

Port information for Stignsnæs Transit Harbour



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

Stignæs Transit Harbour is open for navigation day and night, except for restrictions under special weather conditions.

See nautical chart of Agersø Sund no.143 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/bekendtgorelsenEN.pdf>

1.3 Port information

Mooring		Unloading of coal	Loading of coal	Ash
Water depth	M	17.0	9.0	8.0
Tide	M	+/-0.3	+/-0.3	+/-0.5
LOA	M	290	150	60
Bream	M	45	19	6
Max. draught	M	16.5	8.5	7.5
Pan max	M	16.5	-	-
Cape size	M	16.5	-	-
Air draft	M	21.0	9.5	7.5
Crane	T	2 x 40	-	-
Unloading/loading capacity	t/h max	2 x 1750	1800	600

1.4 Location

Stignæs Transit Harbour is located at Skælskør in Smålandsfarvandet (the sea surrounded by the islands of Sjælland), Agersø Sund:

55 degrees 12' 3N, 11 degrees 14' 9E.

1.5 Largest vessels

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

Coal pier: length 290 metres, beam 45 metres and draught 16.5 metres.

Coal loading pier: length 150 metres, beam 19 metres and draught 9 metres.

Ash quay: length 65 metres, beam 6 metres and draught 8 metres.

Vessels below a total length of 50 metres cannot call at Stignæs Transit Harbour coal port. Minimum distance between fenders is 30 metres. At least two fenders must be present between vessel and quay.

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1.6 Water level

The difference between mean high tide and mean low tide is approx. 0.3 metres. Continuous breeze from NE may cause high tide of up to 1.2 metres, and continuous breeze from SW may cause low tide of 1.2 metres. The salinity of the water varies with the time of the year and is normally between 1.007 and 1.023.

1.7 Current

North-western-bound current or south-eastern-bound current can reach a speed of 2 knots.
Current meter: <http://test7.scancommerce.dk/havne>

1.8 Cables

The cable field between Agersø and Sjælland is located north of the port.

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 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](mailto:info@danishpilotservice.dk), website: www.danishpilotservice.dk

1.10 Port office

Telephone: +45 99 55 04 70
E-mail: stvkont1@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 stations.

2. Vessel call

2.1 Notice from vessel before arrival

According to freight contract the master of the vessel must inform Stignæs Transit Harbour about its ETA, possibly through the vessel's agent.

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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.

3. Procedure before operations can start

Immediately after mooring, a terminal agent from Stignsnæs Transit Harbour 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.
- Discuss the loading/unloading programme.

4. Waste types

Waste containers at Coal Pier

- Cardboard, 2 x 1100L
- Waste for incineration, 2 x 770L
- Mixed Packaging, 2 x 770L
- Solid oil waste, 2 x 660L

Waste containers at Coal Loading Pier

- Cardboard, 1100L

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- Waste for incineration, 660L
- Mixed Packaging, 770L
- Solid oil waste, 230L
- Chemical/hazardous waste
- Food waste, 240L

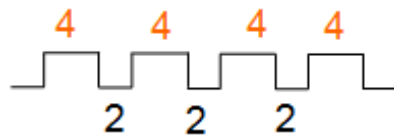
Please read attached sorting guides for waste types

5. Precautions in case of leakage

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

6. Alarm

The ship is informed before testing the fire alarm. The alarm sounds with the following second intervals:



Fire alarm:

If crew members are not placed on the vessel, the muster point is at the entrance to the port office.

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 port office on telephone +45 99 55 04 70.

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 bunker oil must be agreed with 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.

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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>

10. Waste Sorting Guides



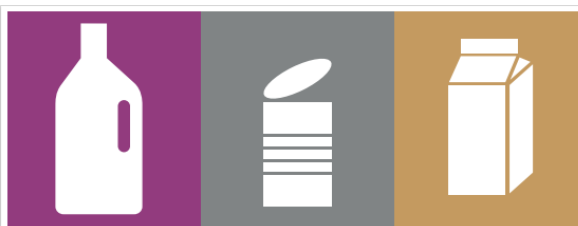
CARDBOARD - SORTING GUIDE

✓ YES PLEASE

- CLEAN CARDBOARD
- MAXIMUM 10% OTHER PACKAGING PAPER
- MAXIMUM 10% MOISTURE CONTENT

✗ NO THANKS

- 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



MIXED PACKAGING PLASTIC – CARTONS AND METAL SORTING GUIDE

✓ YES PLEASE

- FOOD AND BEVERAGE CARTONS
- CARDBOARD CARTONS EG. MILK AND YOGHURT
- CARDBOARD CARTONS FOR BEVERAGES EG JUICE AND LEMONADE
- CARDBOARD CARTONS FOR FOOD EG. TOMATOES AND BEANS
- METAL PACKAGING
- CANNED GOODS
- BEER- AND SODA CANS
- METAL LIDS
- FOIL TRAYS
- PLASTIC PACKAGING
- 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

✗ NO THANKS

- 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

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WASTE FOR INCINERATION – SORTING GUIDE

✓ YES PLEASE

- GARBAGE SUITED FOR INCINERATION LESS THAN 50 X 50 X 100 CM
- DIRTY PAPER AND CARDBOARD
- GIFT WRAPPING
- WIPING PAPER
- PIZZA BOXES, DIRTY
- EMPTY BINDERS
- BAKING PAPER

✗ NO THANKS

- PVC
- HAZARDOUS WASTE
- TIRES
- IRON AND METAL
- GYPSUM
- INSULATION
- CARDBOARD, PLASTIC, WOOD, CLOTHING OR OTHER WASTE SUITED FOR RECYCLING



SOLID OIL WASTE – SORTING GUIDE

✓ YES PLEASE

- SAW DUST
- OILY RAGS AND ABSORBING MATERIALS
- AIR FILTERS
- OIL FILTERS
- EMPTY PACKAGING FOR OIL AND GREASE
- EMPTY PACKAGING FOR COOLANT AND WASHER FLUID
- OIL HOSES LESS THAN 50CM PACKAGING PAPER
- MAXIMUM 10% MOISTURE CONTENT

✗ NO THANKS

- LIQUID WASTE
- SPRAY CANS