

# Port of Aalborg regulations



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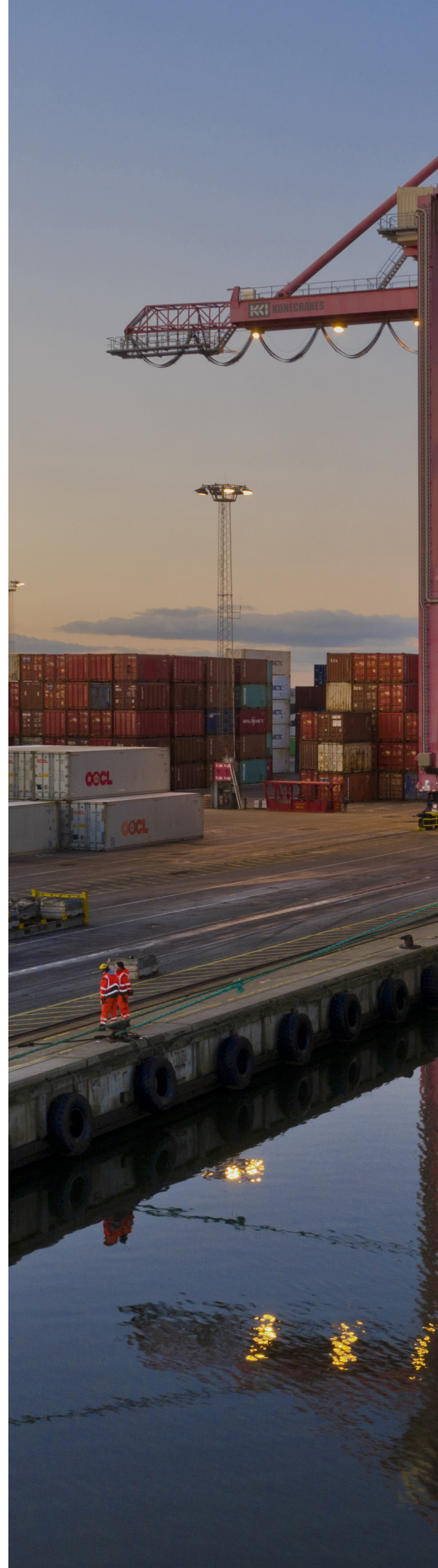
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# 1. Port of Aalborg regulations

These regulations are prepared in accordance with Section 15(2) of the Danish Act no. 457 of 23 May 2012 on ports and approved by the Danish Civil Aviation and Railway Authority by letter of 24 March 2021, pursuant to Section 10 of Statutory order no. 2243 of 29 December 2020 concerning the Danish Transport, Construction and Housing Authority's tasks and authorities, on the access to complain and on publication of certain Danish Transport, Construction and Housing Authority's publications.

The Danish Transport, Construction and Housing Authority, pursuant to Section 15(2) of the act on ports (Act no. 457 of 23 May 2012), stipulates the following as the Port of Aalborg regulations.

## 1.1. General information about the Port of Aalborg

- Name of the port: Aalborg Havn (secondarily the Port of Aalborg)
- The owner of the port: Aalborg Municipality
- The port authority for the Port of Aalborg is: Port of Aalborg Logistics A/S
- Contact information for the port/port authority:  
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VHF channel 16 (24-hour service)
- The currently applicable Standard Regulations for the Observance of Order i Danish commercial ports, Statutory order no. 1146 of 25 November 2004, apply to the Port of Aalborg (Appendix 5).
- The Port of Aalborg comprises the following port areas and port facilities:
  1. Commercial Port of Aalborg Central,
  2. Aalborg Cruise Quay,
  3. Port of Nørresundby,
  4. Commercial Port of Aalborg North and
  5. Commercial Port of Aalborg East.

The precise coordinates and site for the Port of Aalborg is provided in Appendices 1-4.

Port lands are defined as areas that the port exerts control over either through ownership, registered settlements or other concluded agreements. The areas are characteristically port or recreational areas.



## 1.2. Special rules for the Port of Aalborg

### 1. *1. Rules for navigation*

11. Note the Danish Maritime Authority's Statutory order no. 953 of 18 December 1991 concerning navigation on Limfjorden between Egholm and Kattegat, which states, for example, that both anchoring and the dragging of an anchor is prohibited in a 200-metre-wide area along or on either side of the Limfjord tunnel. However, the area of prohibition south-west of the tunnel is restricted to 100 metres for vessels needing to deploy an anchor in the tunnel basin during calls.

12. Vessels must not exceed max. 6 knots in the port area, and max. 3 knots in basins. Exceptions include vessels that police, defence, state or municipal rescue services use when necessary, in the execution of police duties, rescue, fire, response to pollution incidents, maritime accidents or the prevention of severe damage in general.

13. Great caution must be exercised when navigating in and out of the port basins. Ships can signal their intention to enter or leave the basins in good time with one long blast of their horn.

14. Ships intending to leave the port, shift berth or execute any other form of port manoeuvre must notify the port authority of this no later than 15 minutes beforehand.

15. A ship must inform the port authority of their next port of call before leaving the port.

16. A ship must notify the port authority immediately after it has left its berth.

17. Ships passing the Port of Aalborg in transit are not subject to the above-mentioned navigation restrictions and should otherwise refer to the rules for navigation in Limfjorden.

### 2. *The Oil terminal*

2.1. Access to the Oil terminal in the port area is highly restricted.

2.2. General rules for ship arrival at the Oil terminal are described in "Port Information and Safety Regulations for Oil Terminal in The Port of Aalborg", which are available on Port of Aalborg's website.

2.3. Rules and procedures for working in connection with ship arrival at the Oil terminal depends on what each terminal's safety document describes, and each ship and/or operator is responsible for ensuring that these rules and procedures are observed.

2.4. Upon arrival of a tanker to the Oil terminal, tows of a non-flammable material must be lashed on board and lowered to the water surface forward and aft from the side facing away from the quay. Moorings to shore shall be made of rope or synthetic materials.

2.5. In the event of a fire on board a ship, the port authority can demand that, wherever possible, the ship is moved from its berth to a more suitable location for tackling the fire.

### 3. *Pleasure boats*

3.1. Upon instances of damage or other valid reasons, the port authority may, if space allows, permit pleasure boats to berth for up to 24 hours. Hereafter, the port authority will refer the pleasure boat to the marina.

### 4. *Prohibited activities*

4.1. The following surface treatments of ships are prohibited outside the shipyard area:

- High pressure hosing with and without compressed air.
- Sandblasting with or without water.
- Spray painting and metal coating.

