

Port Information for Kyndby 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.

Port Information for Kyndby Power Station

1 Description of port and navigation

1.1 Port area

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

The largest nautical chart of Kattegat, Isefjord, Kyndby Vig Nautical chart 116.

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		South quay
Water depth	m	7.2 (depth of the dredged channel at Lynæs Sand is 6.4 m)
Tide	m	+/-0.2
LOA	m	120
Beam	m	20
Max draught	m	6
Unloading oil	t/h	550

1.4 Location

Kyndby Power Station is located in Kattegat, Isefjord, Kyndby Vig, 55 degrees 48.6'N, 11 degrees 52.6'E.

1.5 Largest vessels

The largest vessels calling at the quay, the following maximum measures apply:

Oil quay: Length 120 meters, beam 20 meters, depth 6 meters

Comment: The depth of the dredged channel at Lynæs Sand is 6.4 meters.

1.6 Water level

The difference between mean high tide and mean low tide is approx. 0.2 metres. West-north—westerly wind may produce high tides up to 1.2 meters, and south-south-easterly winds may produce low tides of up to 1.2 meters.

1.7 Current

There is little or no current in the area.

1.8 Cables

There are no marine cables in the power stations navigation area.

1.9 Port pilot

It is mandatory for oil vessels to make use of port pilot.

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Pilot from DanPilot

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

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

Pilot from Danish Pilot Service

Telephone +45 75 91 44 96 (attended day and night),

E-mail: info@danishpilotservice.dk, website: www.danishpilotservice.dk

1.10 Port office

Telephone: +45 99 55 08 50 (control room, attended day and night)

PFSO: Brian J. Andersen

Telephone: +45 99 55 23 61

E-mail: brian@orsted.dk

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 station.

2. Vessel call

2.1 Notice from vessel before arrival

According to the freight contract the master of the vessel must inform Kyndby 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.

2.2 Communication between terminal and vessel

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

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

Communication between vessel and terminal via mobile phone +45 99 55 23 61.

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2.3 Tug boats

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

2.4 Mooring

The mooring company or 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.

The gangway from the vessel must be set up with a safety net to provide safe access to and from the ship.

3. Procedure before operations can start

Immediately after mooring of the vessel, a terminal representative from Kyndby 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 programme.
- Exchange telephone numbers for communication during the vessels stay in the port.
- There is a terminal representative at the harbour 24/7 during loading/unloading.

4. Waste

The following waste types can be accepted:

- Refuse collection
- Packaging waste
- Industrial waste
- Hazardous waste

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

5. Precautions in case of leakage

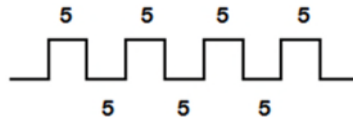
In case of environmental accidents, the vessel must contact the port office immediately.

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6. Alarm

The alarm is tested at 12 noon the first Wednesday in each month. The alarm sounds with the following second intervals:

Fire alarm/evacuation, alarm tone



In case of alarm crew members must stay on the vessel, and await further information from the port administration.

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

Then, contact the control room at the power station on telephone +45 99 55 08 60.

7. Repairs, 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.

8. 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.

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

9. General Conditions of Dansk 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>