

## Colophon

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## The Danish Maritime Authority

Caspar Brands Plads 9

4220 Korsør

Telephone: +45 72 19 60 00

Fax: +45 72 19 60 01

E-mail: [sfs@dma.dk](mailto:sfs@dma.dk)

Internet: <https://dma.dk/>

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- 7.4 Navigation through the Entrances to the Baltic Sea (Amendment)
- 7.5 Consolidated pilotage act No. 352 of 12 April 2016
- 7.6 Executive Order on the use of pilot No. 1848 of 08/12/2020
- 7.7 Order on the issue of pilot certificates and pilotage exemption certificates No. 1824 of 07/12/2020
- 7.8 Order on a transit pilotage authorisation scheme No. 1319 of 9 December 2019
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- 7.10 Order on the activities of pilotage service providers and on the obligations of pilots No. 1343 of 11 December 2014

- 7.11 Executive order on payment for the tasks performed by the Danish Maritime Authority as part of the inspection of pilotage assignments, pilots and pilotage service providers No. 1344 of 11 December 2014
  - 7.12 Order on the transfer of bunker products between ships, etc. in Danish and Greenland territorial waters - Order no. 1075 of 28 August 2018
  - 7.13 Danish Statutory Order no. 570 of 4 June 2014. Order on the Transfer of liquid cargo between ships in Danish and Greenland territorial waters (STS-operations)
  - 7.14 Statutory Order no. 873 of 27 June 2016. Reporting of information on dangerous and polluting goods on board ships. (in Danish only)
  - 7.15 Statutory Order no. 1021 of 26 August 2010. Reporting of incidents
  - 7.16 Order no. 656 of 20 May 2020 on rules of navigation etc. in certain Danish waters
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## 1. Preface

With the object of ensuring the navigational safety of large ships passing through Danish waters, the Danish government has established a transit route between Skagen and the area northeast of Gedser. The transit route is named “Route T”. When passing through the entrances to the Baltic Sea, ships should note that the maximum obtainable depth in most parts of route T is 17 metres. However, in the area northeast of Gedser areas the maximum obtainable depth is reduced to 16.4 metres due to sand migration.

Route T is marked by light buoys, virtual AIS-AtoNs and lights. Danish pilot assistance is available from Skagen to Allinge on the island of Bornholm (Baltic Sea).

In spite of the good Aids to Navigation system, navigation through Danish waters presents, however, in certain areas difficulties to large ships due to narrow waters, sharp bends, strong currents and shallow depths.

To ensure shipping, the environment and the fixed link across the Storebælt (Great Belt) in the Eastern channel and the Western channel, a mandatory Vessel Traffic Service ship reporting system called BELTREP – call sign “Belt Traffic” - has been established, see section 7.2. [Link to order](#)

In the Fehmarn Belt area between Rødby Havn (DK) and Fehmarn Island (GE) the project Fehmarn link - the establishment of a submerged tunnel - has commenced in the spring of 2020. The construction of the tunnel is expected to continue over the next 7-8 years starting from 2020. Working areas will influence on the passing traffic in Route T. During this period, a temporary and voluntary Vessel Traffic Service (Fehmarn Belt VTS) has went into force medio 2021 as an additional Aid to Navigation for the shipping passing in this project area. [Link to information on the project and VTS](#)

In all parts of Danish waters intensive fishing is carried out by large and small fishing vessels, and a large number of pleasure craft are sailing in these waters during the summer season.

Attention is drawn that in Danish and in adjacent waters of neighbouring countries areas are designated for offshore wind Farms (OWF). These OWF are either in operation or under construction and often situated in navigable water but in safe distance from major traffic routes/flows. Maps on major OWF areas, see section 4.

A mandatory Ship Reporting System in the Sound between Denmark and Sweden called SOUNDREP – call sign “Sound Traffic” - has been established, [Link to information and Order](#).

The International Maritime Organisation (IMO) has adopted an amendments to the recommendation on navigation through the entrances to the Baltic Sea, see section 7.4

Note: This publication is undergoing changes and updates. Therefore, not all text, figures and charts can be expected to be updated.

### List of Abbreviations:

1. ALRS	Admiralty List of Radio Signals
2. DW	Deep Water (route)
3. DWT	Dead Weight Tonnage
4. ETA	Estimated Time of Arrival
5. IMO	International Maritime Organization
6. ITZ	Inshore Traffic Zone(s)
7. OWF	Offshore Wind Farm
8. NP.	Admiralty Navigational Publication No..
9. SOLAS	Safety of Life at Sea
10. TSS	Traffic Separation Scheme
11. UT (GMT)	Universal Time (Greenwich Mean Time)
12. VTS	Vessel Traffic Service

## 2. Planning

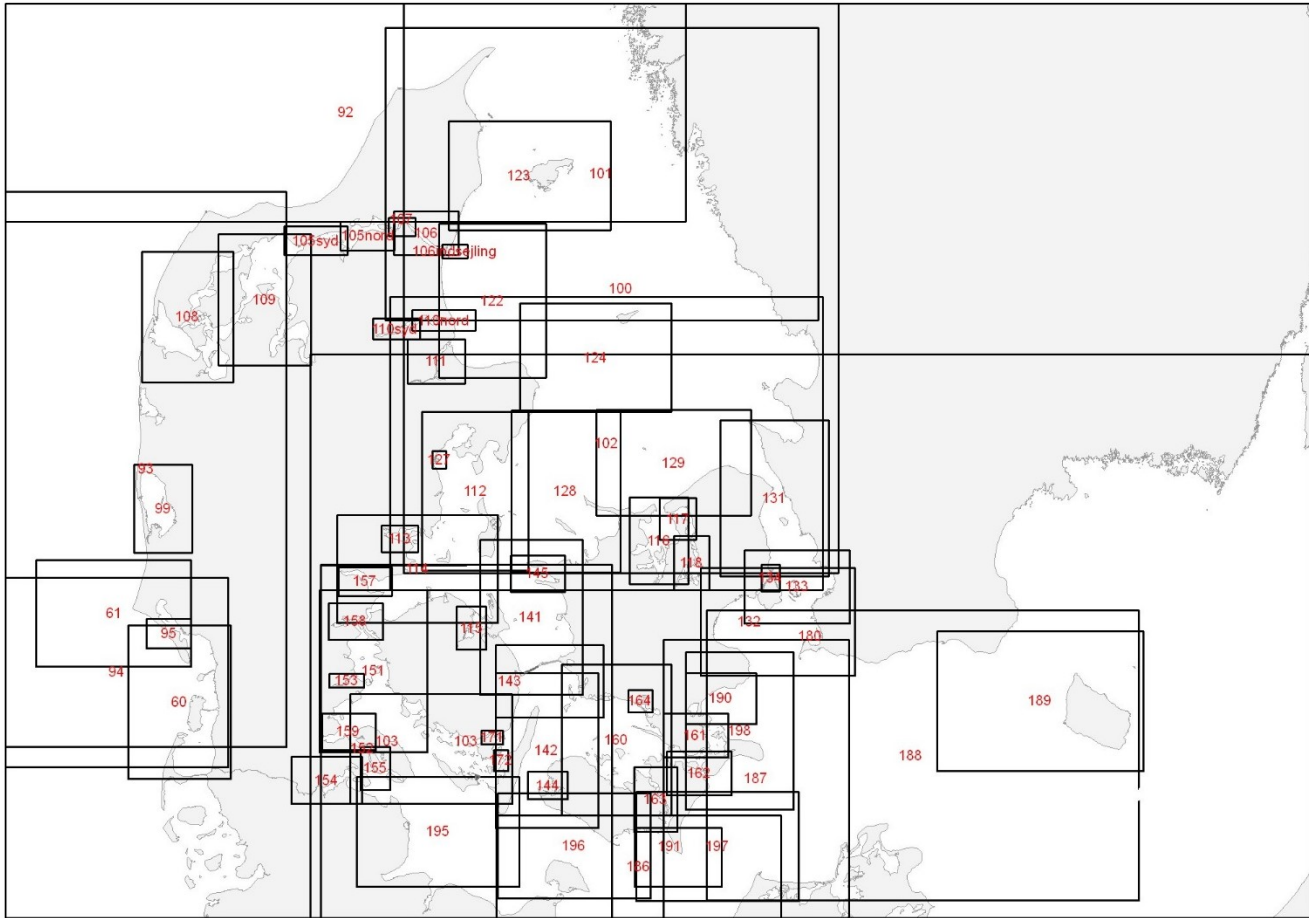
### 2.1 Publications

#### English publications

- Admiralty Notices to Mariners
- Admiralty List of Lights and Fog Signals NP 76
- Admiralty Tide Tables NP 202 vol. II European Waters
- The Mariner's Handbook NP 100
- Admiralty sailing Directions NP 18

#### Danish publications (Note: some are in Danish only)

- Nautical information: Efterretninger for Søfarende (EFS), (Danish Notices to Mariners), Navigational Warnings and Søkortrettelser (Chart Corrections), [Link](#)
- Dansk Fyrliste (Danish List of Lights), [Link](#)
- Tidevandstabeller Danmark (Tide Tables, Denmark), [link](#)
- Kort 1 (INT 1) / Symbols, Abbreviations and Terms used on Charts
- Afmærkning af danske farvande edition 9, [link](#)
- Den danske Lods, generelle oplysninger, [link](#)
- Den danske Lods, farvandsbeskrivelser
- Den danske Lods II
- Den danske Havnelods, [danskehavnelods.dk](https://danskehavnelods.dk)
- Bag om Søkortet, [link](#)



### Nos in International Chart Series

Check out updates on this link: <http://www.danskehavenlods.dk/indexkort/danskezoekort.html>

92 (INT 1300)	114 (INT 1377)	141 (INT 1370)	158 (INT 1376)
101 (INT 1301)	128 (INT 1379)	142 (INT 1368)	189 (INT 1336)
102 (INT 1302)	131 (INT 1331)	143 (INT 1369)	
103 (INT 1303)	132 (INT 1332)	151 (INT 1375)	
112 (INT 1380)	133 (INT 1333)	152 (INT 1373)	

## 2.3 Operational requirements and recommendations

### 2.3.1 Reporting of Dangerous or Polluting Goods on board ships

In order to prevent and reduce the damage to the environment in case of an incident involving vessels carrying dangerous or polluting goods, the Danish authorities require that such ships, bound for or leaving Danish ports, provide the Danish authorities with certain information. The requirements for this information are laid down in the Danish Statutory Order no. 873 of 27 June 2016 on the Provision of Information on Dangerous

or Polluting Goods on board Vessels (Ministry of the Environment). The Order is available- and can be downloaded at the web site of the Danish Maritime authority: <sup>7/39</sup>

[Link to order \(only in Danish\)](#)

### **2.3.2 Reporting of marine incidents**

To enhance the safety and efficiency of maritime traffic and improve the response of authorities to accidents, incidents or potentially dangerous situations at sea, including search and rescue operations, and to further establish a firm knowledge on ships in Danish ports, a Community vessel traffic monitoring and information system has been established. Accordingly ships are obliged to provide information on incidents to the Admiral Danish Fleet and pre-arrival information etc. to the Danish port in question. The requirements for this information are laid down in the Danish Statutory Order no. 1021 of 26 August 2010 on technical regulation on a vessel traffic monitoring and information system in Danish waters and ports. The Order is available- and can be downloaded at the web site of the Danish Maritime Authority:

[Link to Order](#)

### **2.3.3 The Great Belt and the Fehmarn Belt area**

#### **Recommendations for large ships and ships carrying INF-Cargoes**

The entrances to the Baltic Sea are difficult to navigate, the waters are shallow and currents are strong. The navigation of large ships and ships carrying INF-cargoes therefore constitutes a potential hazard to international shipping and a danger of pollution. In order to prevent such incidents IMO has adopted a recommendation for ships with a draught of 11 metres or more and ships irrespective of size or draught carrying shipments of INF- cargoes. See sections 7.4.

#### **Ships passing the Great Belt Bridge through The Eastern Channel and the Hatter Barn areas**

In order to assist ships passing the Great Belt Bridge and Hatter Barn areas, a VTS mandatory ship reporting system called BELTREP, operated by Great Belt VTS with a radio reporting system has been established. Reporting to BELTREP – call sign “Belt Traffic” - is mandatory under the SOLAS convention for all ships of 50 GT and above and ships with an air draught of 15 metres or more. The Great Belt VTS will

1. Broadcast information of general interest for shipping in the area concerning the traffic situation
2. Provide 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.

The VTS makes use of radar surveillance, AIS information, infrared cameras and TV cameras. See sections 3.2.3 and 7.2.

In the Fehmarn Belt area between Rødby Havn (DK) and Fehmarn Island (GE) the project Fehmarn Belt Tunnel - the establishment of a submerged tunnel - has commenced in the spring of 2020. The construction of the tunnel is expected to continue over the next 7-8 years starting from 2020. Working areas will influence on the passing traffic in Route T. During this period, a temporary and voluntary Vessel Traffic Service (Fehmarn Belt VTS) has went into force medio 2021 as an additional Aid to Navigation for the shipping passing in this project area. [Link to information on the project and VTS](#)

### 2.3.4 The Sound

#### **Ships passing through the Sound**

In order to safeguard shipping and the environment in the Sound as well as the air traffic to and from Copenhagen Airport, Kastrup, a mandatory ship reporting system has been established by the name of SOUNDREP – call sign “Sound Traffic”. The reporting system is operated by a Vessel Traffic Service, Sound VTS. All ships of 300 gross tonnages and above must participate when navigating within the operational area of SOUNDREP. Sound VTS will broadcast relevant information concerning safety of navigation and provide information to shipping about specific and urgent situations, which could cause conflicting traffic movements. The VTS makes use of radar surveillance and AIS information, see sections 3.3.4 and 7.3.