### 5. *ISPS communication*

5.1. Ships, calling into the secure port facilities (SOLAS 74 Chapter XI-2, the ISPS Code), shall observe the applicable requirement in SOLAS 74, Chapter XI-2, and Part A of the ISPS Code. Unauthorised vessels and traffic do not have access to secure port facilities, quays or areas. The following port facilities are ISPS certified in accordance with SOLAS 74 Chapter XI-2, ISPS Code:

- **Commercial Port of Aalborg Central**

Facility name: Multi-terminal

Quays: 4110, 4111 and 4113

IMO no: DKAAL-0004

Facility name: Oil terminal

Quay: 4120

IMO no: DKAAL-0007

- **Port of Nørresundby**

Facility name: Commercial port, North

Quays: 3014, 3015 and 3016

IMO no: DKAAL-0009

- **Aalborg Cruise Quay**

Facility name: South Port

Quay: 4041

IMO no: DKAAL-0008

- **Commercial Port of Aalborg North**

Facility name: North Port NJV

Quay 0700

IMO no: DKAAL-0005

- **Commercial Port of Aalborg East**

Facility name: Bulk terminal

Quays 8004 – 8007

IMO no: DKAAL-0001

Facility name: Container and multi-terminal

Quays 8011 – 8016

IMO no: DKAAL-0002

Port of Aalborg's applicable regulations can always be requested from the port authority.

These regulations come into force on 7 April 2021.

Appendix 1 – Port plan and coordinates for the Port of Aalborg

Appendix 2 – Boundary waters Commercial Port of Aalborg Central

Appendix 3 – Boundary waters Commercial Port of Aalborg North

Appendix 4 – Boundary waters Commercial Port of Aalborg East

Appendix 5 - Standard Regulations for the Observance of Order in Danish commercial ports







## 2. Appendices

### 2.1. Appendix 1 – Port plan and coordinates for the Port of Aalborg

Port of Aalborg's territory includes the port areas of Commercial Port of Aalborg Central, Aalborg Cruise Terminal Quay, Port of Nørresundby, Commercial Port of Aalborg North as well as Commercial Port of Aalborg East. The stated port areas are administered by Port of Aalborg Logistics A/S.

#### **Commercial Port of Aalborg Central (Quay numbers - see Appendix 2)**

The port boundary is indicated by the straight lines through points 1) – 6) (WGS-84):

- 1) 57°03,155'N - 009°51,870'E (North Jetty SW corner)
- 2) 57°03,122'N - 009°51,792'E
- 3) 57°03,165'N - 009°51,730'E
- 4) 57°03,272'N - 009°51,986'E
- 5) 57°03,231'N - 009°52,045'E
- 6) 57°03,198'N - 009°51,968'E (North Jetty NE corner)

also points 7) – 24) (WGS-84):

- 7) 57°03,336'N - 009°54,707'E (coast by Quay 4010)
- 8) 57°03,374'N - 009°54,771'E
- 9) 57°03,339'N - 009°54,847'E
- 10) 57°03,098'N - 009°55,465'E
- 11) 57°03,054'N - 009°55,624'E
- 12) 57°03,043'N - 009°55,615'E
- 13) 57°02,992'N - 009°55,824'E
- 14) 57°02,983'N - 009°55,883'E
- 15) 57°02,974'N - 009°56,056'E
- 16) 57°02,980'N - 009°56,223'E
- 17) 57°03,011'N - 009°56,451'E
- 18) 57°03,050'N - 009°56,653'E
- 19) 57°03,053'N - 009°56,711'E
- 20) 57°03,344'N - 009°57,394'E
- 21) 57°03,365'N - 009°57,484'E
- 22) 57°03,523'N - 009°57,759'E
- 23) 57°03,721'N - 009°58,028'E
- 24) 57°03,695'N - 009°58,115'E (coast by Aalborg Portland Port)

#### **Port of Nørresundby (Quay numbers - see Appendix 2)**

The port boundary is indicated by the straight lines through points 25) – 30) (WGS-84):

- 25) 57°03,215'N - 009°56,129'E (coast E of quay 3017)
- 26) 57°03,168'N - 009°56,101'E
- 27) 57°03,274'N - 009°55,555'E
- 28) 57°03,227'N - 009°55,498'E
- 29) 57°03,316'N - 009°55,237'E
- 30) 57°03,364'N - 009°55,289'E (coast by the Limfjord bridge)

#### **Commercial Port of Aalborg North (Quay numbers - see Appendix 3)**

The port boundary is indicated by straight lines through points 31-34):

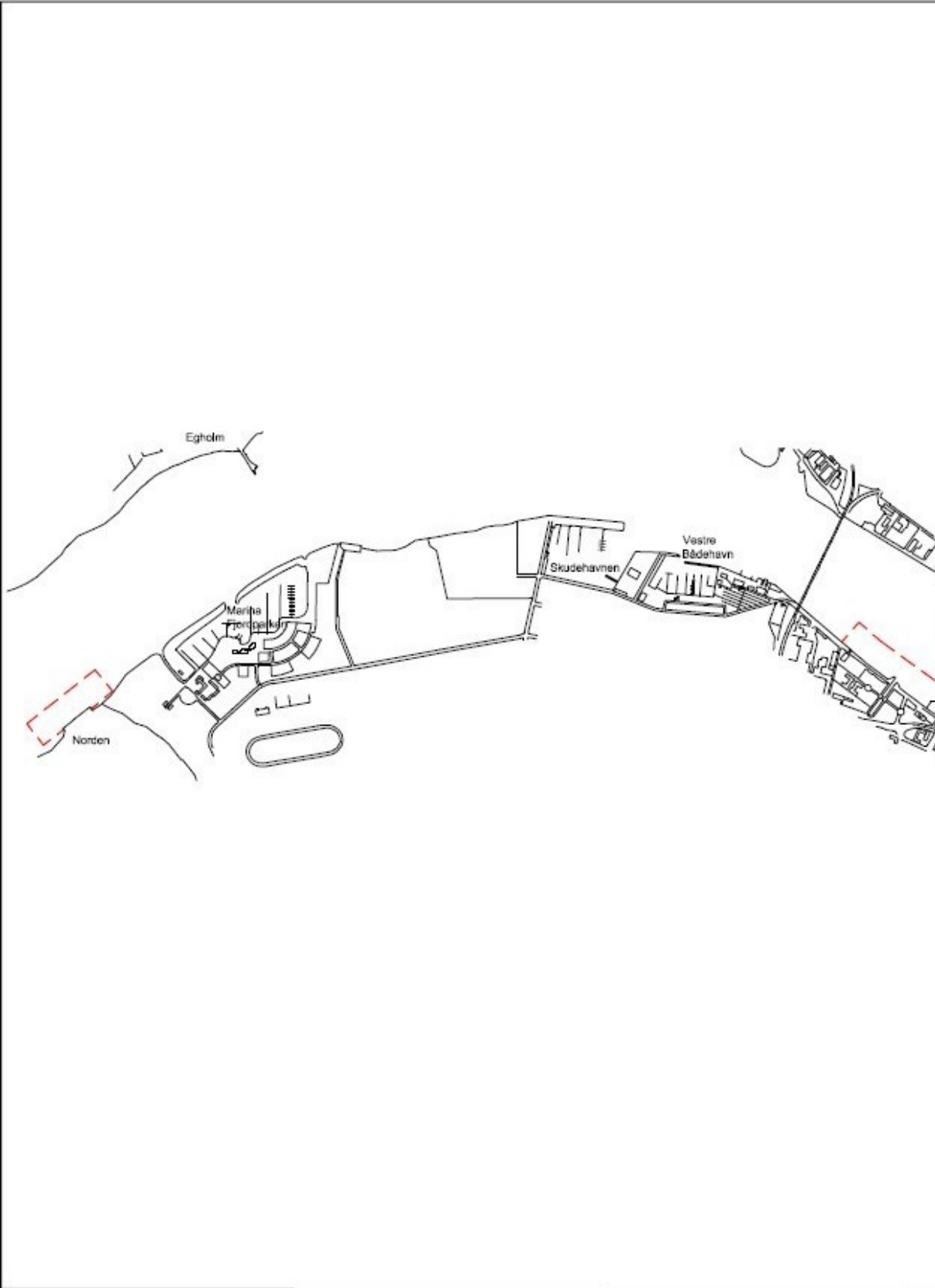
- 31) 57° 04,520'N - 010°02,166'E (coast NW of Quay 0700)
- 32) 57° 04,421'N - 010°02,094'E
- 33) 57° 04,260'N - 010°02,285'E
- 34) 57° 04,256'N - 010°02,475'E (coast SE of Quay 0700)

