

Port Information and Safety Regulations



The Port of Aabenraa and Oil Tanker Terminals

Table of Contents

1	General	1
1.1	Inspections	1
1.2	Consideration to our Neighbours	1
2	Before entering the harbor	2
2.1	Survey maps	2
2.2	Pre-arrival information - Tanker to terminal	2
2.3	Pilots	2
2.4	Anchorage	3
2.5	Security	3
2.6	H2S and Mercaptan	3
3	Berthing/Unberthing of vessels	4
3.1	Limiting conditions for berthing/operation	4
3.2	Berth approach monitoring	5
3.3	Berths	5
3.4	Towage requirements berthing no. 9 and 10	6
3.5	Towage requirements unberthing no. 9 and no. 10	6
3.6	Available tugs	7
3.7	Mooring planning	7
4	Harbour activities	8
4.1	Safety zone	8
4.2	Access to terminal - ISPS	8
4.3	ISPS - IMO port information	8
4.4	Terminal contact details	8
4.5	Ship/Shore safe access	9
4.6	Emergency evacuation/escape routes	9
4.7	Pre - Load/Discharge conference	9
4.8	Portable electronic equipment	9
4.9	Smoking and the use of naked light	9
4.10	Draining of loading arms/hoses	9
4.11	Ullaging and sampling	9
4.12	Emergency shutdown	10
4.13	Pressure surge precautions	10
4.14	Incident reporting	10
4.15	Oil spill response	10
4.16	Dirty ballast	10
4.17	Lifting of stores	11

4.18	Engine slops	11
4.19	Gas freeing and/or tank cleaning	11
4.20	Enclosed space entry	11
4.21	Hot work	11
4.22	Waste	11
4.23	Bunkers	12
4.24	Fresh water	12
4.25	Useful telephone numbers	12
5	Alarm instructions	14
5.1	Fire alarm instructions	14
5.2	Pollution instructions	14
5.3	Aabenraa council's general alarm	14

1 General

The Port of Aabenraa is situated on latitude 55° 02' 5 N., longitude 9° 25' 7 E. inside the northwesterly corner of the deep Aabenraa Fjord.

The harbour is one of the deepest commercial harbours in the western part of the Baltic.

The harbour sections are named with numbers. The following numbers are valid for the tanker jetties:

Tanker Jetty 1:	Berth no. 9
Tanker Jetty 2:	Berth no. 10

The water depth varies between 7.0 m at Jetty 2 and 11.0 m at Jetty 1 and the port can be entered by tankers up to 210 m and 50.000 tonnes displacement. There are no restrictions on the beam. High water levels can be expected with northerly/easterly gales, water level up to app. 1.5 m, and strong winds of southwesterly directions may lower the water level app. 1 m. The speed limit is 4 knots.

From the Aabenraa Fjord there is an app. 1000 m long and 11 m deep dredged channel to the port. The width is at no points less than 120 m between the 11 m curves.

The Port of Aabenraa has efficient handling equipment and 3 mobile cranes with a lifting capacity of 240 tonnes when used in tandem.

The port is open 24 hours a day.

1.1 Inspections

Denmark is a signatory to the Memorandum for Port State Control and, in addition to terminal inspections; masters can expect governmental inspections to be undertaken aimed at confirming, that the ship meet all relevant international standards.

1.2 Consideration to our Neighbours

As the residential area is very close to the terminals, every effort to reduce the environmental impact to our neighbours is appreciated. During your vessels stay in Aabenraa we strongly urge you to consider minimizing the use of ventilators/fans without jeopardizing the safety onboard. Noise and soot from vessels funnel should be minimized as much as practically possible.

2 Before entering the harbor

2.1 Survey maps

Aabenraa Fjord - Plan, see Attachment 1

The Port of Aabenraa and the Entrance Channel - Plan, see Attachment 2

2.2 Pre-arrival information - Tanker to terminal

Ships that call the Port of Aabenraa must - to the extent possible - supply the shipbroker with following information within 24 hours of arrival:

- Name of vessel, nationality and IMO No. of the ship
- Security classification of the ship (certified no. and issuer)
- Present security level of the ship
- Latest 10 ports of call
- List of dangerous cargo
- List of crewmembers
- List of potentially changes in the members of the crew
- List of potentially passengers
- List of the companies that will be supplying goods and services

The first 5 points should always be forwarded directly to the Port of Aabenraa.

The information above should be forwarded directly to the Port of Aabenraa in connection with ships without an agent.

2.3 Pilots

Pilotage for berthing/unberthing is compulsory for all oil and chemical tankers calling for the Port of Aabenraa. Vessels enroute to and from the port must also comply with all regulations regarding use of sea pilot within Danish territorial waters according to executive orders from the Danish Pilotage Authority, see Executive Order no. 378 (www.lodstilsynet.dk). A copy of these regulations can be obtained from the pilots on request.

Sea Charts:

Danish Chart no. 151:	Little Belt, Northern Part.
Danish Chart no. 152:	Little Belt, Southern Part.
Danish Chart no. 159:	Little Belt, Aabenraa Fjord
Danish Chart no. 180:	The Baltic, Western Part.
BR-ADM Chart no. 259:	Baltic Sea.
BR-ADM Chart no. 4140:	North Sea.

