

Order on the ship reporting system BELTREP and on navigation under the East Bridge and the West Bridge in the Great Belt¹

In pursuance of section 1(2) and (3), section 6 and section 32(8) of the act on safety at sea (*lov om sikkerhed til søs*), cf. consolidated act no. 654 of 15 June 2010, the following provisions are laid down by authority:

Application

Section 1. In order to safeguard shipping, the environment and the fixed link across the Great Belt in the Eastern Channel and the Western Channel, a ship reporting system has been established by the name of BELTREP.

Section 2. Danish and foreign ships shall meet the provisions on

- 1) the reporting obligations and procedures for the mandatory ship reporting system BELTREP, cf. section 3 as well as annexes 2 and 3;
- 2) navigation in the areas around the fixed link across the Great Belt, cf. sections 9-13 and annexes 4 to 6.

Subsection 2. As regards conditions covered by the act on protection of the marine environment (*lov om beskyttelse af havmiljøet*), reference is made to the order on the reporting of information on dangerous goods via the ship reporting system BELTREP issued by the Danish Nature Agency.

Subsection 3. The ship reporting system BELTREP has been approved by the International Maritime Organization (IMO)² and shall apply to the ships mentioned in section 3(1).

Subsection 4. The navigational provisions of sections 9-13 shall apply to all ships.

Subsection 5. Ships shall mean any type of floating equipment used or useable as a means of transport on the water.

The ship reporting system BELTREP

Section 3. The following ships passing through the BELTREP area and arriving at or departing from a port or anchorage in the BELTREP area shall report, cf. annex 2 and annex 3:

- 1) All ships with a gross tonnage of or above 50.
- 2) All ships with an air draught of or above 15.00 metres.

¹ This order contains provisions implementing parts of Directive 2002/59/EC of the European Parliament and 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, no. L 280, p. 10, as amended by Directive 2009/17/EC of the European Parliament and of the Council of 23 April 2009, Official Journal no. L 131, p. 101, Directive 2009/18/EC of the European Parliament and of the Council of 23 April 2009 and by Commission Directive 2001/15/EC of 23 February 2011, Official Journal 2011, no. L 49, p. 33.

² Approved by resolution MSC.332(90) on 22 May 2012, "Adoption of amendments to the existing mandatory ship reporting system "In the Storebælt (Great Belt) Traffic Area (BELTREP)".

Subsection 2. Recreational craft with a hull length below 15 metres or with a gross tonnage below 50 shall be exempted from participation in the reporting system.

Subsection 3. Ships of war, troop ships and naval auxiliaries as well as other ships owned or operated by a State and used exclusively for State and non-commercial service shall not be covered by the BELTREP reporting obligations and reporting procedures, cf. section 2(1)(i) as well as annexes 2 and 3.

Subsection 4. Ships obliged to report shall report when passing report lines, at the latest, cf. section 4, or before departing from a port or anchorage situated in the BELTREP area. Furthermore, it shall be possible to transmit a report prior to passage into the BELTREP area, cf. annex 2 and the chartlet given in annex 3-B.

Section 4. The operational area of the ship reporting system BELTREP, covering the central and northern parts of the Great Belt as well as the waters around Hatter Barn in Samsø Bælt, is given by chartlet, cf. annex 3-A, and is delimited by the following lines:

A western report- and borderline called RW between Fyn and Samsø connected by the following points:

Fyn	1) 55 36'.00 N, 010 38'.00 E (Korshavn)
Samsø	2) 55 47'.00 N, 010 38'.00 E (East coast of Samsø)

A northern report- and borderline called RN between Samsø and Sjælland connected by the following points:

Samsø	2) 55 47'.00 N, 010 38'.00 E (East coast of Samsø)
	3) 56 00'.00 N, 010 56'.00 E (South east of Marthe Flak)
Sjælland	4) 56 00'.00 N, 011 17.00 E (Sjællands Odde)

A southern report- and borderline called RS between Sjælland, Omå and the eastern side of Langeland connected by the following points:

Stignæs	5) 55 12'.00 N, 011 15'.40 E (Gulfhavn)
Omø	6) 55 08'.40 N, 011 09'.00 E (Ørespids, Omø)
	7) 55 05'.00 N, 011 09'.00 E (South of Ørespids)
Langeland	8) 55 05'.00 N, 010 56'.10 E (Snøde Øre)

A south-western report- and borderline called RSW between the western side of Langeland and Thurø Rev Light buoy connected by the following points:

Langeland	9) 55 00'.00 N, 010 48'.70 E (South of Korsebølle Rev)
Thurø Rev	10) 55 01'.20 N, 010 44'.00 E (Thurø Rev Light Buoy)

Section 5. The BELTREP area is divided into two sectors separated by a line at latitude 11) 55 35'.00 N (Fyns Hoved – Jammerland Bugt).

