

Order No 488 of 31th May 2007

## Order on the mandatory ship reporting system BELTREP and navigation under the East Bridge and West Bridge in the Storebælt (Great Belt)<sup>1)</sup>

Pursuant to Section 1(1) and (3), Section 6 and Section 32 in the Act on Safety at Sea, cf. Consolidated Order no. 627 of 26 July 2002, as amended by Act no. 547 of 8 June and Act no. 567 of 9 June 2006 and by authority of the Minister of Economic and Business Affairs, the following provisions are laid down in concert with the Ministry of Defence:

1. - This order applies to Danish and foreign ships.

2. - This order establishes provisions for navigation and procedure for participation in the ship reporting system BELTREP in the areas surrounding the fixed link across the Storebælt (Great Belt) and Hatter Barn in Samsø Belt.

(2) The ship reporting system BELTREP is approved by the International Maritime Organisation (IMO)<sup>2)</sup> and applies to the ships mentioned in Section 3(2).

### *The ship reporting system BELTREP*

3. - To ensure shipping, the environment and the fixed link across the Storebælt (Great Belt) in the Eastern channel and the Western channel, a ship reporting system called BELTREP has been established.

(2) The following ships shall report to BELTREP:

- 1) All ships with a gross tonnage of 50 or more.
- 2) All ships with an air draught of 15 metres or more.

(3) Ships shall report when passing the reporting lines, cf. Section 4 and 5 or before departing from a port located in the BELTREP area.

4. - The area of the ship reporting system BELTREP, which covers the central and the northern part of the Great Belt and the waters around Hatter Barn in Samsø Belt, is limited by the following reporting lines:

- 1) A northern limit by a reporting line between Fyn, Samsø and Sjælland connected by the following points:

Fyn:	55°36'.00 N, 010°38'.00 E (Korshavn)
Samsø:	55°47'.00 N, 010°38'.00 E (East coast of Samsø)
	56°00'.00 N, 010°56'.00 E (South east of Marthe Flak)
Sjælland:	56°00'.00 N, 011°17'.00 E (Sjællands Odde)

<sup>1)</sup> This Order contains provisions implementing article 5 (1) and article 7 (1) in Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC, Official Journal 2002, L 208, p. 10.

- 2) A southern limit at the reporting line between Sjælland, Omø and the east side of Langeland connected by the following points:

Stignæs:	55°12'.00 N, 011°15'.40 E (Gulf's oil pier)
Omø:	55°08'.40 N, 011°09'.00 E (Ørespids, Omø)
	55°05'.00 N, 011°09'.00 E (South of Ørespids)
Langeland:	55°05'.00 N, 010°56'.10 E (Snøde Øre)

- 3) A southern limit at the reporting line between the west side of Langeland and Thurø Rev buoy connected by the following points:

Langeland:	55°00'.00 N, 010°48'.70 E (South of Korsebølle Rev)
Thurø Rev:	55°01'.20 N, 010°44'.00 E (Thurø Rev buoy)

- (2) The area of limitation of BELTREP in no. 1, 2 and 3 is shown on the chartlet, cf. appendix 2.

**5.** - The BELTREP area is divided into two sectors which are separated by a reporting line at the latitude 55°35'.00 N. (Fyns Hoved – Jammerland Bugt).

(2) Sector 1 is located north of the latitude and sector 2 south of the latitude. Each sector has a VHF channel which shall be used at communication as stated in appendix 1.

#### *Vessel Traffic Service Great Belt VTS*

**6.** - The Vessel Traffic Service Great Belt VTS has been established in connection with the mandatory ship reporting system BELTREP.

(2) The Vessel Traffic Service Great Belt VTS is managed by the Danish VTS authority.

**7.** - The guidelines provided in appendix 1 shall be followed when communicating with Great Belt VTS.

**8.** - Great Belt VTS provides the following services for shipping within the area mention in Section 4 (1):

- 1) Broadcast of information of general interest for shipping in the area concerning the traffic situation, marking, light house, conditions relating to wind and current, water level, ice conditions and other matters related to navigation and safety. Such general broadcasts will be transmitted on VHF channel 10 or a channel appointed by Great Belt VTS subsequent to previous announcement on

channel 16 as well as the working channels 11 and 74. Furthermore, such reports can be given on request by Great Belt VTS on a specified channel.

- 2) Individual navigational assistance for a ship's decision-making with a view to avoid collision with the Storebælt (Great Belt) bridges, collisions between ships and groundings in areas difficult to navigate.
- 3) Recommend suitable anchorage for ships in cases of breakdown, adverse weather, low visibility, changes in the indicated depth of water, etc. Anchorages are marked on nautical charts covering the area as well on the chartlet in appendix 2.

