ROUTEING OF SHIPS, SHIP REPORTING AND RELATED MATTERS

Amendments to the existing mandatory ship reporting system
“In the Great Belt Traffic Area”

Submitted by Denmark

SUMMARY

Executive summary: An expansion of the existing mandatory ship reporting system “In the Great Belt Traffic Area” and implementation of a structured Navigational Assistance Service in this area are being proposed in this document.

Action to be taken: Paragraph 34.


Background

1. The mandatory ship reporting system in the “Great Belt Traffic” (GBT) area was adopted by IMO in 1996 by Resolution MSC.63(67) and entered into force on 3 June 1997.

2. A VTS Centre is monitoring ships passing the Great Belt Traffic area. Today ships shall submit their reports when crossing the reporting lines north and south of the traffic separation scheme “Between Korsoer and Sprogoe” adopted by IMO in 1975 by resolution A.338(IX). The traffic separation scheme was amended in 1992 at MSC 60 (MSC 60/21, annex 4) and circulated by COLREG.2/Circ.38 as a consequence of the construction of the bridge across the Great Belt, and amended at MSC 78 (MSC 78/26, annex 21) and circulated by COLREG.2/Circ.54. Finally, the reporting system was amended on 1 December 2005 with the amendment coming into force on 1 July 2006, where the southern reporting line was moved (resolution A.978(24)) as circulated by SN.1/Circ.251).

3. At MEPC 53, the Great Belt, as a part of the Baltic Sea, was designated as a Particularly Sensitive Sea Area by resolution MEPC.136(53). Accidents comprise risk of oil pollution to which the area is highly vulnerable, thus creating political and public attention on groundings and collisions in Danish waters particularly in the narrow straits such as the Great Belt and the Sound.
As Great Belt (in charts ‘Great Belt’ is referred to as ‘Storebælt’) is the only passageway for deep draught vessels into the Baltic Sea, this area is constantly being reviewed in order to ensure that the most appropriate and efficient safety measures are maintained.

Measures used to date and new proposed measures

The mandatory ship reporting system in the Great Belt area is one of the measures used to prevent accidents. Furthermore two IMO adopted traffic separation schemes and two IMO adopted deep-water routes are situated in the Great Belt and Hatter Barn areas.

IMO has adopted resolution MSC.138(76) on Recommendation on navigation through the entrances of the Baltic Sea. The Resolution recommends use of pilots on ships with a draught of 11 metres or more, or on ships irrespective of size carrying a shipment of irradiated nuclear fuel, plutonium and high-level radioactive waste (INF-cargoes), following the established routing system (Route T).

The above-mentioned measures are attributable to the fact that the Great Belt area is congested and difficult to navigate, which increase the risk of collisions and groundings. The number of accidents presented later in this paper clearly shows that new measures are needed in order to improve safety of navigation in the Great Belt area.

One of the primary tasks of the mandatory ship reporting system today is to prevent ships colliding with the bridges crossing the Great Belt. In particular the West Bridge is very vulnerable due to the limited vertical clearance under the bridge. Furthermore, essential information in the VTS area is being broadcasted to ships participating in the ship reporting system.

In order to improve the safety and efficiency of vessel traffic in the VTS-area, two measures are proposed in this paper:

- enlargement of the area of the mandatory ship reporting system in the Great Belt Traffic Area to include the Hatter Barn area; and
- implementation of a structured Navigational Assistance Service, as defined in IMO resolution A.857(20), thereby broadening the objective of the VTS Authority to assist on-board navigational decision-making in the VTS-area.

Traffic in the area

In 2005 some 24,000 ships passed through this area, including about 5,800 tankers and 3,100 bulk carriers, many of which were constrained by their draught.

The number of loaded oil tankers passing through the area has since the opening of the oil discharge terminal in Primorsk, Russia, in 2001 annually been increasing by approximately 10 percent. It is expected that the increase in large oil tankers will continue in the future.