#### **2.3.5 Bunkering**

Ships providing bunkering services and ships participating in bunkering operations in Danish and Greenland territorial waters must perform such operations in accordance with Danish Statutory Order no. 1075 of June 2018. The Order is available- and can be downloaded at the web site of the Danish Maritime Authority.

[Link to order](#)

#### **2.3.6 Ship-to-ship transfer of liquid cargo in Danish and Greenland territorial waters**

Ships performing ship-to-ship transfer of cargo in Danish territorial waters must perform such operations in accordance with Danish Statutory Order no. 570 of 5. June 2014. The Order is available- and can be downloaded at the web site of the Danish Maritime Authority.

[Link to order](#)

### 2.4 Addresses

#### **The Danish Maritime Authority**

Caspar Brands Plads 9  
DK- 4220 Korsør  
Phone: +45 91 37 60 00  
Fax: +45 91 37 60 01  
E-mail: [sfs@dma.dk](mailto:sfs@dma.dk)  
Web site: [www.dma.dk](http://www.dma.dk)

#### **Danish Geodata Agency (Danish Hydrographic Office)**

Lindholm Brygge 31  
DK-9400 Noerresundby  
Denmark  
Phone: +45 7254 5000  
E-mail: [gst@gst.dk](mailto:gst@gst.dk)  
Web site: [www.gst.dk](http://www.gst.dk)



**The Danish Meteorological Institute**

Lyngbyvej 100  
DK-2100 Copenhagen  
Denmark  
Phone: +45 39 15 75 00  
Fax: +45 39 27 10 80  
E-mail: [dmi@dmi.dk](mailto:dmi@dmi.dk)  
Web site: [www.dmi.dk](http://www.dmi.dk)

**Defence Command, Denmark**

Holmens Kanal 9  
DK-1060 Copenhagen K  
Denmark  
E-mail: [fko@mil.dk](mailto:fko@mil.dk)  
Web site: [www.forsvaret.dk](http://www.forsvaret.dk)

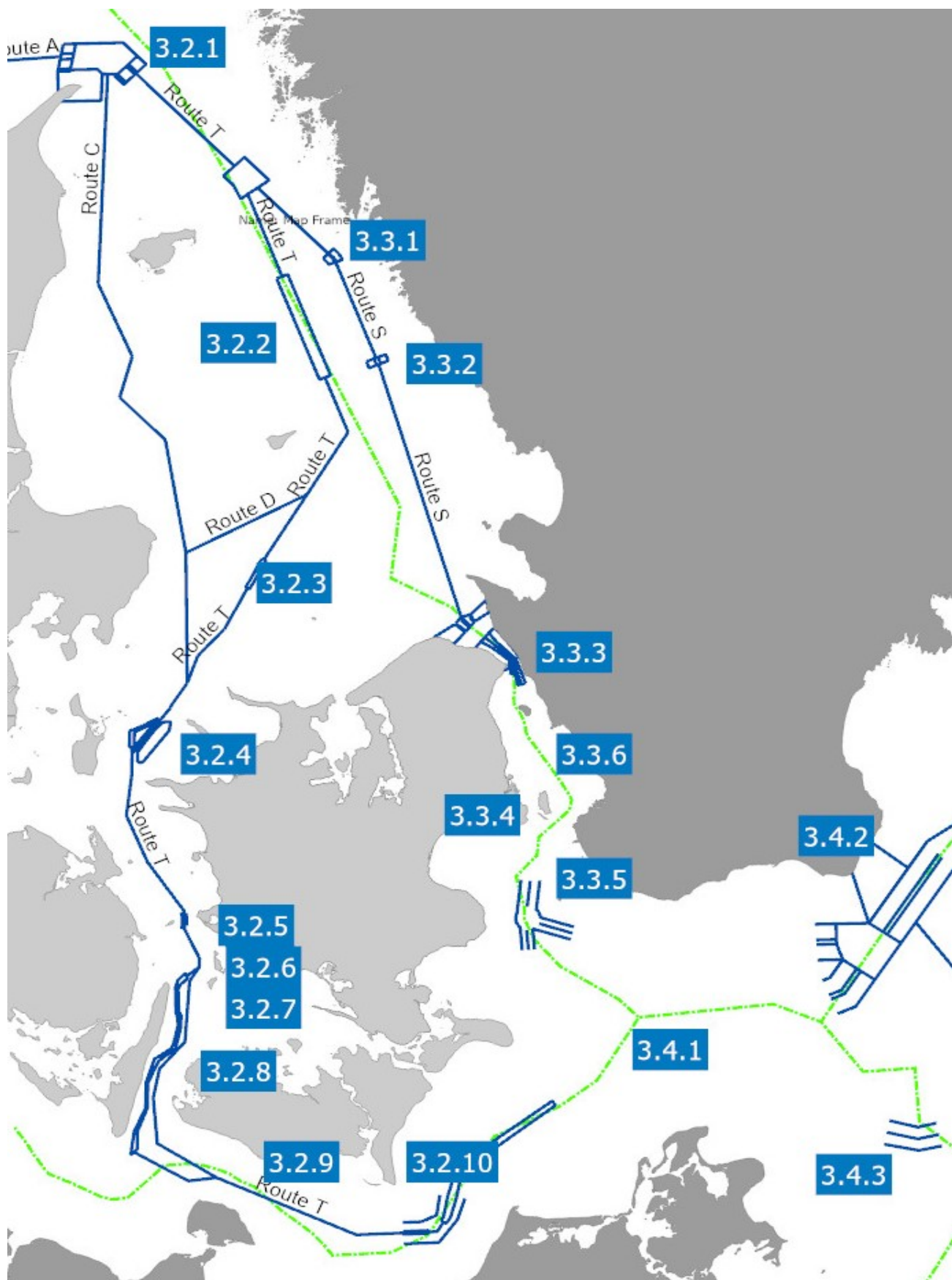
**Maritime Assistance Service MAS (Rapid assistance and Maritime Liason in case of marine incidents  
incl. oil spills, groundings etc.)**

24/7 contact point  
Phone: +45 7285 0370  
E-mail: [mas@sok.dk](mailto:mas@sok.dk)

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### 3. Navigational Description

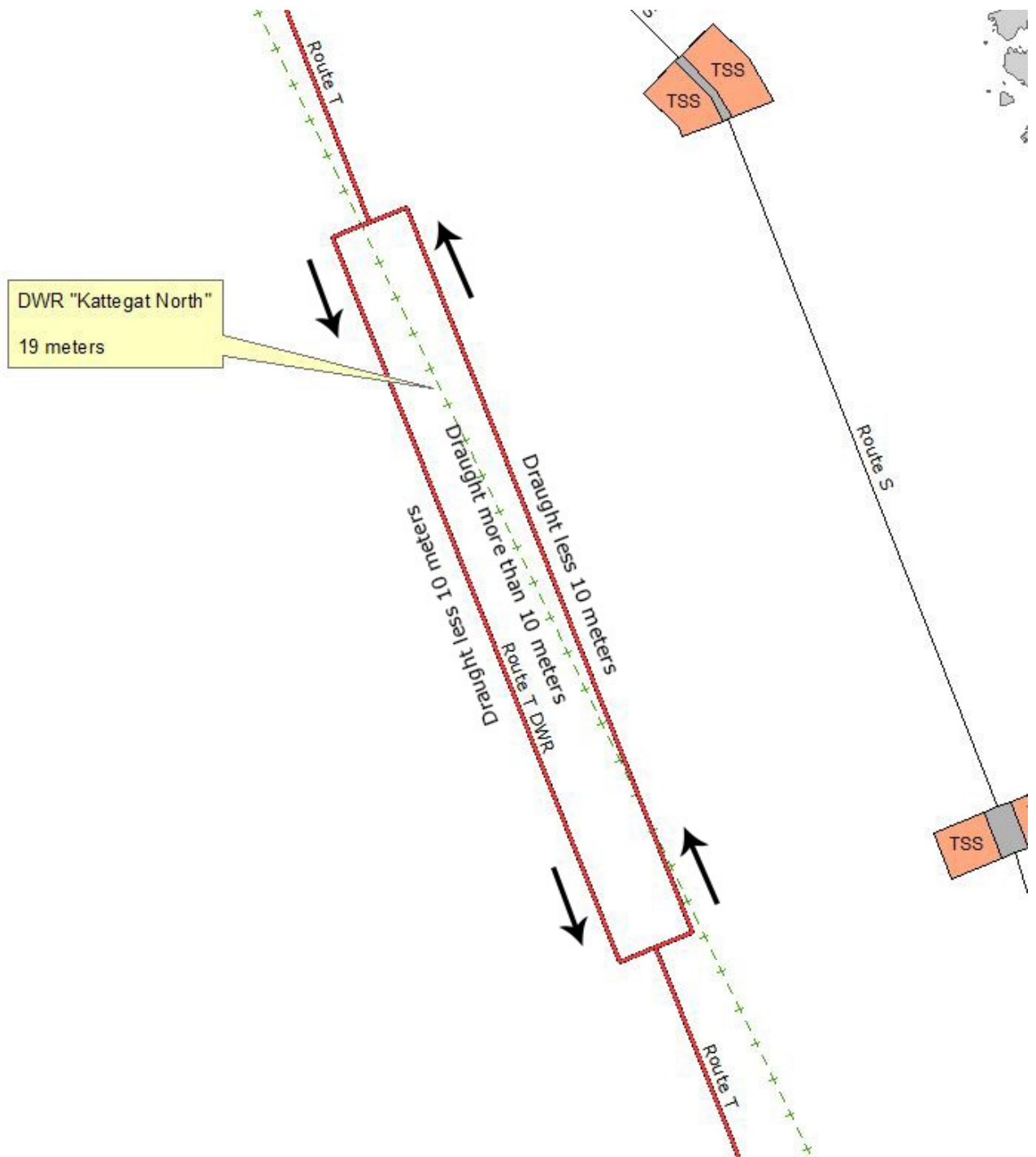
#### 3.1 Overview of Transit Routes in Danish and adjacent Waters.



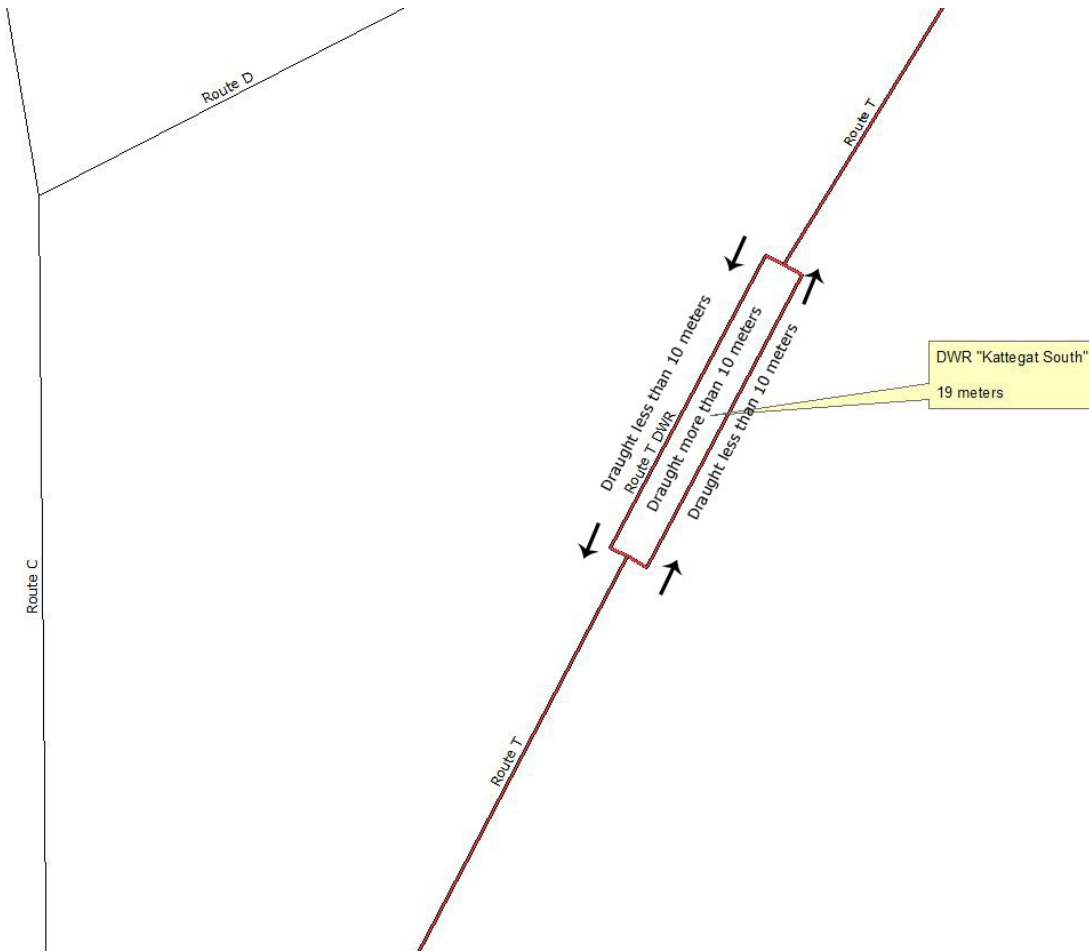
3.2.1 Traffic separation scheme “Skagen West” and “Skagen East” including Precautionary Area and Inshore Traffic Zone at Skagen



