



# Lovtidende A

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Nr. 924.

## Bekendtgørelse om skibsmeldesystemet SOUNDREP og om melding ved passage af Drogden gravede rende for skibe hvis højde overstiger 35 meter<sup>1)</sup>

I medfør af § 1, stk. 1 og stk. 3, § 6, § 17, stk. 6, og § 32 i lov om sikkerhed til søs, jf. lovbekendtgørelse nr. 654 af 15. juni 2010, fastsættes efter bemyndigelse:

### *Skibsmeldesystemet SOUNDREP*

§ 1. Til sikring af skibsfarten og miljøet i Sundet samt lufttrafikken til og fra Københavns Lufthavn, Kastrup, er der etableret et skibsmeldesystem benævnt SOUNDREP.

*Stk. 2.* Denne bekendtgørelse fastsætter i bilag 1 det geografiske dækningsområde samt bestemmelser og procedurer for skibes deltagelse i skibsmeldesystemet SOUNDREP.

*Stk. 3.* SOUNDREP indebærer en særlig meldeforpligtelse for skibe, hvis højde overstiger 35 meter, ved passage af Drogden gravede rende, jf. resolutionens nr. 6.6, gengivet i bilag 1. Området for denne meldeforpligtelse er vist ved kortskitse i bilag 2.

§ 2. Danske og udenlandske skibe skal overholde meldeforpligtelser, bestemmelser og procedurer i det obligatoriske skibsmeldesystem SOUNDREP, som vedtaget ved resolution MSC.314(88) den 29. november 2010 af den Internationale Maritime Organisation (IMO) gengivet i bilag 1. For så vidt angår forhold omfattet af lov om beskyttelse af havmiljøet henvises til Naturstyrelsens bekendtgørelse om indberetning af oplysninger om farligt gods via skibsmeldesystemet SOUNDREP.

§ 3. Farvandsvæsenet forestår driften af skibsmeldesystemet SOUNDREP, for så vidt angår det danske søterritorium og den danske eksklusive økonomiske zone.

*Stk. 2.* Driften af SOUNDREP skal ske under iagttagelse af gældende Vejledning om skibstrafiktjenester (VTS) i danske farvande.

§ 4. Farvandsvæsenet beslutter, hvorvidt der på baggrund af SOUNDREP's iagttagelser skal rettes henvendelse til relevante myndigheder med henblik på håndhævelsesmæssige tiltag, eksempelvis hvis skibe overtræder skibsmeldesystemets bestemmelser på dansk søterritorium eller i den danske eksklusive økonomiske zone.

### *Straf og ikrafttræden m.v.*

§ 5. Overtrædelse af § 2 straffes med bøde eller fængsel i indtil 1 år.

*Stk. 2.* Straffen kan stige til fængsel i indtil 2 år, hvis der

- 1) ved overtrædelsen er sket skade på liv eller helbred eller er fremkaldt fare herfor,
- 2) tidligere er afgivet forbud eller påbud for samme eller tilsvarende forhold, eller
- 3) ved overtrædelsen er opnået eller tilsigtet en økonomisk fordel for den pågældende selv eller andre.

*Stk. 3.* Der kan pålægges selskaber m.v. (juridiske personer) strafansvar efter reglerne i straffelovens 5. kapitel.

§ 6. Bekendtgørelsen træder i kraft den 1. september 2011.

*Stk. 2.* Bekendtgørelse nr. 955 af 13. oktober 2005 om radiomelding ved passage af Drogden gravede rende for skibe hvis højde overstiger 35 m ophæves.

*Søfartsstyrelsen, den 25. august 2011*

PER SØNDERSTRUP

/ Carsten Jensen

<sup>1)</sup> Bekendtgørelsen indeholder bestemmelser afledt af Europa-Parlamentets og Rådets direktiv 2002/59/EF, som ændret ved direktiv 2009/17/EF om oprettelse af et trafikovervågnings- og trafikinformationssystem for skibsfarten i Fælles-skabet.

**Bilag 1****RESOLUTION MSC.314(88)****(adopted on 29 November 2010)****NEW MANDATORY SHIP REPORTING SYSTEM****"IN THE SOUND BETWEEN DENMARK AND SWEDEN" (SOUNDREP)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20), resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation, at its fifty-sixth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, a new mandatory ship reporting system "In the Sound between Denmark and Sweden" (SOUNDREP), as set out in annex;
2. DECIDES that the above-mentioned new mandatory ship reporting system will enter into force at 0000 hours UTC on 1 September 2011;
3. REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization.