Handbooks:

Danish Pilot Books.

Danish Port Pilot Book

Pilots:

DanPilot

Danish Pilot Service

2.4 Anchorage

The Port of Aabenraa offers a good protection for ships of all sizes. The Fjord has a good holding ground.

Official anchorage areas are shown on sea chart, Danish Chart no. 159.

2.5 Security

The facilities at the Port of Aabenraa have been approved to be in compliance with the ISPS code.

Name of port : Port of Aabenraa
Port ID no. : DKAAB-0005
UN location : DKAAB
Normal level of security : 1

All ISPS communication is carried out as follows:

Port Security Officer (PSO):	Port Director: Henrik Thykjær
Deputy:	Operational Manager: Kent Johnsen
	Acc. Manager: Jette H. Hansen
Telephone (manned 24-hours a day):	+45 74 62 25 14
E-mail:	security@aabentraahavn.dk
Address:	Mellemvej 25, DK-6200 Aabenraa

2.6 H2S and Mercaptan**H2S:**

No vessels will be allowed to berth at the terminal if the Hydrogen Sulphide (H₂S) in the liquid phase of cargo intended for discharging at the Terminal exceeds 2 ppm. The Terminal Crew will suspend work and withdraw from the area if a high (10ppm+) and unsafe level of H₂S is detected in the atmosphere during cargo operations.

Mercaptan:

Vessels for loading will have to make sure that the cargo tanks atmosphere are ventilated and does not contain levels of Mercaptans exceeding 0.5 ppm in the gas phase. The Terminal is at liberty to test cargo tanks for content of Mercaptans in the gas phase to loading, and in the event that cargo tank atmosphere in one of the measured tanks is found to be too high (0.5 ppm+) it is at the Terminal managements full discretion to either send the vessel to sea for ventilation or leave vessel alongside awaiting favorable wind direction to allow loading to resume. All costs related hereto at vessels account.

3 Berthing/Unberthing of vessels

3.1 Limiting conditions for berthing/operation

3.1.1 Wind restrictions

The tide is insignificant. Strong winds from NE to E may raise the water level app. 1.5 m. Strong winds from southwesterly directions may lower the water level app. 1 m.

No berthing operations: Normally there will be no berthing operations in wind conditions above 21 m/s, or if more than 25 m/s at forecasted during vessels port stay.

Cargo operations stop at: Operations shall be stopped and hoses drain empty at 21 m/s for all vessels, additional mooring to be put out as necessary.

Hoses disconnected at: If weather forecast is bad, and winds above 30 m/s is expected, hoses should be disconnected when stopping operation at 21 m/s or preferably before if situation permits.

Vessel to be made ready to clear Jetty at: 30 m/s and above vessels should be made ready for sailing. Tugs should be called for standby if necessary as evaluated by vessels Master and pilot.

3.1.2 Current restrictions

There are no general current restrictions at the Port of Aabenraa.

3.1.3 Visibility restrictions

There are no specific restrictions.

3.1.4 Swell restrictions

There is no swell restriction on the Port of Aabenraa.

3.1.5 Power supply

There is no power supply available for tankers on Jetty 1 & 2. On the landward side, there is power available for use to repair work on the tanker jetties.

3.1.6 Weather restrictions

At arrival and loading/unloading it is the shipmaster and terminal personnel who take the decisions about the operation (stop or start), if the weather is extreme, storm/fog.

3.2 Berth approach monitoring

At this moment, there is no berth approach monitoring. There will always be, at connection and disconnection, terminal personnel present at the berth.

3.3 Berths

Maps:

Port of Aabenraa - survey map (see Attachment 3)

3.3.1 Berth no. 9 (Jetty 1)

General limitations

Max draft at mean sea level	10.5 m
Max LOA	210 m
Max Displacement	50,000 ts
Water density	App. 1.015 m ³ /kg.
Max loading/unloading rate at 8 bar gauge	1000 m ³ /hr.

At the berth, there are the following pipes:

- Red colored valves means the pipeline is usable for gasoil
- Black colored valve means the pipeline is usable for heavy fuel oil
- Yellow valve means the pipeline is usable for molasses
- Stainless steel valve means the pipeline is usable for animal feedstuff and vegetable products (Dansk Pelsdyr Foder)
- Other valves are usable for oil products and soda lye (IAT)

Abovementioned pipes are 6", 8" and 10" pipes.

- Other small size pipelines are used for bunkers and slop

At the berth hoses are available. The hoses are and shall be handled according to ISGOTT safety guide.

3.3.2 Berth no. 10 (Jetty 2)

General limitations

Max draft at mean sea level	6.7 m
Max LOA	100 m
Max TDW	7,000 TDW
Water density	App. 1.015 m ³ /kg
Max loading/unloading rate at 8 bar gauge	1000 m ³ /hr

At the berth there are the following pipes:

- Red colored valves means the pipeline is usable for gasoil
- Black colored valve means the pipeline is usable for heavy fuel oil
- Stainless steel valve means the pipeline is usable for animal feedstuff and vegetable products

Abovementioned pipes are 6" and 8" pipes.