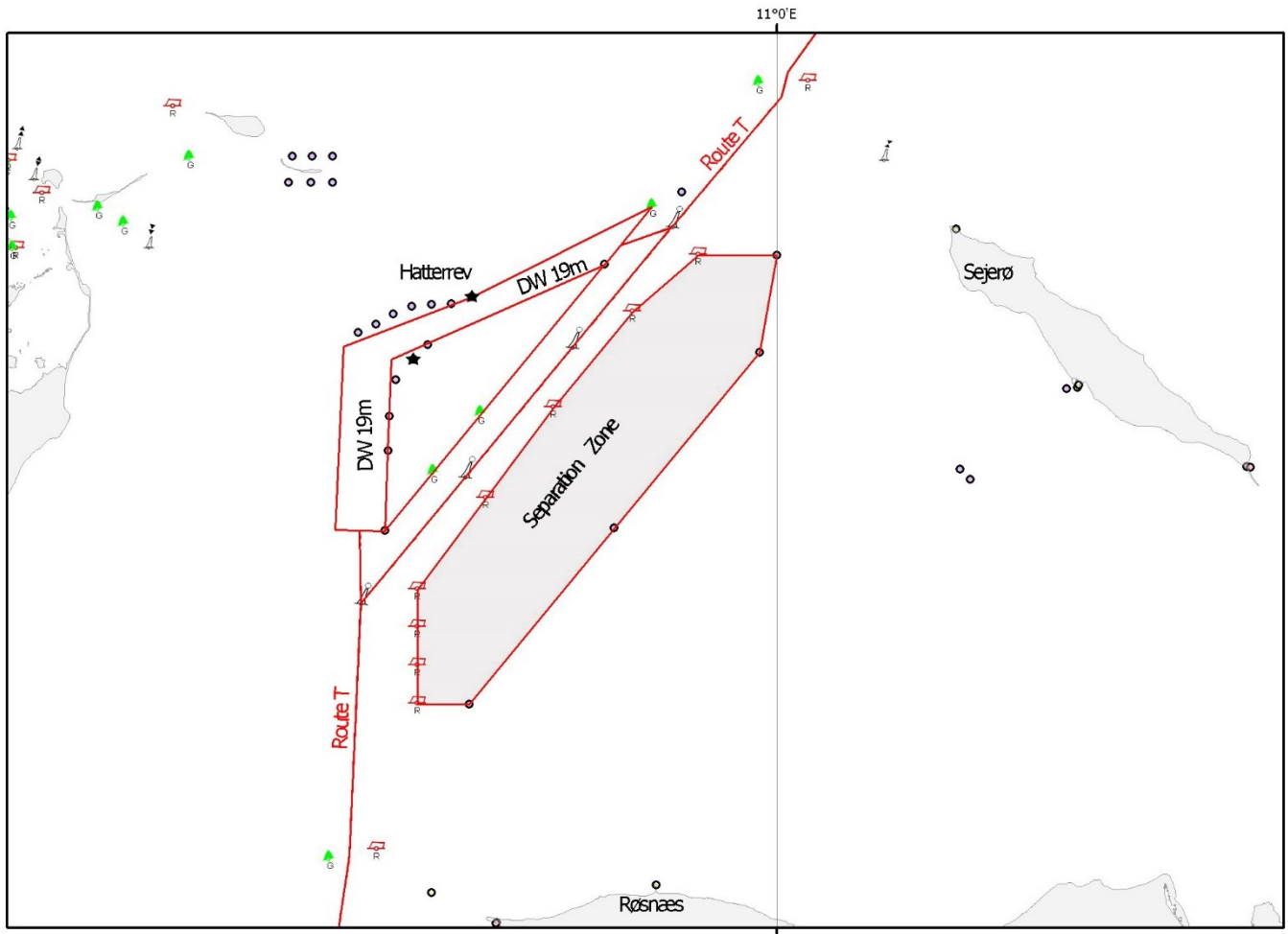
### 3.2.2 DW-Route "Kattegat North"



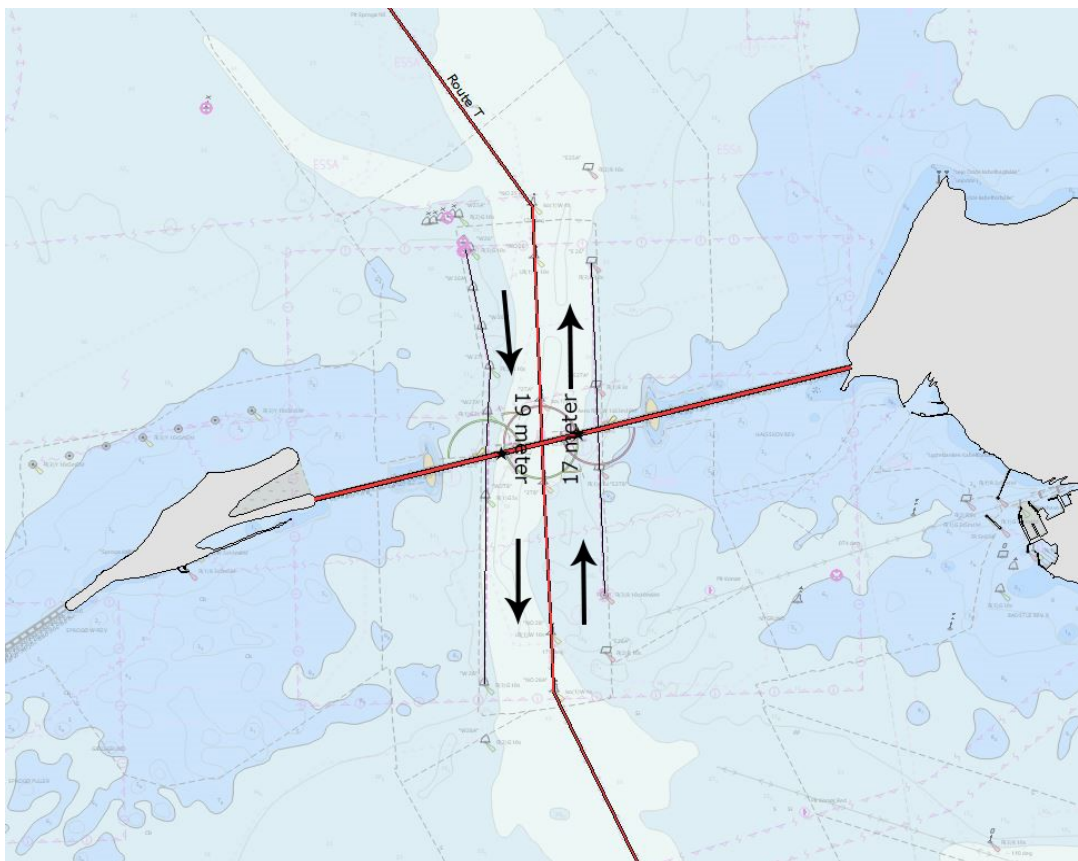
### 3.2.3 DW-Route "Kattegat South"



3.2.4 Traffic separation scheme “At HATTER BARN” (least depth 15 m) and DW route Hatter Barn - Hatterrev (least depth 19 meters) <sup>14/39</sup>





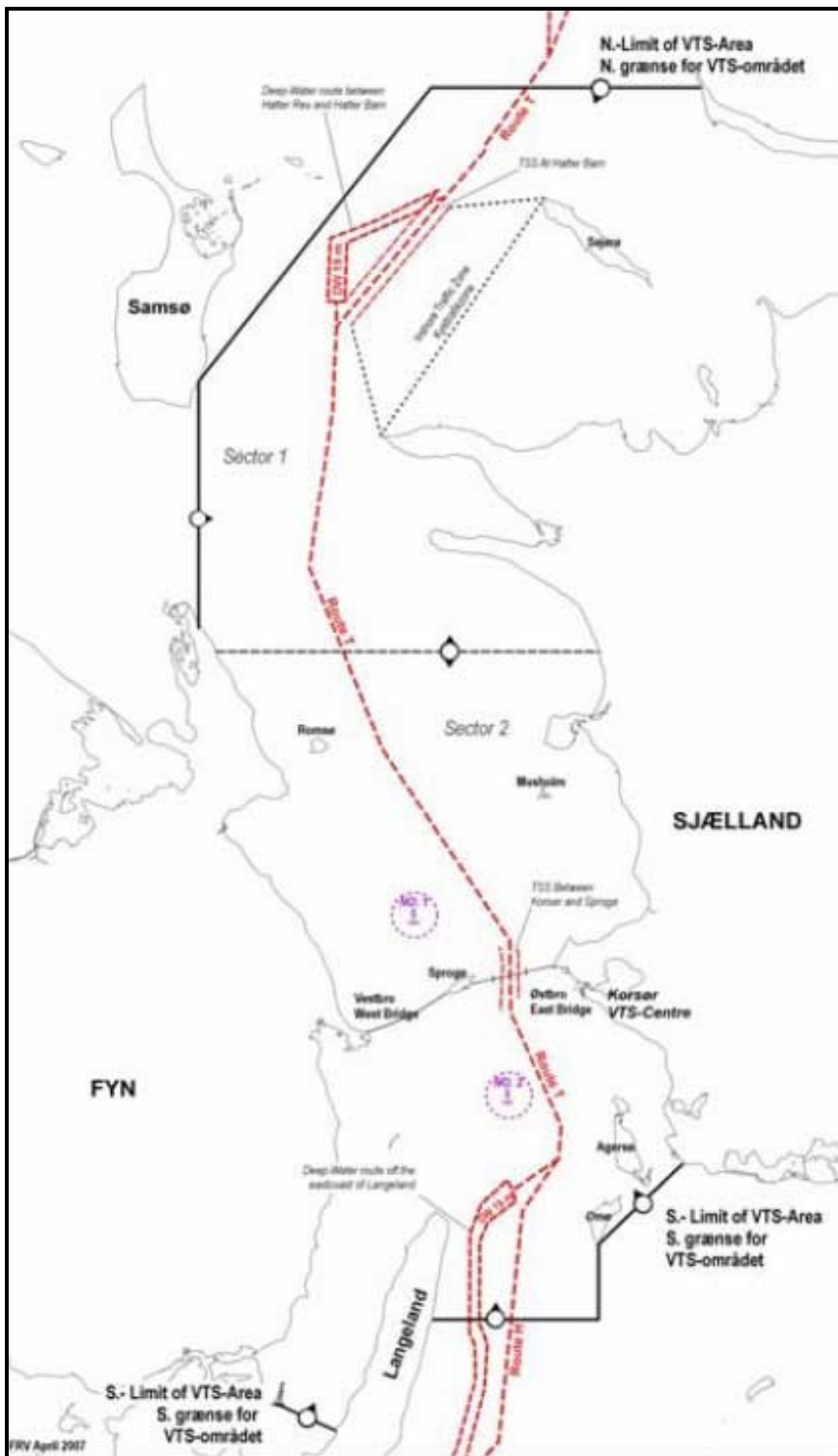


Vertical Clearance of suspension bridge in the TSS



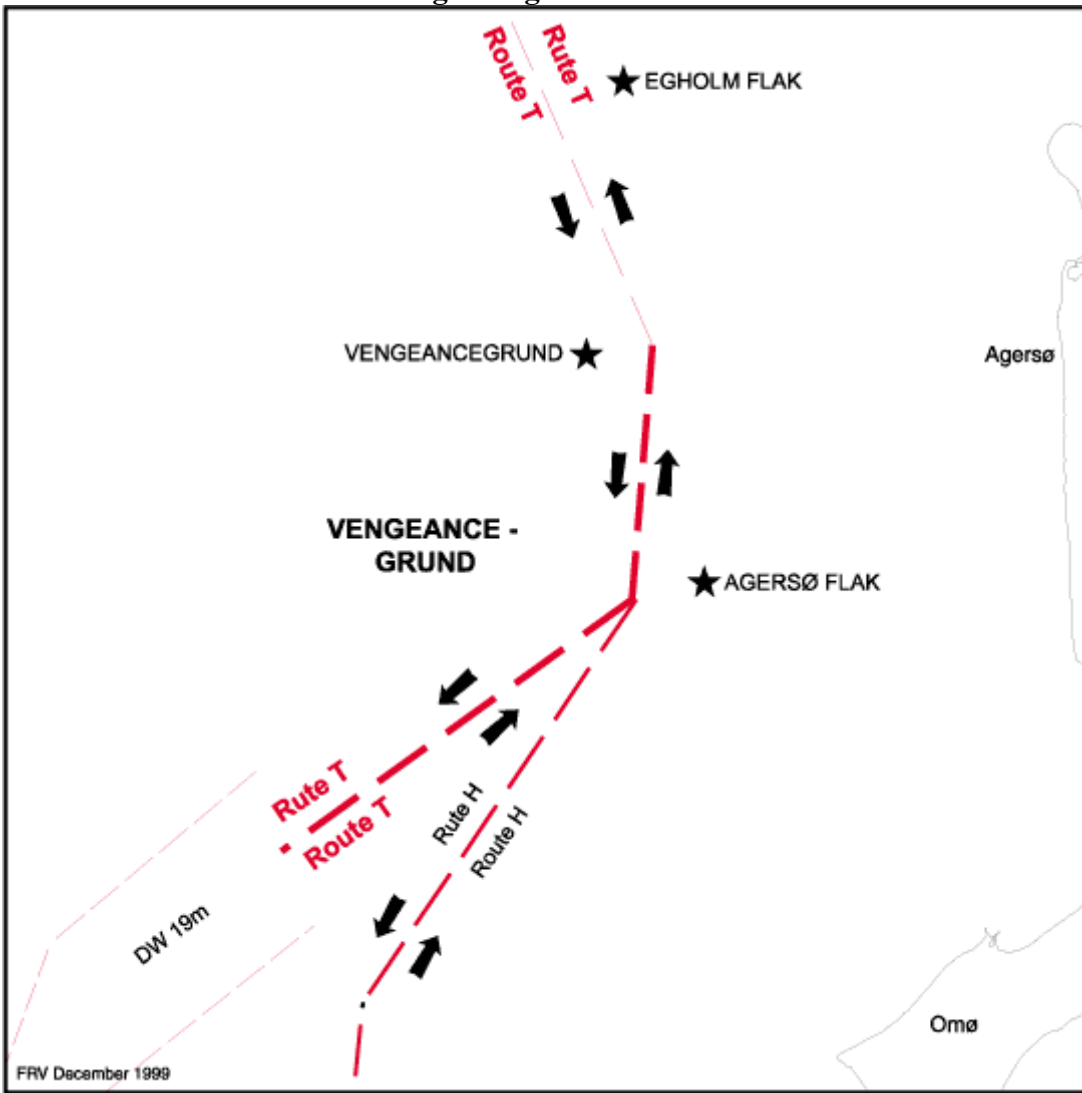
Note that only some of the bridge span in the TSS have 65 meters of vertical clearance. Ships with air draught more than 64 meters are to pass the TSS near the centreline. More information can be obtained at the Great Belt VTS

