Operating instructions

for shore power pedestals

Owner of the shore power pedestals: Duisburger Hafen AG

Address: Alte Ruhrorter Straße 42-52, 47119 Duisburg
Date: 01/01/2026
Version: 1.0

Stadtwerke Duisburg AG I Bungertstraße 27 I 47053 Duisburg
Telephone: 0203 604-1111 I www.stadtwerke-duisburg.de

1 Contact details

1.1 Contact details for Stadtwerke Duisburg AG

For ordering Customer Cards, questions about tariffs and the like.

Stadtwerke Duisburg - Sales Division
Renewable Energy & Electromobility Department
Tel.: +49 203 604 1111
Email: landstrom@stadtwerke-duisburg.de
Website:
www.stadtwerke-duisburg.de/geschaeftskunden/energiedienstleistungen/landstrom

For reporting technical faults, difficulties with operation or plugs/connectors getting stuck

Stadtwerke Duisburg - Technical Support
Renewable Energy & Electromobility Department
Tel.: +49 203 604 3777
Email: landstrom@stadtwerke-duisburg.de

1.2 duisport contact details

For questions about berths, the currently valid port regulations, etc.

Duisburger Hafen AG
Jan Brand - Head of the Port Authority
Tel.: +49 203 803 4582
Mobile: +49 175 6671741
Email: landstrom@duisport.de

2 Notes for operating the shore power pedestals

2.1 General notes

Please contact Stadtwerke Duisburg if

- the housing has been mechanically damaged
- the housing flap has been removed or can no longer be closed or locked
- adequate flood protection can no longer be ensured
- the connection sockets are functionally or visibly damaged
- the shore power pedestal does not function correctly or has been damaged in some other way

Please note:

Use of the shore power pedestal is only safe when it is used as intended. Any other modification, as well as any other use of the shore power pedestal, is not in accordance with its intended use and is therefore not permitted.

If the shore power pedestal has **damage or defects**, for example a defective housing or missing components, people may be **seriously injured** or **killed**.

- Avoid collisions and improper handling
- Do not use the shore power pedestal if there is damage/defects
- Mark the damaged unit and have it taken out of service by a qualified electrician so that it cannot be used by other people
- Report damage to Stadtwerke Duisburg immediately
- If a shore power pedestal cannot be used, please contact the harbour master. They will assign you a new berth.

Please use only plugs/connectors with additional locking for strain relief!

Using plugs/connectors **without additional locking** can cause damage to the shore power pedestals, so that the shore power supply process is interrupted.

2.2 Applicable regulations

The shore power pedestal is exclusively for supplying inland vessels with shore power.

The following standards apply:

- Connector in accordance with IEC 60309
- DIN EN 15869-1
- DIN EN 15869-2
- DIN EN 15869-3

3 Technical data LAK 2 × 63 A

Mains connection (pedestal): TN-C/TN-C-S

Supply voltage: 230/400 V

Rated frequency: 50 Hz

Power: maximum 44 kW per charging point

Connection current transmission: 63 A per charging point

Charge controller: Bender CC613-ELM4PR-M and CC613-ELPR-M

Protocol: OCPP 1.6

Energy meter: DVH4013-LCM

RFID antenna: 1 per shore power pedestal - 13.56 MHz

Connections: CEE, material aluminium

Housing material: stainless steel, glass-bead blasted

Electrical interface: 5 × 95 mm² max. Cu

Impact resistance: IK10

Installation: outdoors, fixed location

External design: floor-mounted

Dimensions: height 1,427 mm to 1,563 mm, ⌀ 508 mm

Weight: approximately 180 kg

Degree of protection: IP55, IP6X when flood protection is provided using the special flood cover

4 Operating the shore power pedestal

4.1 Starting and ending the charging session

The relevant RFID antenna is mounted above the connection point. Cross-starting or cross-stopping is not possible.

1. The charging point indicates, by the permanently green “Green” LED, that the connection point is free.

2. Insert the CEE plug into the CEE socket of the desired charging point.
3. The charging point indicates, by the slowly flashing green LED, that the inland vessel is connected.

4. Hold the Customer Card in front of the RFID antenna of the charging point.

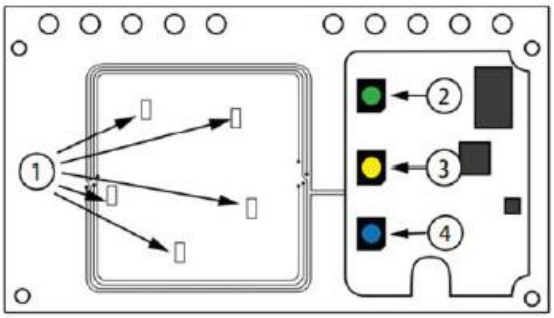
5. While the system reads and checks the Customer Card, 5 white LEDs light up in a circle.
6. After successful authorisation, the blue LED changes to slow flashing and the charging session is started.

7. To end the charging session, hold the Customer Card in front of the RFID antenna of the charging point again.
8. After the charging session ends, the yellow LED flashes quickly while the data is transmitted to the backend.

9. The green LED indicates, by slow flashing, that the CEE plug can be removed.

10. To end the charging session, hold the Customer Card in front of the RFID antenna again. After successful checking, the pedestal switches off the charging point and the CEE plug can be removed. As soon as the status LED lights “green” again, a new charging session can be started.

4.2 Indicators on the shore power pedestal



LED	Status	Meaning
1	Lights up, in parallel with the yellow LED (3)	
2	Steady light	• Charging system available • No vehicle connected
	Slow flashing	• Charging system reserved • Vehicle connected
3	Steady light	• Charging system reserved • No vehicle connected
	Slow flashing	• Charging system reserved • Vehicle connected
	Fast flashing	• Data exchange with the backend • Waiting for authorisation
4	Slow flashing	• Charging session authorised • Vehicle is being supplied with power
	Fast flashing	• Charging system authorised • Vehicle not yet connected, or disconnected from the system
2, 3, 4	Fast flashing	• Authorisation rejected • Error in the backend system • Backend system not available

4.3 Tripping of the residual-current device (RCD)

In the event that the RCD trips, it switches back on automatically after approximately 10 seconds. However, the power supply via the shore connection is interrupted and must be restarted. If this happens repeatedly, Stadtwerke Duisburg AG must be informed about the RCD tripping. For contact details see Chapter 1.

If the display of the meter at the charging point no longer shows anything, the miniature circuit breaker has tripped. In this case, Stadtwerke must also be informed.