- Other small size pipelines are used for bunkers and slop

At the berth hoses are available. The hoses must be handled according to ISGOTT safety guide.

3.4 Towage requirements berthing no. 9 and 10

By predicted wind speeds 0-11 m/s

Arrival	
4000 -20.000 DW	1 ASD/Tractor Tug *
20.000 – 50.000 DW	2 ASD/Tractor Tug *

*If the vessel has an effective bow thruster, one tug may be omitted

At a predicted wind forecast of more than 11 m/s, Master and Pilot to evaluate the conditions and order additional tugs, if necessary, to ensure safe berthing.

3.5 Towage requirements unberthing no. 9 and no. 10

By predicted wind speeds 0-11 m/s

Departure	
4000 -20.000 DW	1 ASD/Tractor Tug *
20.000 – 50.000 DW	2 ASD/Tractor Tug *

*If the vessel has an effective bow thruster, one tug may be omitted

At a predicted wind forecast of more than 11 m/s, Master and Pilot to evaluate the conditions and order additional tugs, if necessary, to ensure safe unberthing.

3.6 Available tugs

3.6.1 General

Tug service is provided from private companies and is requested through the agent of the ship.

- The tugboat's line is normally used for towing
- The tug and its crew are engaged as being employed by the ship being towed. The vessel must compensate for all the damage and costs arising during the assistance for which the tug could be made responsible for

3.6.2 Minimum tugboat requirement

One 450 HP tugboat is permanently stationed at the port. Larger tugs are available within 24 hours' notice.

3.7 Mooring planning

Berth no. 9 (Jetty 1):

Mooring bollards are available as per attachment 4.

Berth no. 10 (Jetty 2):

Mooring bollards are available as per attachment 4.

4 Harbour activities

4.1 Safety zone

As a safety precaution, potential ignition sources are controlled tightly on the jetties:

- Smoking and use of naked fire is prohibited on the jetties
- Mobile phones, pagers, cameras etc. (except Ex-proof) shall be switched off
- Use of non Ex-proof electrical equipment is prohibited

Exceptions can only be given by the Port of Aabenraa.

4.2 Access to terminal - ISPS

Unauthorized persons are prohibited from entering the berth or boarding vessels. All unauthorized persons will be denied access to the terminal. Visitors, service personnel and other persons without registered access permits, wishing to visit the vessel, must be reported to the terminal in advance via the agent, stating the full name, company name and purpose of visit on the vessel and be able to provide identification.

Vessel's staffs that appear to be under the influence of alcohol and/or drugs will be prohibited from entering the terminal facilities. Vessels are expected to undertake their own precautions in respect of intoxicated persons appearing on deck.

4.3 ISPS - IMO port information

Name of port:	Aabenraa Havn (DKAAB)
Port facility name (Tanker Jetty 1 and 2):	Aabenraa – Havnefacilitet 5
IMO port facility number:	DKAAB-0005
Normal level of security:	1

4.4 Terminal contact details

All ISPS communication is carried out as follows:

Port Security Officer (PSO):	Port Director: Henrik Thykjær
Deputy:	Operational Manager: Kent Johnsen
	Acc. Manager: Jette Hviid Hansen
Telephone (24-hours a day):	+45 74 62 25 14
E-mail:	security@aabentraahavn.dk
Address:	Mellemvej 25, DK-6200 Aabenraa

4.5 Ship/Shore safe access

It is the ship's responsibility to ensure that the access is safe and is in order.

4.6 Emergency evacuation/escape routes

Handling of emergencies are done according to the agreements in the Ship Shore Safety Checklist, which will be filled in prior to commencement of any ballasting or loading/unloading of cargo.

4.7 Pre - Load/Discharge conference

A pre-load/discharge conference will be held between the terminal representative and the ship's cargo officer. The Ship Shore Safety Checklist (SSSCL) is filled in and agreed upon. To aid the overall safe management of the operation, an inspection based on the SSSCL can be carried out before any loading or discharging. Repetitive checks will be undertaken at intervals agreed during the pre-transfer conference. Material safety data sheet (MSDS) are available from the terminal on request in loading cases.

4.8 Portable electronic equipment

Mobile phones, personal computers and cameras may only be used in or on:

- Areas on the ship nominated by the Master (ex proof phones excluded)
- See section 4.1 about ignition source control

4.9 Smoking and the use of naked light

Smoking and use of naked lights is strictly prohibited on the jetties, in the Shore Terminal area and onboard vessels alongside the berths. Exceptions can be made in those areas onboard the ship designated as "Smoking Area" by the Master and jointly agreed by the terminal representative.

4.10 Draining of loading arms/hoses

The ship must leave enough space in cargo tanks to be able to drain loading arms/hoses on completion of cargo operation.

4.11 Ullaging and sampling

Wherever possible ullaging, dipping and sampling of ships tanks should be done, using closed sampling equipment. Under no circumstances are shore personnel/surveyors to open any tank without approval from the ship's officers and a representative of the ship's staff being present. Cargo tanks should always be depressurized using the fitted tank-venting system.

