

**RULES OF NAVIGATION  
AND  
ORDER**

**Port of Esbjerg**

Rules of order are maintained in accordance with the Statutory Order on standard regulations for the maintenance of good order in Danish commercial harbours together with its Appendix 1 (Standard regulations for maintenance of good order in Danish commercial harbours), as issued by the Danish Coastal Authority on 25 November 2004 by authorization of the Danish Ministry of Traffic and Energy in its letter of 1 October 2004 and pursuant to the Danish Harbours Act, no. 326 of 28 May 1999, § 15 (1 and 2) and § 18 (2), as amended by Act no. 1221 of 27 December 2003. The Statutory Order and associated Regulations came into force on 1 January 2005 and may be consulted at Esbjerg Port Control.

This amended Statutory Order, which has been issued in pursuance of Section 15 of the Act on Ports no. 326 of May 28 1999 with later amendments, was mandated pursuant to Section 7 (1) no. 6 of Statutory Order no. 427 of May 9 2007 by the Danish Coastal Authority in letter dated February 4 2008 and shall come into force with immediate effect.

With regard to the port area and the marked channels leading to the port, the following additional provisions shall apply.

The approach to the Port of Esbjerg from the North Sea is by way of a dredged channel over Graadyb Bar and through Graadyb, navigation of which is subject to the provisions of Departmental Order no. 779 of 18 August 2000 issued by the Danish Maritime Authority.

#### **Port area**

The land areas bordering Esbjerg town.

The associated sea area bounded by the following positions (WGS84):

- a) 55°29,17' N 8°24,74' E
- b) 55°28,79' N 8°23,52' E
- c) 55°28,63' N 8°24,14' E
- d) 55°28,29' N 8°24,59' E
- e) 55°27,86' N 8°24,92' E
- f) 55°27,16' N 8°25,62' E
- g) 55°26,51' N 8°28,13' E
- h) 55°27,04' N 8°29,37' E
- i) 55°27,29' N 8°29,67' E

The port's sea area is defined by a line drawn through the above positions **a) - i)**.

The port consists of a number of basins and tidal quays, known by the following names (from north-west to south-east), cf. attached port plan:

- Industrifiskerihavn (Industrial fishing harbour)
- Konsumfiskerihavn (Edible fishing harbour)
- Trafikhavn (Traffic harbour)
- Færgehavn (Ferry harbour)
- Dokhavn (Dock harbour)
- Sønderhavn (South harbour)

Østerhavn (East harbour)  
Australienkaj (Australia quay)  
Atlantkaj  
Tauruskaj (Taurus quay)

### **Rules of Navigation**

Navigation within the port's sea area and over Graadyb Bar is at all times subject to the rules of navigation etc. in certain Danish territorial waters laid down by the Danish Maritime Authority, currently Order no. 779 of 18 August 2000, but with the following supplements:

**Graadyb Bar:** If two approaching vessels cannot pass each other without danger, then according to §§ 11 and 14 the inbound vessel must wait.

**Port of Esbjerg:** According to § 2 (2) and § 13 (2) an outbound vessel must postpone leaving the port if an inbound ship is approaching. A vessel is considered inbound when it has given notice of its approach on VHF channel 12.

### **Compulsory pilotage**

The Danish Pilotage ACT no. 567 of 09/06/2006

#### **Section 4.**

*In internal and external territorial waters there is an obligation for ships to use a pilot if they:*

- 1) *Are carrying oil or have uncleaned cargo tanks that have not been rendered safe with inert air,*
- 2) *Are carrying chemicals,*
- 3) *Are carrying gases,*
- 4) *Have more than 5,000 t bunker oil onboard or*
- 5) *Are carrying highly radioactive material. Subsection 2. The Danish Pilotage Authority specifies, in accordance with international definitions, what is understood by the cargos mentioned in subsection 1.*

*Subsection 3. The Danish Pilotage Authority specifies more detailed rules on the exemption of certain ships from the obligation to use a pilot. Subsection 4. The Danish Pilotage Authority specifies more detailed rules on exemption from the obligation to use a pilot in certain waters.*

#### **Present Notification no. 472 of 25/05/2007:**

§1 Pilotage is compulsory for certain towing and towed vessels navigating in dredged channels or marked navigation channels, into or when passing harbours or pilot stations.

Subsection 2. If the towed vessel is unmanned, or if the vessel is not under its own power, the towing vessel must take on a pilot.

Subsection 3. A vessel which pursuant to Subsections 1 and 2 must take a pilot can

be exempt herefrom if:

- 1) The gross tonnage of the towed vessel is less than 150,
- 2) The length (l.o.a.) of the towed vessel is less than 28 m, or
- 3) The vessel is being towed or is towing within the area of the same harbour.

