

## PRE-AUDIT QUESTIONNAIRE

<b>I GENERAL INFORMATION</b>					
1 Name of State <span style="font-size: 2em; font-weight: bold; margin-left: 20px;">Denmark</span>					
2 Full contact details for the designated single point of contact for audit purposes					
<b>Name and Title</b>	<i>Mr. Hemming Hindborg, Head of Division</i>				
<b>Address</b>	<i>38 C Vermundsgade DK-2100 Copenhagen Ø Denmark</i>	<b>Telephone No.:</b> +45 3917 4625	<b>Fax No.:</b> +45 3917 4425		
		<b>E-mail address:</b> <a href="mailto:hhi@dma.dk">hhi@dma.dk</a> ( <i>personal</i> ) <a href="mailto:sfs@dma.dk">sfs@dma.dk</a> ( <i>Danish Maritime Authority</i> ))			
3 Full contact details of government entity (ies)covering the following areas of responsibility:  (Please refer to Appendix 1)					
<b>Name of Government entity</b>	<i>Danish Maritime Authority</i>	<i>Royal Danish Administration of Navigation and Hydrography</i>	<i>Danish Meteorological Institute</i>	<i>Danish Environmental Protection Agency</i>	<i>Admiral Danish Fleet</i>
<b>Address</b>	<i>38 C Vermundsgade  DK-2100 Copenhagen Ø</i>	<i>62 B Overgaden oven Vandet DK-1023 Copenhagen K</i>	<i>100 Lyngbyvej  DK-2100 Copenhagen Ø</i>	<i>29 Strandgade  DK-1401 Copenhagen K</i>	<i>1 Sumatravej  DK-8100 Aarhus</i>
<b>Telephone No.</b>	<i>+45 3917 4400</i>	<i>+45 3268 9500</i>	<i>+45 3915 7500</i>	<i>+45 3266 0100</i>	<i>+45 8943 3099</i>
<b>Fax No.</b>	<i>+45 3917 4401</i>	<i>+45 3257 4341</i>	<i>+45 3927 1080</i>	<i>+45 3266 0479</i>	<i>+45 8943 3141</i>
<b>E-mail address</b>	<i>sfs@dma.dk</i>	<a href="mailto:frv@frv.dk">frv@frv.dk</a>	<i>epost@dmi.dk</i>	<i>mst@mst.dk</i>	<i>sok@sok.dk</i>
4 Please provide an organigram and/or a diagram depicting the area of responsibility of each of the above government entities.  (Please refer to Appendix 1)					
5 Please indicate the number of employees of each relevant government entity* by the following category:  (Please refer to Appendix 2)					

\*Please complete the table below for each relevant government entity

(Please refer to Appendix 2)

6 Please indicate the number of ships on your State's register of the following type and the nature of the trade they are involved in. Please complete this section separately for each register, where applicable.

*Numbers were extracted 9 March 2006.*

	Number	Nature of Trade
<b>Passenger</b>	23 175	<i>Danish International Register of Shipping National registers</i>
<b>Cargo</b>	448 1408	<i>Danish International Register of Shipping National registers</i>
<b>Fishing</b>	4082	<i>National registers</i>
<b>Other</b>	15 6140	<i>Danish International Register of Shipping National registers</i>

7 Please provide information on any relevant territorial entity(ies) of your State and its (their) relation with the Administration.

*The Kingdom of Denmark consists of Denmark itself, the Faroe Islands and Greenland. The Faroe Islands and Greenland are subject to a certain but not identical form of home rule.*

*In Greenland administration of maritime safety matters as well as environmental protection matters relating to ship design, construction and equipment are handled by the central government of Denmark through the Danish Maritime Authority. Matters concerning environmental protection outside the ship as well as maritime education, training and manning fall under the home rule.*

*The Faroe Islands have a more extended home rule because matters concerning maritime safety, protection of the marine environment, education, training and manning as a general rule falls under the home rule. However, accession to international mandatory instruments is still a matter for the central government. The Faroe Islands were granted associate membership of IMO in 2002.*

*Denmark and the Faroe Islands are of the firm opinion that two separate audits should be carried out. One for Denmark itself, which would include Greenland, and another for the Faroe Islands.*

8 Please specify the scale and extent of the following activities your State is involved in:

.1 port State activities; and

*Denmark enjoys a highly developed infrastructure, and ports constitute an important link in the transportation chain. In terms of their size, Danish ports are not among the most important in the world, but being situated at the gateway from the Atlantic to the Baltic region they have an important role to play. Access to the Russian hinterland and the inland waterways in northern and eastern Europe go through the Baltic; and access to the Baltic goes through Denmark. To provide an idea of the scale of port activities 2360 different ships from foreign countries called in Danish ports in the year of 2005 and the cargo turnover in the 10 largest ports is tabled below.*

<b>The Ten Largest Ports in Denmark</b>	<b>Cargo Turnover in 2004 (1,000 tonnes)</b>
<i>Frederica</i>	<i>16,653</i>
<i>Aarhus</i>	<i>10,357</i>
<i>Statoil port</i>	<i>8,753</i>
<i>Copenhagen</i>	<i>6,215</i>
<i>Rodby</i>	<i>4,911</i>
<i>Helsingor</i>	<i>4,422</i>

<i>Esbjerg</i>	3,665
<i>Kalundborg</i>	3,401
<i>Enstedvaerket</i>	4,916
<i>Frederikshavn</i>	3,145

.2 coastal State activities.