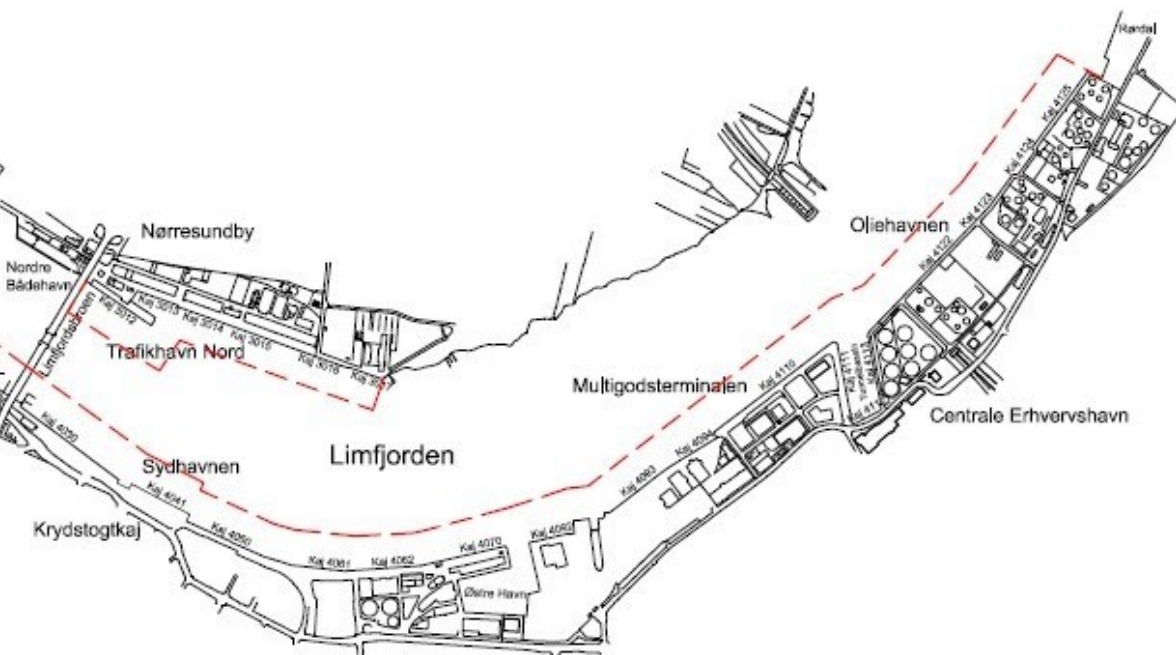
#### **Commercial Port of Aalborg East (Quay numbers - see appendix 4)**

The port boundary is indicated by the straight lines through points 35) – 38) (WGS-84):

- 35) 57°03,498'N - 010°02,543'E (coast by Bladt Industries A/S)
- 36) 57°03,527'N - 010°02,582'E
- 37) 57°02,553'N - 010°04,995'E
- 38) 57°02,346'N - 010°04,745'E (coast E of Quay 8016)