4.12 Emergency shutdown

Transfer operations must be stopped immediately, in event of any of the following:

- Cargo spillage or suspected cargo spillage
- Fire or explosion on the vessel or in the Terminal
- Failure of the ship / shore communication system
- Mooring lines rupture or mooring repeatedly not properly tended
- Deck watch absent
- Any incident/occurrence that might affect the safety of the cargo operation

There is no overall shutdown system covering both terminals and ships, so stop of pumping will have to be activated either by ship personnel (unloading) or by terminal personnel (loading).

4.13 Pressure surge precautions

The Port of Aabenraa works always with a max pressure at 8 bar gauge at max. flow of 1000 m³/h.

4.14 Incident reporting

Any incident concerning vessel safety, safe mooring, cargo handling, pollution or crew/visitors must be reported to the terminal representative.

All incidents must be reported to the terminal personnel immediately.

4.15 Oil spill response

No oil or mixture containing oil shall be discharged or allowed to escape from a vessel whilst at the terminal. The engine room bilge overboard valve should be closed and locked whilst the vessel is in port. It is important that the surface of the water around the vessel is kept under surveillance as a check against the inadvertent escape of oil.

Any oil spill must be reported immediately to the terminal.

4.16 Dirty ballast

Dirty ballast or clean ballast carried in the vessel's cargo or slop tanks is not allowed to be discharged into harbour waters, and any pollution of the coastal waters will result in heavy fines.

See the Port of Aabenraa's Waste Handling Plan. SEE section 4.22

4.17 Lifting of stores

Ships crane may be used for lifting provision and stores. However, no lifting of any equipment that may ignite sparks such as drum, steel, pipes etc may take place during cargo operation of flammable liquids.

4.18 Engine slops

Small quantities max. 1 m³, of slops from e.g. the engine room can be collected free of charge by arrangement with the Port of Aabenraa. Larger quantities will be charged.

See the Port of Aabenraa's Waste Handling Plan. See section 4.22

4.19 Gas freeing and/or tank cleaning

No gas freeing or tank cleaning is allowed alongside the berths.

4.20 Enclosed space entry

No enclosed space entry into any tank or other compartment is permitted whilst moored alongside the terminal.

When the ship is alongside, no repairs may be carried out at the Port of Aabenraa.

4.21 Hot work

No hot work is permitted while the vessel with flammable liquid is alongside the berths.

4.22 Waste

No garbage or other materials, either liquid or solid, must be discharged overboard from a vessel. The Port of Aabenraa has set up reception facilities for waste from vessels in accordance with current legislation. Vessels, which call at the port, have an obligation to deliver waste before leaving the port, cf. the Ministry of the environment's executive order no. 959 and 1003.

The "No-Special-Fee" principle is valid, and means that the reception system is free of charge for ships paying harbour fee.

Delivering shall take place during the port's standard hours. The standard hours are Monday to Thursday from 07:00 to 15:15 and Friday from 07:00 to 14:45.

Vessels, which only call the Port of Aabenraa outside standard hours, can deliver waste if the vessel can prove that delivering during standard hours is not possible. Special conditions will be laid down in this case, cf. the regulations regarding the individual types of garbage, see also annex 1 "Definition of types of garbage and collection methods".

Notice shall be given of the delivering of waste at least 24 hours prior to the vessel's arrival.

This notice can be less than 24 hours if the port of call is not known or known only when departing the previous port and the duration of the sailing time is less than 24 hours.

Notification forms 1 and 2 are included in the Ministry of the Environment's executive order no. 1003, and can be requested from the port office or found on the Port of Aabenraa's website (www.aabenraahavn.dk).

The notification form shall be e-mailed to: security@aabenraahavn.dk

The notification form must be received by the port so that plans for the collection of waste can be made during the port office's standard opening hours, which are Monday to Friday from 08:00 to 16:00.

When sending notification outside the port office's opening hours, the person on duty shall also be advised by telephone on + 45 74 62 25 14 if the vessel would like the collection to take place outside the opening hours.

4.23 Bunkers

All bunker oil deliveries at the terminal are to be arranged with the ship agent.

4.24 Fresh water

Fresh water is available at both berths.

4.25 Useful telephone numbers

4.25.1 Fire brigade / ambulance

To request an ambulance call 112, and tell what has happened and that you want to request an ambulance to the Port of Aabenraa, Østre Havnevej, berth no. 9 or 10 respective Tankers Jetty 1 or Tanker Jetty 2.

4.25.2 Terminal

The terminal duty telephone no. are:

- | | |
|-----------------------|-----------------|
| • Dan-Balt Tank Lager | +45 74 62 51 36 |
| • IAT | +45 74 63 04 88 |
| • Dansk Pelsdyr Foder | +45 74 62 01 06 |

4.25.3 Port authorities

The port administration is on duty 24 hours a day by telephone and can be contacted on +45 7462 2514.

4.25.4 Pilots

- **DanPilot**

VHF Call

VHF working channels

24 hrs duty telephone

E-mail

Ch 18 (16)

12, 18 and 71

+45 63 25 66 66

danpilot@danpilot.dk

- **Danish Pilot Service:**

VHF Call

VHF working channels

24 hrs duty telephone

E-mail

Ch 18 (16)

12, 18 and 71

+45 75 91 44 96

info@danishpilotservice.dk

4.25.5 Tug operator

Arrange with the ship agent.

