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Harbour Handbook 1.2

Tunnel Harbour Puttgarden



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This document constitutes an English translation of the original German Hafenhandbuch 1.2 and should therefore only be considered as a guideline.



Prepared: Jean Kloe, Bastian Schlenz,
Checked: Christian Paulsen
Approved: Gerhard Cordes

Femern A/S is tasked with planning, building and operating the fixed link between Denmark and Germany across the Fehmarnbelt. Femern A/S is a subsidiary of the Danish, state-owned Sund & Bælt Holding A/S, which has experience from the construction of the fixed links across the Great Belt and the Øresund.

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Vester Søgade 10
DK-1601 Copenhagen V

Tel +45 33 41 63 00
Fax +45 33 41 63 01

www.femern.com
CVR 28 98 65 64

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List of Abbreviations

FLC	Femern Link Contractors
GDWS	Generaldirektion Wasserstraßen und Schifffahrt (Directorate-General for Waterways and Shipping)
HafEntsVO	Hafenentsorgungsverordnung (Port Disposal Ordinance)
HafVO	Hafenverordnung (Port Ordinance)
IALA	International Association of Lighthouse Authorities
ISPS	International Ship and Port Facility Security Code
MarOps	Maritime Operations Center
NSW	National Single Window
PFSO	Port Facility Security Officer
SeeSch-StrO	Seeschifffahrtsstraßen-Ordnung (Maritime Roads Ordinance)
VTs FB	Vessel Traffic Service Fehmarnbelt / Verkehrszentrale
WSV	Wasserstraßen- und Schifffahrtsverwaltung des Bundes (Federal Waterways and Shipping Administration)

1. General

1.1. Legal Basis

In accordance with the Plan Approval Decision for the Construction of a fixed link across the Fehmarnbelt from Puttgarden to Rødby, German project section of 31 January 2019, page 1250, the Tunnel Harbour Puttgarden will be operated in accordance with the legal provisions applicable to ports in Schleswig-Holstein, in particular the HafVO.

1.2. The port handbook's scope of application

The port handbook's scope of application is the Tunnel Harbour Puttgarden. The boundaries of Tunnel Harbour Puttgarden are shown in Figure 1.