*Two international straits - The Sound and The Great Belt - are situated close to Danish coasts and provide access to the Baltic Sea. The scale of the traffic is illustrated in the table below. A significant proportion of the passing ships are oil tankers, restricted by their draft in the narrow straits and posing a potential threat to the marine environment.*

<b>Danish International Straits</b>	<b>Number of Ships with a Gross Tonnage of 50 or Above Observed in 2004</b>
<i>The Sound North - northbound</i>	16,717
<i>The Sound North - southbound</i>	18,659
<i>The Sound South - northbound</i>	18,771
<i>The Sound South - southbound</i>	20,694
<i>The Great Belt - northbound</i>	11,948
<i>The Great Belt - southbound</i>	9,582

## II Information on international instruments

1 Please indicate to which of the following mandatory IMO instruments, listed in the Code for the implementation of mandatory IMO instruments, your State is a Party.

*The 1995 amendments to the STCW Convention and Annex IV and Annex VI to the MARPOL Convention were ratified with a reservation for application in Greenland.*

<b>Instruments</b>	<b>Party</b>	<b>Has the instrument been incorporated into your State's national legislation?</b>
SOLAS 74 as amended	Yes	Yes
SOLAS Protocol 78	Yes	Yes
SOLAS Protocol 88	Yes	Yes
MARPOL 73/78	Yes	Yes
Annex III	Yes	Yes
Annex IV	Yes	Yes
Annex V	Yes	Yes
Annex VI	Yes	Yes
1978 STCW as amended	Yes	Yes
LL 66	Yes	Yes
LL Protocol 88	Yes	Yes
TONNAGE 69	Yes	Yes
COLREG 72	Yes	Yes

2 Please attach a "flow-chart" illustrating the processes by which international instruments are formally adopted and transposed into your State's national legislation.

(See Appendix 3)

3 Please provide the following information **INDIVIDUALLY FOR EACH OF THE ABOVE INSTRUMENTS** to which your State is a party:

(More than one government entity is responsible for several of the instruments above. Appendix 1 shows

the particular responsibilities assigned to each government entity. Appendix 4 answers the four questions below for the government entity responsible for issuing equivalents and exemptions under each instrument and communicating information on national laws to IMO.)

- .1 the government entity\* responsible for the implementation and enforcement of the instrument;
- .2 the equivalents/exemptions issued under this instrument and reported, as appropriate, to the IMO;
- .3 whether other Contracting Governments or Parties have been requested to act on behalf of your State: and
- .4 has information on national laws, etc. been communicated to IMO?

Yes

No

**\*Note: The responsible entity should be clearly indicated in the relevant places in the "flow-chart" provided under question 2 above.**

4 What is your State's policy in respect of the following:

- .1 the term "to the satisfaction of the Administration"; and
- .2 convention requirements that equipment shall be of a type approved by the Administration?

*The European Community has adopted a directive (96/98/EC) with common rules on type approval of marine equipment. Equipment listed in the directive's ANNEX A.1 shall meet the applicable requirements of the international instruments referred to in that annex and be "wheel-marked".*

*Equipment listed in ANNEX A.2 shall be approved by one of the following:*

- A Maritime Authority of an EC/EEC country.
- The Maritime Authority of USA, Canada or Australia.
- One of the organisations (RO) recognised by the DMA.
- The Danish Maritime Authority.

*However, fire nozzles listed in ANNEX A.2 and required in SOLAS reg. II-2 C/10.2.3.3. shall be type-approved by the DMA only.*

*Equipment not listed in the directives ANNEX A.1 or A.2 shall be approved by the DMA or by a RO. Any other equipment not mentioned above may be accepted only after consultation with the DMA.*

5 If applicable, how are the above provisions implemented?

*When an RO acts on behalf of the Danish Maritime Authority the policy is implemented through the class agreement. In rare cases the national transposition of the convention text describes what is satisfactory to this administration, and in other cases guidance notes are published externally or internally. If no common practise has been established the surveyor must consult the Danish Maritime Authority (Centre for Maritime Safety and Environmental Regulation) for a Danish interpretation.*

*The type approval policy is implemented by Technical Regulation on Marine Equipment no. 12 of 2 December 2002 and through class agreement with ROs.*

### III Information on enforcement

- 1 Please give details on how your State implements the enforcement provisions of the Code for the implementation of mandatory IMO instruments.

*The Danish version of "The Danish maritime cluster – an Agenda for Growth", which have been forwarded to all relevant Government Entities, actually mentions the IMO VMSAS audit and how Denmark will deal with it.*

*All enforcement provisions in the Code pertaining to the role as a flag, coastal and port State are incorporated in the national legislation and enforced by the relevant government body having issued the legislation. For example Danish ships are subject to an extraordinary survey when there are indications from detentions or accidents that they are not in compliance with the regulations.*

- 2 Please provide examples of enforcement action taken by your State against ships entitled to fly its flag, companies and/or seafarers during the preceding twelve months.

*Cases where legal action is taken are stored in a database. 60 cases were finalized by the Danish Maritime Authority during 2005 for example.*

*Surveyors from the Danish Maritime Authority carried out 991 surveys on Danish merchant ships during 2005. 19 Danish merchant ships were detained.*

- 3 Please provide details on how statistical information is obtained and how trend analyses are conducted to indicate problem areas within your State's fleet.

