

Port Information for Asnæs Power Station



This port information is prepared to give the shipping company, master, crew and other authorities, which are directly involved in the operation of the vessel, an overview of the available facilities and relevant safety requirements and work procedures.

Should a discrepancy occur between material and the applicable Danish law, the Danish law shall apply and be complied with.

The port area and the attached plants are owned and operated by Ørsted Bioenergy & Thermal Power.

The master is responsible for informing the entire crew about the safety requirements and work procedures required during the vessel stay in the port.

Port Information for Asnæs Power Station

1. Description of port and navigation conditions

1.1 Port area

The terminal at Asnæs Power Station is open for navigation day and night, except for restrictions under special weather conditions.

See nautical chart of Kalundborg Fjord DA no.145 and Danish maritime Authority/nautical information.

Link to Danish Maritime Authority: <https://www.dma.dk>

1.2 Standard regulations for the observance of good order in Danish commercial ports

<http://danskehavne.dk/linux16.curanetserver.dk/wp-content/uploads/2015/10/bekendtgoerelsenEN.pdf>

1.3 Port information

Pier/quay		Woodchips (east)	Ash
Water depth	M	9.5	7.2
Tide	M	±0.5	±0.5
LOA	M	200	120
Beam	M	35	20
Max draught	M	9.2	6.7
Handy size	M	-	-
Air draft WL/HC	M	12,0	7.5
Crane	T	-	-
Unloading capacity Woodchips	t/h max	300	-

1.4 Location

Asnæs Power Station is located at the head of Kalundborg Fjord on Sealand, 55 degrees 40' 6N, 11 degrees 5' 5E.

1.5 Largest vessels

For the individual piers and quays, the following maximum measures apply:

Eastern coal quay: length 200 metres

Ash quay: length 120 metres

1.6 Water level

The difference between mean high tide and mean low tide is approx 0.5 metres North-western wind may cause high tide of up to 1.3 metres, and eastern and south-eastern wind may cause low tide of 1 metre.

The salinity of the water varies with the time of the year and is normally between 1.005 and 1.021.

1.8 Cables

There are no marine cables in the entrance area.

1.9 Port pilot

Vessels calling at the port must use the port pilot. However, this does not apply to vessels below 5000DWT if the master has called at the port at least five (5) times with the same vessel within the past six (6) months.

Pilot from Dan Pilot

Telephone +45 63 25 66 66 (attended day and night),

E-mail: danpilot@danpilot.dk, website: www.danpilot.dk

1.10 Port office

Port Officer: Soren Brodin +45 99 55 88 17

e-mail: soreb@orsted.com

24 hrs service Telephone: +45 99 55 85 05

1.11 Special provisions

The port must not be accessed without special permission from Ørsted Bioenergy & Thermal Power, and the port must be used only for purposes relating to operation of the company's power stations.

2. Vessel call

2.1 Notice from vessel before arrival

According to freight contract the master of the vessel must inform Asnæs Power Station about its ETA, possibly through the vessel's agent.

The call notice must include the following information:

1. Name of the vessel, call signal, IMO number, nationality and port of registry
2. Registration in SafeSeaNet concerning the call. Registration must be completed no later than 24 hours before arrival.
3. Loading and unloading plan indicating the size of the cargo, stowing after hatches, order of loading and unloading and the amount to be loaded or unloaded at a time.
4. Draught on arrival and expected draught on departure.
5. DWT and BRT.
7. Further information about any required repairs, which may delay the call, start of loading or unloading or the vessel's departure after completed loading and unloading.

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8. Information about any visitors boarding the vessel.
10. Information about receipt of provisions and fuel.

2.2 Tug boats

The number of tug boats must be agreed with the port pilot.

2.3 Mooring

The mooring company or the personnel at the terminal must be used for all vessel calls and can be ordered via the ship agent.

The vessel must be securely moored and must be checked regularly to ensure that the moorings are completely taut.

2.4 Traffic at the terminal

There is frequent ferry traffic in the port area which will pass by at a distance of 100-300 metres from the port. The ferries have been ordered to navigate at reduced speed.

There is frequent vessel traffic to Statoil's oil pier, Inter Terminal's oil pier and to the remaining part of Kalundborg Port.

3. Procedure before operations can start

Immediately after mooring, a terminal agent from Asnæs Power Station board the vessel and contact the master or the responsible navigator and hand out telephone numbers to be used for communication between vessel and terminal. Together, these persons must:

- Fill in and sign the ship/shore safety checklists.
- Evaluate any deficiencies identified at the review and agree on further actions, if necessary.
- Evaluate and agree on sampling and draught survey before unloading or after loading.