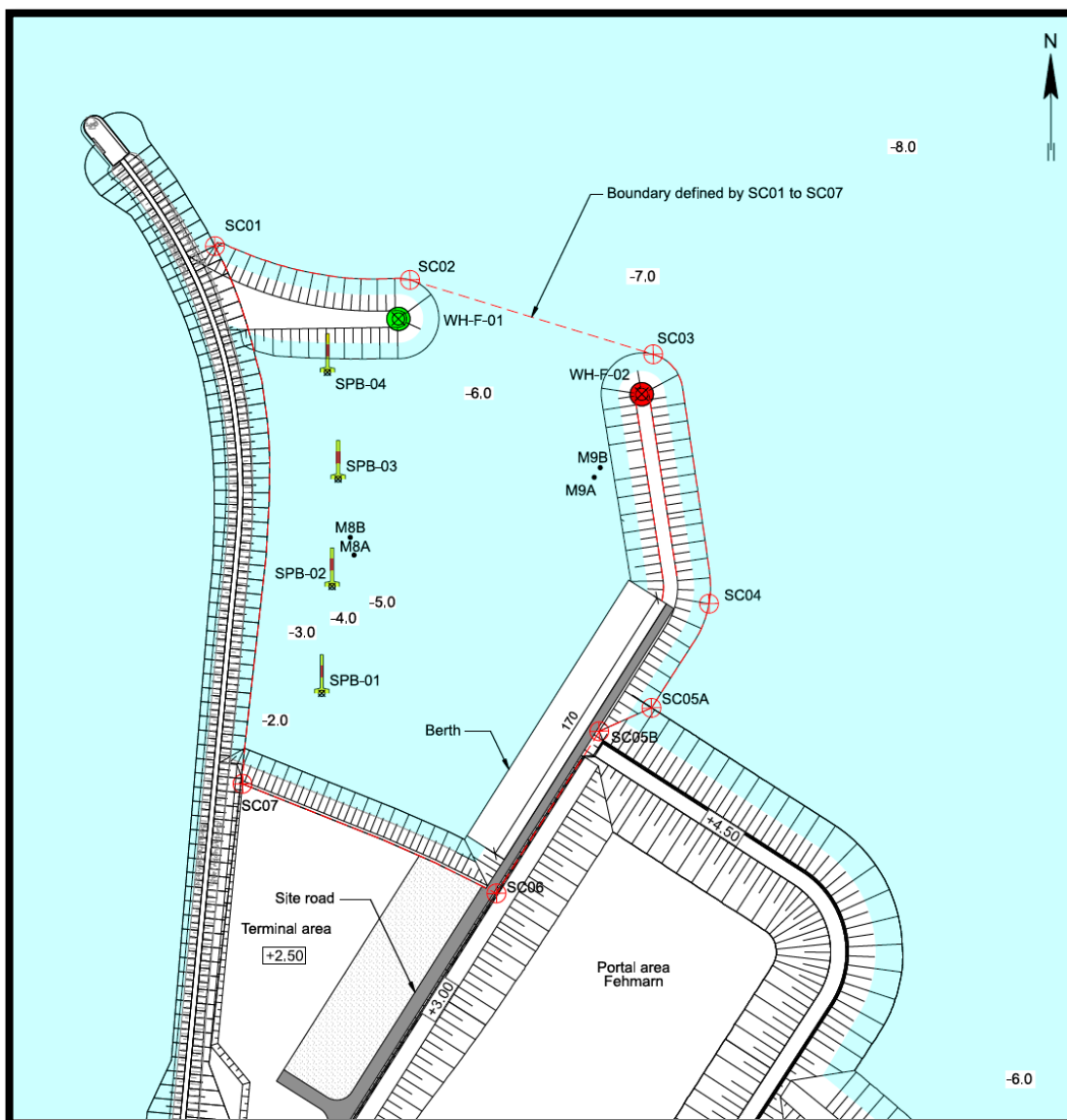


Figure 1: Boundaries of the Tunnel Harbour Puttgarden, red dotted line

1.3. Status of the Tunnel Harbour Puttgarden

In accordance with the Plan Approval Decision for the new construction of a fixed link across the Fehmarnbelt from Puttgarden to Rødby, German project section of 31/01/2019, page 1250, the Tunnel Harbour Puttgarden is a temporary work harbour as well as a private port, pursuant to Section 2 (1) HafVO, which serves solely to supply the construction sites for the construction of the Fehmarnbelt Fixed Link on land and at sea and is thus not dedicated for public use.

1.4. Responsibilities for the Tunnel Harbour Puttgarden

Port Authority	Stadt Fehmarn Der Bürgermeister [The Mayor] Am Markt 1 23769 Fehmarn +49 4371 506 612 E-Mail: L.Lafrenz@stadtfehmarnde
Harbour master	Jürgen Kölln Schiffahrtsskontor Kpt. H. Groß + Jürgen Kölln Burgstaaken 50 23769 Fehmarn +49 (0)4371 3151 +49 171 414 70 60 E-Mail: agency@baltic-koellnde
Harbour captain / Harbour Management	Blue Water Shipping Troels Nyerup Færgevej 40 4970 Rødbyhavn, Denmark +45 2487 9512 (24/7) E-Mail: tunnelharbour@bwsdk
Maritime Operations Center (MarOps)	MarOps Femern A/S Christian Paulsen Havnegade 2 4970 Rødby, Denmark +45 2361 0670 E-Mail: marops@femerndk
PFSO	FLC Kirstine Grandahl Hedegaardsvej 88

