

Port Esbjerg

History, facts
and figures



PORT
ESBJERG




Welcome to Port Esbjerg

The Port of Esbjerg is Denmark's largest North Sea port. It is the leading port for offshore wind power in Europe, the primary service and supply port for the Danish oil & gas industry and a Northern

hub for cargo, especially RoRo transport. The highly developed supply chain at the Port of Esbjerg includes experienced sub-suppliers and service providers offering customer support 24/7.

1868

The Danish Parliament decides to build a port at Esbjerg.

1873



1874

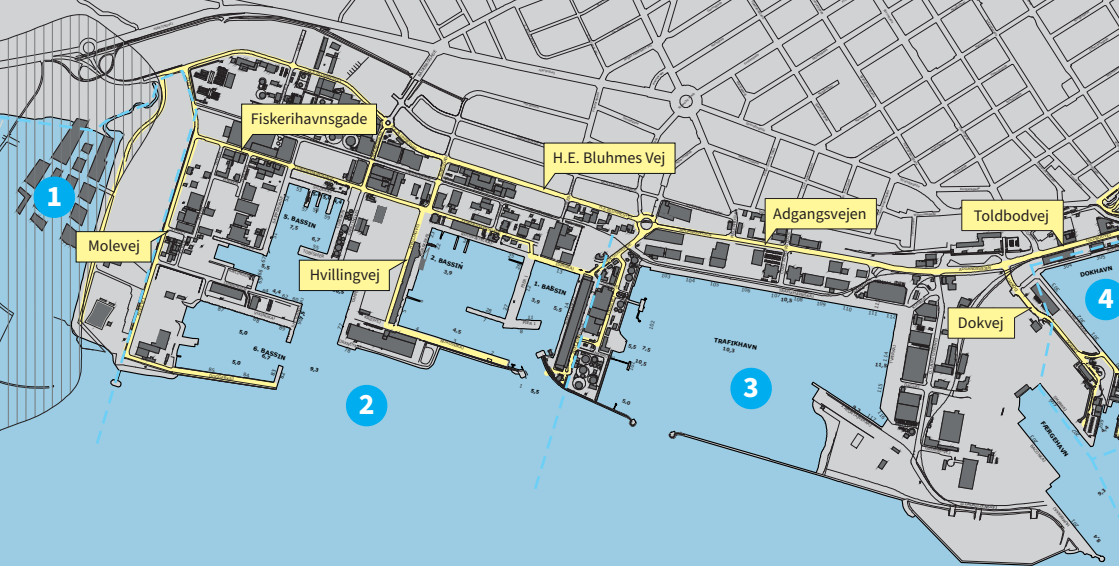
The Port of Esbjerg is inaugurated. Total quay length: 125 m

1875

DFDS launches a ferry service between Esbjerg and the UK

1878

The first steamship operates the ferry route between the island of Fanøe and Esbjerg.



1888

The Fishing Port is constructed.

1892

For the first time dredgers deepen the fairway at Gradyb Bar.

1901

The Fishing Port is extended.

1914

1917

The new Fishing Port is inaugurated.





Port Areas

1. Esbjerg Strand (Esbjerg Beach)

A new development area for recreational activities. The area is owned by the Municipality of Esbjerg.

2. Nordhavn (North Harbour)

This area is dedicated to the maintenance of drilling rigs, scrapping, fishing vessels, and crew changes for the wind farms in the North Sea.

3. Trafikhavn (Traffic Harbour)

Currently used primarily for various offshore activities.

4. Dokhavn (Dock Harbour)

Esbjerg Port's first harbor basin. Used today for vessels with shallow draft.

5. Sydhavn (South Harbour)

Large vessels are handled here, and all coal boats are unloaded in this section.

6. Østhavn (East Harbor)

The largest area of the port where all RoRo (Roll-on/Roll-off) freight transport is handled today. Wind turbines are also shipped from here, often pre-assembled on the quays.

7. Måde

Development area.



1922

The Traffic Port is inaugurated

1923

The first fish auction takes place.