**ANNEX****DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM "IN THE SOUND BETWEEN DENMARK AND SWEDEN" (SOUNDREP)****1 Categories of ships required to participate in the system****1.1 Ships participating in the ship reporting system:**

Ships of 300 gross tonnage and upwards proceeding to or from ports or anchorages in the Sound or passing through the reporting area.

Pursuant to SOLAS 1974 Convention, as amended, the SOUNDREP does not apply to warships, naval auxiliaries, other ships owned or operated by a Contracting Government and used, only on Government non-commercial service. However, such ships are encouraged to participate in the reporting system.

**2 Geographical coverage of the system and the number and edition of the reference chart used for delineation of the system**

2.1 The mandatory ship reporting system SOUNDREP is operated by Sound VTS. The call sign is "Sound Traffic".

2.2 The operational area of SOUNDREP covers the northern, central and southern part of the Sound as shown on the chartlet given in Appendix 1. The area includes the routing systems, in the north TSS "In the Sound" and in the south TSS "Off Falsterbo", both adopted by the Organization.

### 2.2.1 Report and border line North

#### Denmark:

(1) 56° 06′.58 N	012° 11′.00 E	(Rågeleje)
(2) 56° 14′.00 N	012° 11′.00 E	(At sea North of Rågeleje)

#### Sweden:

(3) 56° 18′.08 N	012° 17′.39 E	(At sea West of Kullen)
(4) 56° 18′.08 N	012° 26′.88 E	(Kullen Light House)

### 2.2.2 Report and border line South

#### Denmark:

(5) 55° 17′.44 N	012° 27′.28 E	(Stevns Light House)
(6) 55° 10′.00 N	012° 27′.28 E	(At sea South of Stevns)

#### Sweden:

(7) 55° 10′.00 N	012° 54′.50 E	(At sea South of Falsterbo)
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### 2.2.3 Report and border line East

#### Sweden:

(7) 55° 10′.00 N	012° 54′.50 E	(At sea South of Falsterbo)
(8) 55° 22′.89 N	013° 01′.93 E	(Fredshög)

### 2.2.4 Report and border line West

#### Denmark:

(9) 55° 19′.81 N	012° 27′.30 E	(Mandehoved)
(10) 55° 33′.28 N	012° 35′.53 E	(Aflandshage)

### 2.2.5 Sector division

The SOUNDREP area is divided into two sectors at latitude 55° 50′.00 N; sector 1 northerly and sector 2 southerly. Each sector has an assigned VHF channel as shown in Appendix 2.

2.3 The reference charts (Datum: World Geodetic System 1984 (WGS 84)), which include the operational area of SOUNDREP, are:

.1 Danish charts Nos. 102 (7th edition May 2009), 104 (5th edition Aug 2009), 131 (1st edition Nov 2008), 132 (19th edition Aug 2009) and 133 (13th edition Sep 2009); and

.2 Swedish charts Nos. 921 (4th edition 2009) and 922 (22th edition 2009).

## **3 Format, content of reports, times and geographical positions for submitting reports, authority of whom reports should be sent and available services**

### **3.1 Procedures of reporting**

3.1.1 The SOUNDREP report must be initiated (see paragraph 3.1.4) to Sound VTS using VHF voice transmission. However, ships can fulfil most of the reporting requirements of the reporting system by the use of non-verbal means such as AIS (Automatic Information System) class A as approved by the Organization, and by e-mail or other alternative methods, prior to entering the ship reporting area (see also paragraph 3.4.1, Note (c)). Additional details are given in Appendix 3. For contact information see Appendix 2.

3.1.2 The use of correct and updated AIS information can accomplish the reporting requirements for designators A (part of), B, C, E, F, I, O, P and W.

3.1.3 E-mail or other alternative methods prior to entering the ship reporting area, can accomplish the reporting requirements for designators L, T and X. Such non-verbal partly report must also state designator A (see also paragraph 3.4.1, Note (c)). Additional details are given in Appendix 3.

3.1.4 A ship which fulfils the reporting requirements of the SOUNDREP mandatory ship reporting system, by the use of non-verbal means, must as a minimum carry out a VHF voice transmission to communicate the name of the ship (part of designator A) and the report line of entry, to the Sound VTS when actually entering the area. The same procedure must be followed before departing a port or leaving an anchorage in the SOUNDREP area. Additional details are given in Appendix 3.

3.1.5 Designators U and Q, if applicable, shall at all times be given using VHF voice transmission to Sound VTS when entering the area. Additional details are given in Appendix 3.