*The Strategic Planning Secretariat is a unit, which has recently been established to collect data and statistical information from different national and international sources, in order to carry out trend analyses, on that basis, and formulate appropriate strategies for continuous improvement.*

*Data is, for instance, obtained from survey reports and accident reports. The IMO casualty database, GISIS has already been launched, and in the near future a European database on maritime casualties, EMCIP will be established and enable trend analysis based on much more data. "Near-miss" reports are retrieved from a database provided by the Danish Maritime Occupational Health Service. Results of relevant research projects are for instance provided by the Research Unit of Maritime Medicine. Annual reports with trend analyses based on casualty data are published and strategies to improve problem areas are continuously formulated.*

- 4 Please describe briefly your State's procedures for dealing with ships entitled to fly its flag that have been detained by port State control.

*Danish ships detained by Port State Control will - in accordance with amendments to the Safety at Sea Act (2004-12-22) and established procedures - as the principle rule be inspected by a surveyor from DMA and at the owner's expense. The DMA may abstain from this principle rule if the detention record of the ship and the detention record of the owner as well as the nature of the deficiencies can justify it. Actions may - furthermore - also include legal action, ISM audit of the company and monitoring of the RO when class related."*

#### **IV Recruitment and training of surveyors**

- 1 Please describe or specify your State's recruitment criteria, qualifications and processes for surveyors and other staff engaged in flag and port State duties.

*The recruitment procedure for employment of surveyors and other staff involves determination of recruitment criteria on an ad hoc basis depending on the exact position to be filled, announcement of the available position, interview of a few candidates, document check and final selection.*

*When employed initial training and educations needs is identified and assessed on a regular basis including authorization for specific tasks and surveys. All employees are subject to an annual interview to identify training and education needs and assessment of authorizations.*

*Recruitment is based on the following criteria.*

**Minimum recruitment criteria for flag State surveyors and ISM auditors:**

1. *Either:*

- *The surveyor must have served for a period of not less than three years at sea as an officer in the deck or engine department,*
- *and be in possession of:*
  - (a) *a certificate of competency as master, enabling that person to take command of a ship of 1600 GT or more (see STCW, Regulation II/2); or*
  - (b) *a certificate of competency as chief engineer enabling him to take up that task on board a ship whose main power plant has a power equal or superior to 3000 KW, (see STCW, Regulation III/2).*

*Or:*

- *the surveyor must hold a diploma as naval architect, mechanical engineer or engineer in a field related to the maritime industry and have at least 3 years working experience in that capacity,*

*2 The surveyor shall be able to communicate orally and in writing with seafarers in Danish and English.*

**Minimum recruitment criteria for port State inspectors:**

1. *Either:*

- *The inspector must have completed a minimum of one year's service as a flag-State inspector dealing with surveys and certification in accordance with the Conventions,*
- *and be in possession of:*
  - (a) *a certificate of competency as master, enabling that person to take command of a ship of 1600 GT or more (see STCW, Regulation II/2); or*
  - (b) *a certificate of competency as chief engineer enabling him to take up that task on board a ship whose main power plant has a power equal or superior to 3000 KW, (see STCW, Regulation III/2);*
  - or*
  - (c) *hold a diploma as naval architect, mechanical engineer or engineer in a field related to the maritime industry and have at least 5 years working experience in that capacity,*
- *The inspectors mentioned under (a) and (b) must have served for a period of not less than five years at sea as officer in the deck- or engine-department respectively.*

*Or:*

- *The inspector must hold a relevant university degree or an equivalent training, and have been trained and qualified at a school for ship safety inspectors, and have served at least two years as a flag-State inspector dealing with surveys and certification in accordance with the Conventions.*

*2. The surveyor shall be able to communicate orally and in writing with seafarers in Danish and English.*

*3. The surveyor shall have appropriate knowledge of the provisions of the international Conventions and of the relevant procedures on port-State control.*

- 2 Please describe or specify your State's initial training requirements for new entrant surveyors as well as in-service training requirements for experienced surveyors.

*Based on the initial qualifications and experience of new entrant surveyors individual training plans are established including classroom teaching and on the job training together with experienced surveyors.*

*Once a year surveyors are interviewed by their line manager. Based on qualifications and experience authorizations to various types of surveys are granted and individual training plans are established with a view to any further authorization.*

- 3 Please describe or specify your State's management arrangements defining responsibilities, authority and interrelation of surveyors and other staff engaged in flag and port state duties.

*A competence catalogue and a written procedure for the management of the Qualifications of the surveyors have been established. This catalogue contains a list of all DMA surveyors competences as well as records of authorizations granted to the individual surveyor.*

- 4 Please describe or specify your State's criteria, e.g. qualification, experience and training, for the appointment of line managers for surveyors.

*Line managers for surveyors are appointed on their experience and achievements. These would be managerial – e.g. as a project manager, technical, operational, legal, etc. The weighting of these criteria will depend on the exact position to be filled. Further to this a manager profile has been established.*

## **V Information on recognized organizations (ROs)**

1 Please list the ROs/nominated surveyors authorized to act on your State's behalf.

*American Bureau of Shipping (ABS)  
Bureau Veritas (BV)  
Det Norske Veritas (DNV)  
Germanischer Lloyd (GL)  
Lloyd's Register (LR)  
Nippon Kaiji Kyokai (NKK)  
Registro Italiano Navale (RINA)*

*Nominated surveyors are not used. All surveyors are duly authorized officers of the Administration.*

2 Please specifying whether there is a written agreement with each RO, in accordance with MSC/Circ.788-MEPC/Circ.325, and if so, please attach a copy.

