

Translation. Only the Danish document has legal validity.

Technical regulation no. 1 of 25 January 2001 issued by the Danish Maritime Authority

Technical regulation on shipping companies' contact persons for search and rescue authorities

In pursuance of section 3, section 17(5) and section 32(4) of the Act on Safety at Sea, cf. Order no. 554 of 21 June 2000, and in pursuance of section 2(5), section 6, section 11(2) and section 28 of Act no. 98 of 12 March 1980 on Ship Safety, etc., as amended, and in consultation with the Faroese Home Rule and the Greenland Home Rule as well as by authority of the Minister of Economic and Business Affairs, the following provisions are laid down:

Application

Section 1. This technical regulation covers Danish, Faroese and Greenland cargo ships with a length of or above 15 metres or a scantling number (length x breadth) of or above 100 (Notice B from the Danish Maritime Authority, chapter IV, 1 January 2001) carrying a satellite EPIRB on board functioning in the Cospas-Sarsat system (406 MHz) or in the Inmarsat system (1.6 GHz).

Definitions

Section 2. For the purposes of this technical regulation, the following definitions shall apply:

- 1) "Shipping company": The owner of the ship or any other organisation or person, such as the operator or the bareboat-charterer, who has assumed the responsibility for the operation of the ship from the owner.
- 2) "EPIRB": An Emergency Position Indicating Radio Beacon.
- 3) "Cospas-Sarsat": A system of polar orbiting as well as geostationary satellites for reception and transmission of distress alerts from satellite EPIRBs on 406 MHz as well as determination of their geographical position.
- 4) "Inmarsat": A system of geostationary satellites above the Equator for, among other things, the reception and transmission of distress alerts from ships on 1.6 GHz.
- 5) "MMSI (Maritime Mobile Service Identity)": A 9-digit number identifying the ship in certain satellites EPIRBs.

Information about contact persons

Section 3. For each ship, the shipping company shall provide information about the name, address and telephone number of a contact person ashore whom it is possible for the rescue authority to contact for additional information if the ship is in an emergency or if the ship's EPIRB is activated for any other reason.

Subsection 2. In addition, the shipping company shall provide an alternative 24-hour distress telephone number of a contact person ashore.

Subsection 3. The same person may be the contact person/alternative contact person for more ships.

Subsection 4. Together with the information stipulated in subsections 1-3, the shipping company shall provide information about the shipping company's name and address, telephone number, the ship's name, call sign and MMSI number.

Subsection 5. Shipping companies approved in accordance with chapter IX of Notice B from the Danish Maritime Authority on the safe operation of ships (ISM) may, instead of the information about contact persons in the shipping company in accordance with subsections 1 and 2, submit the same emergency numbers of the shipping company as those incorporated in the shipping company's SMS manual.

Section 4. The information mentioned in section 3 shall be reported to Flyvertaktisk Kommando/Tactical Air Command Denmark (RCC Karup), Kølvrå, 7470 Karup, where the information will be put into a file.

Subsection 2. The information in the file may be used only to collect additional information about the ship in an emergency or if the ship's EPIRB is activated for any other reason.

Section 5. The information in the file shall be kept up-to-date on an ongoing basis and shipping company shall submit corrections to RCC Karup each time a change is made.

Penalty clause and entry into force, etc.

Section 6. A shipping company omitting to submit the information required by sections 3 and 5 to RCC Karup shall be liable to punishment by fine or mitigated imprisonment.

Subsection 2. Companies etc. (legal personalities) may be liable to punishment according to the provisions of Chapter 5 of the Penal Code.

Section 7. This technical regulation shall enter into force on 1 March 2001.

Subsection 2. The information to be provided to the file, cf. section 3, shall be submitted to RCC Karup for the first time no later than on 1 April 2001.

*Danish Maritime Authority / 25 January 2001
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