	2300 København S, Denmark +45 29 37 75 05 E-Mail: kgr@flc-jv.com
Operator	FLC Tunnel Group South I/S Hakim Naceur Hedegaardsvej 88 2300 København S, Denmark +45 51 70 80 52 (24/7) E-Mail: flc-wvc@flc-jv.com Ralf Deibert / Pascal von der Poel Hedegaardsvej 88 2300 København S, Denmark +45 51 70 80 52 (24/7) E-Mail: flc-wvc@flc-jv.com
Owner	Femern A/S Henrik Vincentsen Vester Søgade 10 1601 København V, Denmark +45 2361 0670 E-Mail: marops@femern.dk

1.5. General port description

The Tunnel Harbour Puttgarden, is located next to the Scandlines ferry port in Puttgarden on the southeast side at the position 54°30.3' North; 011°14.2' East (position related to the centre of the harbour). The coordinates are given in the WGS-84 system.

The total length of the quay is approx. 170 m and the width approx. 30 m. The quay is designed in accordance with ISPS. No fixed installations and storage areas are planned in the Tunnel Harbour Puttgarden.

Bulk goods to be transported by sea will be handled directly by vehicles/trucks. Cement delivered by ship will be transported via a pipe system to storage silos located in the storage area outside the port area.

See Figure 1 for details of the Tunnel Harbour Puttgarden, lighting and other details; the dotted red line outlines the Tunnel Harbour Puttgarden.