*Yes. (See Appendix 5)*

3 In the absence of a written agreement in accordance with MSC/Circ.788-MEPC/Circ.325, please specify scope of the authorization(s). A matrix indicating which functions (plan approvals, surveys, certification, exemption and equivalent arrangements) have been delegated to the RO should be provided.

*N/A*

4 How does your State verify and monitor the performance of its authorized ROs?

*The Danish Maritime Authority has as Class Secretariat employing three surveyors with day to day communication with ROs. Furthermore one person with auditor experience is responsible for planning, conducting and reviewing RO performance. The Class Secretariat maintains a plan for the annual audits for the ROs. The performance is monitored by audit at regional offices, vertical audits of ships and random control when surveyors from the Danish Maritime Authority communicate with ROS through formal annual class meetings, participation in relevant technical committees and day to day communication with contact points.*

*Audit plans from 2004-2007 are available if required. The audits are carried out with reference to ISO 9000:2000 and the PDCA (Plan-Do-Check-Act)-model. Audit programmes and –reports are available in the DMA files as well as report of the yearly monitoring of the ROs.*

*Furthermore class monitoring is carried out at initial survey of new buildings, extraordinary surveys on Danish flagged vessels, and when Danish vessels are detained by PSC.*

*Please refer to Appendix 8:*

- *Reporting to the European Commission 2004*
- *Reporting to the European Commission 2005*
- *A sample audit report regarding audit of ABS in 2005*
- *The RO Audit plan 2006*

Details of audits carried out by your State to monitor the ROs within the preceding two years should be provided, as well as any planned audits and other oversight and guidance procedures applied by your State to ROs.

Please refer to Appendix 8.

- 5 Please indicate the resources allocated to verification and monitoring of ROs' performance.

Please refer to V/4 above.

## VI Information on investigation and analysis of marine casualties and pollution incidents

- 1 Please describe or provide your State's relevant national legislation relating to investigation and analysis of marine casualties and pollution incidents, as appropriate.

*Investigation of accidents (including accidents with pollution) and pollution incidents in connection with bunkering by the Division for Investigation of Maritime Accidents: Ministerial Order no. 790 of 10 July 2006 on the Investigation of Accidents at sea. (See Appendix 6). The aim of these investigations is to reduce the risk of recurrences.*

*Investigations of marine pollution incidents by the Defence Command Denmark:  
Danish Act on the Protection of the Marine Environment of September 2005 and amended May 2006.  
Defence Command has delegated the operational responsibility to Admiral Danish Fleet: FKODIR OD.046-5 2004-1 is attached in Danish. (See Appendix 7).*

*ADF has issued a response plan by march 2004 (will be available during the audit)*

*The Consolidated Act No. 925, September 28 2005, on the Protection of the Marine Environment  
Royal Decree No. 1035, 22 October 2004, decree on the Marine Act coming into force for Greenland.*

- 2 Please describe your State's organizational structure for casualty investigation and provide an organigram illustrating the national set-up. This should also include a description of how impartiality and independence of the investigators are ensured, both from internal and external influences.

### **Organigram:**

*The organizational structure of the national set-up for casualty investigations*

<b>The Admiral Danish Fleet</b>	<b>The Danish Maritime Authority / the Police</b>	<b>The Division for Investigation of Maritime Accidents (Separate division of the Danish Maritime Authority)</b>
<i>Investigations of pollution incidents – violations of legislation on protection the marine environment.</i>	<i>Investigation of violations of legislation related to ships – safety at sea - including violations of mandatory IMO instruments.</i>	<i>Parallel investigations according to IMO Resolutions A.849(20) and A.884(21) with the purpose of preventing similar casualties and incidents in the future.</i>

### **The Division for Investigation of Maritime Accidents (DMA):**

*The Division for Investigation of Maritime Accidents is established in accordance with the ministerial order referred to above and manned by a head of division, 3 investigators and a secretary. The work is kept separate from all other activities of the Danish Maritime Authority. The investigators are not in any way involved in the survey and certification of ships.*

*The Strategic Planning Secretariat - which is an integral part of the Danish Maritime Authority - receives accident reports from the Accident Investigation Division and coordinates follow-up actions on the basis of recommendations in the reports and deeper analyses of trends.*

**Admiral Danish Fleet:**

*With reference to Ministerial Order no. 443 of 18 May 2006 the Danish Maritime Authority has delegated authority to ADF to act on behalf of DMA in some matters e.g. detaining ships involved in accidents. ADF has established the Maritime Assistance Service as a 24/7 response organization*

**Environmental Protection Agency:**

*Inadequate reception facilities and violation of the MARPOL 73/78 Annex VI is investigated and brought to court by the Danish EPA.*

- 3 Please describe how your State analyses human element contributions to accidents and how the analysis is used in order to improve safety and pollution prevention.

*The Division for Investigation of Maritime Accidents has a written procedure on investigation and analysis. According to the procedure the IMO/ILO process for investigation human factors in Appendix 1 of IMO Resolution A884(21) or the TapRoot System is used to establish the root causes of accidents. All investigators have been on a TapRoot training course or a similar course.*

*Safety improvements are recommended in the published reports of the Division. The Division also publishes safety studies and runs a database on all accidents to Danish flagged ships and all accidents to foreign flagged ships in Danish waters..*

- 4 Please describe how your State carries out the required reporting to IMO.