2.2. Appendix 2

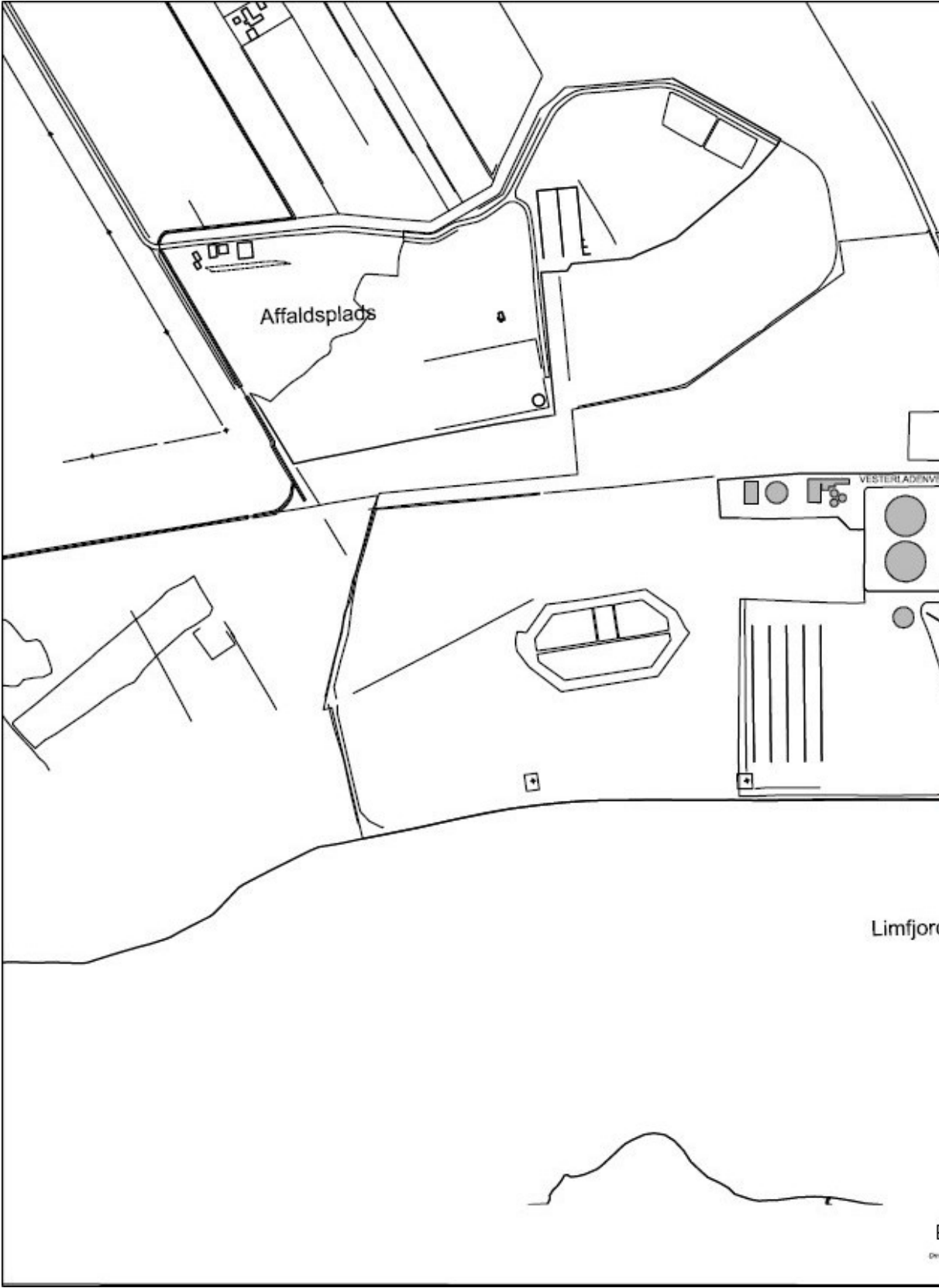


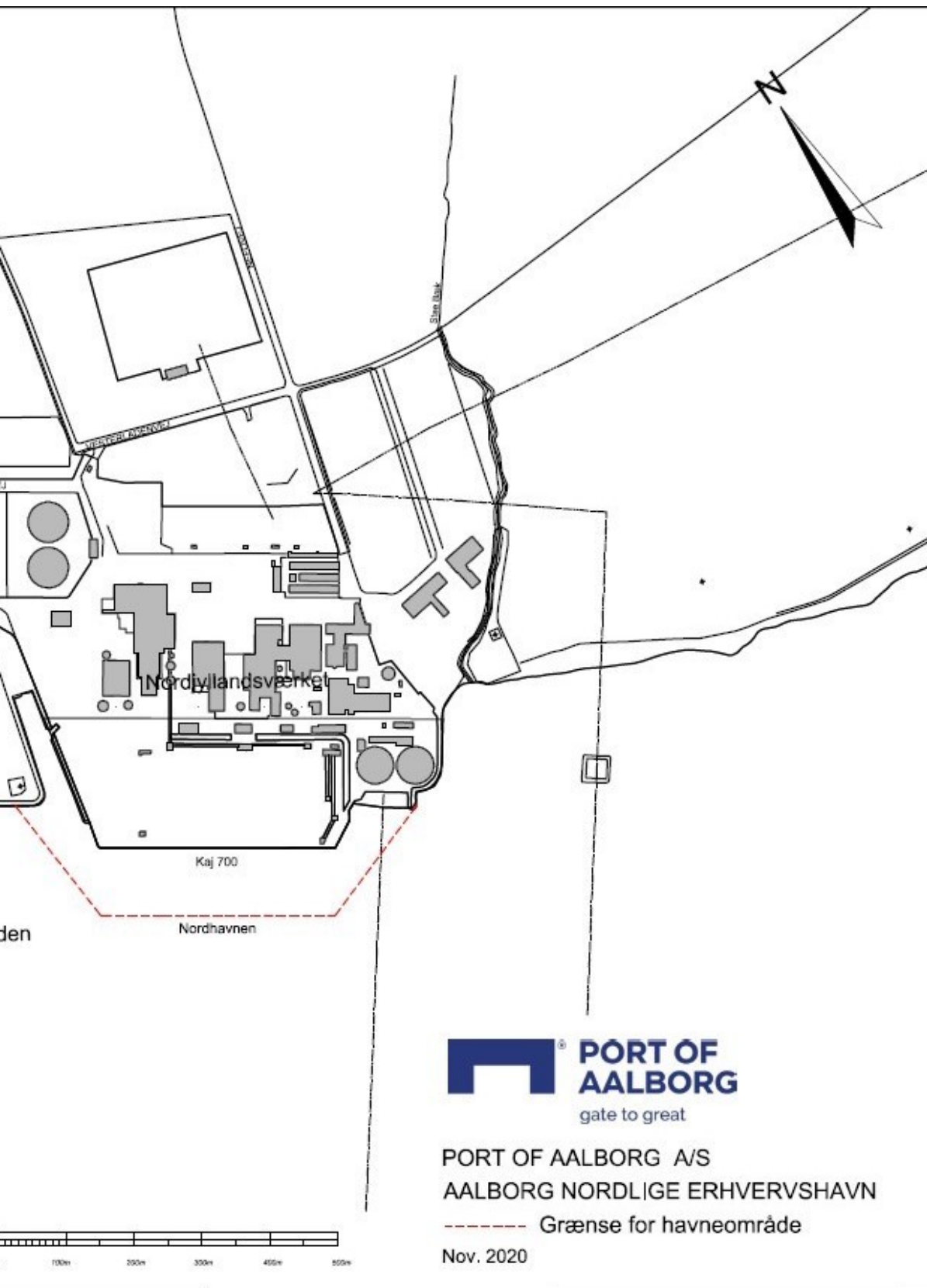


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CENTRALHAVNEN

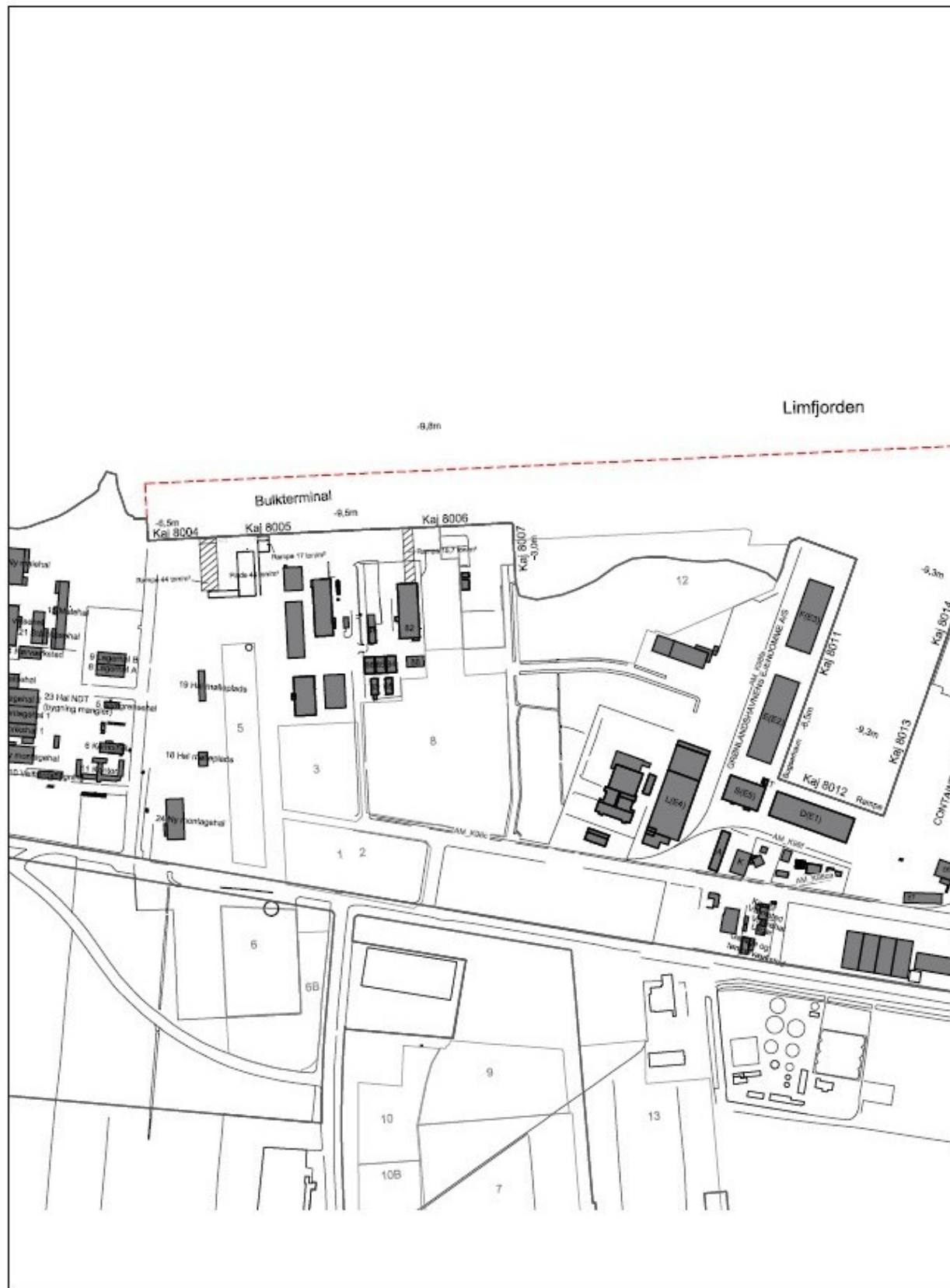
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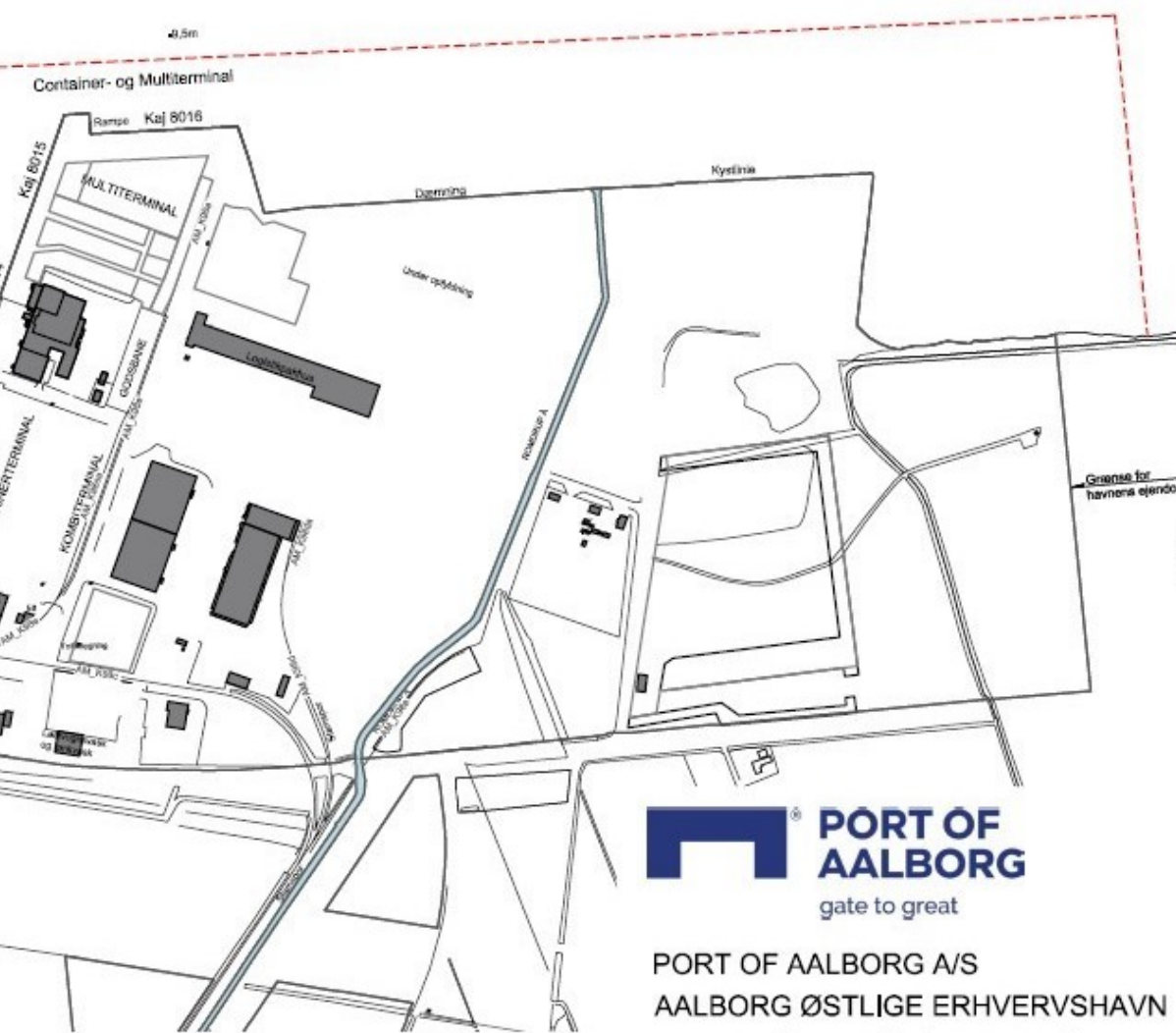






2.4. Appendix 4





PORT OF AALBORG A/S  
AALBORG ØSTLIGE ERHVERVSHAVN

--- Grænse for havneområdet

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## 2.5. Appendix 5 - Standard Regulations for the Observance of Order in Danish Commercial Ports

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## Notification, entry and mooring

### *Notification*

Section 1. Before the ship calls into the port, the master, broker or agent of the ship shall notify this to the port authority. Notification shall be made

- 1) at least 24 hours prior to arrival, or
- 2) not later than ship's departure from the previous port if the voyage is less than 24 hours, or
- 3) as soon as the port of call is known, if this information is available less than 24 hours before arrival or changed during the voyage.