Subsection 2. Sector 1 is situated north of the latitude and sector 2 south of this. Each sector has an assigned VHF channel to be used when communicating with Great Belt VTS.

The vessel traffic service Great Belt VTS

Section 6. A vessel traffic service called Great Belt VTS has been established, which operates the ship reporting system BELTREP. The call sign is “Belt Traffic”.

Subsection 2. The vessel traffic service Great Belt VTS is operated by the Danish VTS authority. BELTREP and Great Belt VTS shall be operated taking account of the guidance on vessel traffic service in Danish waters in force.

Section 7. When communicating with Great Belt VTS, the procedure given in annex 1 shall be followed.

Section 8. Great Belt VTS provides the following shipping services within the area mentioned in section 4:

- 1) Transmission of information of general interest to shipping in the area, such as the traffic situation, aids to navigation, lights, wind and current, tide, ice or other navigational and safety-related conditions. Such general information will be transmitted on a VHF channel specified by Great Belt VTS following prior announcement on channel 16 as well as working channels 11 and 74. Furthermore, such information may be given on a channel specified by Great Belt VTS upon request.
- 2) Individual navigational guidance for ships’ decision-taking in order to avoid collisions with the Great Belt bridges, collisions between ships and groundings in areas that are difficult to navigate. Great Belt VTS will inform an identified ship when individual navigational guidance is initiated and subsequently finalized.
- 3) Allocation of anchorages for ships in case of loss, weather conditions, bad sight, changes of depths or the like. The anchorages are shown in charts of the area as well as in annex 3-A.
- 4) Urgent information about special conditions of navigational safety in the area will be transmitted on a channel specified by Great Belt VTS following prior announcement on channel 16 as well as the working channels 11 and 74.

Subsection 2. All ships required to carry a radio and navigating the BELTREP area shall keep a continuous listening watch on the relevant working channel as well as channel 16.

East Bridge

Section 9. The bridge crossing the Eastern Channel is a high-level bridge connecting Sprogø and Sjælland. The bridge connection spans rest on two abutments, two anchor blocks and 19 bridge piers, 12 towards Sjælland and 7 towards Sprogø. The bridge piers are designated by the numbers 2 to 26, calculated from the Sjælland side.

Subsection 2. In the passage span between the two bridge towers, nos. 16 and 17, a traffic separation scheme has been established, cf. annex 4. The free passage height between the bridge towers is 65 metres at mean water level. The least free passage height at mean water level in the other bridge spans is shown in the table, cf. annex 5.

Navigational provisions and prohibitions in the Eastern Channel

Section 10. Navigation under the East Bridge shall be permitted only for ships with an air draught below 65.00 metres.

Subsection 2. Ships with a maximum length overall of or above 20 metres shall use the traffic routes in the traffic separation between Korsør and Sprogø.

Subsection 3. Ships with a maximum length overall below 20 metres as well as sailing ships shall, insofar as possible, avoid navigation in the traffic routes of the traffic separation between the two bridge towers of the East Bridge and instead use the other passage spans of the bridge.

Subsection 4. Fishing of any kind shall be prohibited in the north-bound and south-bound traffic route in the traffic separation between Korsør and Sprogø, cf. annex 4.

West Bridge

Section 11. The bridge across the Western Channel is a low-level bridge connecting Fyn and Sprogø. The bridge rests on two abutments and 62 bridge piers designated with the numbers 2 to 63, calculated from the Sprogø side.

Subsection 2. The eastern passage span of the West Bridge has been established between bridge piers 34 and 35, and the western passage span has been established between the bridge piers 37 and 38. The two passage spans are separated by two unbuoyed spans. The passage spans have a breadth of 104 metres, and the free passage height is 18 metres at mean water level for a breadth of 70 metres around the middle of the spans, cf. annex 6.

Subsection 3. The passage height of the other spans gradually decreases from the passage spans to 5.50 metres at the span closest to Sprogø and to 7.50 metres at the span closest to Fyn. The least free passage height at mean water level in each individual span is shown in the table, cf. annex 6.

