

Port information for Skærbæk 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.

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1. Description of port and navigation conditions

1.1 Port area

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

See nautical chart no. 158 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.curanetsserver.dk/wp-content/uploads/2015/10/bekendtgørelsenEN.pdf>

1.3 Port information

Quay	Unit	South
Water depth at normal water level	m	7
Tide	m	±0.3
LOA	m	175
Beam	m	30
Max draught	m	6,5
Largest vessel length	m	175
Crane	t	17
Unloading capacity	t/h max	

1.4 Location

Skaerbaek Power Station is located in the Lillebaelt Kolding fjord, 55 degrees 30,6 N, 9 degrees 37,1 E.

1.5 Water level

Depth of water on entering at the quay at normal water level is 7 m. The difference between mean high water and mean low water is 0.30 m. North and eastern wind may give high tide up to 1 m. South and west wind may give low tide up to 1 m.

1.6 Current

There can be strong current in Kolding Fjord.

Current meter: <https://fcoo.dk/index.asp>

1.7 Cables

There are no marine cables in the navigation area.

1.8 Port pilot

Pilot from DanPilot

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

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

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1.9 Port office

Port officer: Jørn Christensen, Telephone: +45 99 55 69 04

E-mail: jorch@dongenergy.dk

Telephone: +45 99 55 12 50 (24 hour)

1.10 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 Skærbæk 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, including slop water to be unloaded.
9. 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.

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3. Procedure before operations can start

Immediately after mooring, a terminal agent from Skærbæk Power Station will board the vessel and contact the master or the responsible navigator and hand out a mobile telephone/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:

- 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 emergency phone (+45 9955 1277) immediately.

6. Alarm

Alarm in case of FIRE and EVACUATION:

The alarm has a varying siren sound which lasts 7 minutes 

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

The alarm system is tested at noon (12:00) on the first Wednesday of each month.

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

In case of fire and emergency support services are needed, contact the control room on telephone +45 99 55 12 77.

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.

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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.

Upon arrival of the vessel, a port passport is handed out which gives access to the port area. Together with the agent, the master is responsible for handing out access cards to relevant crew members.

Personnel and suppliers visiting the vessel must notify the terminal agent in advance; the agent will then prepare a port agreement, which gives access to the port area.

All transport of personnel between the gate and the vessel must be on foot.



--- Escape route

--- Access route

9. 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>