Port Information for Studstrup 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 Studstrup Power Station

1. Description of port and navigation conditions

1.1 Port area

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

The largest nautical chart of Aarhus Bugt (bay), Kalø Vig (inlet) 56 degrees 15',O N.10 degrees 21', 1 E. Nautical chart no. 112.

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		Fuel	Lime and ash	Oil
Water depth	M	11,3	7.7	11.3
Tide	M	±0.5	±0.5	±0.5
LOA	M	245	120	245
Beam	M	33	20	33
Max draught	M	10.7	7.7	10.7
Pan max	M	10.7	-	-
Water density max		1.005	1.005	1.005
Water density min		1.021	1.021	1.021
Air draft	M	14.0	7.5	
Cranes	T	2 x 20	-	-
Loading capacity	t/h max	-	250m^3/700m^3	300
Unloading capacity (coal)	t/h max	1500		
Unloading capacity (coal)	t/h avg	750		
Unloading capacity (oil)	t/h max			800
Unloading capacity Woodpellets	t/h max	1000		
Unloading capacity Woodpellets	t/h avg	450		
Unloading capacity Ash	t/h max		600	
Unloading capacity Ash	t/h avg		300	

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1.4 **Location**

Studstrup Power Station is located in the Kattegat, Aarhus Bugt, Kalø Vig, 56 degrees 15 N, 10 degrees 21 E. The Kattegat, Aarhus Bugt (bay), Kalø Vig (inlet) 56 degrees 15', O N. 10 degrees 21', 1 E.

1.5 **Largest vessels / Water depths**

Depth of water on entering:	11.3m (37 feet)
On the 405m eastern line of the quay:	11.3m (37 feet)
On the 90m innermost line of the quay:	7.7 m (25 feet)

Largest vessels

Length:	245m (803 feet)
Beam:	33m (108 feet)
Draught:	Colliers: 10.7m (36 feet)
Oil tankers:	10m (33 feet)

1.6 **Water level**

The difference between mean high water and mean low water is 0.15m (6").
Western and northwestern wind may give high tide up to 1.25 m (49").
Eastern and southeastern wind may give low tide up to 0.9m (35").

1.7 **Current**

There is no current at the quay.

1.8 **Cables**

There are no marine cables in the navigation area

1.9 **Port pilot**

Vessels calling at the port must use the port pilot. Pilot assistance: Pilot assistance is imperative for navigation through the prohibited zone on entering Kalø Vig (inlet). See also section of nautical chart no. 112, page 2.

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

The pilot meeting place is at Kalø Vig (inlet). Reference is made to 'Bekendtgørelse om anvendelse af lods' (executive order no. 449 on the use of pilot) of the Danish Pilotage Authority (DPA).

1.10 **Port office**

Telephone: +45 99 55 65 42
E-mail: Pouro@orsted.dk
E-mail: Studstruphavn@orsted.dk

1.11 Special provisions

For navigation within the port area, the rules stated in notice no. 779 of 18 August 2000 of the Danish Maritime Authority on rules for navigation in certain Danish waters (Bekendtgørelse om regler for sejlads m.m. i visse danske farvande) apply with the following amendments: 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.
Reference is made to:
http://www.danskehavnelods.dk/#HID=670

2. Vessel call

2.1 Notice from vessel before arrival

According to the freight contract the master of the vessel must inform Studstrup 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, ISSC (International Ship Security Certificate), nationality and port of registry
2. Details of the ten last ports of call
3. List of crew members; the list is forwarded to the gate keeper through the shipbroker
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 GRT
7. Time to be used for ballasting or deballasting,
8. The total length of the vessel, its beam and the length of the loading area calculated from the front coaming on the front hatch to the stern coaming on the stern hatch through which the cargo will be loaded or unloaded.
9. The distance from the water line to the first of the hatches through which loading or unloading will take place and the distance from the vessel's side to the hatch opening.
10. Clearance of the vessel
11. Description of the vessel's own loading and unloading equipment and its capacity
12. Number and type of moorings
13. 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
14. Amount and type of waste, slop water to be unloaded
15. Information about any visitors boarding to the vessel
16. 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 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 takes place directly or by means of telephones.

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 supplied with a safety net to provide safe access to and from the vessel.

3. Procedure before operations can start

Immediately after mooring, a terminal agent from Studstrup Power Station will board the vessel 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 measures, if necessary.
- Evaluate and agree on sampling and draftsurvey before unloading or after loading.
- Discuss the loading/unloading programme.

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.

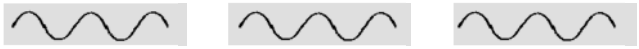
5. Precautions in case of leakage

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

6. Alarm

The Ship will be informed before testing the fire alarm. The alarm sounds with the following second intervals, The alarm has a varying siren sound which lasts 1 minute and is repeated three times.

Fire alarm/evacuation, alarm tone

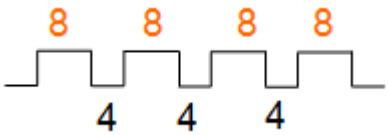


1 min. 1 min. 1 min.

Go to the gatekeeper. Contact the Port administration for further information.

Ammonia (NH_3) alarm/attention

The siren sound lasts 1 minute and is repeated three times.



1 min. 1 min. 1 min.

If the alarm sounds, all personnel must gather for counting.

The all-clear and test of alarm

A constant tone which lasts 45 seconds. 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:
Please contact the control room at the Power Station, Phone +4599551950.

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.

Supply of bunkers 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 googles.
Other traffic on harbor area is not allowed.
When staying at the quay area, it is not allowed to go under the crane grab.

Personnel and suppliers visiting the vessel must notify the terminal agent in advance; the terminal agent will then prepare a port agreement, which gives access to the port area.
Passengers / visitors must be transported by taxi between the main gate and the vessel.

Visitors and suppliers notice minimum 24 hours before arrival. Access only during opening hours 06.00-18.00 hrs Monday to Friday. No notice during weekend and holidays.

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