Navigational provisions and prohibitions in the Western Channel

Section 12. Navigation under the West Bridge shall be permitted only for ships with a deadweight tonnage below 1,000 tonnes as well as for ships with an air draught below 18.00 metres.

Subsection 2. All ships with a gross tonnage of or above 50 intending to pass under the West Bridge shall use the two buoyed passage spans.

Subsection 3. As regards all ships, north-bound ships shall use the eastern passage span, and south-bound ships shall use the western passage span, cf. annex 6.

Subsection 4. Anchoring and fishing shall be prohibited in the buoyed approaches through the West Bridge and over a stretch of 500 metres in the extension of these approaches on the other side of the bridge, cf. annex 6.

Subsection 5. Within a distance of 500 metres from the West Bridge, navigation across the water off the passage spans shall be prohibited, cf. annex 6.

General prohibitions

Section 13. Mooring to and anchoring under both bridges shall be prohibited without a prior permit from Great Belt VTS.

Subsection 2. Diving and unnecessary stays shall be prohibited in the passage channels under both bridges without a prior permit from Great Belt VTS.

Penalty provisions

Section 14. Contraventions of this order shall be liable to punishment by fine or imprisonment for a term not exceeding one year.

Subsection 2. The penalty may be increased to imprisonment for a term not exceeding two years, if

- 1) the contravention has caused damage to life or health or risk of such damage;
- 2) an injunction or order has previously been issued in connection with the same or equivalent situations;
or
- 3) the contravention has produced or has been intended to produce financial benefits to the contravener or others.

Subsection 3. Companies etc. (legal personalities) may be liable to punishment according to the provisions of chapter 5 of the Penal Code.

Entry into force

Section 15. This order shall enter into force on 1 July 2013.

Subsection 2. Order no. 488 of 31 May 2007 on the ship reporting system BELTREP and navigation under the East Bridge and the West Bridge in the Great Belt shall be repealed.

Danish Maritime Authority, 26 June 2013

Michael Skov / Carsten Jensen

Communication information and procedure and assigned VHF channels for BELTREP

BELTREP radio call sign:	"Belt Traffic"
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VHF Channels	Operational use
VHF Channel 74	Sector 1 – North
VHF Channel 11	Sector 2 – South
VHF Channel 10	Broadcast of information, individual assistance and reserve channel
VHF Channel 16	Listening watch and announcing of information

Great Belt VTS operates the BELTREP system.

H24 contact information for Great Belt VTS:

- 1) Great Belt VTS keeps a continuous listening watch on VHF channels 74, 11 and 16.
- 2) Duty officer telephone: +45 58 37 68 68
- 3) Fax: +45 59 37 28 19
- 4) MMSI no.: 002190001
- 5) E-mail: beltrep@sok.dk
- 6) Webpage: www.beltrep.org

Address:

Great Belt VTS
Sylowsvej 8
DK-4220 Korsør

Communication procedure in the BELTREP area:

- 1) A continuous listening watch shall be kept on the relevant working channel as well as channel 16.
- 2) When passing the line between sector 1 and sector 2, a change shall be made to the relevant VHF channel.
- 3) Ship-to-ship communication should be carried out on the relevant BELTREP VHF working channel.
- 4) The communication language shall be English. In special cases, Danish may be used.
- 5) When communicating with ships, Great Belt VTS may use the following IMO Standard Marine Communication Phrases (SMCP), section A1/6, VTS message markers: ADVICE, WARNING, INFORMATION, QUESTION, ANSWER, REQUEST and INTENTION.

Drafting of reports to the mandatory ship reporting system BELTREP

Ships entering the BELTREP area shall report by means of VHF radio communication, but they are also recommended to report by means of AIS (automatic identification system, class A) and pre-entry non-verbal means, for example, e-mail.

- Designators A, B, C, E, F, G and I as well as O may be reported by means of correct updated AIS information.
- Designators (A, H), L, P, T, W and X may be reported by means of pre-entry non-verbal means, for example e-mail.
- Designators A (ship name) and U shall, as a minimum, always be reported by means of VHF radio communication when passing a report line or when departing from a port or anchorage in the BELTREP area.

The table below gives the optimal and recommended use of reporting combined by means of AIS, pre-entry non-verbal communication and VHF.