(2) Information about specific matters regarding safety of navigation in the area will be broadcasted via VHF channel 10 or via a channel specified by Great Belt VTS subsequent to previous announcement on channel 16 as well as the working channels 11 and 74.

(3) All ships in the BELTREP area shall monitor the working channels for the BELTREP reporting system.

#### *The East Bridge*

**9.** - The bridge over the East channel is a suspension bridge connecting Sprogø and Sjælland. The bridge's 2 connecting spans rest on 2 abutments, 2 anchor blocks and 19 bridge piers, 12 towards Sjælland and 7 towards Sprogø. The bridge piers are numbered from 2 to 26 starting from the Sjælland side.

(2) In the span between the 2 bridge towers, no. 16 and no. 17 a traffic separation system has

been established, cf. Appendix 3. The free vertical clearance at mean sea level between the bridge towers is 65 metres. The lowest free vertical clearance at mean sea level of each individual bridge span is shown in the table, cf. appendix 4.

*Navigation provisions and prohibitions in the Eastern Channel*

**10.** - Navigation under the East Bridge is only allowed for ships with an air draught of less than 65 metres.

(2) Ships of 20 metres or more in length shall use the traffic lanes in the traffic separation scheme between Korsør and Sprogø.

(3) Ships of 20 metres or less in length and sailing vessels are recommended to avoid using the traffic lanes of the traffic separation scheme between the two bridge towers of the East Bridge and instead to use the adjacent connection spans.

(4) Fishing is prohibited in the northbound and southbound traffic lanes in the traffic separation scheme between Korsør and Sprogø, cf. appendix 3.

*The West Bridge*

**11.** - The West Bridge is a low-level bridge connecting the islands of Fyn and Sprogø. It rests on 2 abutments and 62 bridge piers. The bridge piers are numbered from 2 to 63 starting from Sprogø.

(2) The eastern navigation span of the West Bridge is established between piers 34 and 35, and the western navigation span is established between piers 37 and 38. The two navigation spans are separated by two unmarked bridge spans. The navigation spans have a width of 104 metres. Over a width of 70 metres around the centre of the navigation spans, the free vertical clearance is 18 metres at mean sea level, cf. appendix 5.

*Navigation provisions and prohibitions in the Western Channel*

**12.** - Navigation through the West Bridge is only allowed for vessels of less than 1,000 tons deadweight and ships with an air draught of less than 18 metres.

(2) All vessels of 50 gross tonnage and upwards wishing to pass under the West Bridge shall use the two marked navigation spans.

(3) Northbound vessels shall use the eastern navigation span and southbound vessels shall use the western navigation span, cf. appendix 5.

(4) Anchoring and fishing is prohibited in the buoyed navigation lanes through the West Bridge. This provision also applies to these lanes' extension of 500 metres on the opposite side of the bridge.

(5) Navigation at right angles to the general direction of traffic flow is prohibited off the navigation spans and within a distance of 500 metres from the bridge.

*General prohibitions*

**13.** - Making fast to and anchoring under either of the bridges is prohibited without prior consent of VTS Great Belt.

(2) Diving and unnecessary stay in the navigational channels under either of the bridges is prohibited without prior consent of Great Belt VTS.

*Penalties and entry into force, etc.*

**14.** - Contravention of this order shall be punishable by fine or imprisonment for up to one year.

(2) The penalty may increase to imprisonment of up to 2 years if

- 1) contravention has caused harm to life or health or brought about the risk thereof,
- 2) a ban or order has previously been issued regarding the same or equivalent circumstances, or
- 3) contravention resulted in, or was intended to result in, financial gain for the person concerned or for others.

(3) It shall be deemed particularly aggravating circumstances if young people under the age of 18 have suffered harm to life or health or there has been the risk thereof, cf. subsection 2, point 1.

(4) If the profits gained through the contravention are not confiscated, particular consideration shall be given to the size of the financial gain or intended financial gain when meting out the fine, including supplementary fines.

(5) Criminal liability may be incurred by companies etc. (legal entities) in accordance with the rules of Chapter 5 of the Penal Code.

**15.** - This order enters into force on 1 July 2007.

(2) Order no. 86 of 12 February 2004 on navigation through the East Bridge and the West Bridge in the Great Belt shall be repealed.

*Danish Maritime Authority, 31th May 2007*

ANDREAS NORDSETH

/ Carsten G. Jensen

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<sup>2)</sup> Adopted by resolution MSC.230(82) on 5 December 2006: Adoption of amendments to existing mandatory ship reporting system "In the Storebælt (Great Belt) Traffic Area".