(2) The notification shall be accompanied by at least the following:

- 1) Information about the ship's data, estimated time of arrival and the expected length of stay in the port.
- 2) Information about the purpose of the call, including any berth requirements at a secure port facility.
- 3) All information required by the port pursuant to the rules in force at any time for the administration of a secure port facility, when a berth is requested at such a facility.
- 4) Information about any dangerous goods on board, the nature and amount thereof, and whether the goods are to be unloaded in the port or loaded in the port. Dangerous goods shall constitute goods covered by the current applicable rules for the transport of dangerous goods by sea.
- 5) Notification of the ship and cargo generated waste which is expected to be disposed of in the port pursuant to applicable rules at any time.
- 6) Information about whether waste is otherwise expected to be disposed of and how disposal is intended to take place.

(3) The deadlines in (1) shall not apply to ships in regular service with a berth in the port of arrival.

(4) Upon request by the port authority, the master, broker or agent of the ship shall produce the official papers of the ship and provide all relevant information about the ship, its cargo and ownership. The port authority can require that the ship's papers and certificates or a part of these are deposited with the port authority during the ship's stay in the port.

(5) The port authority can condition the ship's call into the port upon the provision of a satisfactory guarantee by the owner, user or broker/agent to the port authority for any claims that may be raised against the ship.

### *The condition of the ship*

Section 2. The ship shall, at the time of the notification and during its stay in port, be seaworthy and issued with all necessary certificates in accordance with the ship's class and applicable Danish and international regulations.

### *Berths*

Section 3. A ship carrying dangerous goods which fails to comply with current Danish and/or international environmental and safety regulations, occupational health and safety regulations and conditions for such transport may be refused by the port authority.

(2) The port authority may, upon consultation with the municipal emergency services, refuse a ship if the necessary safety measures for the handling of dangerous goods cannot be established.

(3) Otherwise, the port authority allocates berths to ships. The port authority may decide to reserve parts of the port for specified types of vessels. The port authority determines at any time, in which order the ships are assigned berths. As a rule, ships are assigned berths according to the order in which they arrive. Exceptions to this rule include ships in scheduled service with fixed berths, ships allowed by the port authority to berth close to the storage facilities from where the ship loads and unloads its cargo, or to a berth at a secure port facility, see Section 1(2), no. 3.

(4) The port authority is entitled to refuse a ship berth at a secure port facility pursuant to the applicable rules at any time, see Section 1(2), no. 3.

(5) A ship shall be moored at the berth assigned to it by the port authority and must not shift berth without permission from the port authority. The port authority has the right to demand that a ship shifts its berth and to have a ship shifted at the ship's own expense and risk if the ship fails to comply with such an order.

### *Anchoring*

Section 4. Ships must not anchor within the territorial waters of the port or in the navigation channels to the port unless absolutely necessary, providing that special permission has been granted by the port authority.

(2) A ship at anchor within the territorial waters of the port is obliged to maintain an adequate crew on board, consistent with the size of the vessel, and proper radio vigilance.

(3) The port authority can require any ship anchored within the territorial water of the port to move if the port authority deems that the ship is obstructing free and safe passage.

(4) If anchoring has not ceased upon the deadline set by the port authority, then the port authority shall be entitled to have the ship moved at the ship's own expense and risk.

(5) No ship may lie with warps out or obstruct channels or the basin with moorings, without special permission from the port authority.

#### *Navigation in the port*

Section 5. Unauthorized sailing near a secure port facility is prohibited, see Section 1(2), no. 3, when the port authority by signage, markings or in another clear manner have indicated that unauthorized sailing is prohibited within a specified area.

(2) Navigation within the port area shall be conducted at speeds not exceeding the posted speed limits or in the absence thereof at such a low speed as not to inconvenience others. Manoeuvring shall be such that there is no risk of damage to port installations, ships or their moorings.

(3) Navigation within the port area is otherwise subject to the Danish Maritime Authority's at any time applicable rules for navigation etc. in certain Danish waters.

