

## Work, guard and accompanying vessels

Normally ships engaged in work in connection with activities at sea have another navigational pattern than that of ships engaged on regular voyages. In order to increase the visibility and to ensure good communication for work, guard and accompanying vessels, they must:

- Display the prescribed signal lights and shapes in accordance with the International Regulations for Preventing Collisions at Sea,
- observe the regulations on navigation in domestic inner waters as stipulated in order [no. 779 of 18 August 2000](#), also if engaged in diving operations,
- carry out diving operations in accordance with the orders on professional diving operations issued by the Danish Maritime Authority,
- be capable of communicating with the ship traffic on the maritime VHF channels,
- keep a constant listening watch on VHF channel 16,
- if below 12 metres, be fitted with a radar reflector (passive reflector or active transponder),
- if working in trafficked waters and above 12 metres, in general be capable of transmitting an Automatic Identification System (AIS-A) signal during works at sea.

Work vessels must, at any time, have an overview of the traffic in the area, including an overview of ships departing from nearby ports, inlets, fairways, etc. so that passing ships can be advised about safe passage and ships possibly on a collision course or coming dangerously close can be warned. If work vessels cannot perform these tasks, a guard vessel must be used for compliance.

### Notice to shipping about the vessels

No later than four weeks before starting, you must inform Notices to Mariners (Efterretninger for Søfarende (EfS)) ([efs@frv.dk](mailto:efs@frv.dk)) about the ships' names and call signs, the VHF channels on which a listening watch is kept and any other relevant information about the activity so that seafarers can be made aware of the activity. Subsequent changes must be reported on an ongoing basis and as soon as possible to Notices to Mariners.

### Control visits

The Danish Maritime Authority is authorised to carry out control visits to Danish ships and to carry out Port State Controls of foreign ships in Danish waters, which can include, inter alia, certification, the working environment on board, technical surveys, equipment, life-saving appliances, manning and training issues.

Technical approval of vessels taking part in the work must be arranged with the Danish Maritime Authority: [cfs@dma.dk](mailto:cfs@dma.dk).

### Guard vessels

When you carry out a project or an activity in Danish or Greenland waters that may affect navigational safety or freedom of navigation, a sufficient number of guard vessels must normally be available so that the ship traffic approaching the area can be warned about the work/activity and the possibilities of passing.

The number of guard vessels will be determined in consultation with the Danish Maritime Authority.

Guard vessels must:

- Be especially aware of nearby ports and any traffic to and from these;
- if navigating within hailing distance of another ship, ensure that the duty to keep clear in accordance with the regulations for preventing collisions at sea are constantly kept by the guard vessel;
- be aware that they do not exert any authority, but only guide about how to pass the area as safely as possible. Reports of contraventions of the regulations for preventing collisions at sea or navigation in areas of prohibition must be made to the police ([politi@politi.dk](mailto:politi@politi.dk)).