*The Division for Investigation of Maritime Accidents follows the recommendations in the IMO Resolutions A.849(20) and A.884(21)\*, of which the principles are incorporated in the Ministerial Order no. 790 and the quality system of the Division.*

*The Division reports to IMO according to MSC-MEPC.3/Circ.1. The IMO GISIS database is used to forward accident reports and annexes of the MSC-MEPC Circular to IMO.*

*\*Code for the Investigation of Marine Casualties and Incidents, adopted by the Organization by resolution A.849(20), as amended by resolution A.884(21).*

**VII Information on port State control (PSC) activities**

- 1 Does your State carry out port State control?

Yes

No

- 2 Please indicate the relevant sections of your national legislation permitting port State control to be undertaken on foreign ships visiting your ports.

*Technical Regulation no. 7 of 15 July 2004 on Ports state Control of Shipping issued in accordance with the Law on Safety at Sea No. 625 of 26 July 2002 as amended, in particular Paragraph 1, Sub-Paragraph 3.*

- 3 Does your State belong to one or more regional port State control regime?

Yes

No 

If yes, specify which regional regime(s) and provide further information on the nature of its participation in that or those particular PSC regimes.

*Denmark is a full Member of the Paris Memorandum of Understanding.*

If no, briefly describe your State's procedures for carrying out port State control.

- 4 Please describe the arrangements, which your State has put in place to enable port State control interventions to be transmitted "forthwith" to all parties concerned.

*The PSC Officer reports from the detained ship to the PSC headquarters in the DMA, which, in order to expedite communications, contacts the flag State inspection services immediately and in accordance with the procedures\* - Head Offices - listed in annex 1 of MSC-MEPC.6/Circ.1. Permanent representations located in Denmark are only used as a last resort. The class society is informed through its local office in Denmark or through its headquarters if it does not have an office in Denmark.*

- 5 How many PSC inspections have been carried out by your State over the last two years and how many have resulted in detentions?

Year	Number of PSC inspections	Number of detentions
2004	612	28
2005	614	16

- 6 Does your State have reception facilities for ship generated wastes under MARPOL 73/78?

Yes

No

If yes, please list, describe and advise whether they are adequate in the context of the requirements of the Convention

*The Danish reception facilities are adequate according to MARPOL 73/78.*

*Denmark has reception facilities for all ship generated waste, cargo residues and Annex VI-waste. The system was originally (in the 80'es) based purely on MARPOL 73/78, but has since been extended with HELCOM Baltic Strategy and the EU-Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues.*

*Waste plans are mandatory. Ship generated waste originating from the normal operation of the ship shall be delivered free of charge to the reception facility (the No Special Fee system). All waste shall be delivered to the ports – save minor amounts.*

*The main legislation is: Statutory order No 1003 of 10 December 2002 on arrangements for receiving waste from ships, on the delivery of waste by ships and on port waste handling plans. The order is available in English. Furthermore there are FAQ's on the website of the Agency, and standard waste plan formula.*

*There are approx. 70 bigger ports receiving waste from passenger ships, tankers, cargo ships etc. List of the ports can be found at the web site (HELCOM) <http://62.236.121.189/portweb3/default.htm>*

*On the website are details of each port (charges, opening times, type of waste received etc). In addition the ship can notify the port through the web site. In addition fishing ports and marinas (about 300) have relevant reception facilities.*

*The Danish EPA consider that the reception facilities is adequate and in accordance with the regulation in MARPOL 73/78.*