1932

The new Fishing Port is extended by a fourth basin

1964

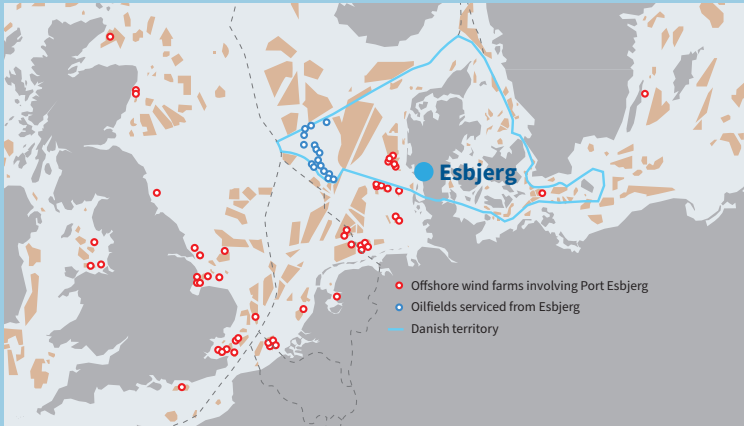
The new Fishing Port is extended by a fifth basin.

1967

The Container Port is inaugurated.



North Sea base port



Port Esbjerg has been the primary base port for all oil and gas activities in the Danish part of the North Sea.

Port Esbjerg is the leading port for wind power in Europe.

Connections to Europe



Right from the beginning, trade with England has been an important business area for the port, and today several liner shipping companies connect Port Esbjerg with the whole of Europe via a comprehensive route network.

1969

The fleet of fishing vessels reaches its maximum of 604 vessels.

1971

Dansk Undergrunds Consortium (a joint venture formed for the exploration and development of oil/gas activities in Denmark) strikes oil at the Dan field.

1973

Oil production from the Dan field begins. The motor tanker Marie Maersk transports the first Danish oil ashore. A total of 107,000 cubic meters of oil is produced.

1981 - 84

The Danish oil and gas fields Gorm, Skjold and Tyra commence operation.

2000

The municipality of Esbjerg acquires the Port of Esbjerg from the Danish state, and the Port is transformed into a self-governing, municipality-owned port.



2002

80 wind turbines with a total capacity of 160 MW are shipped from Esbjerg for installation at the first major offshore windfarm off Esbjerg: Horns Rev I.

2004

Danish oil production peaks at 22.6 million m³.

2007

The landing of industrial fish stops and is transferred to the Port of Thyborøn.

2009

91 wind turbines with a total capacity of 209 MW are shipped from Esbjerg for installation at the second major offshore windfarm off Esbjerg: Horns Rev II.

2010

The municipality of Esbjerg reserves 2 million m² outside the city of Esbjerg for port related activities.

Strong development since 1868

Since 1868 Port Esbjerg has been the main centre for sea carriage and trade between Denmark and the rest of the world. The Port of Esbjerg was built in consequence of Denmark's defeat to Prussia in 1864, when Denmark lost

the Port of Altona (now German) and therefore needed a new North Sea port. Today, Port Esbjerg is an international, multimodal transport centre and an important Scandinavian gateway to the whole world.



Esbjerg Port fully supports the realization of the UN Sustainable Development Goals and, based on the overall objectives, has chosen to focus on the following areas:



2012
The Port is connected to the E20 motorway.

2013
The world's largest wind turbine blades - 83.5 m long and weighing 35t - are shipped from the Port. The new East Port is inaugurated.

2014
The container crane is removed, making space for other activities.

2017
The port's quay is now 12 km long, and the port covers an area of 4.5 million square meters.

2018
The port celebrates its 150th anniversary.



Facts and key figures



4,500,000 m²

TOTAL AREA



4.3

MIO. TONS OF CARGO



5,376

SHIP CALLS



23.8

**GW OFFSHORE WIND
SHIPPED**

* Figures from Port Esbjerg's Annual Report 2022.

Hulvejen 1
DK-6700 Esbjerg
Denmark

Tel: +45 76 12 40 00
E-mail: adm@portesbjerg.dk
Web: portesbjerg.dk

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