3.2.6 Area of BELTREP (VTS Great Belt) in Storebælt (The Great Belt), see section 7.2.

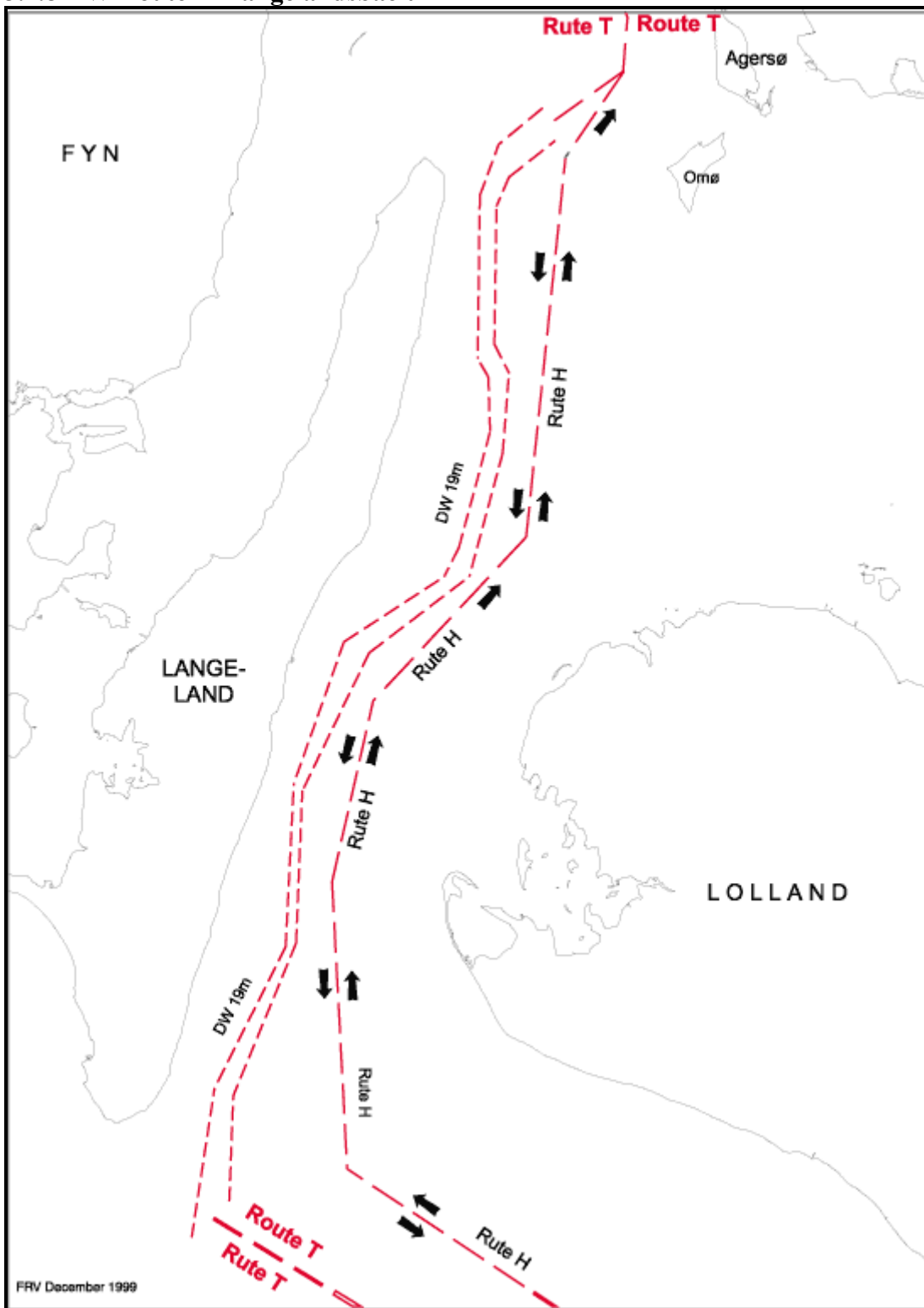




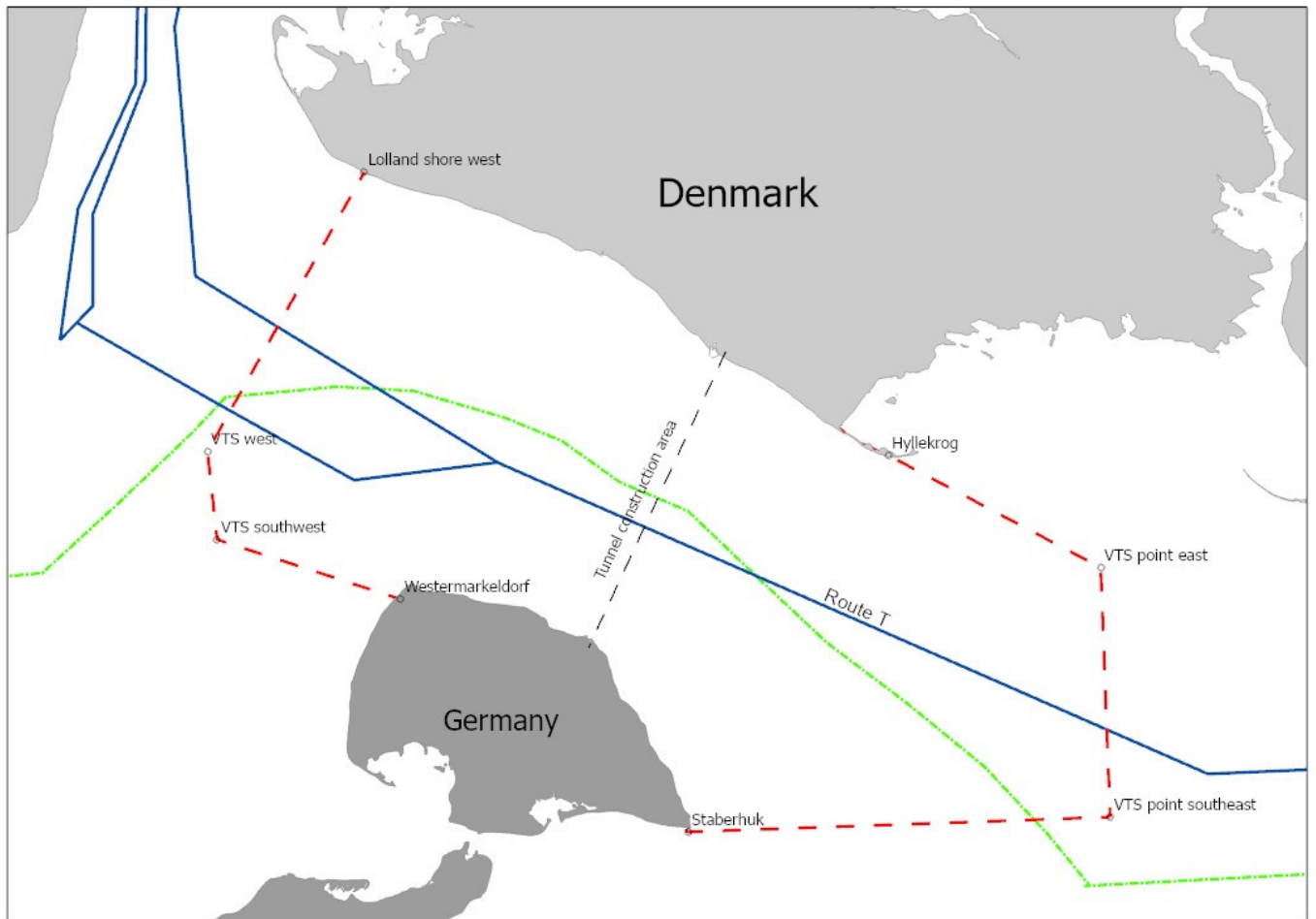
### 3.2.7 DW- and Route T at Vengeancegrund



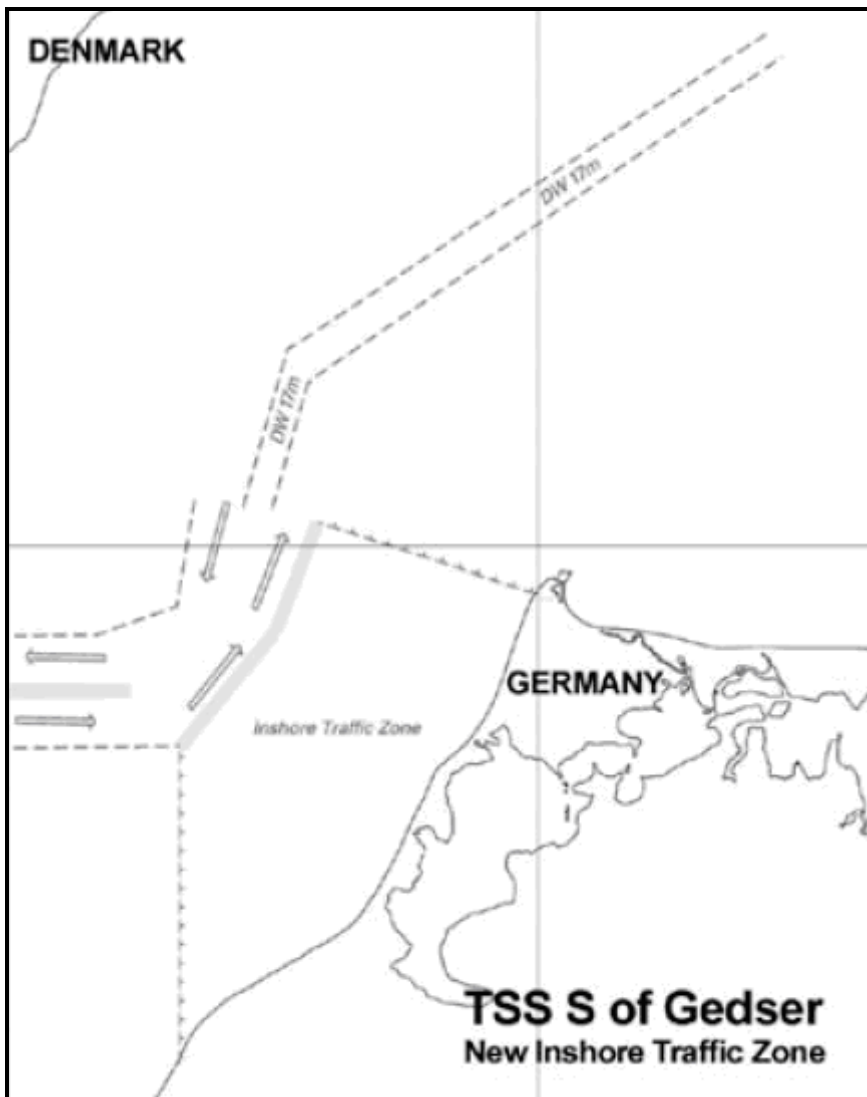
### 3.2.8 DW Route in Langelandsbaelt



### 3.2.9 VTS area for VTS Fehmarn. Temporary VTS during construction of Fehmarnbelt Tunnel



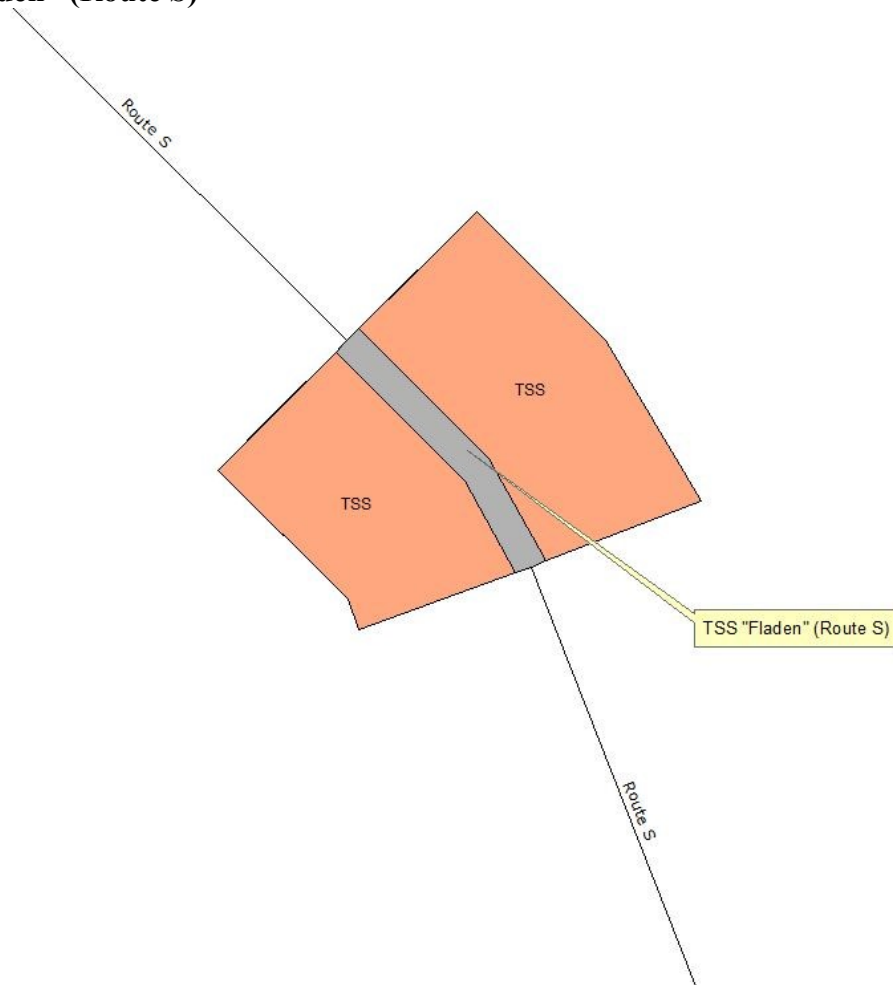
### 3.2.10 Traffic separation scheme “South of Gedser“ and DW Route (Kadetrenden)