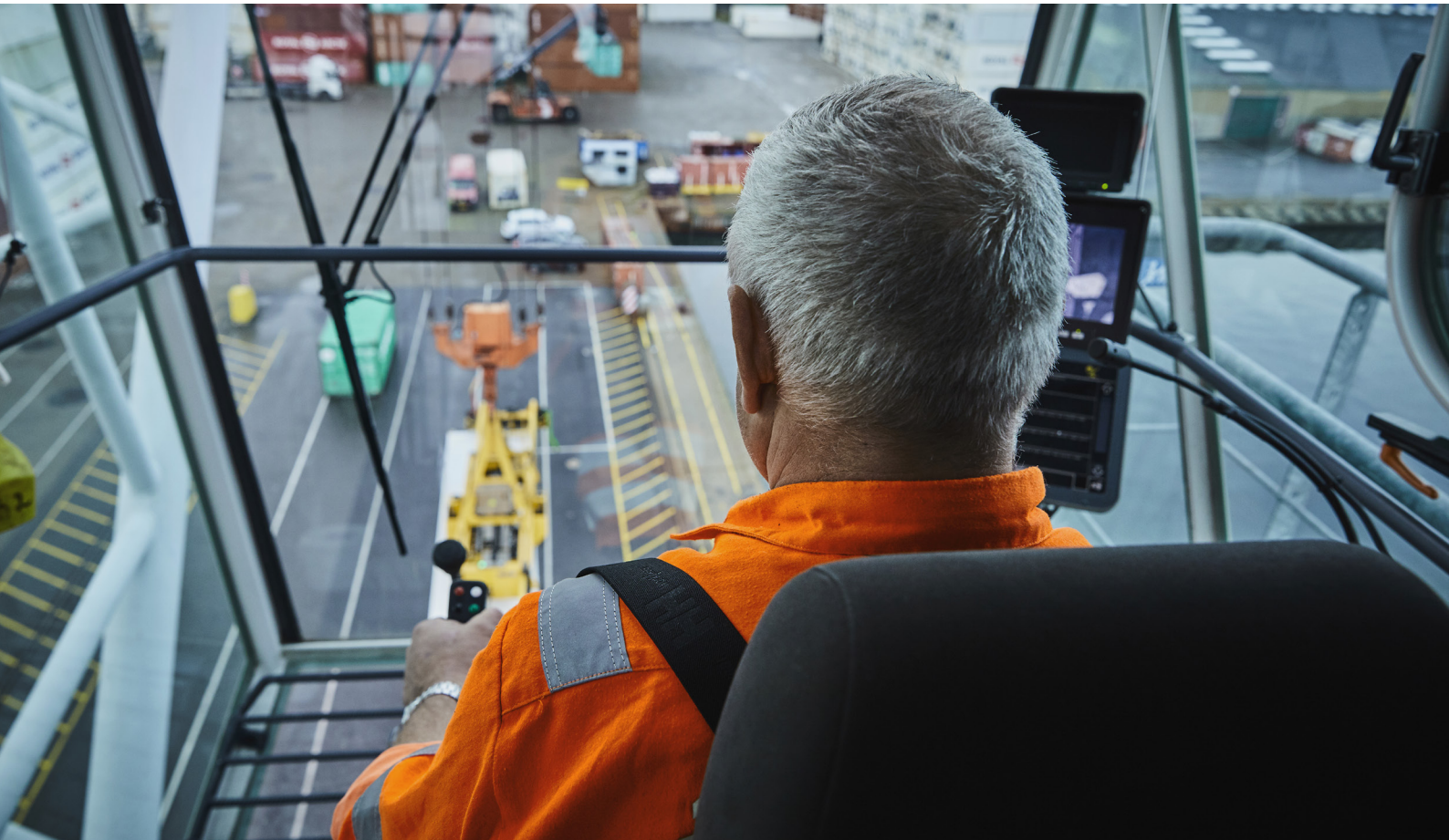
#### *Mooring*

Section 6. A ship may only moor to designated bollards, hooks or rings. Towards the quay, ships shall be equipped with adequate fendering against the quay to ensure that the quay installations, fenders or other ships are not damaged. Moreover, any mooring instructions from the port authority must be observed. The ship shall ensure that there is a safe and illuminated gangway, which does not prevent free passage, including the port's cranes.

(2) When several ships moor beside each other, ships on the shore side of the outer vessel shall ensure free, safe, and illuminated passage across their deck and from ship to ship.

(3) If necessary, a ship shall have all discharge openings in the side of the ship equipped with appropriate discharge casings to prevent discharged water from running out over other ships or the quay.

(4) A ship suspected of having rats or other vermin aboard shall mount metal screens on the moorings to prevent such vermin from coming ashore.



## II

### Loading and unloading

#### *Dangerous good*

Section 7. The port authority can order a ship which is loading or unloading dangerous goods to leave the port immediately if it fails to comply with Danish and/or international environmental and safety regulations, occupational health and safety regulations and conditions for such transport operations, including if loading or unloading already initiated is ordered to be stopped.

(2) The port authority can, in consultation with the municipal emergency services, order a ship to provide necessary security measures aboard or ashore and pay the costs incurred thereof.

#### *Fire-warning signal*

Section 8. A ship that is loading or unloading or carrying dangerous goods, shall within the port area carry a fire warning signal as long as it has such cargo aboard.

(2) The fire warning signal which must be exhibited in a location on ship where it can best be seen, shall be the international signal flag B in the daytime and at night a lantern that displays a red light around the whole horizon.

#### *Immediate departure*

Section 9. The port authority can order a ship to leave a berth at a secure port facility in accordance with the at any time applicable rules, see Section 1(2), no. 3.

(2) A ship flying the fire danger signal must at all times be ready to cast off and depart immediately under its own power.

(3) Moorings to shore on tankers shall be established according to international guidelines. Towing hawsers shall be of a non-flammable material, fastened on board and lowered to the water surface fore and aft. The crew required to execute the ship's departure shall be on board at all times.

#### *Loading/unloading regulations*

Section 10. If loading or unloading operations on a ship are not executed at a normal pace as deemed by the port authority, and the operations cannot therefore be completed within the normal time frame for the type of cargo concerned, the port authority may, after prior notification to that effect, require the ship, at its own expense, to shift berth or leave the port temporarily, if another ship is waiting for a loading or unloading berth.

(2) Although the work is commenced in a timely manner and continues without interruption, the ship shall however be shifted to another berth when the port authority deems it necessary. The ship has then the preferential right to demand a berth where its loading or unloading can continue.

#### *Spillage*

Section 11. The ship shall take the necessary measures to ensure that cargo is not discharged or spilled. In the event of such discharge or spillage, the ship must immediately stop the discharge or spillage and ensure effective cleaning up. The port must be informed immediately of the discharge or waste and the port's instructions shall be observed. This also applies to bunkering.

(2) In the case of severe accidents involving dangerous substances, the emergency services must be notified by phoning 1-1-2.

#### *Tankers*

Section 12. The loading and unloading of dangerous goods must, as far as possible, commence immediately upon arrival and pumping thereof must be executed as soon as possible, until the loading or unloading operation is completed.

(2) A tanker loaded with dangerous goods must leave the port immediately, unless it has the express permission of the port authority to remain in port. A completely unloaded tanker which is not gas-free or purged with inert gas shall also leave the port immediately.

### III

#### Ship repairs, decommissioning, etc.

##### *Ship repairs and maintenance*

Section 13. While a ship lies in the port outside a shipyard area, repair or maintenance of hull, machinery, installations etc. which are permitted under the current environmental legislation, must not be undertaken without the permission of the port authority.

(2) Repair or maintenance work on a ship or equipment thereof staying in the port shall be executed in accordance with current applicable environmental and occupational health and safety regulations.

(3) During the execution of repair and maintenance works on a ship, such works must otherwise be executed in such a manner that third parties and surroundings, as deemed by the port authority, are not disturbed and that the port area is not contaminated.

##### *Decommissioned or abandoned ships*

Section 14. Vessels may only be decommissioned in the port upon prior permission from the port authority. Such permission, when granted, shall include the necessary practical instructions, conditions of financial security, compliance with given deadlines, regulatory inspection requirements, etc.

(2) A vessel not in service, including a decommissioned ship, a boat, a barge, a drilling rig or other equipment and goods must not be abandoned or docked in the port area or the channel without the express permission of the port authority.

(3) Decommissioned or abandoned vessels must not be used as warehousing, tank storage, residence, restaurant facilities etc. without the permission of the port authority.

(4) A decommissioned or abandoned vessel or equipment shall in all respects lie in port at the owner's expense and risk, and can be required to be removed in accordance with Section 16.

##### *Wrecks etc.*

Section 15. Wrecks, a ship with fire on board, a sinking or severely damaged ship, etc. shall not be brought to port without special permission of the port authority. Such permission, if granted, will comprise specified conditions, to include the port authority's right to, at any time, demand guarantee and request that the owner immediately implements measures, which the port authority deems necessary or required to avoid danger or risk of danger. Such wrecks etc. shall remain, in all respects, at the owner's expense and risk.

(2) The provisions of (1) do not apply to a port which has been designated a place of refuge, if the application of the provisions contravenes the obligation of being a place of refuge.

##### *Removal of decommissioned vessels, etc.*

Section 16. The port authority can order the removal a decommissioned, abandoned, sunken or stranded ship or wreck (including its equipment or accessories), or goods or materials left behind, within a reasonable time. If the port authority's order is not complied with and the port authority cannot continue to attend to the object without incurring significant costs and inconvenience, the port authority may, after issuing due notice, arrange for the object to be moved to another approved location and sold at the owner's expense. Before such a sale can take place, the port shall, if at all possible, notify the owner.

(2) The proceeds from the sale may be used to cover all or part of the port authority's costs.

