

Translation: Only the Danish document has legal validity.

Order no. 272 of 8 June 1983 issued by the Ministry of Industry

Order on reporting, etc. in connection with depth reductions in Danish waters

Pursuant to section 5(4) of the act on safety of navigation (*lov om søfartens betryggelse*), cf. consolidated act no. 309 of 3 August 1965, and in consultation with the Ministry of Defence, the following provisions are laid down by the Ministry of Industry:

Section 1. If, irrespective of the provisions of environmental legislation, circumstances force a ship to discharge goods, materials or the like into Danish waters in places where this may lead to such reductions of water depths that the freedom of navigation of the largest ships that are otherwise capable of navigating the waters concerned is at risk, made difficult or impaired, the master shall, insofar as possible, have the place buoyed and, as soon as possible, report the incident to the Danish Maritime Safety Administration. The same shall apply if the discharge is not intentional, but solely an unintentional loss of goods, materials or the like or if the reduction of depth is due to the ship's loss.

Subsection 2. If the master cannot make the report mentioned in subsection 1, the reporting obligation rests with the shipowner.

Section 2. If a ship, due to grounding or in any other way, notes such a reduction of depth that it must be assumed to be of importance to shipping, the master should, insofar as possible, have the place buoyed and, as soon as possible, report the incident to the Danish Maritime Safety Administration.

Section 3. The reports to the Danish Maritime Safety Administration mentioned in sections 1 and 2 shall, insofar as possible, contain the following information:

1. The ship's name and port of registry and, in case of loss or collision, also the lost ship's name and port of registry;
2. the place of the discharge, loss, foundering or grounding, given as accurately as possible;
3. the nature and volume of that thrown overboard or lost; in case of grounding: the ship's draught;
4. the water depth – insofar as possible, sounded – above the place both before and after the discharge, loss, foundering or grounding;
5. the buoying of the place.

Reports should, insofar as possible, be transmitted telegraphically (telegram address: Marine, Copenhagen) and, if the report concerns the reduction of depth mentioned in section 2, the cost of the buoying and the reporting shall be refunded by the Danish Maritime Safety Administration.

Section 4. Contraventions of this order shall be liable to punishment by fine pursuant to section 6(3) of the act on safety of navigation (*lov om skibsfartens betryggelse*).

Section 5. This order shall enter into force upon its publication in the Danish Law Gazette.

Subsection 2. Order no. 378 of 18 November 1968 on measures against depth reductions in Danish waters shall be repealed.

Ministry of Industry, 8 June 1983

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