### Reports for the mandatory ship reporting system BELTREP

VHF channel 74	Communication sector 1
VHF channel 11	Communication sector 2
VHF channel 10	Broadcast, navigational assistance and back-up channel
VHF channel 16	Great Belt VTS radio monitoring and announcement of broadcast

#### Procedure for reporting and communicating with Great Belt VTS

- 1) Calls to the Great Belt VTS shall be made using VHF radio channels 74 and 11 or another channel assigned by Great Belt VHF.
- 2) A full report shall be submitted when crossing the northern and southern reporting lines or before departure from a port within the BELTREP area. The content of a full report is shown in the reporting format below.
- 3) A short report shall be submitted when crossing the reporting line between sector 1 and sector 2 located at latitude 55°35'.00 N. The content of a short report is shown in the following reporting format.
- 4) Reports shall be submitted via a VHF radio. Parts of a report may, however, be submitted by other means such as Automatic Identification System (AIS), etc.
- 5) A supplementary report shall be made whenever there is a change in navigational status or circumstances, particularly in relation to item Q of the reporting format below.
- 6) A ship that cannot use VHF shall 2 hours before entering the BELTREP area submit its report to Great Belt VTS by telephone no. +45 58 37 68 68. The further communication during the navigation is then agreed on.
- 7) The language for communication is English. Danish language may be used in certain circumstances.