4.25.6 Taxi

DanTaxi, Aabenraa: +45 70 10 78 00

5 Alarm instructions

5.1 Fire alarm instructions

Fire on the ship:

- Stop cargo operations immediately
- Close the manifold valves after depressurizing the lines
- Activate the ship's alarm system and notify terminal personnel
- Try to fight fire and prevent fire spreading. Fire water supply is available at the jetties. On each jetty, there is an international 3" ship/shore flange connection available for easy and ready additional fire water supply to the ship
- Coordinate the emergency situation with the terminal personnel, who will call for assistance if needed
- In need of direct call for assistance: Emergency call 112 (alarm central)
- Disconnect cargo hoses if needed

Fire at the terminal:

- The terminal personnel will activate terminal overall emergency stop
- The ship will be notified

5.2 Pollution instructions

- Stop cargo operations immediately
- Close manifold valves after depressurizing the lines
- Notify terminal personnel
- Take such measures as are necessary to stop / minimize the escape of oil
- Require shore assistance

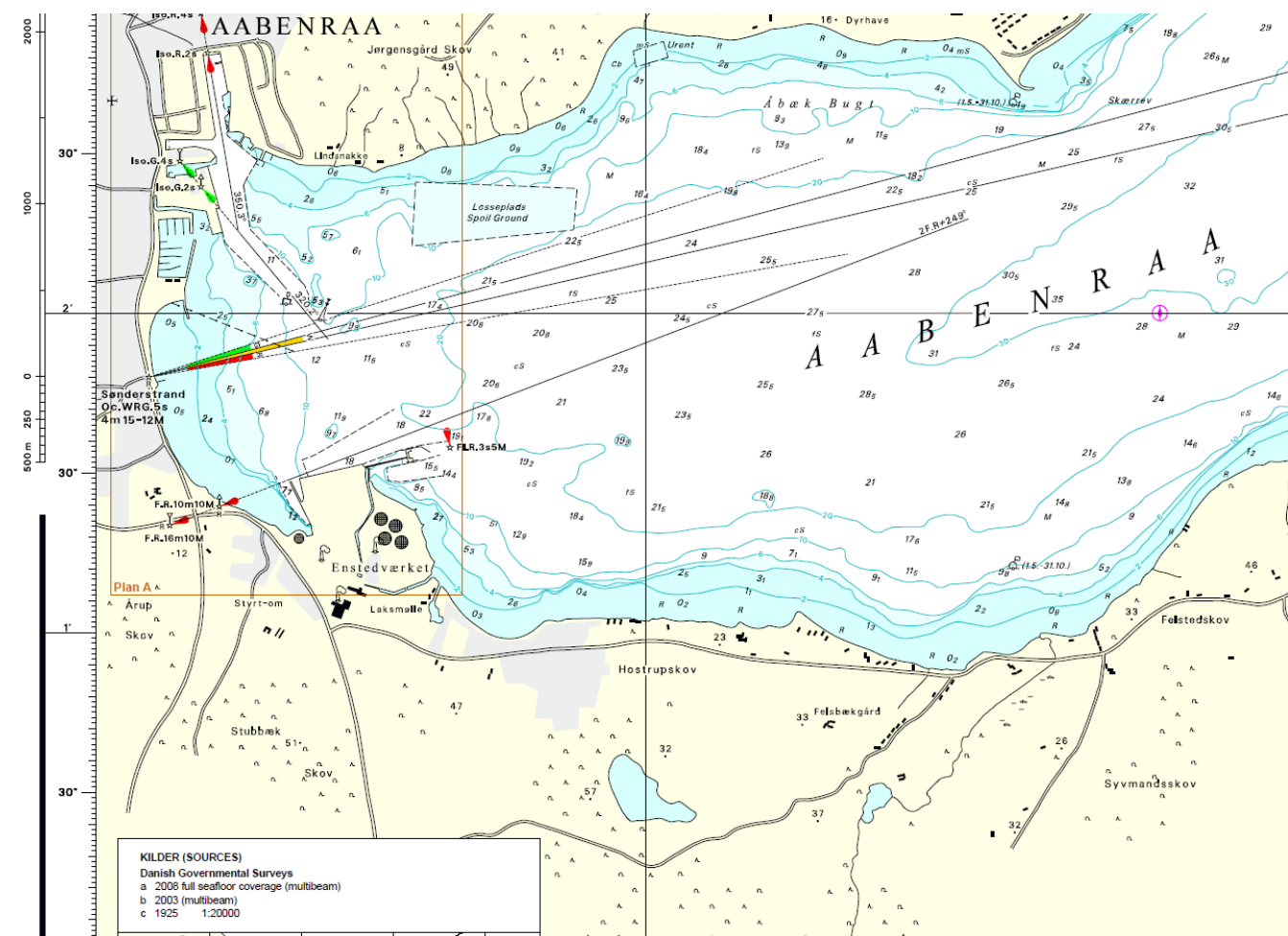
5.3 Aabenraa council's general alarm

In case of general hazardous situation, a general alarm may be sounded in the council's sirens. The sound produced will be raised fast and then reduced gradually and will last 45 seconds. This sound will be repeated until it has sounded four times in total. Another sound will signal the end of the danger situation. This sound is one uniform sound lasting 45 seconds.

