

Port Esbjerg

History, facts
and figures

An aerial night photograph of the Port of Esbjerg. In the foreground, a large orange and white offshore supply vessel is docked at a quay, illuminated by bright lights. To its right, the bow of a large container ship is visible. The background shows the port's infrastructure, including numerous storage tanks, cranes, and industrial buildings, all lit up against the dark night sky. The water reflects the lights from the ships and the port.

PORT
ESBJERG



Welcome to Port Esbjerg

Port Esbjerg is Denmark's largest port on the North Sea, specializing in wind energy, oil & gas, and intermodal transport. It serves as a vital hub in a highly developed supply chain supporting the

offshore and energy sectors, as well as freight logistics. The port is home to a wide range of experienced companies that provide 24/7 services to ensure smooth and efficient operations

1868

The Danish Parliament decides to build Port Esbjerg. King Christian IX signs the law for its construction.

1873



1874

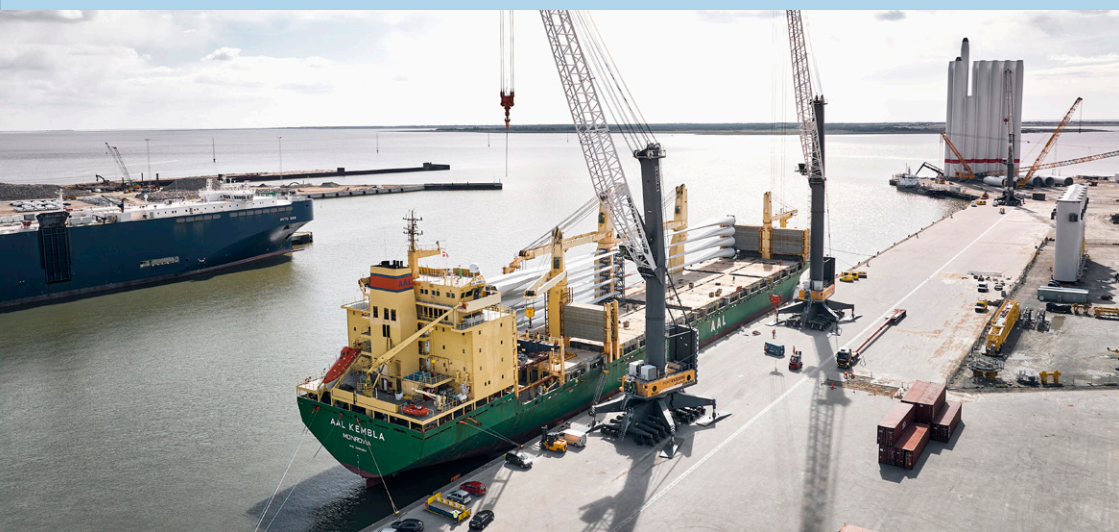
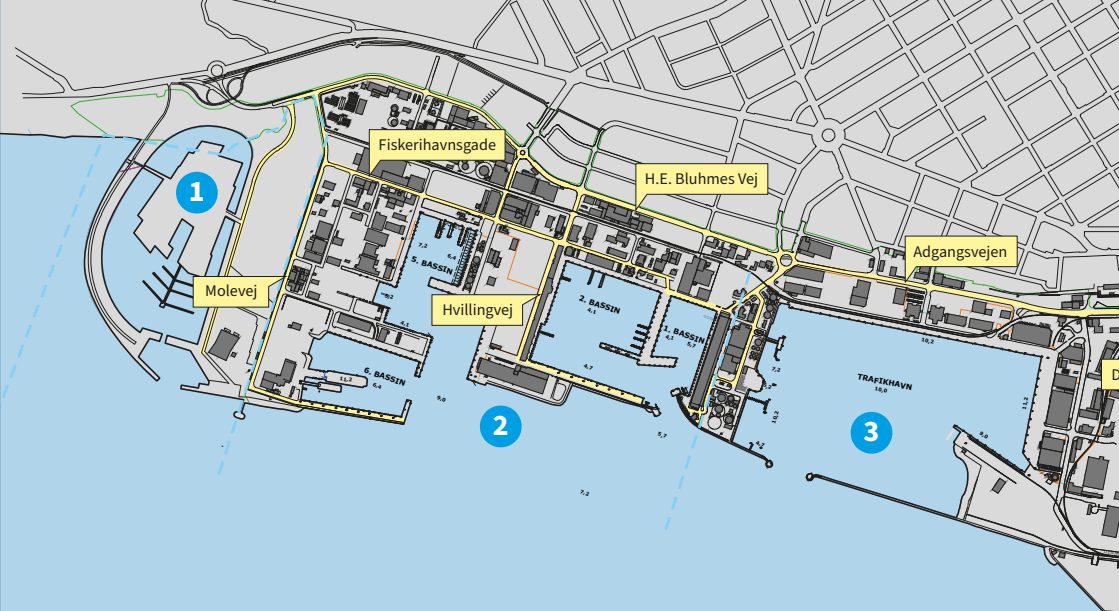
Port Esbjerg is inaugurated. Total quay length: 125 m.

1875

DFDS opens a new North Sea route from Denmark to the UK — originally designed for live cattle transport.

1878

The first steamship "Fanøfærge" operates the ferry route between the island of Fanø and Esbjerg.



1888

The first fishing port is built. A small fleet of twenty fishing boats marks the beginning of Esbjerg's proud maritime history.

1892

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

1901

The Fishing Port is extended.

1917

The new Fishing Port is inaugurated.

1922

Trafikhavnen is inaugurated.





Port Areas

1. Esbjerg Strand

Development area for leisure activities.
Owned by Esbjerg Municipality.