## VIII Information on coastal State activities

1	<p>Please describe your State's national legislation implementing the "force majeure" provisions of SOLAS article IV.</p> <p><i>The provisions are implemented in the legislation by Ministerial Order no. 35 of 20 March 1981 on the entry into force of SOLAS 74.</i></p>
2	<p>Describe your State's arrangements for promulgating navigational warnings and dangers to navigation.</p> <p><i>The Royal Danish Administration of Navigation and Hydrography (RDANH) promulgate NAVAREA Warnings, Coastal Warnings and Local Warnings in accordance with IHO Special Publication No. 53 "IHO/IMO World-Wide Navigational Warning Service with Appendix 1. NAVAREA Warnings (NAVTEX) are issued by Baltico in Sweden, Coastal Warnings by Lyngby Radio and RDANH issues Local Warnings daily at 1800 on 1062 kHz and 243 kHz and as a supplement on Danish television text TV, page 428. Furthermore this information is published weekly to the mariners in Danish Notices to Mariners in accordance with IHO "M-3 Resolutions of the International Hydrographic Organization".</i></p>
3	<p>Please describe your State's arrangements for the establishment and maintenance of any navigational aids within waters for which it has responsibility and how information relating to these are promulgated.</p> <p><i>The establishment of new aids to navigation in Danish waters is normally carried out on request from shipping, pilots or others. In accordance with Ministerial Order No. 229 of 4 April 1989 a permit from RDANH is required before any aids to navigation can be established in waters around Denmark or Greenland.</i></p> <p><i>RDANH operates and maintains systems and buoyage to assist in positioning and navigation in principal waters, transit routes and to secure anchorages. The buoyage area covers 105,000 km<sup>2</sup> of territorial waters around Denmark and 2,000,000 km<sup>2</sup> around Greenland. Buoyage leading into harbours and bridges etc. is subject to the supervision of the RDANH, but is financed, implemented and maintained by its owners, i.e. the relevant port authorities, bridge management, yacht club etc.</i></p> <p><i>Lighthouses: The RDANH is overall responsible for operation of the lighthouse stations in Denmark and Greenland. The maintenance is done by RDANH's regional lighthouse services in Frederikshavn, Grenå and Korsør.</i></p> <p><i>Information relating to aids to navigation is transmitted through navigational warnings (coastal and local), Notices to Mariners and Chart Corrections.</i></p> <p><i>The International Maritime Organization, IMO, has with the passing of SOLAS chapter V made it mandatory for all ships of a certain size and type to have shipboard AIS implemented by the end of 2004. IMO does not address shorebased AIS directly but in EU all member states is under the obligation to install land based AIS equipment to capture AIS information for traffic surveillance and statistical purposes. Denmark has installed a shorebased AIS system which is now fully functional. At present there is no shorebased AIS infrastructure in Greenland.</i></p> <p><i>The RDANH maintains a quality system with regard to floating and fixed aids and follows IALA recommendations on availability of Aids to Navigation etc.</i></p>
4	<p>Please describe any measures your State has put in place which encourage the collection of meteorological data and what use is made of this data.</p> <p><i>The Danish Meteorological Institute (DMI) encourages ships at sea to observe the weather and sea conditions and report the conditions to DMI. The aim is constantly to have 50 ships recruited and equipped with guidance material and instruments.</i></p> <p><i>The DMI Port Meteorological Officers (PMOs) are in frequent contact with the ships and ship owners.</i></p> <p><i>In many cases DMI installs AWS (Automatic Weather Station) on board ships.</i></p>

*The observations from ships are used as input to our Numerical Weather Prediction Models as well as being presented to the forecasters on line. Some observations are broadcast in connection with warnings, synopsis and forecasts via radio and NAVTEX.*

- 5 Please describe your State's arrangements for coast watching and for the rescue of persons in distress.

*Responsibility for Search and Rescue (SAR) in Denmark is divided as follows:*

*The Ministry of Justice is responsible for coordination of rescue on land. The Ministry of Defence is responsible for the coordination of air and sea SAR. The Ministry of Economic and Business Affairs and The Ministry of Transport and Energy are responsible for rules and regulations for Sea and Air safety.*

*In respect of SOLAS The Ministry of Defence has the overall responsibility for SAR but has delegated the operational responsibility to Admiral Danish Fleet (ADF).*

*SAR is in Denmark organized according to obligations towards the International Convention on Maritime Search and Rescue 1979, ICAO Annex 12 Search and Rescue, IMO and ICAO recommended practices and National Agreements.*

*ADF operates the Joint Rescue Co-ordination Centre (JRCC) Denmark which is situated at ADF HQ in Aarhus Denmark. Beside the JRCC Denmark operates two MRSC, one in Frederikshavn and one at Bornholm.*

*ADF has the operational command of all available SAR facilities, which is a mixture of governmental and civilian assets.*

*All procedures are laid down in the publication SAR Danmark (in Danish).*

- 6 Please describe your State's arrangements for investigating reported incidents of pollution.

*Defence Command Denmark has delegated the operational responsibility to Admiral Danish Fleet. The Defence Command has issued "Directive of Enforcement of the Act of Protection of the Environment at Sea" (FKODIR OD.046-5 2004-01) (See Appendix 7) This directive lay down the procedures for investigating reported incidents of pollution at sea.*

*ADF has issued a response plan by marts 2004 (will be available during the audit)*

- 7 Please describe your State's shipping and pollution prevention legislation applicable to its EEZ.

*The regulations in the Consolidated Act No. 925, September 28 2005, on the Protection of the Marine Environment are all applicable in the EEZ as far as it is in consistence with the International laws.*

- 8 Are there any Particular Sensitive Sea Areas (PSSAs) established within your State's jurisdiction?

Yes

No

*The Baltic Sea with the exception of the Russian area.  
The Wadden Sea.*

If yes, what are the associated protective measures?

*Routing measures between Sweden and Bornholm and north of Rügen in the western part of the Baltic Sea. Furthermore routing measures off the coast of Sweden has been adopted, thus regulating transit traffic all the way from the Gulf of Finland to the Skaw.*

*Various protective measures are implemented in the Wadden Sea such as reporting requirements, routings measures, pilotage in certain areas and for certain ships.*