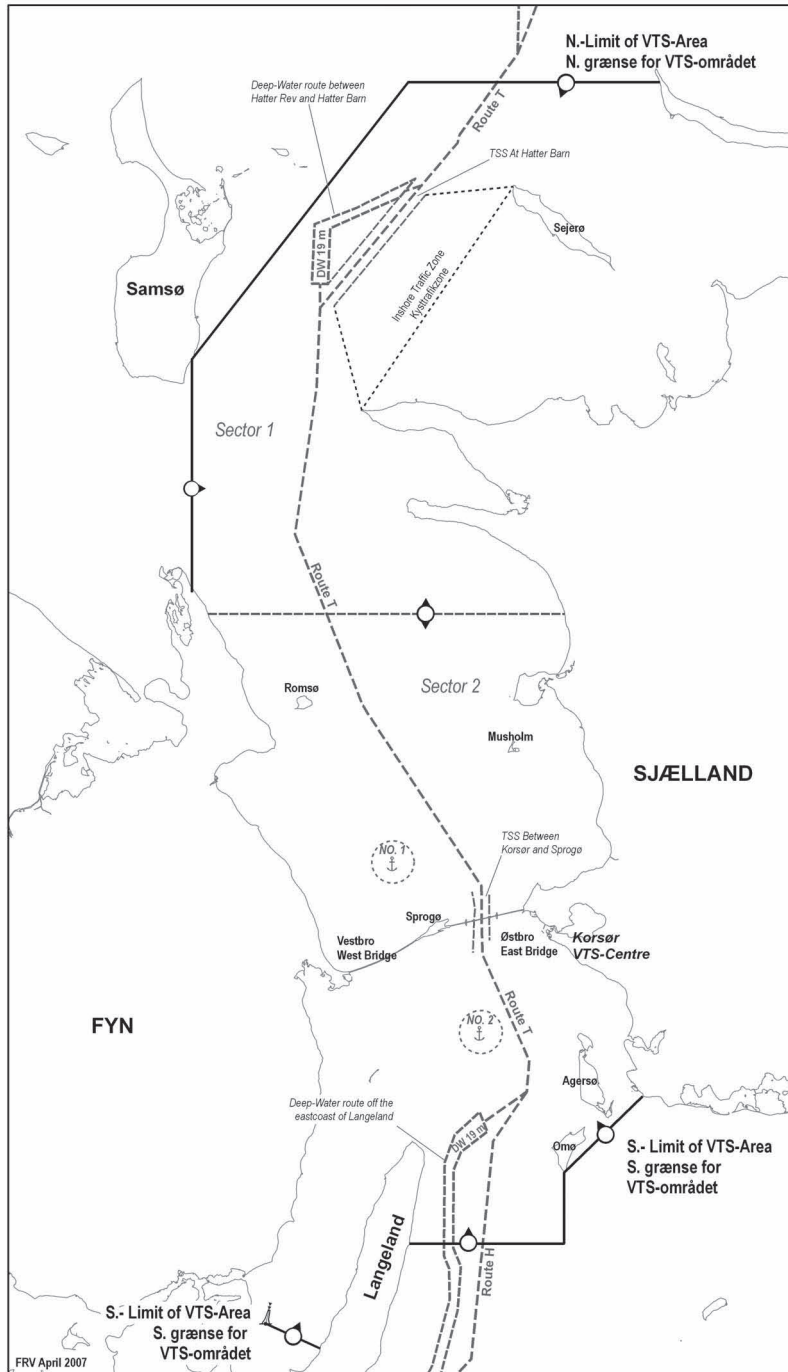
**FULL REPORT**

Designator	Function	Information required
A	Ship	Name of the ship, call sign and IMO identification number (if available)
C	Position	A 4-digit group giving latitude in degrees and minutes suffixed with N and a 5-digit group giving longitude in degrees and minutes suffixed with E
I	Next port of call	The name of the expected destination
L	Route	A brief description of the intended route as planned by the master (see below)
O	Draught	A 2 or 3-digit group giving the present maximum draught in metres (E.g.: 8.7 metres or 10.2 metres)
Q	Defects and deficiencies	Details of defects and deficiencies affecting the equipment of the ship or any other circumstances affecting normal navigation and manoeuvrability
U	Deadweight tonnage and air draught	

**SHORT REPORT**

A	Ship	Name of the ship, call sign and IMO identification number (if available)
C	Position	A 4-digit group giving latitude in degrees and minutes suffixed with N and a 5-digit group giving longitude in degrees and minutes suffixed with E