1. Designator	2. AIS	3. Non-verbal (e.g. e-mail)	4. VHF	5. Information	6. Text
A	Yes	Yes	Yes	Ship's identification	1) Ship's name: AIS, pre-entry non-verbal means and VHF 2) MMSI no.: AIS 3) Call sign: AIS - when used for the ship 4) IMO no.: AIS, pre-entry non-verbal means
B	Yes	-	-	Date and time	A 6-digit group giving day of month and hours and minutes in UTC
C	Yes	-	-	Position	Geographical position in degrees and minutes with a 4-digit group N and a 5-digit group E
E	Yes	-	-	True course	A 3-digit group
F	Yes	-	-	Speed in knots	A 3-digit group
G and I	Yes	-	-	Last port of call and destination and ETA	Last port of call and next port of call; both given in UN LOCODE by AIS. For details and procedures, see IMO circular SN/Circ.244 and www.unece.org/cefact/locode/service/main.htm ETA, date and time group expressed as under designator B
H	-	Yes	-	Date, time (UTC) and relevant report line of entry into the BELTREP area	This information is <u>only</u> required if designators L, P, T, W and X are given by pre-entry non-verbal means (e.g. e-mail) before entry into BELTREP at the report lines RN, RW, RS and RSW
L	-	Yes	-	Route information in the BELTREP area	A brief description of the intended route in the BELTREP area as planned by the master and stated by coded designators as given below, see also annex 3-A.

					<p>Report lines: RN – report line North RW – report line West RS – report line South RSW – report line Southwest</p> <p>Routeing systems: DW-T3 – Deep-water Hatter TSS-T5 – Separation at Hatter Barn</p> <p>Bridges: BE – East Bridge/Route T BW – West Bridge</p> <p>Routeing system: DW-T4 – Deep-water Langeland</p> <p>Route: RH – Route Hotel</p> <p>Anchorage – Kalundborg Fjord: KAL FJ</p> <p>See examples below the table.</p>
O	Yes	-	-	Maximum updated draught in metres	A 2-digit or 3-digit group giving the maximum draught in metres (e.g. 8, 7 or 10.2)
P	-	Yes	-	Cargo on board	Cargo and, if dangerous goods present on board, quantity and IMO class. Dangerous goods information shall be summarized in total tonnes per IMO class when transmitted.
Q or R	-	-	Yes	Defects and deficiencies and Pollution or dangerous goods overboard	<p>Q: Details of defects, deficiencies, damages or limitations to the ship or equipment or other circumstances that may affect the normal navigation and manoeuvrability of the ship.</p> <p>R: Information about discharged pollution or dangerous goods lost overboard.</p>
T	-	Yes	-	Ship's representative and/or owner	Address and particulars from which detailed information on the cargo may be obtained.
U	-	-	Yes	Ship's dimensions – deadweight tonnage and maximum draught in metres	All ships obliged to report, including ships' tow or other floating vessels and equipment, shall report information about the maximum air draught and the deadweight tonnage. This information shall be given by means of VHF when entering the BELTREP area irrespective of whether this information has also been given previously.
W	*	Yes	-	Total number of persons on board	State number
X	-	Yes	-	Miscellaneous	Type and estimated quantity of bunker oil for ships with a gross tonnage of or above 1,000. Shall be summarized in total tonnes per type when transmitted.

* Designator W – total number of persons on board. IMO resolution MSC.332(90) states that the total number of persons on board may be given by means of AIS. However, at the moment it is not technically possible to read this by means of the AIS system. Instead designator W is given by means of e-mail, fax, etc., alternatively by means of VHF when passing a report line or before departing from a port or anchorage.

Supplementary BELTREP reporting procedures:

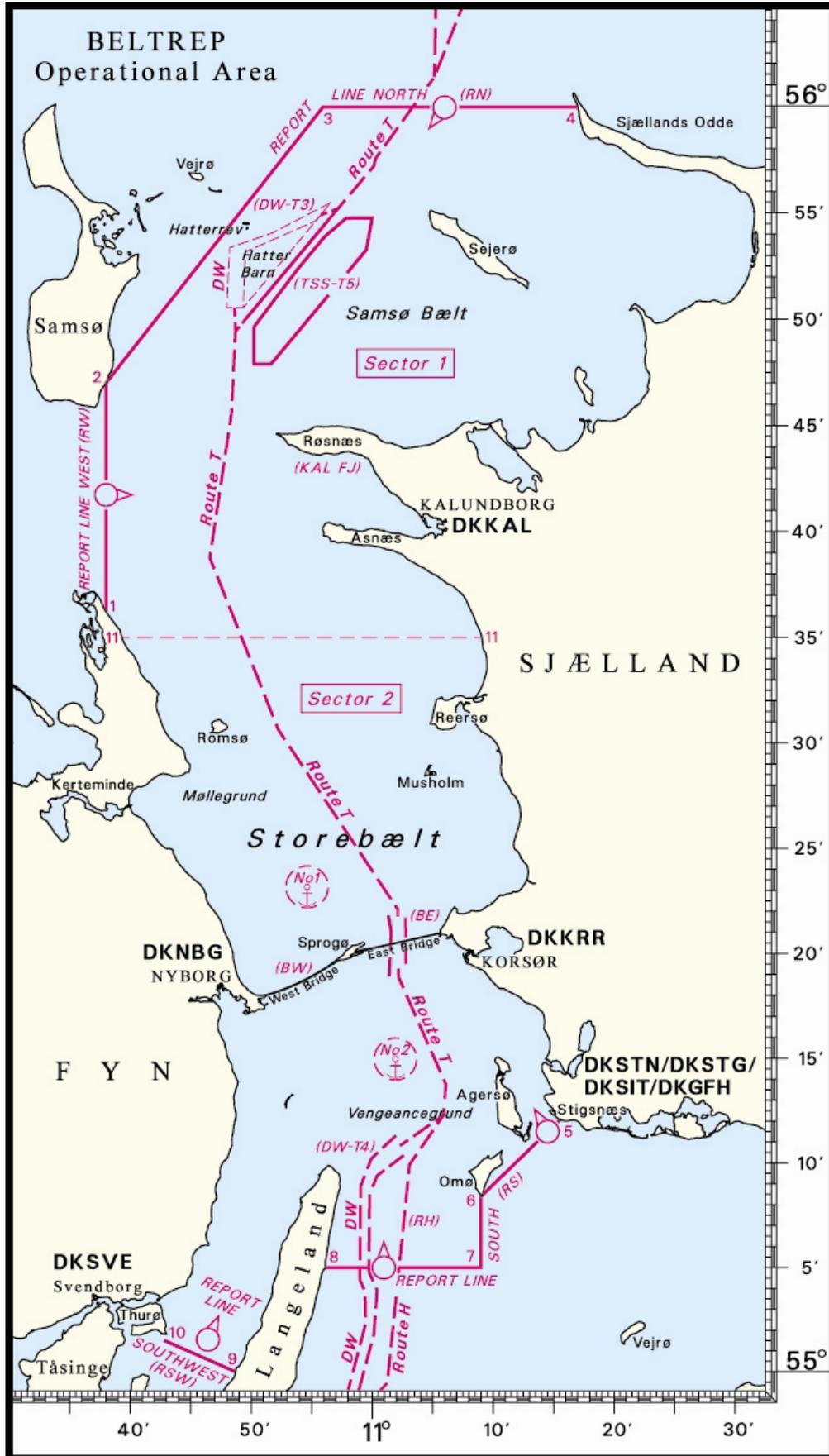
- 1) In order to minimize the quantity of reports given by means of VHF radio communication as well as to primarily reserve VHF for navigational use, it is recommended to transmit reports for designators L, P, T, W and X prior to entering the BELTREP area, for example by means of e-mail. Pre-entry reports shall be supplemented by designators A and H. Receipt of these reports shall also be acceptable by means of a cell phone.
- 2) Communication transmitted before passing a BELTREP report line by means of reports by e-mail or the like may be given at any time after entering the Danish exclusive economic zones (EEZ) and until the ship is within VHF range of BELTREP (about 20 nautical miles from a report line). Since Great Belt VTS shall have a possibility of handling a pre-entry report, these may not be transmitted within VHF range. Annex 3-B states in which areas it is possible to transmit pre-entry reports.
- 3) Ships departing from a port or anchorage within 20 nautical miles VHF range of the BELTREP area may transmit pre-entry non-verbal reports for the designators (A), H, L, P, T, W and W if transmitted one hour before departure in order to give Great Belt VTS a possibility of handling the report.
- 4) In case it is necessary to report designators Q or R, this shall always be done by means of VHF radio.
- 5) The master shall immediately inform Great Belt VTS in case of changes of the navigational status or previously reported information, especially as regards designator Q or R.