2. Nordhavnen

Dedicated to the maintenance of drilling rigs, decommissioning, and crew changes for the offshore wind farms in the North Sea. It also features a sustainable fisheries center and welfare facility, new floating docks, and modern waste sorting systems.

3. Trafikhavnen

Primarily used for offshore activities and the handling of dry and liquid bulk cargo.

4. Dokhavnen

Esbjerg Port's original basin, now used by vessels with shallow draft.

5. Sydhavnen

Primarily handles large vessels.

6. Østhavnen

The largest area of the port, where all RoRo cargo operations take place. Wind turbines are also shipped from here, often pre-assembled on the quayside. In 2025, the area was expanded by a total of 570,000 m².

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.

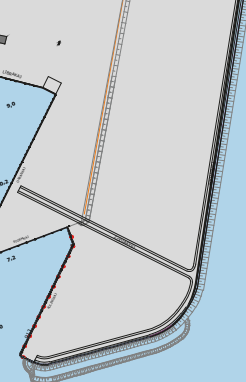
1967

The Container Port is inaugurated.

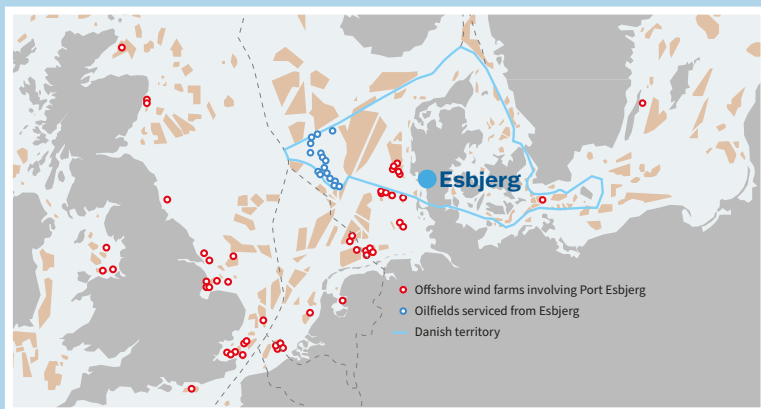
1969

The fleet of fishing vessels reaches a total of 604.





North Sea base port



Connections to Europe



1971

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

1973

Oil production from the Danfeltet begins. The motor tanker Marie Maersk transports the first Danish oil ashore. A total of 107,000 m³ of oil is produced.

1981 - 84

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

2000

Port Esbjerg is transitioning from a state-owned facility to a municipally governed autonomous port.

2002

80 wind turbines with a total capacity of 160 MW are shipped to Horns Rev 1, the world's first large-scale offshore wind farm. Each turbine blade measures 39 meters in length.



A hub for diverse activities

- **Base port for the North Sea:** Port Esbjerg serves as a base for oil and gas operations and supports offshore wind farms in the Danish sector of the North Sea.
- **Military logistics and NATO:** The port is part of Denmark's host nation support to NATO. Its deepened fairway allows large RoRo vessels carrying military equipment to dock.
- **Offshore wind:** Port Esbjerg is Europe's leading export port for offshore wind, with a growing number of pre-assembly sites.
- **Modular cargo:** The port is integrated into the European transport network (TEN-T). Six shipping routes, an upgraded rail terminal, and deep-sea capacity prepare the port for increasing cargo volumes.

2004

Danish oil production peaks at 22.6 million m³.

2009

91 wind turbines with a total capacity of 209 MW and 45 meter blades are shipped for installation at the second major offshore windfarm off Esbjerg: Horns Rev 2.

2010

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

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 Østhavnen is inaugurated.



2014

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

2017

The quay is now 12 km long and covers an area of 4.2 mio. sqm. 4.6 mio. tonnes of cargo pass through the port annually.

2018

The port celebrates its 150th anniversary.

2022

Letter of intent signed, making Port Esbjerg a key NATO logistics hub.

2023

Fiskernes hus opens with a new sustainable fishing center.



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. Port 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.



2024

Port Esbjerg expands as a climate port with shore power and waste sorting.

2024

Rail terminal tracks extended to 2 x 835 m and area paved with tiles.

2025

Fairway deepened from 9.3 to 12.8 m – now a Deep Sea port.

2025

Port Esbjerg expands by 570,000 m².

2025

Denmark's first CO₂ terminal opens in the Østhavnen.





Sustainable development

Sustainability is embedded in Port Esbjerg's ESG strategy. The efforts include green transition, social responsibility, safety, and economic value for the community. The goal is to operate an efficient and responsible port with minimal environmental impact.

Specific measures

- Shore power: nine installations reduces noise and CO₂ emissions.
- Carbon Management System: The world's first digital CO₂ management system in port operations.
- Waste sorting: A new system optimizes recycling and incineration.
- Eco-friendly dredging: Specialized equipment protects the environment.
- AI drones: Used for inspections and land measurements.

Strategic initiatives for the future

Towards 2030, Port Esbjerg aims to expand its shore power capacity, establish a CO₂ terminal for the storage and transport of captured carbon, and attract zero-emission vessels. New digital tools are being developed for environmental management and reporting, and the port is engaged in international partnerships for sustainable development.

Global engagement

Port Esbjerg is a member of the Getting to Zero Coalition, which works to ensure zero-emission vessels by 2030. The port's international collaborations support the green transition, benefiting both the Wadden Sea and the offshore wind industry.

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



Facts and key figures



4,800,000 m²

TOTAL AREA



3.9

MIO. TONS OF CARGO



5,712

SHIP CALLS



27.5

**GW OFFSHORE WIND
SHIPPED**

*Figures from Port Esbjerg's Annual Report 2024.

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