

To:

12 July 2010

See enclosed mailing list

DANISH MARITIME AUTHORITY

Vermundsgade 38 C
2100 Copenhagen Ø

**DANISH MARITIME
SAFETY ADMINISTRATION**

Overgaden oven Vandet 62 B
1023 Copenhagen K

NATIONAL SURVEY

AND CADASTRE

Rentemestervej 8
2400 Copenhagen NV

Information about discontinuation of certain ships' routes in the Kattegat from 1 October 2010

Denmark and Sweden have started cooperating on changes of the ship routeing systems in the Kattegat. The existing routeing system in the Kattegat relates to the mine-swept routes established in the post-war years. These routes were laid according to the needs for maritime infrastructure at that time and buoyed to support navigation. By now, it is considered necessary to optimise the navigational safety of today's shipping, where large ships to an increasing degree pass through our waters, some of whose manoeuvrability is constrained due to a large draught. The interaction between large and small ships' navigation in between one another has also been included in the work changing the routeing system in order to create more predictable navigational patterns and, thereby, reduce the risk of collisions.

Navigational patterns reveal that a part of the routeing system is not used very much compared to the most used ship routes. At the same time, new navigational methods such as satellite navigation have reduced the need for buoying routes for navigational purposes. This means that it becomes possible to discontinue certain routes that are only used to a very small degree today and to use the buoys from these routes in a more cost-effective manner by, for example, buoying grounds and reefs rather than routes. In this way, the users will benefit more from the buoys in areas that may present navigational difficulty.

The remaining changes of the routeing system in the Kattegat will be subject to consultation in late 2010. The consultation procedure will include a detailed presentation of the changes planned to be collected for a new routeing system in the Kattegat.

The following part of route and routes will be discontinued from 1 October 2010 at 00:00 hours UTC:

- 1) Part of route B (Bravo) between position:
56°50.93' N 010°48.00' E and 56°17.88' N 012°04.33' E.

The existing part of route B (Bravo) between position:
56°17.88' N 012°04.33' E and 56°07.30' N 012°31.45' E,
will, for the time being, become a part of route D (Delta) between the island of Anholt and the Sound.

- 2) Route C (Charlie) between position:
56°50.93' N 010°48.00' E and 56°51.30' N 011°49.00' E.

- 3) Route E (Echo) between position:
56°50.80' N 011°11.91' E and 56°23.85' N 011°06.00' E.

- 4) Route F (Foxtrot) between position:
56°50.93' N 010°48.00' E and 56°41.06' N 010°37.90' E and 56°32.68' N
010°56.68' E and 56°23.85' N 011°06.00' E.

See chartlet on page 6.

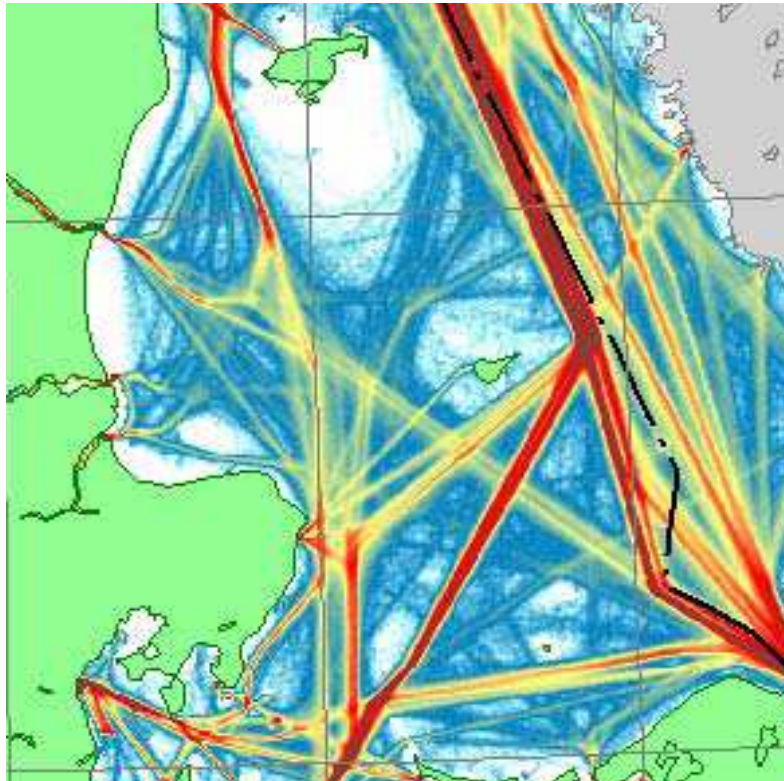
Navigational statistics for routes B (Bravo), C (Charlie), E (Echo) and F (Foxtrot)