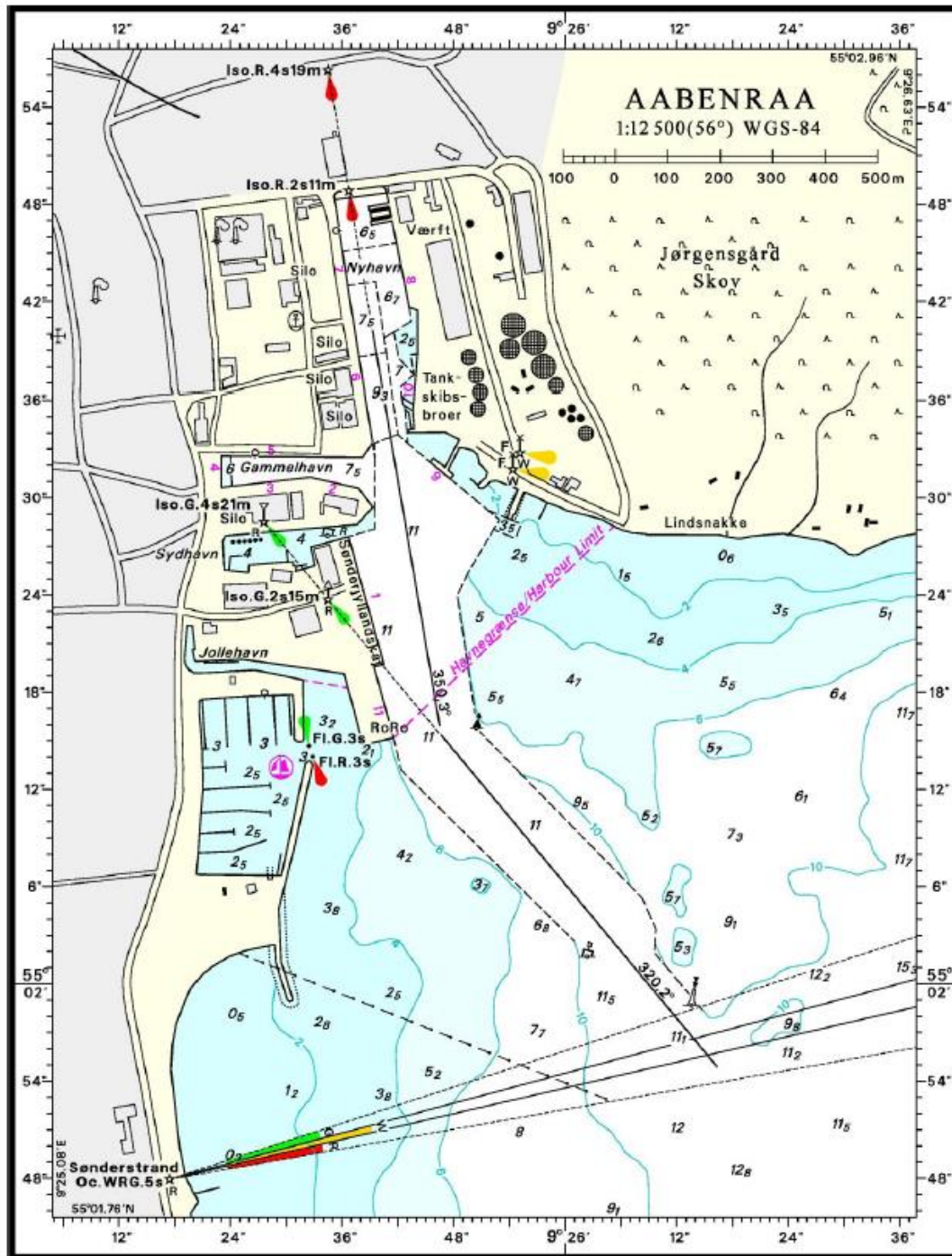
Attachments

1. Aabenraa Fjord - Plan
2. The Port of Aabenraa and the entrance channel - Plan
3. The Port of Aabenraa, Jetty 1 and Jetty 2
4. Technical data bollards
5. The Port of Aabenraa - survey map
6. Jetty 1 - details
7. Jetty 2 - details