(3) If an independent valuer declares the object concerned worthless or of a value that does not exceed the estimated selling costs, the port authority may dispose of the object in a manner that does not contravene any other legislation, after issuing written notice to the owner. If the owner or the owner's whereabouts are unknown to the port authority, notice may instead be posted on the vessel or cargo and announced in a local daily newspaper or in the Danish Law Gazette.

(4) Regardless of such sale or disposal, the owner shall continue to be liable for full payment of the port authority's costs.

### IV

#### Use of port areas

##### *Storage of goods*

Section 17. Goods to be loaded or unloaded must not be left on the quay, in quay streets or connecting roads or designated storage locations without the port authority's permission.

(2) The port authority is entitled to issue orders and take measures which the port authority deems necessary for the goods concerned, including any assignment of storage space.

### *Removal of stored goods*

Section 18. If the port authority so requires, stored goods shall be removed or moved to an assigned location within a reasonable time determined by the port authority.

(2) If such an order is not complied with, or if the goods are placed without the permission of the port authority, see Section 17(1), the port authority shall be entitled to have the goods removed in accordance with Section 16.

### *Barring*

Section 19. The owner of the ramps, including passenger landings, for ro-ro, passenger and cargo ships, including ferries, shall establish barriers or securely bar the ramps and the fixed passenger landings for their entire width.

(2) The barriers shall be established in accordance with the Working Environment Act regulations on design of technical aids. The user/owner must establish a procedure for operating the barrier system for the ramp installation. For a ship in regular service, the ship's owner or representative is responsible for ensuring that the established procedures are followed, so that the barrier is properly positioned and secured upon departure of the ship.

(3) Signage in a ferry port or ferry port zone shall be posted in collaboration with the police, pursuant to the at any time applicable regulations. Necessary fencing is the responsibility of the owner of the facility/the port authority.

(4) The barring of certain areas shall only be conducted upon agreement with the port authority, unless otherwise specified in the rules for secured port facilities, see Section 1(2), no. 3.

### *Traffic and parking*

Section 20. The port authority is entitled to issue regulations concerning traffic in the port, to include the prohibiting of unauthorised traffic in certain areas.

(2) Parking in the port area shall only occur in accordance with the provisions of the Road Traffic Act in specifically demarcated spaces and subject to the directions of the port authority.

(3) The port authority can assign parking spaces in connection with the special loading or unloading operations.

(4) Operation and placement of rail carriages in the port area shall be contingent upon special agreement with the port authority.

### *Waste*

Section 21. Unless otherwise agreed with the port authority, waste shall not be disposed of or deposited in the port area. Provided waste containers shall not be used for environmentally harmful or dangerous products, substances and materials. The containers are only intended for normal operational waste from ships, see (2), and may not be used by others.

(2) The provisions of the port waste plan shall apply to the normal operational waste from ships, see Section 1(2), no. 5. Disposal of other waste from ships shall be subject to the directions of the port authority and environmental authorities.

### *Cleaning and tidying*

Section 22. After loading or unloading of the ship, the owner of the cargo or their agents shall clean and remove all waste in the port area used in the operation. Upon non-compliance, the port authority shall be entitled to have such work performed at the expense of the party concerned.

(2) Containers, pallets, trailers, stevedore equipment, transport equipment, fishing gear and fish crates, etc. must not upon conclusion of work be left on the quay, canal streets, bridges and roads, unless otherwise agreed with the port authority.

(3) All abandoned equipment, etc. is left at the owner's expense and risk.

## V

### Other regulations

#### *Prohibited activities*

Section 23. The following activities are prohibited in the port area:

- 1) Discarding waste of any kind over board, including cargo remains.
- 2) Burning, flushing, pumping or disposal of any solid or liquid waste, including oil, chemicals, toilet waste, liquid waste from the ship's bilges etc., and residues or water containing such substances.  
In the event of an accident, the port authority shall be notified immediately and the substances involved removed without delay, see also Section 11 on notification of the emergency services on 1-1-2.
- 3) Hunting and other shooting.
- 4) Activities involving unnecessary smoke, dust, odour or noise, including excessive use of siren and whistle.

#### *Activities requiring permission*

Section 24. The following activities are only permitted with the port authority's prior consent:

- 1) Engine testing, including the use of side thrusters. A permit for this requires that testing is not performed with such power that the depth conditions are altered or that port installations, other ships, barges, lighters, etc. are damaged or that passing ships are caused to lose control by the resulting propeller current.  
Throughout the entire testing operation, a watch must be posted on board to ensure that the testing can be stopped if required by the port authority. The watch shall listen to the port VHF.  
Before testing commences, the stern shall be shifted away from quay, if required by the port authority.
- 2) Unusual or bright lighting on board or illumination of the ship. Use of bright lights such as spotlights, shall be appropriate and not be a nuisance to ship or onshore road traffic or similar.
- 3) Naked flames on board ships outside the shipyard areas. The port authority may require a fire watch in such instance.
- 4) Letting off fireworks. The letting off of festive fireworks also requires permission from the police.
- 5) Fishing.
- 6) Fishing and the disposal of materials.
- 7) Water skiing, racing, use of sailboards or jet skis etc.
- 8) Bathing from ships or quays.
- 9) The mooring of houseboats.

#### *Lost property and salvage goods*

Section 25. Anything found, picked up or salvaged within the port area must be immediately reported to the port authority and handed over to the police in accordance with the rules in force at any time.

#### *Access to the ship*

Section 26. The port authority and authorities designated by the port authority shall have access to the ship at any time regarding matters of compliance with these regulations. The master of the ship shall provide the necessary assistance in connection with the inspection and examination of the ship.

(2) If access to the ship is not possible due to the rules for safeguarding the ship, the port authority shall determine how compliance with the rules can be established. If access is otherwise denied, or if necessary assistance is not provided pursuant to (1), the port authority can require the ship to immediately leave the port area.

#### *The port authority*

Section 27. Port authority personnel are responsible for supervising the observance of order in the port area.

(2) The personnel are usually uniformed, but must also produce identification upon request.

(3) Everyone in the port area is obliged to comply with the directions and orders of the port authority.

(4) The police, customs and tax authorities, the municipal emergency services and other authorities perform tasks within the port area under the general provisions of Danish law.

#### *The master of the ship*

Section 28. If a ship's master or others fail to comply with the provisions of these regulations or port authority orders, the port authority can instigate the necessary measures.

(2) If the master is not on board, orders to shift berth, moor etc. can be communicated to the senior officer present, or if no officer is present, another member of the crew.

(3) If the entire crew leaves the ship, the master must provide the name, address and telephone numbers of a person familiar with maritime matters residing in the vicinity of the port. Such a person must supervise the ship and the port authority shall be entitled to issue orders to such person, having the same effect as orders issued to the master of the ship.

## VI

### Penalty provisions

Section 29. Infringement of certain provisions of these regulations can be punishable by fines as specified in Section 3 of the Statutory Order on Standard Regulations for Observance of Order in Danish commercial ports.





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