Examples of designator L reports for the intended route in BELTREP given by codes as stated below:

1)	A northbound ship leaving the port of Gulfhavn planning to sail north route T via deep-water route "Between Hatter Rev and Hatter Barn" leaving at report line North (UN LOCODE format for Gulfhavn is DK GFH): Designator L: DK GFH, BE, DW-T3, RN
2)	A southbound ship in passage and planning to enter at report line North, sailing through TSS "At Hatter Barn", then route T, route H and leaving at report line South: Designator L: RN, TSS-T5, BE, RH, RS
3)	A northbound ship entering via deep-water route "Off the coast of Langeland", route Tango, East Bridge and leaving through report line West, bound for the port of Fredericia: Designator L: RS, DW-T4, BE, RW
4)	A ship entering at report line North sailing via TSS "At Hatter Barn", route T and then anchoring in Kalundborg Fjord: Designator L: RN, TSS-T5, KAL FJ

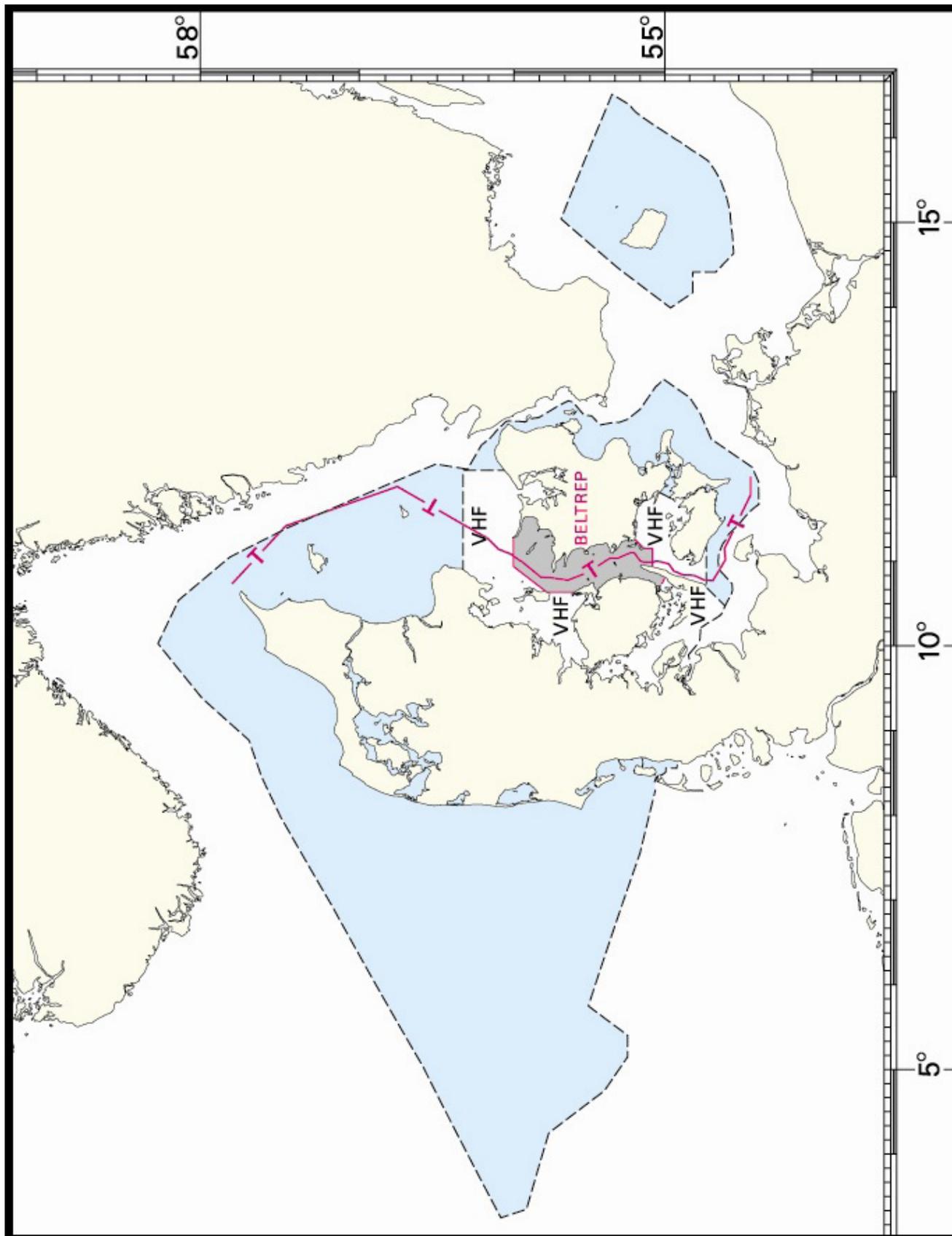
BELTREP area

Annex 3-A: The BELTREP area



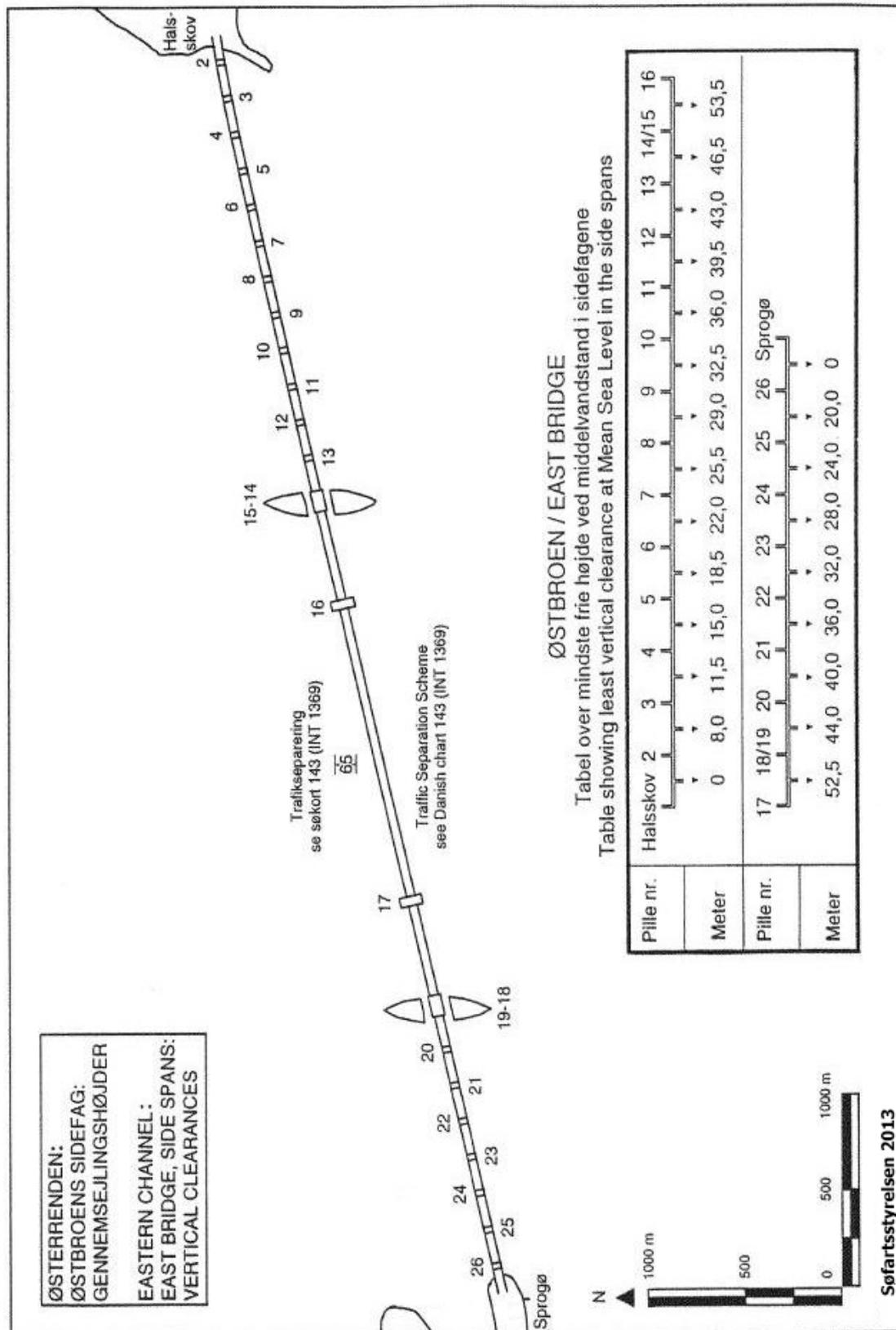