The Danish Maritime Safety Administration has, through the shore-based AIS system, recorded the following number of ship passages in the period from 1 June 2009 to 31 May 2010:

| Route | Ships per year | Ships per month | Ships per day |
|--------------|----------------|-----------------|---------------|
| B - 1 west | 3497 | 291.4 | 9.7 |
| B - 2 middle | 1546 | 129.0 | 4.3 |
| C - 1 east | 505 | 42.0 | 1.4 |
| C - 2 west | 775 | 64.6 | 2.2 |
| E - 1 south | 2020 | 168.3 | 5.6 |
| E - 2 north | 490 | 40.8 | 1.4 |
| F - 1 north | 702 | 58.5 | 2.0 |
| F - 2 south | 737 | 61.4 | 2.0 |

By way of comparison, the following number of ships has been recorded in route T (Tango) east of the island of Anholt during the same period:

| Route | Ships per year | Ships per month | Ships per day |
|-------|----------------|-----------------|---------------|
| T | 32126 | 2677.2 | 89.2 |



The illustration shows tracks of AIS-equipped ships' navigation during a period of one year.

New part of route B (Bravo) will connect this route with route A (Alpha)

In order to create a connection between the unchanged northern part of route B (Bravo) and the rest of the routing system, a new part of route B will be established from route B's (Bravo's) northern part and down to the existing route A (Alpha).

New recommended part of route B (Bravo) between the positions:
 $56^{\circ}50.93' \text{ N } 010^{\circ}48.00' \text{ E}$ and $56^{\circ}43.40' \text{ N } 011^{\circ}01.04' \text{ E}$ as well as
 $56^{\circ}23.85' \text{ N } 011^{\circ}06.00' \text{ E}$.

See chartlet on page 6.

This new recommended part of the route will have a minimum depth of 10.00 metres at mean sea level (MSL).

Publication

The changes to the routing system, the buoys and the charts will be published in Notices to Mariners (*Efterretninger for Søfarende*) as well as in Chart Corrections (*Søkortrettelser*) from early August 2010. The publications are also available in printed editions through subscription at I.C. Weilbach & Co.

Buoys

In connection with the discontinuation of parts of route B (Bravo) as well as route C (Charlie), E (Echo) and F (Foxtrot), the Danish Maritime Safety Administration will withdraw the following buoys.

| Name of buoy | Breadth N | Length E | Type of buoy |
|--------------|------------|-------------|---------------------|
| Route F5 | 56° 32.682 | 010° 56.683 | Mid-water buoy |
| Route F4 | 56° 34.258 | 010° 53.872 | Port side buoy |
| Route F3 | 56° 39.162 | 010° 41.440 | Starboard side buoy |
| Route F2 | 56° 41.061 | 010° 37.906 | Mid-water buoy |
| Route C3 | 56° 50.796 | 011° 11.908 | Mid-water buoy |
| Route B8 | 56° 41.810 | 011° 09.868 | Mid-water buoy |
| Route A3 | 56° 31.092 | 011° 21.554 | Mid-water buoy |
| Route A2 | 56° 38.282 | 011° 37.353 | Mid-water buoy |
| Route T7 | 56° 29.942 | 011° 36.596 | Mid-water buoy |
| Route T5 | 56° 51.305 | 011° 49.007 | Mid-water buoy |

In connection with the coming changes of the ship routeing systems in the Kattegat, the intention is to focus on the buoying of grounds and reefs rather than routes.

In connection with the changes, the Danish Maritime Safety Administration will check whether the costs related to buoying are paid as stipulated in the provisions of the Act on Safety at Sea.