9	<p>Please describe any maritime traffic routing schemes or restricted areas enforced within waters for which your State has responsibility and which have not been adopted by the IMO.</p>
	<p><i>All the relevant maritime traffic routing schemes and restricted areas in Denmark have been adopted by IMO.</i></p>
10	<p>What IMO maritime traffic routing system or restricted area does your State enforce within waters under its jurisdiction and how is it managed?</p>
	<p><i>In Danish waters the following traffic routing systems are in force:</i></p> <ul style="list-style-type: none"> <li>• <i>Off Falsterborev; (in Swedish and Danish waters)</i></li> <li>• <i>In the Sound; (in Swedish and Danish waters)</i></li> <li>• <i>South of Gedser; (in German and Danish waters)</i></li> <li>• <i>Between Korsoer and Sprogø; (in Danish waters)</i></li> <li>• <i>At Hatter Barn; (in Danish waters)</i></li> </ul> <p><i>Furthermore there are Recommendation on Navigation through the Entrance to the Baltic Sea and Deep Water Routes as follows:</i></p> <ul style="list-style-type: none"> <li>• <i>Route T</i></li> <li>• <i>DW Route between Hatter Rev and Hatter Barn</i></li> <li>• <i>DW Route Off the East Coast of Langeland</i></li> <li>• <i>DW Route North-East of Gedser; (in German and Danish waters)</i></li> </ul>
11	<p>What ship reporting systems or VTS systems adopted by IMO, if any, are in force in your State?</p>
	<p><i>The mandatory ship reporting system in the VTS Great Belt in accordance with IMO Resolution MSC. 63(67).</i></p> <p><i>Denmark has submitted an amendment to the 52nd session of the IMO sub-committee on safety of Navigation with a view to adoption by the Maritime Safety Committee. The proposal is an enlargement of the existing VTS area to cover navigationally sensitive areas, with high risk of groundings and collisions. Furthermore the proposal includes implementation of a structured Navigational Assistance Service to assist on-board navigational decision making in the VTS area, as defined in IMO Resolution A.857(20).</i></p>
12	<p>What national legislation does your State have to establish sanctions for violations of mandatory IMO instruments within its jurisdiction?</p>
	<p><i>In Denmark provisions on sanctions and penalties are traditionally inserted in the concluding provisions of the individual laws and ministerial orders. This is also the case with the national provisions – laws, ministerial orders and technical regulations - that implement the mandatory IMO instruments. Provisions on penalties are thus found in the Act on Safety at Sea, the Act on Protection of the Marine Environment and in numerous ministerial orders and technical regulations issued with legal basis in the two Acts.</i></p>
13	<p>What methodology does your State employ to enforce its maritime legislation on ships of any flag within its territorial waters?</p>
	<p><i>Ships are detained and legal proceedings can be instituted against ships of any flag.</i></p> <p><i>The ADF has the oversight picture of the maritime traffic in Danish waters. Any violation of maritime legislation or accident can be reported to the DMA through a 24 hour watch phone. The watchkeeping officer decides according to written procedures what measures or actions to be taken including detention of the vessel or reporting to the relevant authority or division.</i></p> <p><i>ADF carries out the responsibility of maintaining sovereignty of the Danish EEZ. In order to fulfil this task ADF maintains a 24/7 surveillance of the Danish EEZ in order to build up the maritime surveillance picture. (MSP)</i></p>

*The MSP is established and maintained by input from a number of sources such as, radar, coastal lookouts, patrol units at sea and air, satellite images, reports from harbour authorities etc.. Inputs are processed in the Danish navy's Command Control Information System (CCIS).*

*The MSP is available for the JRCC and the Maritime Assistance Service (MAS) Denmark has established a MAS in accordance with the IMO guidelines in MSC res. A.950(23). MAS are situated at, and under the responsibility of ADF. The MAS act as a central maritime point of contact between Denmark and captains of vessels in Danish waters and ports. MAS is on 24/7 alert to deploy rapid assistance and professional support for ships in connection with: Combating pollution, fire and explosions on board, collision, grounding and maritime security including International Ship and Port facility Security (ISPS).*

14 Please describe your State's arrangements for:

.1 hydrographic services; and

*Denmark is a member of the International Hydrographic Organisation (IHO). The Director General of the Royal Danish Administration of Navigation and Hydrography holds the post as National Hydrographer and is Denmark's official representative to IHO.*

*The hydrographic services (hydrographic surveying and hydrographic charting) are divided between the Ministry of Defence and the Ministry of Environment.*

*The Ministry of Defence is through RDANH responsible for the hydrographic surveying operations, including oceanography, while the Ministry of Environment (The National Survey and Cadastre) is responsible for the hydrographic charting activities including chart corrections.*

*The hydrographic surveying operations at sea are carried out by the Royal Danish Navy in accordance with the IHO Standards for Hydrographic Surveys (S-44). The hydrographic surveying squadron (39 military persons) acts as an integral part of RDANH.*

.2 ship reporting systems.

*Denmark is operating a ship reporting system SHIPPOS in order to increase the safety for ships sailing in all Danish waters. The reporting service applies to:*

- all ships of 20,000 tons or above*
- all ships with a draught of 11 metres or more*
- loaded tankers of 1,600 tons or more*
- all ships, irrespective of size or draught carrying INF-cargoes*

15 Please describe any measures undertaken by your State to evaluate its effectiveness in implementing IMO mandatory instruments, which are applicable to it as a coastal State (e.g. exercises to test counter-pollution measures, rescue of distressed persons, etc).

*In order to be able to continuously evaluate the structure and efficiency of the Danish Maritime SAR service an evaluation scheme has been implemented. The Scheme encompasses all authorities who contribute to the Maritime SAR service i.e. those who contribute with personnel and material. The scheme set the mission and the success criterion for the Maritime SAR service and specifies what the contributors must be able to produce in the form of material and the state of readiness for the mentioned material.*

## **IX Information on reporting requirements**

1 Please describe your State's system for developing (including information gathering) and submitting mandatory reports to IMO.

