

Translation: Only the Danish document has legal validity.

*Order no. 1316 of 21 of November 2023
issued by the Danish Maritime Authority*

Order on Executive Order on navigation, etc., in certain Danish waters

Pursuant to Sections 1(3), 6 and 32(9), first sentence, of the Danish Act on Safety at Sea, cf. Consolidated Act no. 221 of 11 February 2022, pursuant to the authorisation under Section 1(1)(3) of Executive Order no. 261 of 23 March 2020 on the delegation of certain powers to the Danish Maritime Authority and on the right of appeal, etc.:

Scope of application

Section 1. This Executive Order applies to Danish and foreign ships navigating rivers, lakes, canals, port and harbour areas, bays and fjords, as well as that part of Danish territorial waters lying within and between islands, islets and reefs which are not permanently covered by the sea, as well as reaches and channels maintained by the Danish authorities.

General

Section 2. The rules in this Executive Order are a supplement to the International Rules of the Sea.

Subsection 2. Special rules may be laid down for certain sections of the waterway where special conditions apply, as well as for port and harbour areas.

Subsection 3. A notice in "Efterretninger for Søfarende" (Notices to Mariners) may stipulate sailing regulations for specific stretches of water, including for certain types of ships.

Ship lights, signalling figure, etc.

Section 3. Barges and rafts being towed astern of the towing vessel and which cannot be steered may, when the length of tow does not exceed 200 metres, instead of the lights prescribed in Rule 24(e) of the International Rules of the Sea, carry in the after part of the barge or raft a white light visible all round the horizon for a distance of at least 1 nautical mile.

Subsection 2. Barges and rafts being towed alongside may, instead of the lights prescribed in Rule 24(f)(ii) of the International Rules of the Sea, carry a white light on the side of the barge or raft facing away from the towing vessel that is visible all round the horizon for a distance of at least 1 nautical mile.

Section 4. Ferries travelling by chains or similar means on a fixed route shall, at the point where they can best be seen, carry 3 red lights arranged in or parallel to the diametral plane in a vertical equilateral triangle

pointing upwards and with sides of at least 1 metre. The lights must be visible all around the horizon at a distance of at least 1 nautical mile. Such ferries are not allowed to carry other ship lights.

Section 5. A ship which, except for short manoeuvres, sails with the stern in the direction of travel and which is so arranged that it retains normal full steering ability shall have:

- 1) At night: The lights prescribed in the International Rules of the Sea in such a way that the actual direction of travel is indicated.
- 2) By day: Two black spheres with a diameter of at least 0.60 metres placed symmetrically on either side of the diametral plane, at least 2 metres above the chimney and superstructures and at least 3 metres apart. When this signal is used, the ship shall be considered to be heading in the direction of travel for the purposes of the International Rules of the Sea, in particular the rules of steering and navigation.

Section 6. In or near an area of reduced visibility, dredging equipment, whether light or anchored, which in its working position may impede the free passage of other ships, shall give the signal prescribed in Rule 35(c) of the International Rules of the Sea, followed by a series of single rings of the bell (not less than 6) when other ships are required to pass the dredging equipment as if it were a red sea mark, and a series of double rings (not less than 6) when other ships are required to pass the dredging equipment as if it were a green sea mark.

Section 7. Where divers are out, ships should pass with particular caution, and powered ships as far as possible with the propeller stopped.

Subsection 2. When divers are out, this shall be indicated by displaying the international signal flag A in the form of a board or a flared flag at least 1 metre high, where it can best be seen. At night, the board or flag must be illuminated.

Section 8. Ships used by the police, the armed forces, state or municipal rescue services may display a flashing blue light when it is deemed necessary for police duties, rescue of persons, fire, pollution accidents, maritime accidents or the prevention of extensive damage in general.

Anchoring

Section 9. Ships or other floating equipment must not, without compelling necessity, be anchored or moored in lighthouse and buoy lines or in such a way that the safe passage of other ships is thereby impeded or obstructed.

Reach

Section 10. A ship which has grounded in or near a narrow reach so as to obstruct navigation shall take care to get off the ground as soon as possible. Warps passing over the reach must be slackened for passing ships.

Subsection 2. A ship that has grounded in a narrow reach must not use the propeller in such a way that damage (filling of the reach, etc.) is caused.

Section 11. Dredging equipment shall only be passed in a reach by other ships on the side of the dredging equipment on which the lights or signals prescribed in Rule 27(d)(ii) of the International Rules of the Sea are carried.

Section 12. In a reach so narrow that two oncoming ships cannot safely pass each other, the ship that is too close must wait. Where special circumstances apply, a different rule may be stipulated, cf. also Section

14. A ship is considered inbound when it must have the green sea marks to starboard.

Subsection 2. In a narrow reach, ships must pass each other at a slow speed appropriate to the conditions.

Subsection 3. An overtaking ship shall pass a ship it is overtaking on its port side in a narrow reach; when conditions permit, the ship being overtaken shall give way so that the passage can be made without danger. During such passage, the signals prescribed in Rule 34(c) of the International Rules of the Sea shall be given.

Subsection 4. Ships stopped or moored in or in the immediate vicinity of a deepened reach, as well as barges and rafts, whether stationary or travelling, shall be passed by power-driven vessels with particular care and at slow speed and, if necessary, with engines stopped.

Subsection 5. In icy conditions, the master must comply with the instructions given by the local harbour master for sailing through the shipping lane to the port in question.