3.1.6 To prevent overloading the VHF channels for reporting by verbal voice transmissions and to avoid interference with essential navigational duties, and by this hampering the safety of navigation in the area, a ship unable to accomplish the reporting requirements for designators L, T and X by e-mail or other alternative methods prior to entering the ship reporting area, can report these designators by the use of radio telephone or mobile phone to Sound VTS. Designator A must additionally be included in this part reporting.

3.2 Verbal reporting is not required when a ship is passing the SOUNDREP sector line at latitude 55° 50'.00 N. However, change of VHF frequency is required according to Appendix 2.

### **3.3 Format**

The mandatory ship report shall be drafted in accordance with the format shown in Appendix 3. The information requested from ships is derived from the Standard Reporting Format shown in paragraph 2 of the Appendix to resolution A.851(20).

### **3.4 Content**

A report from a ship to the SOUNDREP by non-verbal means or by voice transmission must contain the following information:

- A Name of the ship, call sign and if available IMO identification number and MMSI No.
- B Date and time
- C Position expressed in latitude and longitude
- E True course
- F Speed
- I Destination and ETA
- L Route information on the intended route through the Sound
- O Maximum present draught
- P Cargo; and quantity and IMO class of dangerous goods, if applicable (see note (c) below)
- Q Defects and deficiencies or other limitations
- T Contact details for the communication of cargo information (see note (c) below)
- U Air draught when exceeding 35 metres
- W Total number of persons on board
- X Type and estimated quantity of bunker fuel, for ships of 1,000 gross tonnage and above

#### **Note:**

(a) On receipt of a report, operators of the Sound VTS will establish the relation to the ship's position and the information supplied by the facilities available to them.

(b) The master of the ship must forthwith inform the Sound VTS concerned of any change to the information notified, including designator Q.

(c) Information on dangerous cargo and contact details for the communication of cargo information (designator P and T of the reporting format) is only requested when such information has not been notified to the competent authority via SafeSeaNet in an European Union (EU) member State in accordance with the requirements of Article 13 (for ships leaving or entering an EU port) in Directive 2002/59/EC on establishing Community vessel traffic monitoring and information system and amended by Directive 2009/17/EC, prior to entering the operational SOUNDREP area. Additional details are given in Appendix 3.

### **3.5 Geographical position for submitting reports**

3.5.1 Ships entering the SOUNDREP operational area shall submit a report when crossing the entrance lines or on departure from a port or anchorage within the operational area.

3.5.2 Further reports should be made whenever there is a change in navigational status or circumstance, particularly in relation to designator Q the reporting format.

### **3.6 Crossing traffic**

Recognizing that ferries crossing between Helsingør and Helsingborg operate according to published schedules special reporting arrangements can be made on a ship to ship basis. Ferries leaving the ports Helsingør in Denmark and Helsingborg in Sweden operating according to published schedules are normally not requested to report to the Sound VTS.

### **3.7 Authority**

The VTS Authority for the SOUNDREP is Sound VTS with call sign "Sound Traffic". Additional details are given in Appendix 2.

## **4 Information to be provided to ships and procedures to be followed**

4.1 Ships are required to keep a continuous listening watch in the area on the relevant VHF sector channel and VHF channel 16.

4.2 Sound VTS will provide information service to shipping about specific and urgent situations, which could cause conflicting traffic movements as well as other information concerning safety of navigation for instance, information about weather, current, ice, water level, navigational problems or other hazards.

4.2.1 If necessary, Sound VTS can provide individual information to a ship particularly in relation to positioning and navigational information or local conditions by using the IMO Standard Marine Communication Phrases (SMCP), section A1/6 for VTS message markers. The message markers can be of ADVICE, WARNING, INFORMATION, QUESTION, ANSWER, REQUEST and INTENTION.

4.2.2 Information of general interest to shipping in the area will be broadcast by Sound VTS on VHF channel as specified by the VTS operator or will be given on request. A broadcast will be preceded by an announcement on VHF channel 16. All ships navigating in the area should listen to the announced broadcast.

4.3 If a ship needs to anchor due to breakdown, low visibility, adverse weather, changes in the indicated depth of water, etc., Sound VTS can recommend suitable anchorages or other place of refuge within the operational area.

## **5 Communication required for the SOUNDREP system**

5.1 The language used for communication shall be English, using IMO Standard Marine Communication Phrases, where necessary.

5.2 Details of communication and contact information are given in Appendix 2.

## **6 Rules, regulations and recommendation in force in the area of the system**