1.6. Navigation in the port and in the approach

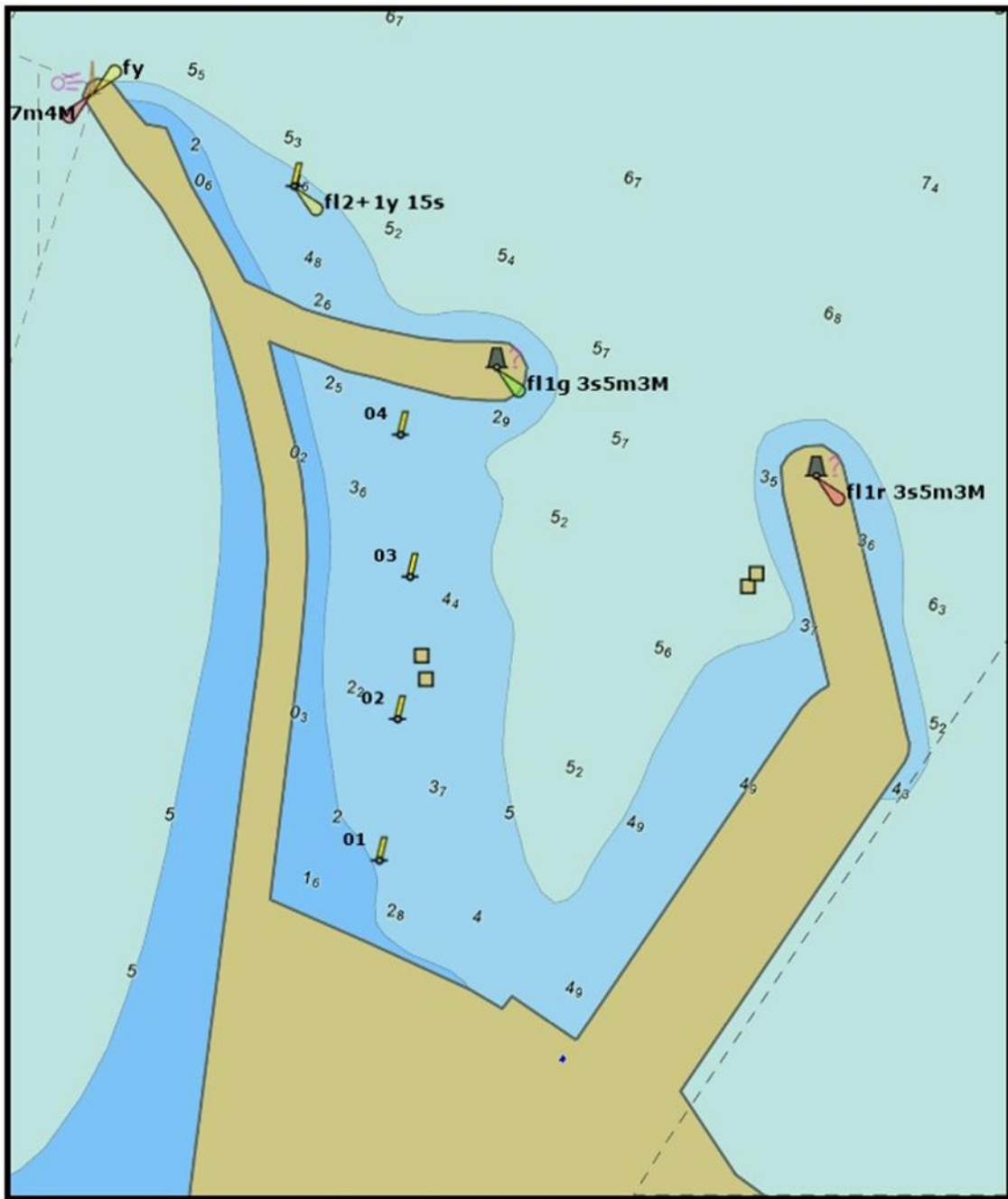


Figure 2: Sea chart Tunnel Harbour Puttgarden

1.6.1. Breakwater lights

The marking of the port entrance by breakwater lights, fulfils the requirements of the national and international standards (IALA) and has been coordinated and approved with the WSV as the responsible authority. In order to avoid confusion, the marking of the port entrance lights to Puttgarden Tunnel Harbour differs from the fixed marking of the port en-

trance lights to the ferry port. Since only construction vehicles and ships delivering materials enter and leave the Tunnel Harbour Puttgarden, the nautical marking is kept to a minimum in order to avoid confusion with the neighbouring ferry port of Puttgarden.

BEACON	COORDINATES (WGS84)		LIGHT CHARCATER	TYPE
WH-F-01	54°30.348 N	011°14.119 E	Fl.G.3s	Green/White (on the starboard side)
WH-F-02	54°30.324 N	001°12.243 E	Fl.R.3s	Red/White (on the port side)

1.6.2. Nautical markings in the port

In accordance with the requirements of the plan approval decision, a restricted area was defined within the port to protect the breakwater of the adjacent Scandlines ferry port to the west from washouts.

In accordance with the applicable regulations, the restricted area is marked by yellow spar buoys with a red band.

BUOYS	COORDINATES (WGS84)		LIGHT CHARCATER	TYPE
SPB-01	54°30.236 N	011°14.073 E	No light	Restricted area
SPB-02	54°30.268 N	011°14.080 E	No light	Restricted area
SPB-03	54°30.301 N	011°14.085 E	No light	Restricted area
SPB-04	54°30.333 N	011°14.082 E	No light	Restricted area

1.6.3. Mooring piles

Four mooring piles have been installed for securing special vessels used during the preparation and the actual immersion of the tunnel elements. The piles are marked with yellow paint and are unlit at night.

ID	COORDINATES (WGS84)		LIGHT	TYPE
M8A	54° 30.278'N	011° 14.092'N	No light	Mooring Pile
M8B	54° 30.283'N	011° 14.091'N	No light	Mooring Pile
M9A	54° 30.299'N	011° 14.218'N	No light	Mooring Pile
M9B	54° 30.302'N	011° 14.222'N	No light	Mooring Pile

1.6.4. Water levels in the port basin

The intended water levels in the port basin will fluctuate in stormy weather. Water level forecasts are announced by the VTS, among others.

Further details on the hydrological operating window of the port can be found in Chapter 1.5 of the Tunnel Harbour Puttgarden operating concept.

2. Rules for the use of the Tunnel Harbour Puttgarden

The execution of and compliance with the rules of use of the Tunnel Harbour Puttgarden as well as the applicable legal provisions is the responsibility of the port operator, FLC Tunnel Group South I/S, represented by the appointed harbour captain and harbour master, on behalf of Femern A/S.

