items	4
	Capacity	2 m3
	Own weight	2 to
	Max.cargo weight	6 to

6. The minimum and maximum size of ship which the terminal's facilities are designed to accept:
- max. size 220,000 dwt – bulk carriers/ obo/ oo
  - min. size 1,500 dwt - bulk carriers
  - LOA – no restriction
  - BEAM – max 55 m
  - at all time the air-draft of the vessel (sea water to hatch coaming) has to not exceed 18.5 m (berths 81 ÷ 84) and 4.8 m (berths 94 ÷ 96)
7. Mooring arrangements and attendance of mooring lines
- alongside the quay are normal bollards for mooring, type STAS – 4013 – 53 , having 100 KN each
  - terminal is not providing special attendance of mooring line
8. Indicative unloading rates, for vessel trim control (SF;BM), and equipment clearances

Cargo	Indicative loading rate [mt/hr/unit]
	Shore crane berths 81 ÷ 84
iron ore	1,300 ÷ 1,500
coal/coke	800 ÷ 1,000
bauxite	600 ÷ 700

- shore gantry cranes are travelling by rails alongside the quay (vessel) and any item outside of the vessel board has not to exceed 1.5 m (pay attention to the access gangway)

9. Indicative loading rates, for vessel trim control (SF;BM), and equipment clearances

Cargo	Indicative loading rate [mt/hr/unit]	
	Shore cranes berths 81÷84	Belt loaders berths 94÷96
iron ore	800 ÷ 1,000	1,300 ÷ 1,500
coal/coke	500 ÷ 700	1,000 ÷ 1,200
bauxite	500 ÷ 600	800 ÷ 900

- loading equipment are travelling by rails alongside the quay (vessel) and any item outside of the vessel board has not to exceed 1.5 m (pay attention to the access gangway)

10. Unloading procedures and communications

- the unloading operations are performed by grab shore gantry cranes (details above) according to the already agreed unloading plan
- the cargo is discharged out of the vessel's holds by grabs into the shore gantry crane hopper being taken over by 3 main belt conveyors and released in the storage area
- in same time the cargo can be discharged directly in the storage area behind the gantry cranes (pre-stock area)

- for vessels with max BEAM of 28 m the cargo can be discharged in direct transshipment to barge/vessel
- all vessels to be discharged must be “self-trimming”. COMVEX may refuse to discharge cargo that is out of reach of the grab or remains in the frames
- if the surface of the hold is not level , it will not be discharged entirely
- protruding bilge covers ,which are mislaid during discharging , will not be returned
- for cleaning the holds will be used bucket front loaders and stevedores assuming a good shovelling ; Please note that trimming of holds is done manually, with the help of wheel / tracked loaders using a vibrating plate when necessary
- for sweeping the holds (if necessary) please use vessel’s crew members but without any delay in handling operations
- “Empty holds certificate” will be signed by both parties confirming that all cargo on board was discharged according to Draught Survey Report and no damage was reported by ship’s representative
- communication links:- direct on board (terminal duty foreman & vessel’s representative)
  - gsm / phone according to the above item no.1

#### 11. Loading procedures and communications

- the loading operations are performed by grab shore gantry cranes (details above) or by belt loaders (details above) according to the already agreed loading plan
- alongside berths 81÷84 cargo is loaded by grab shore gantry cranes, from storage area behind the gantry cranes (pre-stock area)
- alongside berths 81÷84, for vessels with max BEAM of 28 m, the cargo can be loaded in direct transshipment from barge/vessel
- alongside berth 94÷96 cargo is loaded by belt conveyor loaders
- all vessels to be loaded must be “self-trimming”
- alongside berths 81÷84 cargo trimming will be performed only by the grabs
- alongside berths 94÷96 cargo trimming will be performed only by mobile boom (extensible/retractable) of the belt loaders
- “Full cargo letter” will be signed by both parties confirming that cargo on board was loaded according to Draught Survey Report and no damage was reported by ship’s representative
- communication links:- direct on board (terminal duty foreman & vessel’s representative)
  - gsm / phone according to the above item no.1

#### 12. Cargo weight determination by weight meter and draught survey

- unloading equipment has installed an approximate weighing system only for the quantities discharged through the hopper-belt conveyors system
- vessel’s draught is under permanent supervision according to the agreed discharging plan

- based on ship's particulars (ballast on board, tpi, tpc, etc.) at the end of each shift the discharge quantity figures are adjusted (by both sides)
- total quantity discharged/loaded will be calculated by an authorized and independent surveyor using the initial & final vessel's draughts

13. The storage area covers about 600,000 sqm, out of which 155,996 sqm are situated on the wharf (pre-stock area).

Total storage capacity:

- ❖ iron ore: 3,500,000 mt
- ❖ coal: 2,000,000 mt
- ❖ bauxite: 3,200,000 mt

14. In the storage area operate 4 stacker / reclaimer units having the following rates:

Cargo	Indicative rates [mt/hr/unit]	
	Stacking	Reclaiming
iron ore	4,000	2,000
coal/coke	2,000	1,400
bauxite	1,500	1,000

15. Conditions for acceptance of combination carriers

- there are no special conditions for acceptance of loaded combination carriers
- combination vessel has to match the request of:
  - SOLAS Convention – 1974 – Chapter II
  - International Association of Classification Societies - Unified requirements UR S1 ; UR S1A
  - EC Directive 2001/96/EC (harmonised requirements and procedures for the safe loading and unloading of bulk carriers)

16. Access to and from ships and berths or jetties

- direct access to / from the ship through the road alongside the quay which is connected to the port roads network
- access to / from ship from / to berth through vessel's ladder gangway

17. Terminal emergency procedures

- if emergencies occur at COMVEX terminal affecting vessels alongside COMVEX quay, the ship's officers will be informed by Terminal Representative immediately .This also applies to cases when the terminal has to be cleared and people will be evacuated .
- if emergencies occur on board of the vessel affecting COMVEX staff , equipment, quay or otherwise , COMVEX should be immediately informed
- this also applies if an ambulance or other emergency assistance has been called for. COMVEX staff may be able to assist.
- the emergency number when using a phone on our terminal is 112 .

18. Damage and indemnity arrangements

- if terminal facilities are damaged by a vessel, he shall bear the liabilities irrespective of whether he is deliberate or as a result of negligence, malfunction, bad weather, etc.
- any stevedore damage shall be notified to the Terminal Representative immediately or at least 1 hour before the end of each shift, i.e. 07:00/19:00 hrs.
- we advise you to check each cargo hold for any possible stevedoring damage , within 4 hours after the cargo hold is completed by stevedoring operations ; we do not accept any charges for delay of your vessel when damage is not found and reported within max. 4 hours after completion of each cargo hold .

19. Landing location of accommodation ladder

- vessel's access ladder gangway will be landed direct on the quay
- access ladder gangway has to be supervised continuously by a ship crew member and to be endowed with nets and twist life-buoys
- any item, including ladder gangway, outside of the vessel board, has not to exceed 1.5 m (see also point 6)

20. Information on waste reception facilities at the terminal

- Non available (terminal has not any facility for reception of vessel's waste)
- Service supplied by Constanta Port Administration