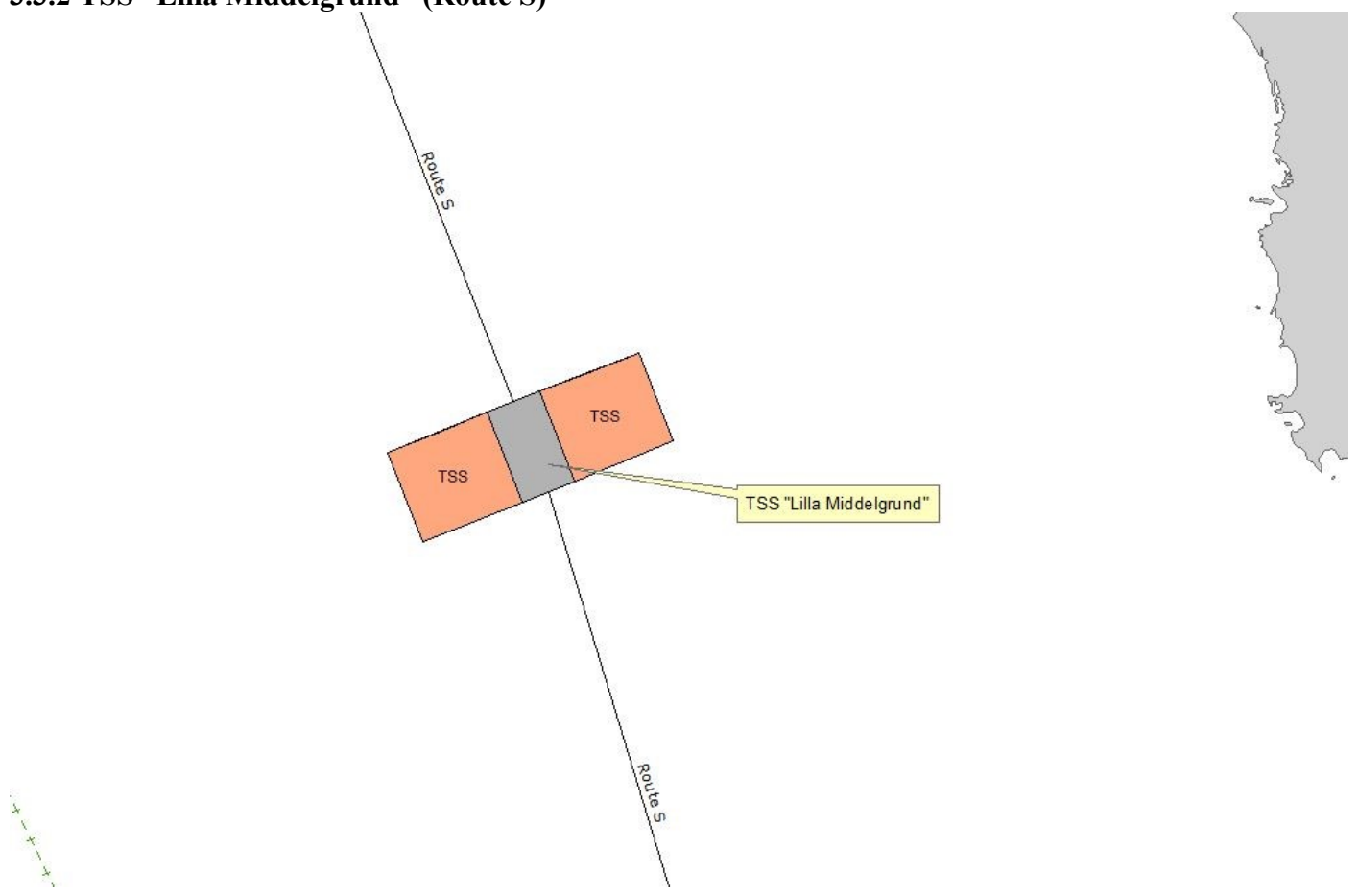
NOTE: In the area northeast of Gedser area the maximum obtainable depth is reduced to 16.4 metres due to sand migration.

### 3.3 Route S and the Sound

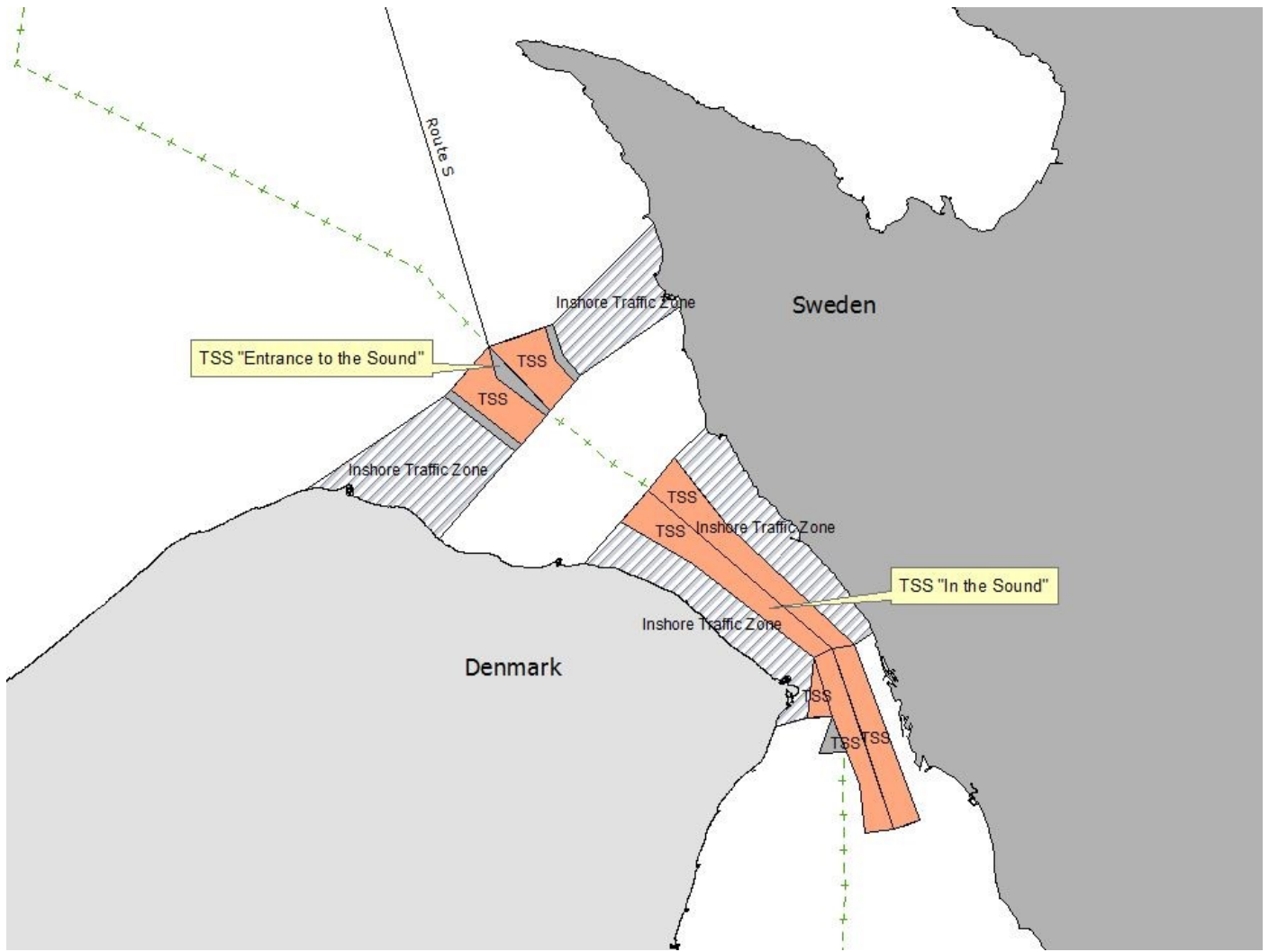
#### 3.3.1 TSS “Fladen” (Route S)



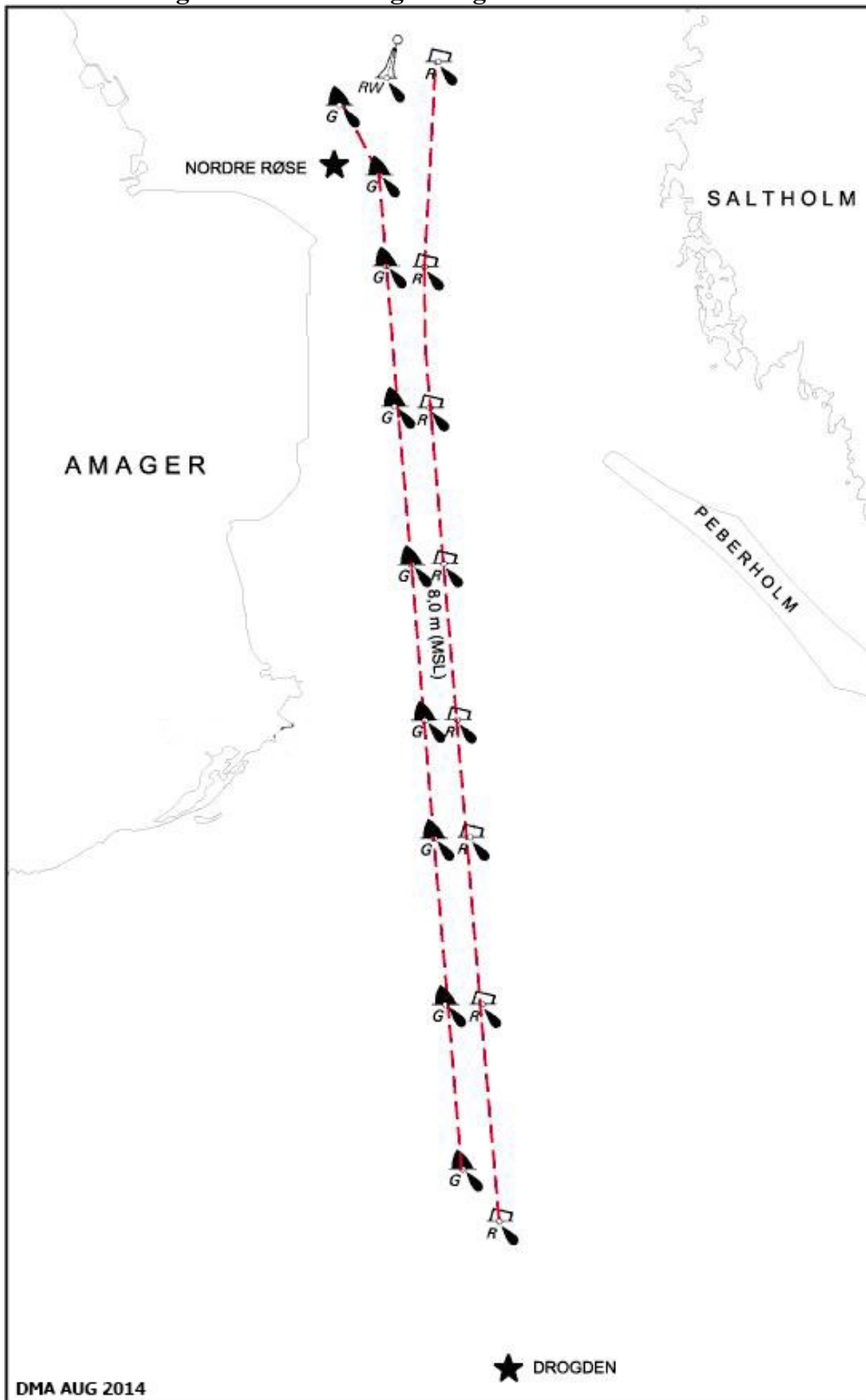
### 3.3.2 TSS “Lilla Middelgrund” (Route S)