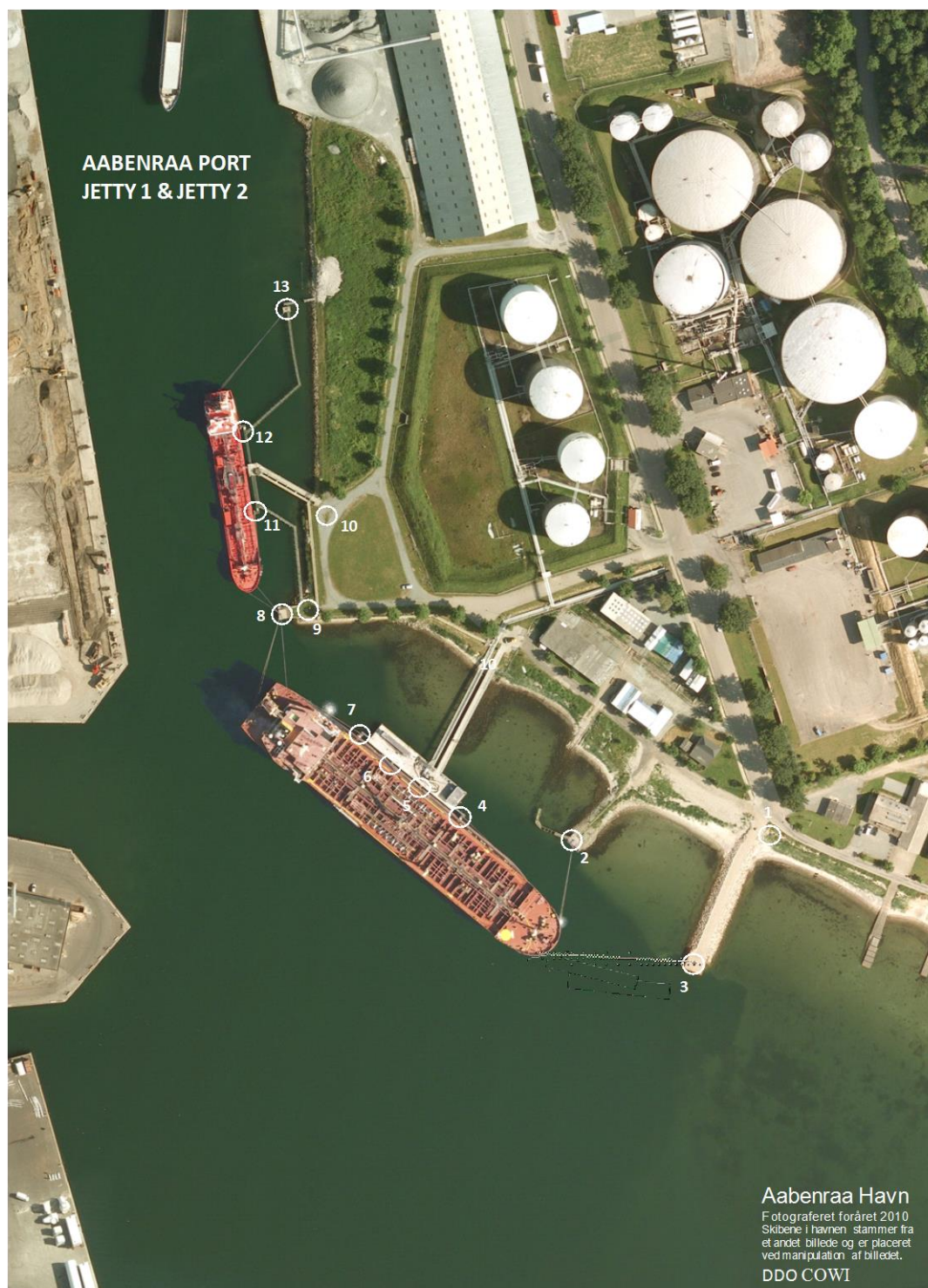
1: Aabenraa Fjord



2: The Port of Aabenraa



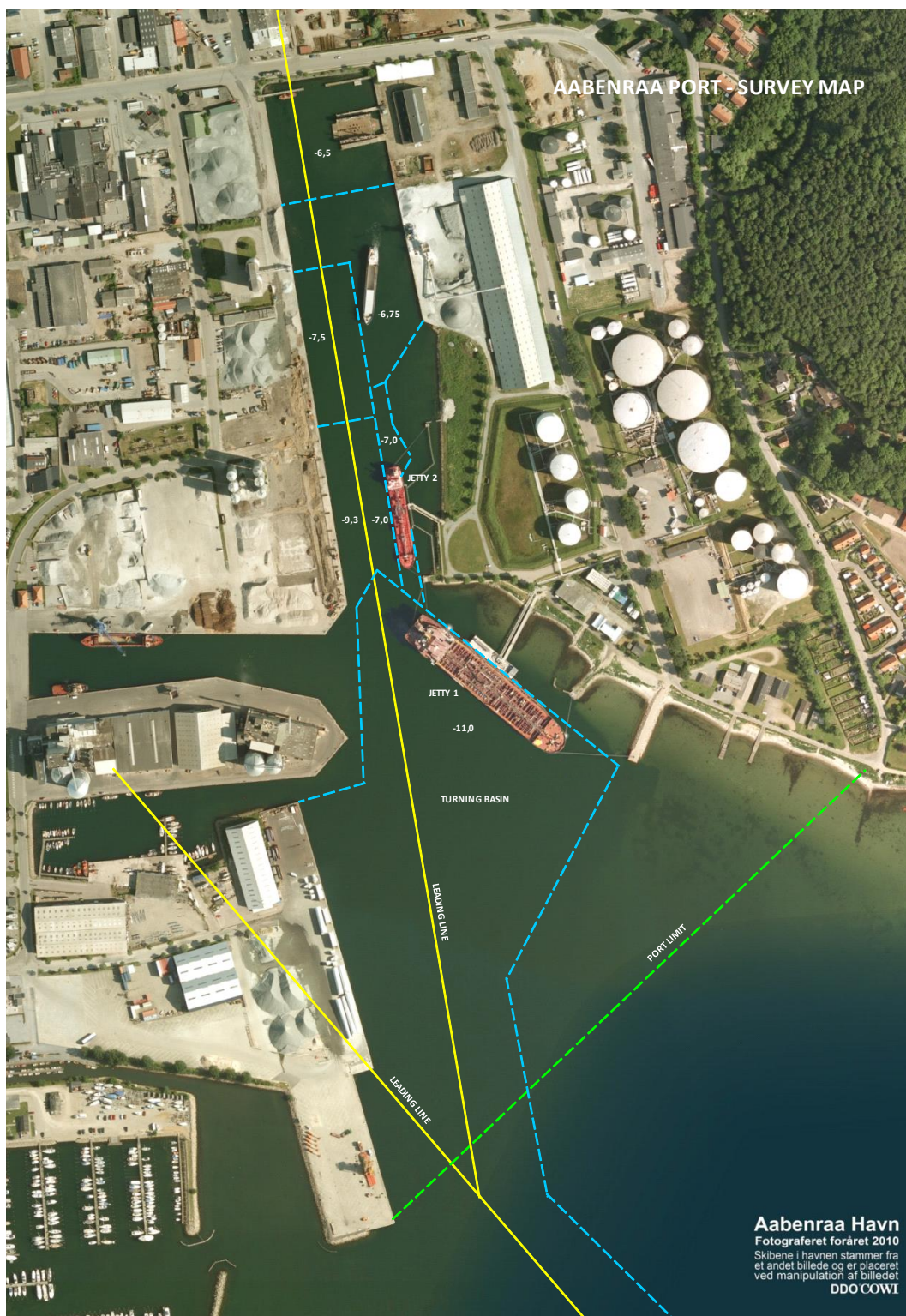
3: The Port of Aabenraa; Jetty 1 and Jetty 2