BELTREP – EEZ

3-B: Danish exclusive economic zones (EEZ) and the BELTREP area



East Bridge

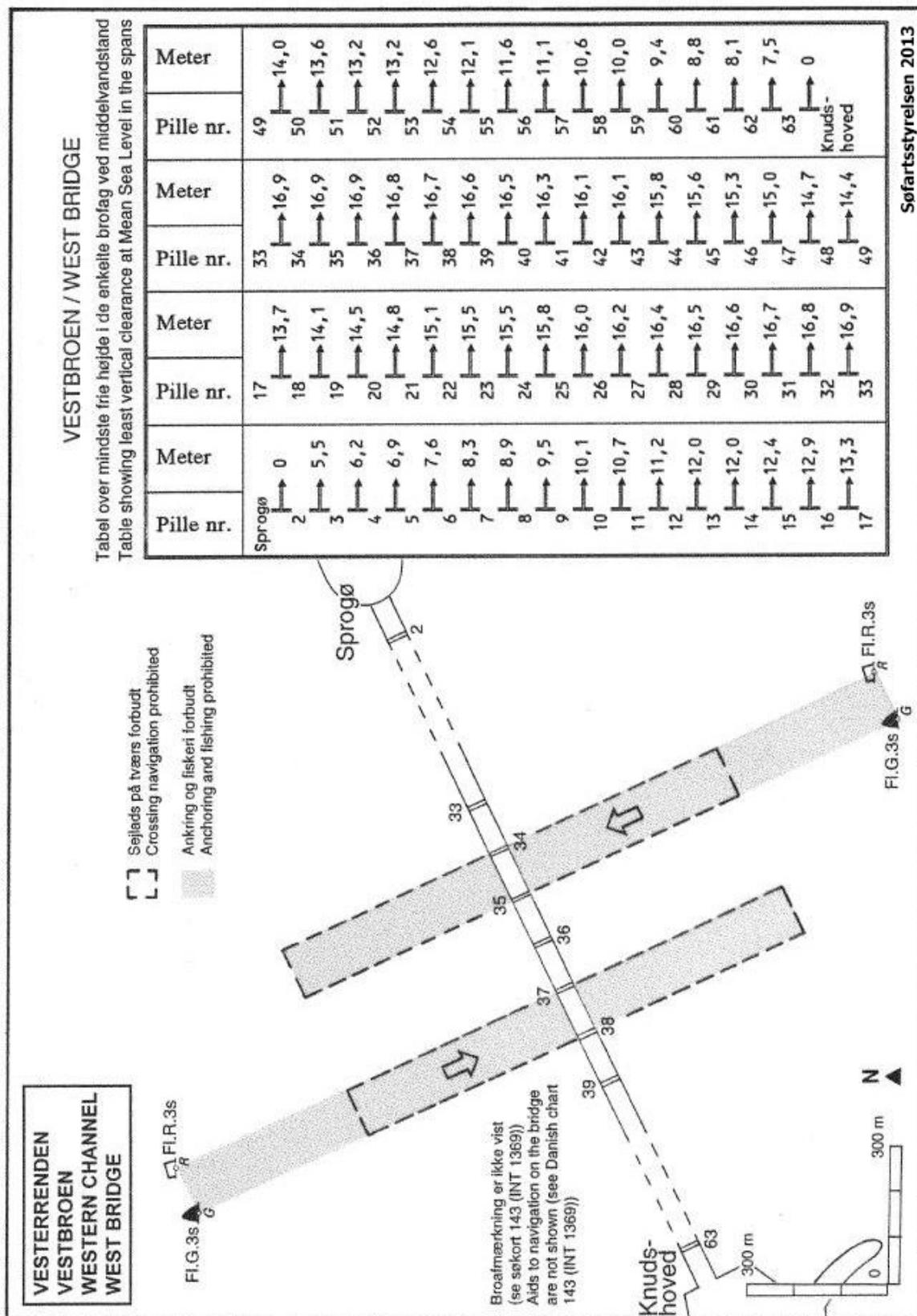
East Bridge



Attention is drawn to the fact that the depth conditions vary through the passage spans, for which reason it is necessary to consult charts when planning such a passage.

West Bridge with passage channels

West Bridge with passage channels



Attention is drawn to the fact that, normally, the current in the Western Channel does not run parallel to the direction of passage.