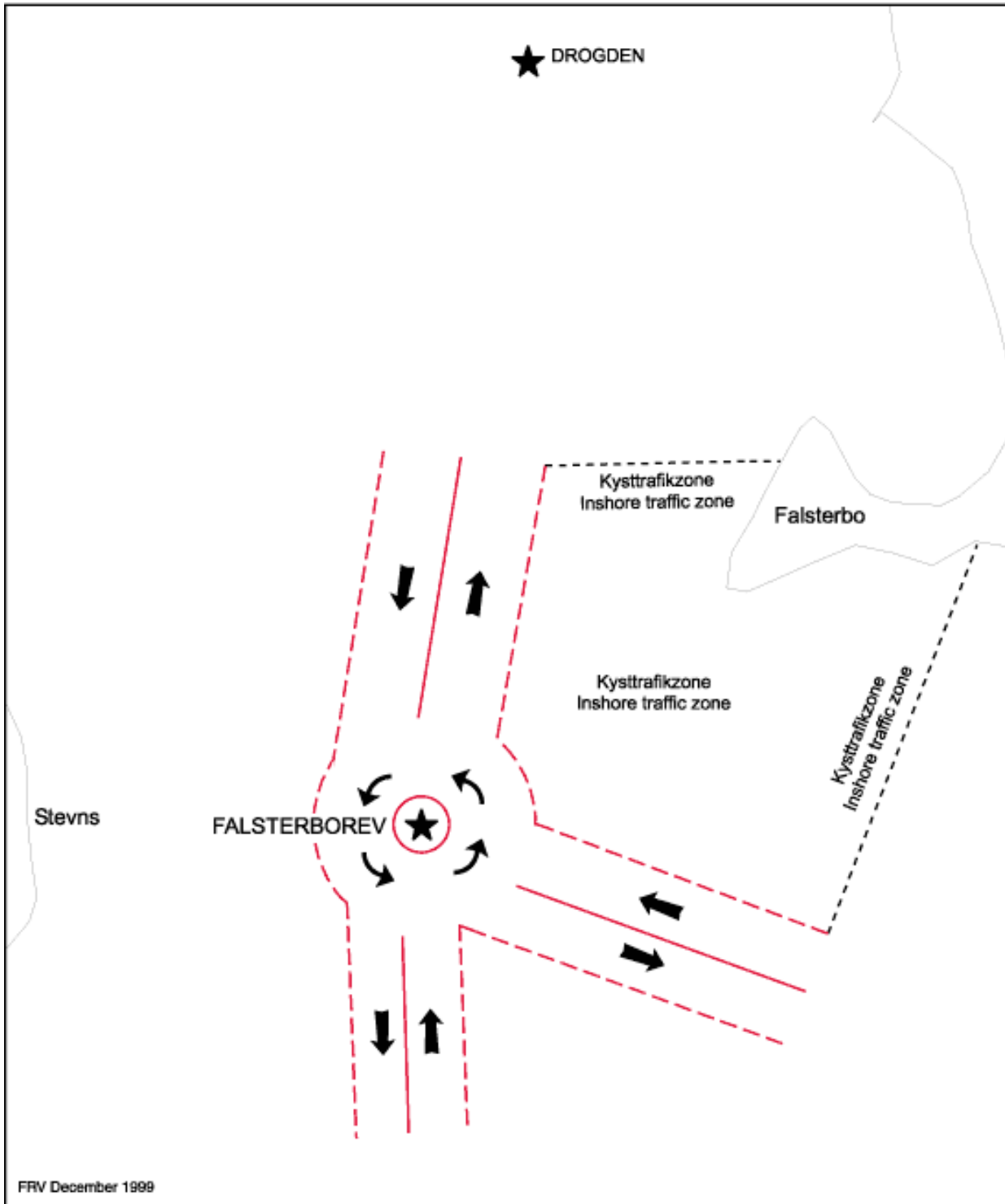
### 3.3.3 TSS “Entrance to the Sound” and “In the Sound”



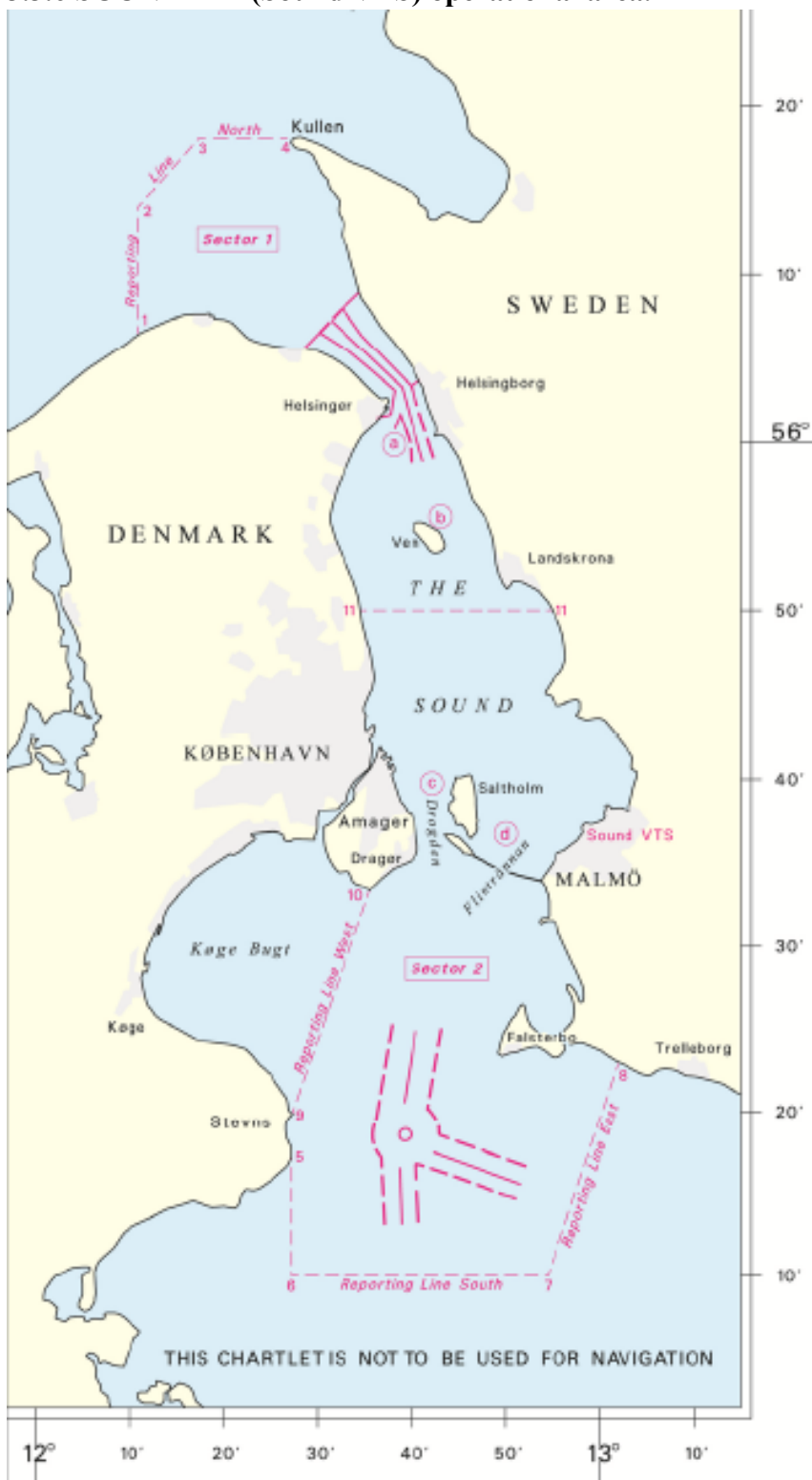
### 3.3.4 The dredged channel through Drogden





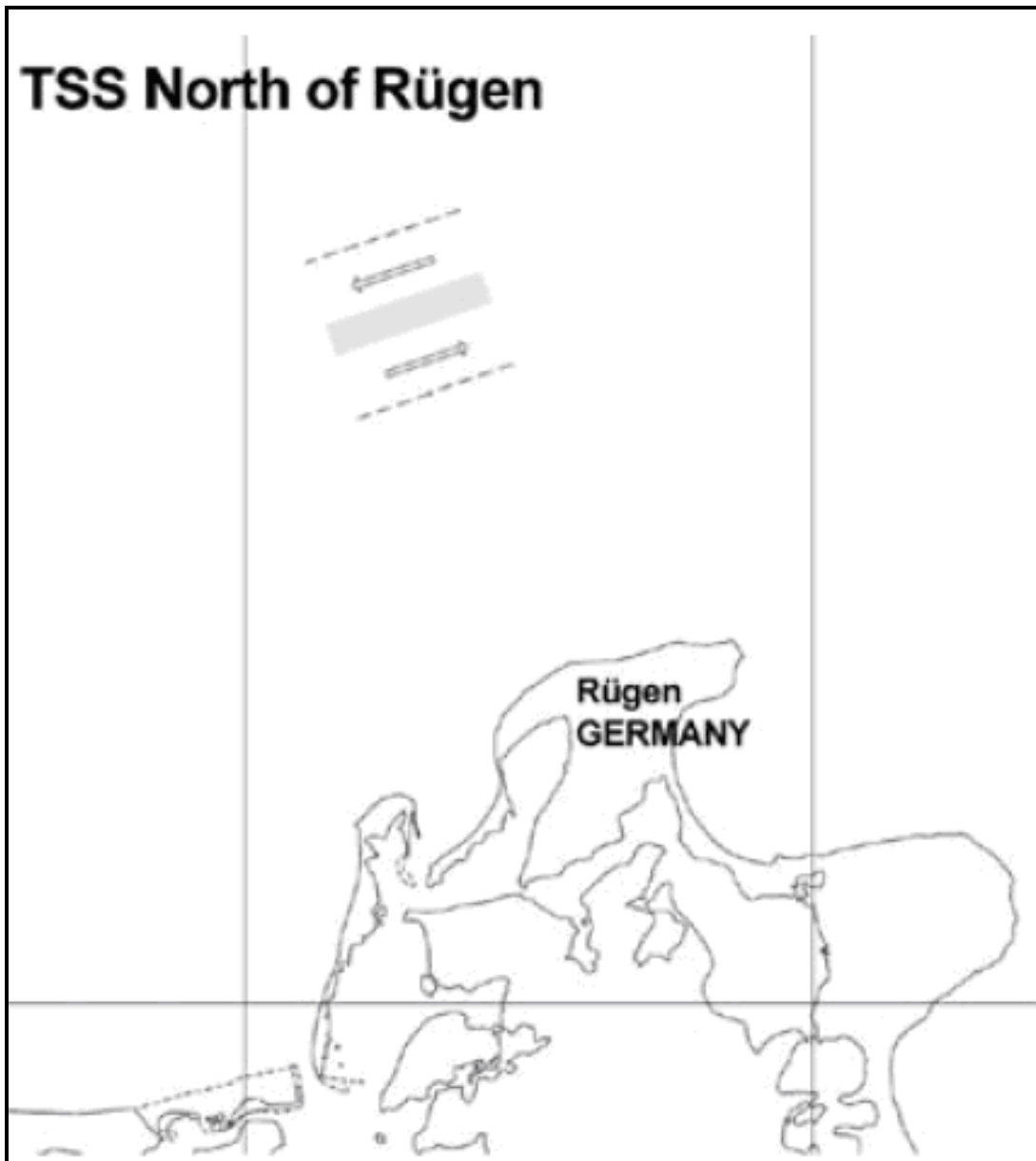


### 3.3.6 SOUNDREP (Sound VTS) operational area.



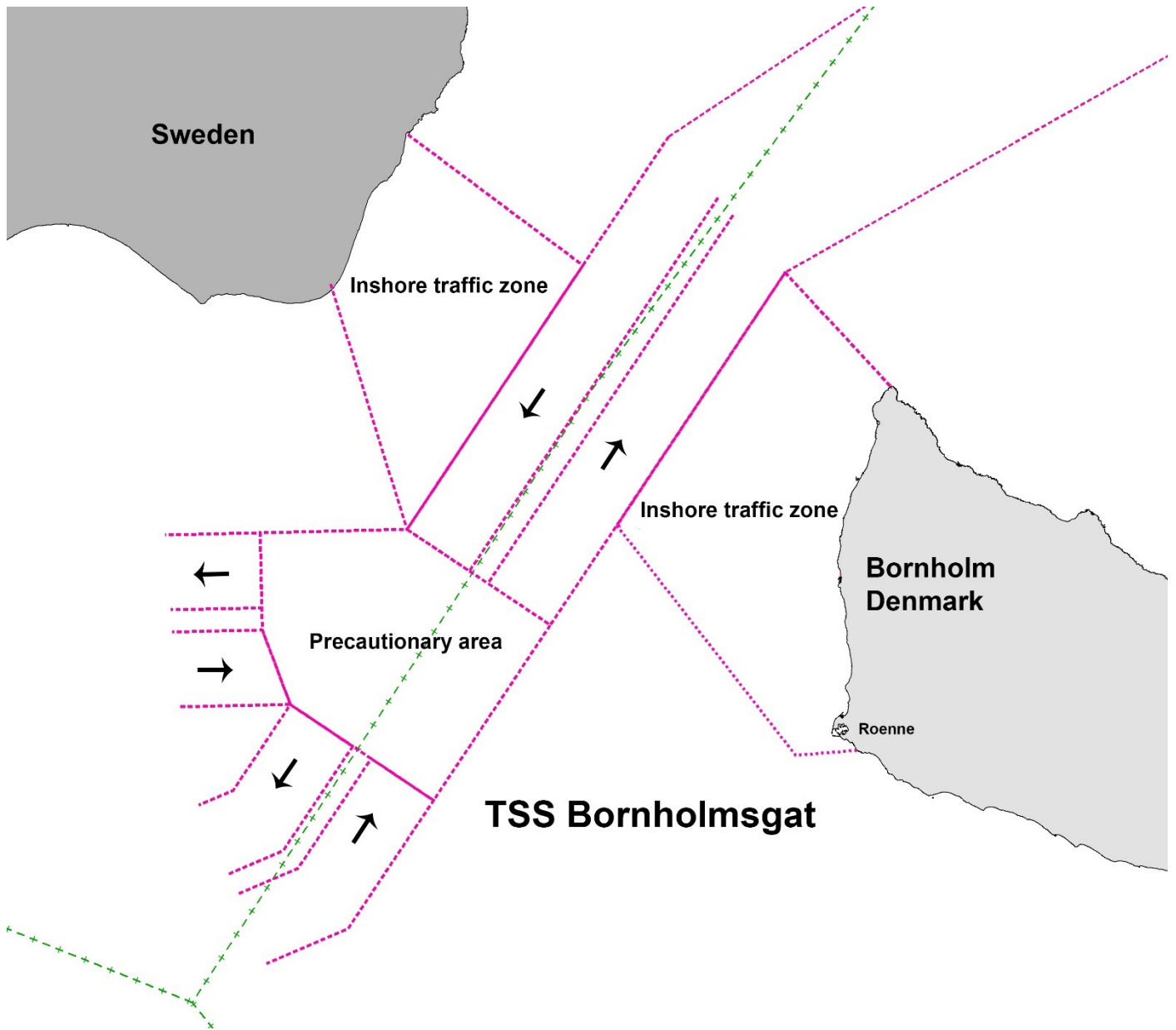
Note, the TSS “Entrance to the Sound” implemented 1 July 2020 are not shown on this map