2.1. General rule for behaviour in the port

Regardless of all the details described here, it is assumed that all persons within the area of the Tunnel Harbour Puttgarden always behave in accordance with §8 of the Schleswig-Holstein Port Ordinance (HafVO). Consequently:

'everyone shall behave in such a way as to ensure port safety and the safe operation of the port and its facilities, the safety and ease of traffic, the safety of vehicle operation and environmental protection concerns, and that no person is harmed, endangered or hindered or harassed more than is unavoidable in the circumstances. The vehicle operators shall be responsible for the proper conduct within the meaning of sentence 1 for all persons on the vehicle.'

Land vehicle drivers and persons working on land are also responsible for complying with these specifications.

2.2. Registration and de-registration

In addition to the notification via the federal central reporting portal - National Single Window (NSW), both the arrival of ships in the Tunnel Harbour Puttgarden and their departure must be notified to the harbour master. This notification must be made at least 24 hours before arrival or departure.

The scope of reporting can be found in the information sheet on national reporting obligations in implementation of the EU Reporting Formalities Directive 2010/65/EU.

Possible exceptions as well as shorter reporting deadlines, as described in Chapter 2.2 of the operating concept, are to be coordinated and applied for with the Port Authority.

2.3. Berth allocation

The harbour master shall assign berths to vessels. Vessels may not change their berth without the harbour master's consent. The harbour master may require a vessel to change its berth or to be relocated.

2.4. Anchoring

Anchoring in the port basin is only permitted in exceptional cases and with the permission of the harbour master. The restricted area boundary marked by the spar buoys in the western part of the port must not be exceeded.

Without the explicit permission of the harbour master, no ship with unplugged anchor chains may lie on the quay or block the port basin with moorings.

2.5. Navigation in the port

In general, the Seeschiffahrtsstraßen-Ordnung (SeeSchStrO) also applies within the port area.

Unauthorised navigation within the restricted area designated in the port is generally prohibited.

The speed of five knots, taking into account the steering ability, may not be exceeded. Vessels must manoeuvre in such a way that there is no risk of damage to port facilities, vessels or their mooring lines.

2.6. Pilotage

In consultation with the Directorate-General for Waterways and Shipping (GDWS), there is no provision for a pilotage service for access to the port.

After approval by the Port Authority, pilotage services should also be dispensed with within the port.

2.7. Mooring

The ships must be moored to the bollards provided for this purpose according to the rules of good seamanship.

The port operator provides qualified ship's mooring personnel for each launch or mooring operation.

Any mooring instructions given by the harbour master shall be followed. A safe and lighted gangway or connection between two vessels shall be arranged in a way, that a safe passage is possible.

2.8. Loading and unloading

Instructions from the harbour master on loading and unloading shall be followed.

If the loading and unloading of a vessel does not take place at the pace deemed normal by the harbour master, so that the work cannot be completed within the usual time for the type of cargo concerned, the harbour master may, after giving prior notice, require the vessel to change berth or temporarily leave the port.

2.9. Behaviour in case of emergency and danger

In the event of an emergency and danger and in the event of environmental pollution, everyone must follow the instructions of the port authority, the police and the harbour master.

The harbour master shall initiate the immediate measures in accordance with the rescue and emergency plan and alert the competent institutions for the safety of navigation, port operations and the protection of the environment as well as the locally competent institutions for the prevention of danger and the provision of assistance to injured persons.

Reporting points can be found in the rescue and emergency plan.

2.10. Ship and port waste disposal

Ship and port waste disposal is carried out in accordance with the waste management plan, in compliance with the Port Waste Disposal Ordinance (HafEntsVO). The port operator shall ensure that the requirements of the Ordinance are complied with.

2.11. Activities subject to authorisation

The following activities may only be carried out with the prior permission of the harbour master:

- Functional testing of maneuvering- and propulsion devices
- Open fires and hot work
- Diving
- Working in confined spaces
- Other activities that could restrict or endanger the operation of ships or the port.

2.12. Access to vessels

The harbour master and the authorities responsible for navigation shall be granted access to the vessel at all times. The captain of the vessel shall provide the necessary assistance in the inspection and control of the vessel.