Sailing in artificially maintained reaches

Section 13. For artificially maintained reaches and in their immediate vicinity, the following rules apply:

- 1) Ships powered by machinery shall, with due regard to safe navigation, adjust their speed so as not to damage the reach.
- 2) Picking up stones and sand, damaging bank and bank protection, or throwing out cargo, ballast or similar is prohibited.
- 3) It is prohibited to use fishing gear in such a way that it obstructs navigation and to use fishing gear that can tear up the bottom and move stones and sand.

Channels and reaches

Section 14. For the following Danish channels and shipping lanes, the outgoing ship must wait for the incoming ship:

- 1) Bandholm Rende: The channel from Lindholm Dyb to Bandholm Harbour.
- 2) The Port of Frederikssund: The channel between Kitnæs and Klinten to Frederikssund, as well as the shipping lane to the Port of Frederikssund.
- 3) The Port of Frederiksværk: The dredged shipping lane to the Port of Frederiksværk.
- 4) Ise Fjord:
 - a) The channel over Lynæs Sand.
 - b) The channel at the entrance to Holbæk Fjord.
- 5) Oreby Rende: The channel from Lindholm Dyb to the Port of Saksøbing.
- 6) Roskilde Fjord: The channels between Tørslev Hage and Selsø Hage.

Section 15. Swimming, windsurfing and water skiing are prohibited in the marked reach from the harbour area in Karrebæksminde through Karrebæk Fjord and the dredged channel to the Port of Næstved.

Subsection 2. When tankers are navigating the reach, cf. Subsection 1, other ships may be detained so that passage in the reach is avoided.

Speed

Section 16. The following speed limits are set for the following areas:

- 1) Frederiksværk: In the dredged reach to the Port of Frederiksværk, and when passing ships on the nest, ships powered by engines must not go faster than necessary for their safe manoeuvring and never faster than 4 knots.
- 2) Gudenåen: On the stretch from Tange to the western border of the Port of Randers, motorised ships are not allowed to go faster than 5 knots.
- 3) Haderslev Fjord: Ships may not go faster than 6 knots in the shipping lane from the entrance to Haderslev Fjord to the Port of Haderslev.
- 4) Horsens Fjord: In the shipping lane to the Port of Horsens, from the eastern limit of the port to 3500 metres from the port, ships powered by engines may not go faster than 6 knots.

- 5) Karrebæk Fjord: In the marked reach through the fjord, ships may not sail faster than 6 knots. In the reach from the deck piers through Karrebæksminde Bridge to Karrebæk Fjord and from Ydernæs through the canal to Næstved, ships may only go at the speed necessary to maintain manoeuvrability.
- 6) Mariager Fjord: In the dredged channels on the stretch from Als Odde to west of Dania Harbour, ships are not allowed to go faster than 7 knots.
- 7) Nakskov: In the reach between the western border of Nakskov Harbour (Rosnæs-Trælleholm) and 54°49.43"N. 11°04.52"E. motorised ships may not go faster than 5 knots.
- 8) Odense: Motorised ships are not allowed to go faster than 6 knots in the canal.
- 9) Randers Fjord: Ships may not go faster than 6 knots in the stretch between Skalmstrup Vig and the Port of Randers.
- 10) Sakskøbing Harbour: Motorised ships may not go faster than 4 knots on the stretch from Orebygård to the north-western border of the Port of Sakskøbing. However, motorised vessels under 15 metres in length may go up to 6 knots.
- 11) Vejle Fjord: Ships may not go faster than 4 knots on the stretch from Skyttehusodden to the Port of Vejle.

Current conditions

Section 17. For the areas below, the ship with the opposing current must wait for the ship with the current:

- 1) Aggersund Bridge: When two oncoming ships arrive at the bridge area at the same time.
- 2) The Port of Hobro: In the shipping lane to the Port of Hobro.
- 3) Karrebæk Fjord, etc.: In the marked reach from the harbour area in Karrebæksminde through Karrebæk Fjord and the dredged channel to the Port of Næstved.
- 4) Mariager Fjord: From the approach light, 56°41.7 N. 10°29.9 E. to the area north of Dania Harbour.
- 5) Randers Fjord: From the approach light, 56°36.6 N. 10°26.5 E. to the eastern border of the Port of Randers.

Yielding obligation

Section 18. For the bridges listed below, it is stipulated that an engine-powered ship must wait for a ship under sail:

- 1) King Christian X's Bridge over Als Sund.
- 2) King Frederik IX's Bridge over Guldborgsund.
- 3) Ulvsund Bridge.

Ferry routes

Section 19. For the ferry routes listed below, ferries travelling across the longitudinal direction of the reach must adjust their course so that they do not put themselves in a situation where there is a risk of collision with a ship travelling in the longitudinal direction of the reach. If there is still a risk of collision, the rules for steering and navigation in the International Rules of the Sea apply:

- 1) The ferry route between the southern and northern ferry port in Thyborøn.
- 2) The ferry route between Hals and Egense.
- 3) The ferry route between Aalborg and Egholm.

Bridges

Section 20. It is stipulated that ships shall comply with the relevant bridge regulations when passing through bridges in the waters mentioned in Section 1.

Penalties

Section 21. Violation of Sections 4-20 is punishable by a fine.

Subsection 2. Criminal liability may be imposed on companies or other legal persons in accordance with the rules laid down in Chapter 5 of the Criminal Code.

Entry into force

Section 22. This Executive Order shall enter into force on 1 January 2024.

Subsection 2. Executive Order no. 656 of 20 May 2020 on navigation, etc., in certain Danish waters is repealed.

Danish Maritime Authority, 21 November 2023

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