3.4.1 Traffic separation scheme “North of Rügen”

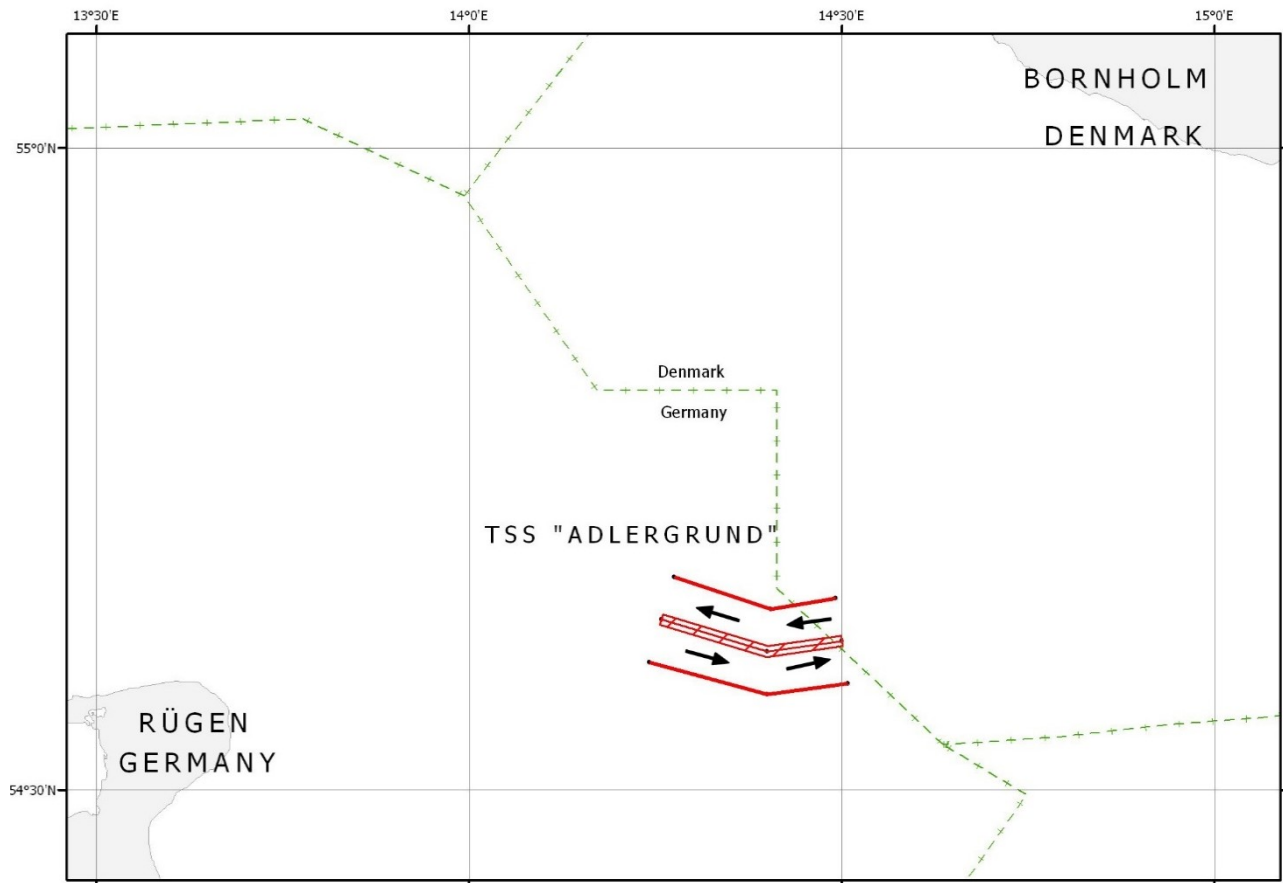


NOTE: Within German EEZ and Regulation

### 3.4.2 Traffic separation scheme “Bornholmsgat”



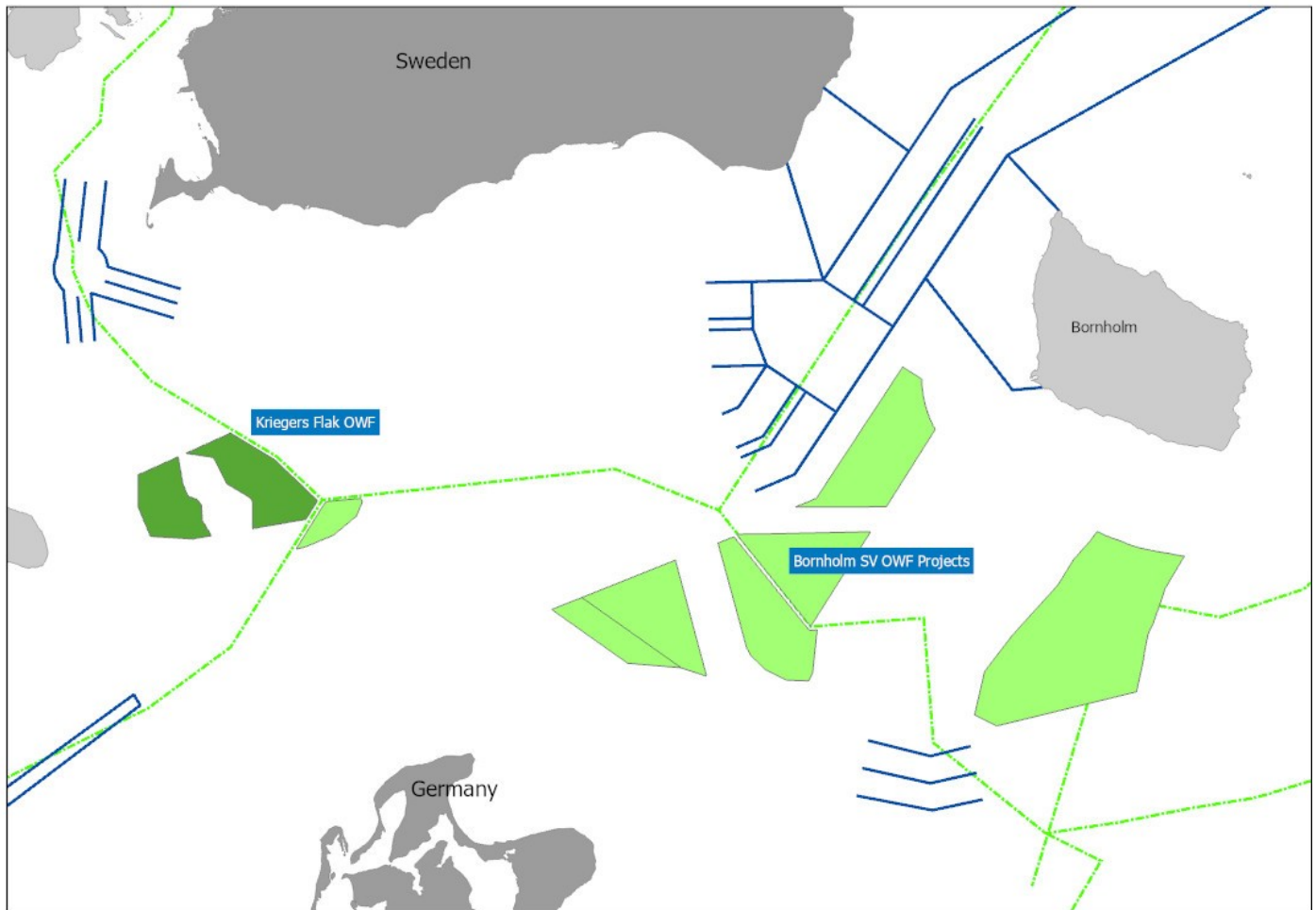
### 3.4.3 Traffic separation scheme “Adlergrund”



## 4. Major Offshore Wind Farms (Maps showing major wind farms in operation or under construction) 30/39

### 4.1 Kattegat OWF areas and developments





## 5. Pilotage

### 5.1 Danish National Pilotage Provisions

Information and regulation concerning pilotage in Danish Waters to be found on DMA website:

[Link](#)

#### 5.1.1 Dangerous cargoes

The Danish Pilotage Act, § 4:

In internal and external territorial waters there is an obligation for ships to use a pilot if they

- 1) are carrying oil or have uncleaned cargo tanks that have not been rendered safe with inert air,
- 2) are carrying chemicals,
- 3) are carrying gases,
- 4) have more than 5,000 t bunker oil onboard or
- 5) are carrying highly radioactive material.

Subsection 2. The Danish Pilotage Authority specifies, in accordance with international definitions, what is understood by the cargoes mentioned in subsection 1.

Subsection 3. The Danish Pilotage Authority specifies more detailed rules on the exemption of certain ships from the obligation to use a pilot.

Subsection 4. The Danish Pilotage Authority specifies more detailed rules on exemption from the obligation to use a pilot in certain waters

### 5.1.2 Towing and towed vessels

In connection with towage of an object in dredged channels or marked fairways leading to a port or immediately past a port as well as in connection with towage in a port, a pilot must be taken, but see subsections (2) and (4), if:

- the object's length (l.o.a.) is above 50 metres; or
- the object's breadth (b.o.a.) is above 20 metres.

Subsection 2. An object under tow from quay to quay within the same port area is not required to use a pilot if:

- (i) the object cannot be propelled by its own means;
- (ii) the object's length (l.o.a.) is below 100 metres;
- (iii) the object's breadth (b.o.a.) is below 30 metres;
- (iv) the tug master can assess the conditions at the quay to which the object is to be removed; and
- (v) the tug master can determine that the towage operation can be carried out appropriately in terms of navigational safety, taking into consideration weather conditions, visibility, current, traffic, etc.

Subsection 3. The Danish Maritime Authority may grant exemptions from the requirements of subsections (1) and (2) upon application. The application must include a nautical risk assessment prepared according to criteria determined by the Danish Maritime Authority.

Subsection 4. In connection with towage of objects in specific areas, see sections 4-15, the requirements laid down in the said provisions also apply. In this context, ships mean the combined length of the towing vessel, the towline and the object under tow.

Additional rules may exist in The Danish Pilotage Authority executive order on the use of pilots

## 5.2 IMO adopted pilotage Provisions

IMO recommendation SN.1/Circ.263 of 23 October 2007, 1.9 and 1.14.

### 5.2.1 Deep-sea pilot

The services of a deep-sea pilot are strongly recommended by IMO for infrequent visitors to Danish waters and for all vessels constrained by their draught.

## 5.3 Pilot Addresses

### Pilotage Authority:

Danish Maritime Authority  
Caspar Brands Plads 9  
DK-4220 Korsør

Phone: +45 72 19 60 00

E-mail: [sfs@dma.dk](mailto:sfs@dma.dk)

Web site: <https://dma.dk/safety-at-sea/safety-of-navigation/pilotage>

Main tasks are:

- to issue regulations for pilots and pilotage service providers
- to supervise pilots and pilotage service providers
- to issue and renew pilot certificates and pilot exemption certificates



- to register pilotage service providers  
Get a quick overview of general and specific rules for pilotage in Danish territorial waters at this [flowchart](#)

**Pilotage service providers:**

For ordering of pilot the following pilotage service providers can be contacted.

**DanPilot (transit and regional pilotage)**

24 hrs phone: +45 6325 6666

E-mail (Operation): [danpilot@danpilot.dk](mailto:danpilot@danpilot.dk)

Web site: <http://www.danpilot.dk/>

**Danish Pilot Service A/S (transit pilotage)**

24 hrs phone: +45 75 91 44 96

E-mail: [info@danishpilotservice.dk](mailto:info@danishpilotservice.dk)

Web site: <http://www.danishpilotservice.dk/>

**Great Belt Pilot (regional pilotage)**

+45 71960125

E-mail: [info@greatbeltpilot.com](mailto:info@greatbeltpilot.com)

Web site: [www.greatbeltpilot.com](http://www.greatbeltpilot.com)

**Aarhus Port Pilot (regional pilotage)**

24 hrs phone: +45 89 36 82 52

E-mail: [maritim@portofaarhus.dk](mailto:maritim@portofaarhus.dk)

Web site: [www.aarhushavn.dk/en/services/pilotage\\_service/](http://www.aarhushavn.dk/en/services/pilotage_service/)

**Skaw pilot ApS (Skagen Lodseri) (regional pilotage)**

24 hrs phone: +45 98 44 37 87

E-mail: [skawpilot@skawpilot.dk](mailto:skawpilot@skawpilot.dk)

Web site: [www.skagenlods.dk](http://www.skagenlods.dk)

**Hanstholm Port Pilot (regional pilotage)**

24 hrs phone: +45 96 55 07 10

E-mail: [info@portofhanstholm.dk](mailto:info@portofhanstholm.dk)

Web site: <http://www.hanstholmhavn.dk/en/>

**Hirtshals Port Pilot (regional pilotage)**

24 hrs phone: + 45 98 94 14 22

E-mail: [havnevagten@hirtshalshavn.dk](mailto:havnevagten@hirtshalshavn.dk)

Web site: [www.portofhirtshals.com](http://www.portofhirtshals.com)

**Limfjord Pilot Aps (regional pilotage)**

24 hrs phone: +45 91 52 88 88

E-mail: [24h@limfjordpilot.dk](mailto:24h@limfjordpilot.dk)

Web site: [www.limfjordpilot.com](http://www.limfjordpilot.com)

**Portus Pilot Aps (transit and regional pilotage)**

24 hrs phone: +45 20 44 44 46

E-mail: [info@portuspilot.dk](mailto:info@portuspilot.dk)

Web site: <http://portuspilot.dk/>

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## 6. Information to Mariners in Danish Waters

Information to mariners navigating in Danish waters is issued by the following different systems:

1. Ice Reports
2. NAVTEX
3. NAVWARN
4. Notices to Mariners and Chart Corrections
5. Warnings against Risk of Ice Accumulation on Ships
6. Weather Reports
7. VTS-System

## 6.1 Ice Reports

Ice reports are available to mariners when ice can be experienced in Danish waters. The reports to mariners are broadcasted by Danmarks Radio as follows:

- 0545 0845 1145 1745 2245 local time on 1062 kHz.