If this proves not to be the case, the Danish Maritime Safety Administration will ensure that this is changed so that, in the future, the costs are paid in accordance with the provisions of the legislation.

See chartlet on page 6.

New chart editions

Paper charts nos. 100, 101, 102, 122 and 124, which will all be affected by the discontinuation of the routes and the establishment of a new part of route B, will be published as new editions in late September 2010.

In the official electronic navigational charts (ENC) intended for use in electronic chart and display information systems (ECDIS), the discontinuation of the routes and the establishment of a new part of route B will be shown from 1 October 2010 at 10:00 hours UTC. The discontinuation of ships' routes and a new part of route will affect the following ENC: DK2KATGN, DK2KATGS, DK2SUNDT, DK4ABFNF, DK4KATGN, DK4KATGS and DK4SUNDT.

Repeal of circular

Navigational routes are regulated in accordance with the Act on Safety at Sea issued by the Danish Maritime Authority. When the routes mentioned are discontinued, circular no. 10001 of 17 February 1975 on navigational routes in Danish waters issued by the Ministry of Trade will be repealed as of 1 October 2010.

Contact information

Additional information is available from the following persons:

| | | |
|--|----------------|-----------------|
| Danish Maritime Authority – Routes: www.sofartsstyrelsen.dk and www.dma.dk | Carsten Jensen | +45 39 17 45 58 |
| Danish Maritime Safety Administration – Buoying: www.frv.dk | Michael Skov | +45 32 68 95 78 |
| National Survey and Cadastre – Charts: www.kms.dk | Jes Carstens | +45 72 54 53 64 |

Enclosure – Mailing list:

Bilfærgernes Rederiforening (Danish Car Ferry Association)
 By- og Landskabsstyrelsen (Agency for Spatial and Environmental Planning)
 Danish Cable Protection Committee
 Danmarks Fiskeriforening (Danish Fishermen's Association)
 Danmarks Fritidssejler Union (Danish Yacht Association)
 Danmarks Rederiforening (Danish Shipowners' Association)
 Danmarks Skibsmæglerforening (Danish Shipbrokers' Association)
 Danpilot
 Dansk Sejlunion (Danish Sailing Association)
 Dansk Sportsdykker Forbund (Danish Sports Diver Federation)
 Danske Havne (Danish Ports)
 Danske Tursejlere (Danish Boating Association)
 Energinet.dk
 Energistyrelsen (Danish Energy Agency)
 Foreningen af danske Ral- og Sandsugere (Association of Danish Gravel and Sand-Pump Dredgers)
 Foreningen af lystbådehavne i Danmark (Association of Danish Marinas)
 Foreningen af Småøernes Færgeselskaber (Association of Small Island Ferry Companies)
 Fiskeridirektoratet (Directorate of Fisheries)
 Kystdirektoratet (Danish Coastal Authority)
 Lodstilsynet (Danish Pilotage Authority)
 Marinehjemmeværnet (Naval Home Guard)
 Maritime Danmark
 Miljøstyrelsen (Environmental Protection Agency)
 Nationalmuseets Marinarkæologiske Undersøgelser (Institute of Maritime Archaeology)
 Rederiforeningen af 1895 (Shipowners' Association of 1895)
 Rederiforeningen for Mindre Skibe (Shipowners' Association for Smaller Vessels)
 Sammenslutningen af mindre Erhvervsfartøjer (Danish Association of Small Passenger Vessels)
 Skov- og Naturstyrelsen (Danish Forest and Nature Agency)
 Sound VTS
 Statens Luftfartsvæsen (Civil Aviation Administration) - AIS
 Storebælt VTS (Great Belt VTS)
 Søfart (Danish Shipping Weekly)
 Søfartens Ledere (Danish Maritime Officers)
 Søsportens Sikkerhedsråd (Sea Sports Safety Council)
 Søværnets Operative Kommando (Admiral Danish Fleet)
 TDC Lyngby Radio
 Træskibs Sammenslutningen (Danish Wooden Ships' Association)
 Udenrigsministeriet (Ministry of Foreign Affairs)