In the new proposed extended area north of Great Belt approximately 20 ships will be entering the proposed VTS area each month from the waters between the islands of Samsø and Fyn. Furthermore, conventional ferries will cross Route T around 16 times and high speed ferries will cross the area 30 times each day.
The areas north of Hatter Barn and on the northeast coast of Samsø are wetlands protected by the Convention on Wetlands, signed in Ramsar, (Ramsar Convention) and EU bird protection areas.

**Hydrographical, meteorological and other elements**

The average wind speed in the area is five to nine m/s in winter and four to six m/s in summer. The maximum wind speed (average over ten minutes) lies between 20-35 m/s in winter and 15-25 m/s in summer. The most frequent wind direction is west. Winds from east are less frequent and are found mostly in late winter and spring.

The number of days with fog (defined as visibility below 1,000 metres) varies in the area. In winter the number of days with fog is on average four to twelve days each month and in summer one to nine days each month.

The current is typically either north or south going near the Great Belt Bridge. The current can reach a speed of four knots in the upper water layer, however is typically around one knot. The current fluctuates insignificantly due to the tides (0.3 knots), as the main factor causing current is meteorological.

The oceanographic conditions in the Hatter Barn area, which can be different from the circumstances found in general in the southern Kattegat, are known to be highly variable with local currents. The current has been measured at Hatter Rev for some years, and the data shows that the current typically sets towards northeast or south. The fluctuations around the two main directions are pronounced. The speed of the current can reach four knots in the upper water layer and is typically around one knot. The tidal current fluctuates slightly more than near the bridge (0.4 knot).

The sea level variation in the inner Danish waters is determined by the meteorological conditions and the astronomical tide. The sea level can drop to approximately 0.8 metre below mean sea level in Great Belt and the southern Kattegat area under extreme meteorological conditions and low tide. The tide in Great Belt and southern Kattegat result in periodic changes with amplitude of 0.1 – 0.2 metre, and is only of minor importance.

**The reason for amending the existing mandatory ship reporting system “In the Great Belt Traffic Area”**

In the summer of 2005, the Division for Investigation of Maritime Accidents in Denmark issued a report concerning a collision between two ships from the member states. The report recommended that the Admiral Danish Fleet Headquarters as the VTS Authority in the Great Belt in co-operation with the Danish Maritime Authority should initiate an examination of the possibilities to commence navigational assistance to shipping in the VTS-area in order to avoid critical situations in navigationally sensitive areas.

The Division for Investigation of Maritime Accidents in October 2005 furthermore presented a safety study, which summed up of the information gathered on groundings and collisions in the Great Belt area from 1 January 1997 to 1 July 2005. The safety study showed that there had been 46 groundings. To the knowledge of the Division for Investigation of Maritime Accidents none of the grounded ships had a pilot on board. Furthermore 13 collisions in the Great Belt and 2 collisions with the West Bridge occurred in the mentioned period.
The study pointed at the following areas where more accidents are registered:

- Groundings in the Hatter Barn area;
- Groundings and collisions in the area near Vengeancegrund; and
- Collisions near Agersø Flak.

On average the study showed that 5.4 groundings have occurred each year. Most of the groundings took place in the Hatter Barn area. There were nine groundings near the deep water route and ten groundings near the traffic separation scheme at Hatter Barn. Furthermore five groundings took place at Vengeancegrund.

Two groundings from the study resulted in oil pollution. In March 1999, an oil tanker grounded at the DW route at Hatter, causing a minor pollution. In January 2005, a general cargo ship was penetrated over more than 40 metres when passing over the shoal Møllegrunden in Kerteminde Bugt. The ship continued north in Great Belt continuing spilling oil. According to information received, the crew did not observe the pollution until two hours after the grounding. A considerable amount of oil leaked from the ship. The oil polluted the coast in five municipalities along Great Belt. Approximately 4,000 seabirds – mainly eiders – died or had to be put down, due to this pollution.

In the period between 1 January 1997 and 1 July 2005, thirteen collisions have occurred in the Great Belt. At least six of these collisions occurred in either Route T or H. The other collisions occurred outside the routes. None of these collisions resulted in oil pollution.

