

## Port Information for Avedøre 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 vessels stay in the port.

## 1. Description of port and navigation conditions

### 1.1 Port area

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

The largest nautical chart of the Sound, Køge Bugt (bay): BA no. 2596 / DA no.133.

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

Quay		Biomass	Oil	Gypsum
Water depth	m	7.5	7.0	7.0
Tide	m	±0.5	±0.5	±0.5
LOA	m	125	110	125
Width	m	21	21	21
Max draught	m	6.5	6.0	6.0
Air draft WL/HC	m	9,5	-	7,5
Loading capacity (other)	t/h max	-		250
Unloading capacity Biomass	t/h max	400		-
Unloading capacity Oil	t/h avg.	-	500	-

### 1.4 Location

Avedøre Power Station is located at Køge Bugt (bay) on the island Sjælland, 55 degrees 36' 0N, 12 degrees 29' 0E.

### 1.5 Largest vessels

For the largest vessels calling at the piers and quays, the following maximum measures apply:

Biomass quay: Length 125 metres, beam 21 metres, depth 6.5 metres

Gypsum quay: Length 125 metres, beam 21 metres, depth 6.0 metres

Oil pier: Length 110 metres, beam 21 metres, depth 6.0 metres

### 1.6 Water level

The difference between mean high tide and mean low tide is approx. 0.5 metres. Rough south-eastern wind after change in the weather from long-term wester wind may cause high tide of approx. 1.3 metres and continuous western and north-western wind may cause low tide of approx. 0.9 metres.

### 1.7 Current

Eastbound (0.4-0.8 knot) across the entrance channel in connection with storm.

### 1.8 Cables

Cables from coal quay to the breakwater. Within the Port area, anchor only to be used in emergency.

## 2. Port pilot

It is compulsory for vessels with loa of 100m or more to use pilot according to Danish legislation <https://www.retsinformation.dk/eli/lt/2020/1848>

Pilot can be booked directly on [danpilot@danpilot.dk](mailto:danpilot@danpilot.dk) or +45 6325 6666 or via agent. Rates can be found on [www.Danpilot.dk](http://www.Danpilot.dk)

Vessels longer than 100 meters 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](mailto:danpilot@danpilot.dk), website: [www.danpilot.dk](http://www.danpilot.dk)

### Port office

Telephone: +45 99 55 21 96

VHF channel 14

E-mail: [soreb@orsted.com](mailto:soreb@orsted.com)

## 2.1 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 station.

Caution must be exercised in connection with heavy use of the screw in the northern end of the basin between the oil pier and gypsum quay as this is where the cooling water inlet is placed. Use of this basin must be agreed with the port personnel.

## 3. Vessel call

### 3.1 Notice from vessel before arrival

According to the freight contract the master of the vessel must inform Avedøre 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. List of crew members; the list is forwarded to the gate keeper through the ships agent.
4. 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.
5. Draught on arrival and expected draught on departure.
6. 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.
8. Amount and type of waste, slop water to be unloaded.
9. Information about any visitors boarding the vessel.
10. Information about receipt of provisions and fuel.

### 3.2 Communication between terminal and vessel

In case of special circumstances, the vessel will be notified before call; it may eg concern the following:

- Which side of the ship is facing the quay
- Limitations of the cranes' movability and function
- Unusual mooring arrangements
- Special restrictions as to ballasting and deballasting procedure.

Communication between vessel and terminal via VHF channel 14 or phone no. +45 99 55 21 96.

### 3.3 Tugboats

The number of tugboats must be agreed with the port pilot.

### 3.4 Mooring

The personnel at the terminal must be used for all vessel calls and can be ordered via the shipbroker (agent).

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

## 4. Procedure before operations can start

Immediately after mooring of the vessel, a terminal representative from Avedoere Power Station will board and contact the master or the responsible navigator.

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 draft survey before unloading or after loading.
- Discuss the loading/unloading program.

## 5. Waste types

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

- Electronics (orange)
- Plastic (red)
- Food & Domestic waste (blue)
- Metal (yellow)
- Cartboard – no plastic bags (green)
- Oil rags (black)
- Other sortable waste (check terminal)

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

[Link to Waste info AVV](#)

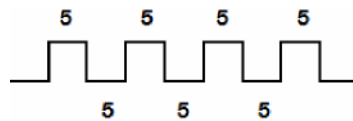
## 6. Precautions in case of leakage

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

## 7. Alarm

The Ship will be informed before testing the fire alarm. The alarm sounds with the following second intervals:

### Fire alarm/evacuation, alarm tone



Go to the gatekeeper

Contact the port administration for further information.

### Ammonia (NH3) alarm/attention

Go indoors and stop the ventilation system when the leakage alarm sounds, alarm tone:



All clear - attention: continual tone sounding for 45 seconds.

Contact the port administration for further information.

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

Contact the control room at the power station on telephone +45 99 55 01 50 or +45 99 55 01 51.

## **8. 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.

Supply of bunker oil must be agreed with the terminal agent.

## **9. Access to and stay in the 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 harbor. Guest of the crew can get permission to go on board.

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

## **10. General Conditions of Danske Havnevirksomheder**

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>

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

Sti til DECA dokumentet: [Port Information - Home \(sharepoint.com\)](#)