*A written reporting procedure has been established. The mandatory reporting obligations are listed and an annual timetable is provided.*

## **X Evaluation and review**

- 1 Please describe how you measure the performance of your maritime administration (i.e. benchmarking the port State control detention rates of ships in your registered fleet; consolidating the results of your inspections of your registered ships; evaluating casualty statistics of your registered fleet; evaluating the effectiveness of communications and information processes supporting your managerial structure; evaluating annual loss statistics; and using performance indicators and their effectiveness in determining whether staffing, resources and administrative arrangements (including financial and technical) are adequate to meet obligations under mandatory IMO instruments).

**The Danish Maritime Authority:**

*The Strategic Planning Secretariat is a unit, which has recently been established to collect data and statistical information from various national and international sources, to carry out trend analyses on that basis and to formulate appropriate strategies for continuous improvement. A web based management information system (LIS) provides updated information on key performance indicators. All the indicators are discussed with the board of directors monthly. If the indicators show any negative deviations possible corrective actions are discussed with the responsible head of division*

*DMA has together with the administrations in UK, S, D, NL and N (MAIG) developed a set of indicators used for benchmarking. The indicators have just been finalized and will be presented for the head of administrations in October. After the presentation the DMA will use the indicators as one of many instruments to pinpoint areas which shall be subject to special attention in the years to come.*

**Defense Command Denmark:**

*Defence Command Denmark has implemented a Quality Management System (QMS). It is founded on a MS Excel and web based management information system. Among others this QMS is used to verify the effectiveness of Search and Rescue and Environmental Protection measures.*

**Admiral Danish Fleet:**

*In order to be able to continuously evaluate the structure and efficiency of the Danish Maritime SAR service an evaluation scheme has been implemented. The Scheme encompasses all authorities who contribute to the Maritime SAR service i.e. those who contribute with personnel and material. The scheme set the mission and the success criterion for the Maritime SAR service and specifies what the contributors must be able to produce in the form of material and the state of readiness for the mentioned materiel.*

*ADF submits an annually SAR report to the Ministry of Defence (MoD) via the Defence Command. The report classifies the different SAR incidents by type ect. And evaluates the effectiveness of the SAR organization. The MoD forwards the report to the Government and the Danish Parliament*

- 2 Please describe the methods by which the results obtained from evaluation and review influence your future policies to promote continuous improvement.

**The Danish Maritime Authority:**

*As part of a management system the Director General signs annual contracts on expected results both with the Ministry and with the Heads of Divisions. The results of the evaluation and review process influence the drafting of next year's contracts significantly.*

**Defense Command Denmark:**

*The Quality Management System (QMS) was implemented in 2005. It collects relevant data including operational and statistical data from Search and Rescue and Environmental Protection measures. The QMS provides monthly updated key performance indicators, which are presented in a "Executive Management-cockpit (green – yellow – red)" providing monthly reports, trends and chief assessments for the Defence Command Denmark "Board of Directors".*

## XI Information about management systems

- 1 Does your State use a recognized quality management system, e.g. ISO 9001:2000, for part or all of its activities?

Yes

No

If yes, relevant documentation should be copied and submitted together with this questionnaire.

**The Danish Maritime Authority:**

*In general a Business Excellence system is used. A quality management system following the basic principles of ISO 9001:2000 is used in selected areas but without certification by an external body. Documentation, which is quite bulky and only exists in Danish, will be submitted on request.*

**The Royal Danish Administration of Navigation and Hydrography:**

*A quality management system (QMS) following the basic principles of ISO 9001:2000 is used in selected areas (e.g. floating and fixed aids). The QMS was initially certified by an external body but this was discontinued a few years ago when the QMS was considered mature enough to stand on its own.*

**The Danish Environmental Protection Agency:**

*Danish EPA has since 2001 been an EMAS registered organisation verified by Det norske Veritas. EMAS is EU's environmental management system which besides the requirements of the international standard for environmental management systems, ISO 14001, also require an yearly verified environmental report which is public available.*

2. Does your State use other management system, e.g. internal contracts between the management and the subdivisions, external contracts between the organization to be audited and its superiors of either a political and/or administrative nature or any other proprietary management system?

Yes

No

If yes, copies of contracts or other relevant documentation (in an appropriate language) should be submitted together with this questionnaire.

**The Danish Maritime Authority:**

*As part of a management system the Director General signs annual contracts on expected results both with the Ministry and with the Heads of Divisions. The contracts are posted and the progress is continuously monitored on a web based management information system (LIS). They are quite bulky and exist only in Danish, and will be submitted on request.*

*The Danish Maritime Authority is audited by The National Audit Office of Denmark.*

*The National Audit Office of Denmark is an independent institution under the authority of the Parliament (Folketing). The National audit Office of Denmark examines the soundness of state accounts i.e. checks that they are without significant errors and deficiencies. Furthermore, the National Audit Office of Denmark assesses whether the institutions have applied the funds in the best possible way."*

**The Royal Danish Administration of Navigation and Hydrography:**

*As part of a management system the Director General signs an annual contract on expected results (for the Administration as well as individually) with the Ministry and to a certain extend with the Heads of Divisions. The contract (in Danish only) for the Administration is available for the public on the internet. The progress with regard to the external and internal contracts is monitored.*

## XII Scope of the audit

- 1 Does your State want some of the areas included in the Code for the implementation of mandatory IMO instruments to be excluded from the audit (reasons for this could be that it is not a contracting party to some international instruments or only recently has acceded to a particular instrument)?

No.