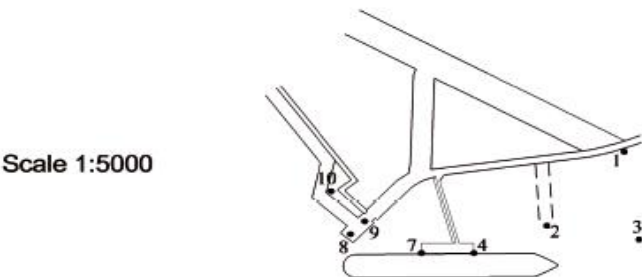
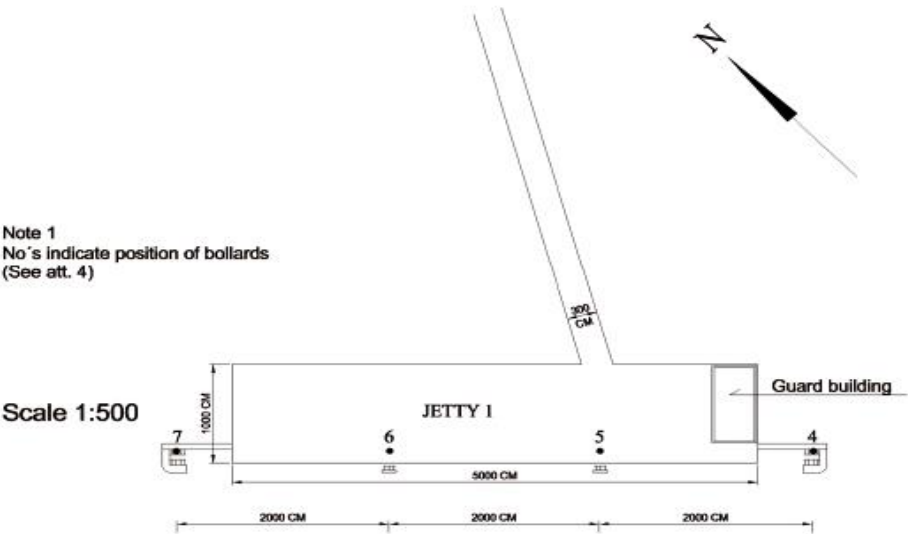
4: Technical data bollards

Bollard No.	Jetty No.	Description of bollards	Max load; ton
1	1	Placed on land south of jetty 1	50
2	1	Placed on the breakwater south of jetty 1	50
3	1	Placed on the breakwater south of jetty 1	Double 50t. Quick Release
4	1	Placed on duc d'albe at jetty 1	50
5	1	Placed on jetty 1	10
6	1	Placed on jetty 1	10
7	1	Placed on duc d'albe at jetty 1	50
8	1-2	Placed on breakwater between jetty 1	50
9	1-2	Placed on land between jetty 1 and 2	Double 50t. Quick Release
10	1	Placed on land east of jetty 2	50
11	2	Placed on flex duc d'albe at jetty 2	20
12	2	Placed on flex duc d'albe at jetty 2	20
13	2	Placed on breakwater northeast of jetty	50

5: The Port of Aabenraa – survey map



6: Jetty 1 - details



7: Jetty 2 - details

Note 1
No's indicate position of bollards
(See att. 4)