### **Cargo- and Passenger Vessels**

All vessels shall announce their **arrival** to Port Control well in advance either by phone +45 76 12 40 00, fax +45 75 13 31 67, E-mail [vagt@portesbjerg.dk](mailto:vagt@portesbjerg.dk) or by calling Port Control on VHF channel 12.

The following information must be given: ship's name, call sign, home port, draught, last port of call, purpose of the call and name of master.

Vessels preparing to depart or shift to another berth shall at least 15 minutes ahead of time obtain permission to do so by calling Port Control on VHF channel 12.

If departure or shift of berth is delayed by more than 10 minutes, a corrected message shall be sent to Port Control without delay.

All vessels equipped with VHF shall keep watch on channel 12 when under way in the approach channel and the port basins and report their position according to the rules of the **Position Reporting System**.

### **Fishing vessels**

Fishing vessels may only use the Fishing Harbour unless otherwise agreed with Port Control and shall keep watch on VHF channel 12.

Fishing vessels are also covered by the Port's **Position Reporting System**.

### **Pleasure Craft**

Pleasure craft may only use the marina facilities in the Fishing Harbour. Vessels unfamiliar with the area may seek information on hydrographic and navigational matters on VHF channel 12 or by telephone. All pleasure craft with VHF must keep watch on channel 12 when navigating the port area.

Pleasure craft are also covered by the Port's **Position Reporting System**.

### **ISPS information**

Beyond the information required under the "Statutory order on standard regulations for maintenance of good order in Danish commercial harbours", vessels calling at secure port facilities must supply the following information prior to arrival:

1. whether the vessel possesses a valid certificate (International Ship Security Certificate).
2. which security level the vessel is currently operating at.
3. whether the ship has called at a non-secure port facility within the last ten calls.  
(cf. "SOLAS Convention, Chapter XI-2")

### **Dangerous cargo**

Vessels carrying or intending to load or discharge dangerous cargo shall notify this to Port Control according to the rules laid down in the "Statutory Order on standard regulations for the maintenance of good order in Danish commercial harbours".

Notification shall be given no later than 12 hours before arrival.

### **Position Reporting System**

For safety reasons a position reporting system has been established between Graadyb Bar and the Port of Esbjerg. This is to ensure that vessels navigating the said reach are informed about other vessels' movements.

The reporting system operates with the following checkpoints:

1. Passing lightbuoy nos. 1 and 2.
2. L/B nos. 13 and 14.
3. Port of Esbjerg.

The following rules apply:

1. The reporting system applies to all vessels of 100 GT and above and equipped with VHF. Position reports must be transmitted over VHF channel 12.
2. From 15 minutes prior to departure, vessels lying in the Port shall keep watch on VHF channel 12, and information on departure shall be reported to Port Control on the same channel. All vessels shall keep watch on VHF channel 12 when navigating between Graadyb Bar and the Port of Esbjerg.
3. When passing lightbuoys nos. 1 and 2 inbound, a vessel shall report the following information: ship's name, sailing direction (inbound or outbound), position, draught and name of master. On departure from the Port of Esbjerg the number of the berth must also be reported.
4. When a vessel sailing in the opposite direction hears a transmission falling under point 3, it must respond by identifying itself by name, sailing direction (inbound or outbound), position and draught, in order to allow the two approaching vessels to negotiate a safe passage.
5. For the sake of foreign vessels navigating this reach, the language of communication shall as far as possible be English.

### **Mooring**

Mooring lines reaching across quay access ways, thoroughfares etc. must not be established without permission from Port Control. Markings on such mooring lines shall comply with Road Traffic Act rules.

### **Bunkering**

Prior to the start of bunkering within the port area, the bunker barge and the receiving vessel shall take all necessary precautions to avoid an oil spill.

For each bunkering operation, the time of commencement and completion, the names of the bunker barge and the receiving vessel, the quantity and site of the bunkering operation shall be notified to Port Control on VHF channel 12 or by phone +45 76 12 40 00.

In the event of an oil spill or discharge the vessel shall stop the spill or discharge

instantly and shall be responsible for an effective clean up. Port Control shall be informed immediately and its instructions complied with.

In the event of major spills or discharges, a call must also be made to Emergency Services on 112, cf. "Statutory Order on standard regulations for maintenance of good order in Danish commercial harbours".

Every vessel used for supplying bunkers shall have a manual describing the bunkering procedure, including operation of the emergency stop, action to be taken in the event of oil spills and the procedures for reporting to the authorities. This manual must be produced on demand.

### **Secure port areas**

Pedestrians, vehicular traffic and all sea-borne traffic must follow the Port's instructions regarding access to ISPS facilities. Disregard of Port rules may lead to police action for trespass to private property.

### **Fines**

Pursuant to the Statutory Order on standard regulations for maintenance of good order in Danish commercial harbours, § 3 (2), it is hereby determined that breach of rules regarding mooring, bunkering and the secure port areas may be penalised by levying a fine.

The present regulations were last amended on 4th. February 2008.