Via radio telephony in connection with broadcast of traffic lists over Danish coastal radio station Lyngby Radio, as follows

at 1305 UTC on 1704 kHz, 1734 kHz, 1758 kHz and 2586 kHz.

Further information about the ice situation in local areas can be given upon request from ships.

## 6.2 Navtex

The NAVTEX-broadcast covers a wide spectrum of information, which is useful for mariners. The broadcasts provide the following information:

- Navigational warnings, e.g.:
- Casualties to lights, fog signals and buoys;
- The presence of dangerous wrecks and, if relevant, their marking;
- Establishment of new aids to navigation or changes to existing ones;
- The presence of large unwieldy tows in congested waters;
- Drifting mines;
- Areas where search and rescue (SAR) and anti-pollution operations are being carried out (for avoidance of such areas);
- The presence of newly discovered rocks, shoals, reefs and wrecks likely to constitute a danger to shipping and, if relevant, their marking;
- Unexpected alteration or suspension of established routes;
- Cable or pipe-laying activities, the towing of large submerged objects for research or exploration purposes, the employment of manned or unmanned submersibles, or other underwater operations constituting potential dangers in or near shipping lanes;
- Establishment of offshore structures;
- Significant malfunctioning of radionavigation service and shore-based maritime safety information radio or satellite services;
- Information concerning special operations which might affect the safety of shipping, sometimes over wide areas, e.g. naval exercises, missile firings, space missions, nuclear tests, etc.
- Acts of piracy and armed robbery against ships.
- Meteorological warnings (storm and gale, extraordinary wave heights);
- Ice reports;
- Search and Rescue information;

- Meteorological forecasts;
- Pilot service messages.

### 6.2.1 Transmission Times (UTC) and Limit of Service Areas

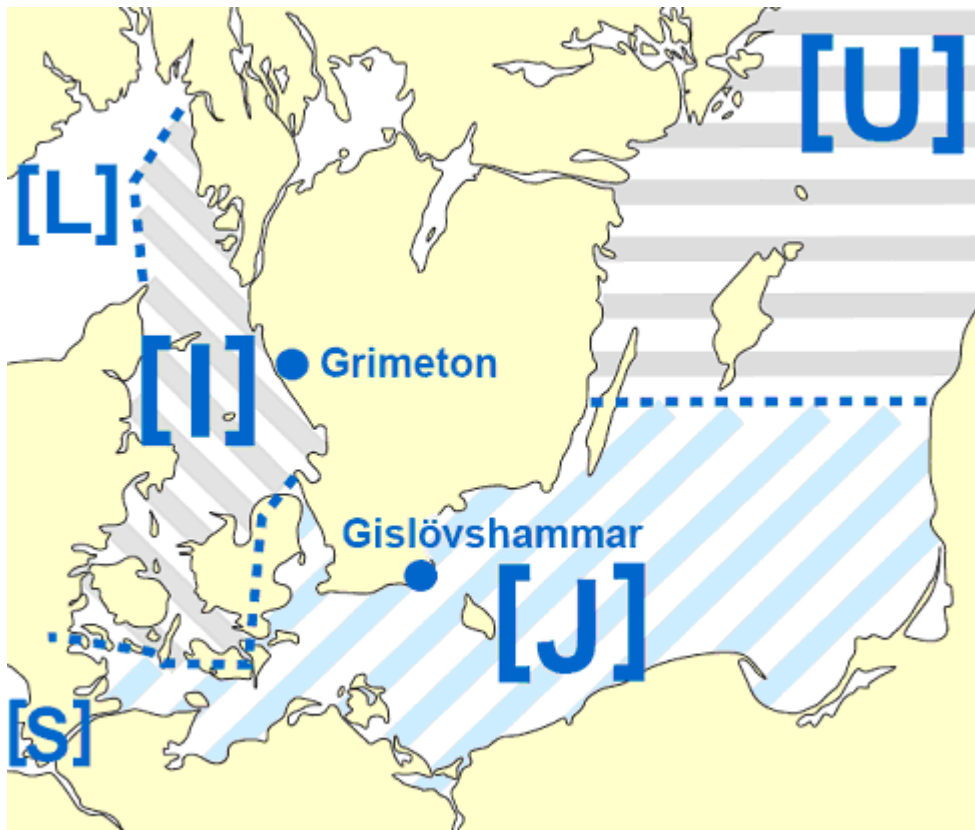
[I] 0120 0520 (w) 0920 1320 (i) 1720 (w) 2120

[J] 0130 0530 (w) 0930 1330 (i) 1730 (w) 2130

[L] 0150 (w) 0550 0950 1350 (w) 1750 2150

(w) including weather report

(i) including ice report



### 6.3 Navigational warnings, Notices to Mariners and chart corrections

The Danish Maritime Authority publishes warnings about conditions that may present a risk or be of considerable inconvenience to seafarers in Danish waters as well as notices for the entire Realm. Together, these warnings and notices are referred to as nautical information. Nautical information is communicated through various media:

[Link to Active Notices to Mariners, navigation and shooting warnings](#)

6.4 Empty section

6.5 Empty section

6.6 Risk of Ice Accumulation on Ships

In certain weather conditions ice, formed of seawater, accumulating on the hulls and superstructures of ships can present a serious danger. Ice accumulation may occur from spray or seawater breaking over the ship when the air temperature is below the freezing point of seawater. The Danish Meteorological Institute (DMI) informs about the risk of ice accumulation in the Danish and adjacent waters. The information is broadcasted over the Danish radio every hour on the hour and over coast radio stations (2182 kHz and VHF, channel 16 - in Danish).

## 6.7 Weather Reports

Weather reports are sent over Danmarks Radio 5 times per day (1062 kHz). Strong wind and gale warnings are broadcasted on 2182 kHz and VHF, channel 16. Gale warnings are sent when the wind speed is expected to be 25 m/s or more (10-12 Beaufort), strong wind warnings are sent when the wind speed is expected to be between 14 and 25 m/s (7-9 Beaufort).

### 6.7.1 Danish Weather Forecast Areas



2. Southern Baltic    3. Western Baltic    4. The Belts and the Sound    5. Kattegat    6. Skagerrak

## 6.8 Vessel Traffic Services

A mandatory ship reporting system BELTREP operated by VTS Great Belt has been established in the Great Belt and Hatter Barn areas. See Order and information Section 7.2.

A mandatory ship reporting system operated by SOUND VTS are established in the Sound between Denmark and Sweden. See Order and information Section 7.3.

In the Fehmarn Belt area between Rodby Havn (DK) and Fehmarn Island (GE) the project Fehmarn link - the establishment of a submerged tunnel - has commenced in the spring of 2020. The construction of the tunnel is expected to continue over the next 7-8 years starting from 2020. Dynamic working areas along the tunnel track will influence on the passing traffic in Route T. During this period, a temporary and voluntary Vessel Traffic Service (Fehmarn Belt VTS) has went into force medio 2021 as additional Aid to Navigation for the shipping passing in this project-area. [Link to information on the project and VTS](#)

## 7 Orders, information and links to orders:

7.1 [Act amending the Danish pilotage act and the act on Danpilot no. 725 of 25 June 2014](#)

7.2 [Order no. 820 of 26/06/2013 on the ship reporting system BELTREP and on the navigation under the East Bridge and the West Bridge in the Great Belt](#)

7.3 [Order no. 924 of 25 August 2011 on the ship reporting system SOUNDREP and on reporting when passing the dredged channel of Drogden for ships the air draught exceeds 35 metres.](#)

## 7.4. Navigation through the Entrances to the Baltic Sea

Reference to ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES,

IMO SN.1/Circ.263 23 October 2007 (page 8):

### AMENDMENTS TO THE RECOMMENDATION ON NAVIGATION THROUGH THE

### ENTRANCES TO THE BALTIC SEA

(Adopted on 23 October 2007)

#### Route T

1. When passing through the entrances to the Baltic Sea, ships should note that the maximum obtainable depth in most parts of route T is 17 metres. However, in some areas the maximum obtainable depth is to some extent permanently reduced due to sand migration.

2. The effect of sea level variations caused by a combination of tide and metrological conditions together with unknown obstructions on the sea bottom and sand migration could decrease the depth with as much as 2 metres. Bearing these facts in mind, ships should:

.1 not pass the area unless they have a draught, with which it is safe to navigate, taking into account draught increasing effects such as squat effect and the effect of a course alteration, etc.;

.2 exhibit the signal prescribed in rule 28 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, in certain areas in the Storebælt (Great Belt), Hatter Rev, Vengeancegrund and in the narrow route east of Langeland, when constrained by their draught.

3. Ships with a draught of 11 metres or more should, furthermore:

.1 use for the passage the pilotage services locally established by the coastal States; and

.2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

4. Ships irrespective of size or draught, carrying a shipment of irradiated nuclear fuel, plutonium and high level radioactive wastes on board ships (INF-Code materials) should:

.1 use for the passage the pilotage services locally established by the coastal States.

5. Shipowners and masters should consider the full potential of new and improved navigation equipment in the SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating these narrow waters.

### **THE SOUND**

1. Loaded oil tankers with a draught of 7 metres or more, loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of irradiated nuclear fuel, plutonium and high level radioactive wastes (INF-Code materials), when navigating the Sound between a line connecting Svinbådan Lighthouse and Hornbæk Harbour and a line connecting Skanör Harbour and Aflandshage (the southernmost point of Amager Island) should:

.1 use the pilotage services established by the Governments of Denmark and Sweden;

.2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

2. Shipowners and masters should consider the full potential of new and improved navigation equipment in the SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating these narrow waters.

### **AMENDMENTS TO THE DEEP-WATER ROUTE .NORTH-EAST OF GEDSER.**

**IMO SN/.1/Circ.263 23 October 2007**

(Reference charts: Danish chart No.197 (3rd edition, April 2006).

German chart No.163 (INT 1351) (12th edition 2006).

Note: These charts are based on World Geodetic System 1984 Datum (WGS-84).

#### **Description of the deep-water route**

A deep-water route with a minimum depth of water below mean sea level of 16.5 metres is bounded by a line connecting the following geographical positions:

- |                                |                                 |
|--------------------------------|---------------------------------|
| (1) 54° 27'.10 N 012° 10'.50 E | (6) 54° 46'.06 N 012° 44'.03 E  |
| (2) 54° 27'.73 N 012° 11'.30 E | (7) 54° 35'.36 N 012° 16'.93 E  |
| (3) 54° 31'.30 N 012° 12'.80 E | (8) 54° 31'.00 N 012° 15'.20 E  |
| (4) 54° 36'.46 N 012° 15'.83 E | (9) 54° 27'.40 N 012° 13'.10 E  |
| (5) 54° 46'.86 N 012° 43'.23 E | (10) 54° 26'.57 N 012° 11'.90 E |

Note: Ships, other than ships which must use the deep-water route due to their draught, are recommended to use the areas to the north and south of this route, in such manner that eastbound ships proceed on the south side of the deep-water route and westbound ships on the north side.

**[7.5 Consolidated pilotage act No. 352 of 12 April 2016](#)**

**[7.6 Executive Order on the use of pilot No. 1848 of 08/12/2020](#)**

**[7.7 Order on the issue of pilot certificates and pilotage exemption certificates No. 1824 of 07/12/2020](#)**

**[7.8 Order on a transit pilotage authorisation scheme No. 1319 of 9 December 2019](#)**

**[7.9 Executive order on pilot embarkation, pilot disembarkation and change of pilot No. 1342 of 11 December 2014](#)**

**[7.10 Order on the activities of pilotage service providers and on the obligations of pilots No. 1343 of 11 December 2014](#)**

**[7.11 Executive order on payment for the tasks performed by the Danish Maritime Authority as part of the inspection of pilotage assignments, pilots and pilotage service providers No. 1344 of 11 December 2014](#)**

**[7.12 Order on the transfer of bunker products between ships, etc. in Danish and Greenland territorial waters - Order no. 1075 of 28 August 2018](#)**

**[7.13 Danish Statutory Order no. 570 of 4 June 2014. Order on the Transfer of liquid cargo between ships in Danish and Greenland territorial waters \(STS-operations\)](#)**

**[7.14 Statutory Order no. 873 of 27 June 2016. Reporting of information on dangerous and polluting goods on board ships. \(in Danish only\)](#)**

**[7.15 Statutory Order no. 1021 of 26 August 2010. Reporting of incidents](#)**

**[7.16 Order no. 656 of 20 May 2020 on rules of navigation etc. in certain Danish waters](#)**

This order shall apply to ships navigating rivers, lakes, channels, harbour areas, bays and inlets as well as the part of Danish territorial waters lying within or between islands, islets and reefs (rocky points) that are not constantly washed over by the sea as well as fairways and channels that are maintained on the initiative of the Danish authorities.