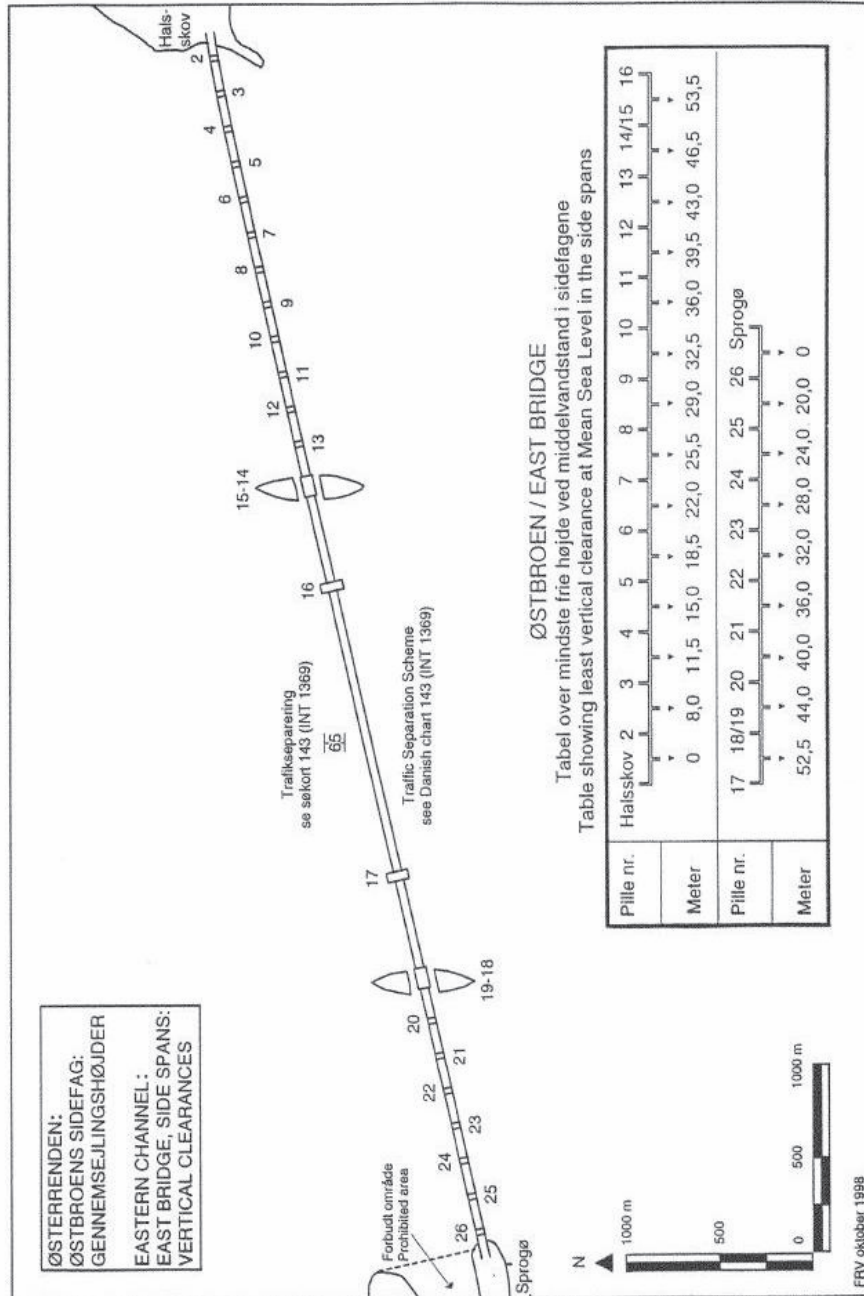
The BELTREP area





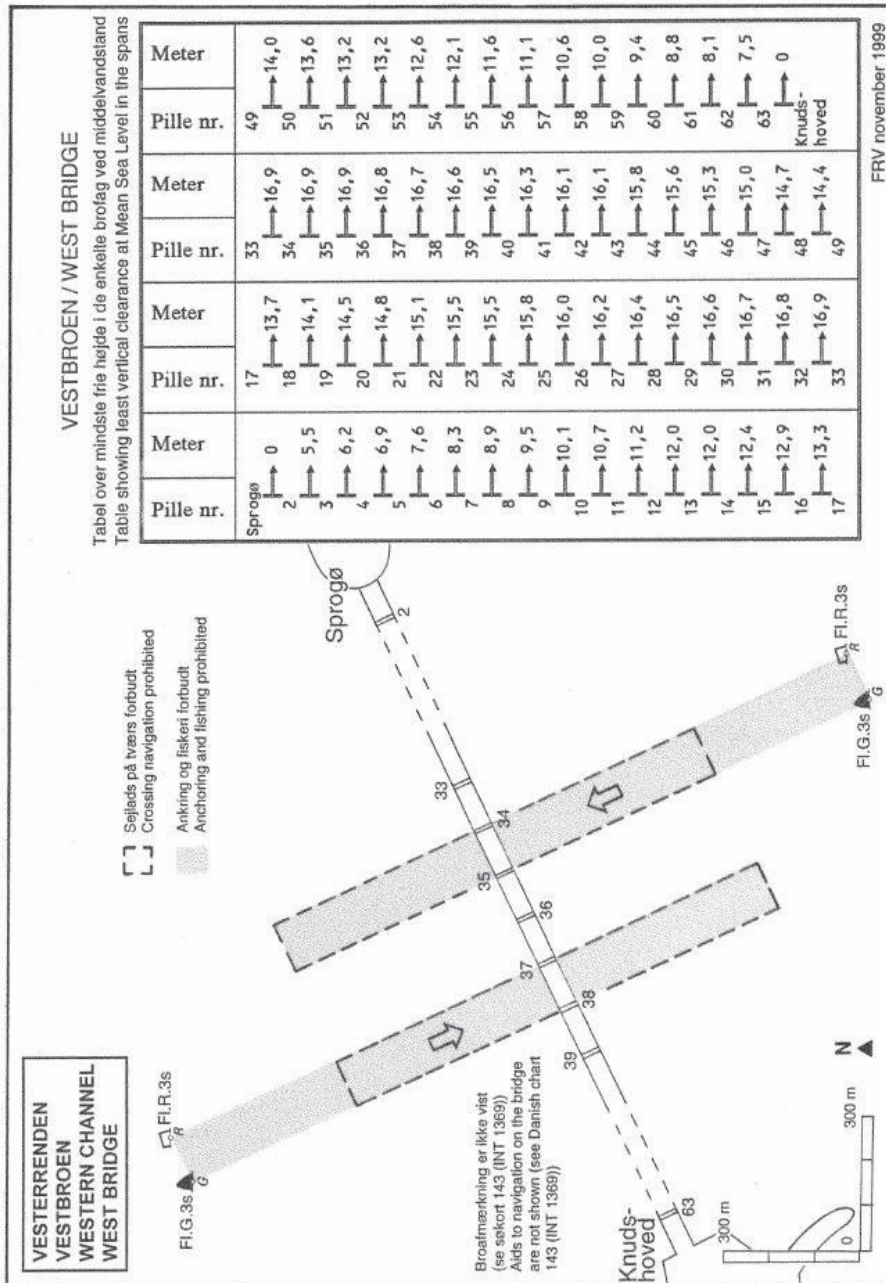
Appendix 4

The East Bridge



Attention should be given to the fact that the depth in the navigation spans varies and charts should be consulted when planning such navigation.

The West Bridge with navigation span channels



Attention should be given to the fact that the current in the Western channel normally not runs parallel with the direction of the navigation through the spans.