4. Waste types

The following waste types can be accepted in **clear plastic bags**.

- Electronics
- Plastic
- Food & Domestic waste
- Metal
- Cartboard – no plastic bags
- Oil rags
- Other sortable waste

The port personnel will refer to location of containers, etc.

<h3>CARDBOARD - SORTING GUIDE</h3>		<h3>MIXED PACKAGING PLASTIC – CARTONS AND METAL SORTING GUIDE</h3>		
<h4>✓ YES PLEASE</h4>		<h4>✗ NO THANKS</h4>		
<ul style="list-style-type: none"> • CLEAN CARDBOARD • MAXIMUM 10% OTHER PACKAGING PAPER • MAXIMUM 10% MOISTURE CONTENT 	<ul style="list-style-type: none"> • CARDBOARD TREATED WITH WAX, PARAFFIN, PLASTIC, OIL, TAR GLUE, CARBON ETC. • STRINGS AND ROPE • POLYSTYRENE • PLASTIC • CARDBOARD AND PAPER WITH FOOD RESIDUES LIKE PIZZA BOXES 	<h4>✓ YES PLEASE</h4>	<h4>✗ NO THANKS</h4>	
		<p>FOOD AND BEVERAGE CARTONS</p> <ul style="list-style-type: none"> • CARDBOARD CARTONS EG. MILK AND YOGHURT • CARDBOARD CARTONS FOR BEVERAGES EG JUICE AND LEMONADE • CARDBOARD CARTONS FOR FOOD EG. TOMATOES AND BEANS 	<ul style="list-style-type: none"> • PIZZA TRAYS • GAS BOTTLES • SPRAY CANS • METAL CONTAINING ELECTRONICS AND BATTERIES • METAL PACKAGING CONTAINING CHEMICALS • PLASTIC BALLS • RUBBER BOOTS • RAIN COAT • POLYSTYRENE • PACKAGING CONTAINING DANGEROUS WASTE EG. PESTICIDE • PACKAGING CONTAINING HAND SANITIZER AND ETHANOL • PLASTIC CONTAINING ELECTRONICS • PVC • PLASTIC PIPES • OTHER WASTE 	
		<p>METAL PACKAGING</p> <ul style="list-style-type: none"> • CANNED GOODS • BEER- AND SODA CANS • METAL LIDS • FOIL TRAYS 		
		<p>PLASTIC PACKAGING</p> <ul style="list-style-type: none"> • PLASTIC BOTTLES AND LIDS • HARD AND SOFT PLASTIC PACKAGING FROM FOODS • PLASTIC BOTTLES FROM MILD DETERGENTS LIKE SOAP AND SHAMPOO • PLASTIC BAGS • EMPTY PLASTIC BOXES FROM MEDICINE • PLASTIC BAGS FROM BAG IN BOX WINE • PLASTIC FOIL AND CLING FILM 		

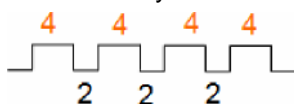
5. Precautions in case of leakage

In case of environmental accidents, the vessel must contact the port office immediately.

6. Alarm

Evacuation alarm:

The fire alarm is tested every Wednesday at 12.00 noon.



Crew members must immediately enter the vessel. Contact the port administration for further information.

How to get fire and emergency support services in case of fire or personal injury:

In case fire and emergency support services are needed, contact the control room at the power station

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on telephone +45 99 55 06 50.

7. Repair, provisions and bunker oil

Repairs and other work which may prevent the vessel from leaving the terminal under her own steam, must not be commenced without the written consent of the terminal agent.

8. Access to and stay in harbour area

Crew members handling supplies on pier, or controlling moorings etc. must wear long trousers, safety shoes, safety helmet and safety goggles. Other traffic on harbour is not allowed.

When staying at the quay area, it is not allowed to go under the crane grab.

Only people with official business will be allowed access to the harbour. Guests of the crew can get permission to go on board.

Passengers must be transported by taxi between the main gate and the vessel.

9. General Conditions of Danske Havnevirksomheder

[DSHAB 2021 - English.pdf \(dropbox.com\)](#)

All stevedoring is performed under the General Conditions of Danske Havnevirksomheder (2016).
<http://dkhv.dk/ufdkhv/File/DHAB%202016/DHAB%202016%20-%20english%20version.pdf>