The Routes T and H connect at Agersø Flak. In October 2004, an oil tanker and a container ship collided at this position. Between July 2004 and July 2005 there have been three other situations at Agersø Flak. Two of these resulted in groundings and one resulted in a near miss situation.

Between 1 July 2005 and 31 December 2005 a large bulk carrier grounded in the Hatter area and two bulk carriers collided at Agersø Flak. At Agersø Flak one of the ships sank and was later recovered. None of these latest accidents caused environmental damages.

In order to improve safety of navigation it is necessary to enlarge the VTS-area so that the Hatter Barn area is included and to implement a structured Navigational Assistance Service for ships in the proposed VTS-area.

The proposed amendments to the mandatory ship reporting system will improve safety of navigation in the Great Belt area by providing factual navigational information and warnings of dangers to assist the on-board decision making process.

A Navigational Assistance Service will be provided in order to avoid:

- collisions with the bridges across Great Belt;
- near miss situations and collisions between ships; and
- groundings of ships approaching difficult navigational areas.
Proposal

30 The Admiral Danish Fleet Headquarters is the VTS Authority for the proposed operational area. In the day-to-day contact with shipping ‘Great Belt VTS’ is acting as VTS Authority on behalf of The Admiral Danish Fleet Headquarters.

31 In January 2006, a workshop was held with the purpose of drafting a proposal for an amendment to the mandatory ship reporting system and to draft navigational assistance procedures. 16 persons participated in the workshop representing Independent Marine Consultant, Danish Navigators, Danish Pilots, Royal Danish Administration of Navigation and Hydrography, Admiral Danish Fleet Headquarters, Danish Maritime Authority, Maritime Assistance Service Denmark, Danish Shipowners’ Association and Great Belt VTS. The outcome of the workshop provided the basis for the proposal in this paper.

32 Annex 1 provides the proposal for amendments to the existing mandatory ship reporting system “In the Great Belt Traffic Area”.

33 Annex 2 (two pages) provides an extract composed of the Danish charts 102 and 103 showing the amended operational area. The extract is reduced in scale to 60%.

Action requested of the Sub-Committee

34 The Sub-Committee is invited to endorse the proposal set out in annex 1 and to forward it to the Maritime Safety Committee for adoption. Denmark requests the effective date of implementation to be six months after adoption.

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ANNEX 1

MSC DRAFT RESOLUTION

(adopted on xxxx)

ADOPTION OF AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM “IN THE GREAT BELT TRAFFIC AREA”

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 (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization, and

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 on Navigation at its fifty-second regular session,

1. ADOPTS in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system “In the Great Belt Traffic Area”;

2. DECIDES that the said amendments to the existing mandatory ship reporting system “In the Storebælt (Great Belt) Traffic Area (BELTREP)” will enter into force at [0000] hours UTC on [1 July 2007];

3. REQUESTS the Secretary-General to bring this resolution and its annex to the attention of the Member Governments and SOLAS Contracting Governments to the 1974 SOLAS Convention.
ANNEX

AMENDED TEXT TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM
“IN THE STOREBÆLT (GREAT BELT) TRAFFIC AREA (BELTREP)”

1 Categories of ships required to participate in the system

1.1 Ships required to participate in the ship reporting system:

1.1.1 ships with a gross tonnage of 50 and above; and
1.1.2 all ships with an air draught of 15 m or more.

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

2.1 The operational area of BELTREP covers the central and northern part of the Storebælt (Great Belt) and the Hatter Barn area north of Storebælt (Great Belt) as shown below and on the chartlet given in Appendix 1. The area includes the routeing systems in the Storebælt (Great Belt) area and at Hatter Barn.

2.1.1 Northern borderlines

Fyn:  55°36’.00 N, 010°38’.00 E (Korshavn)
Samsø:  55°47’.00 N, 010°38’.00 E (East coast of Samsø)
       56°00’.00 N, 010°56’.00 E (At sea near Marthe Flak)
Sjælland:  56°00’.00 N, 011°17’.00 E (Sjællands Odde)

2.1.2 Southern borderlines

Stigsø:  55°12’.00 N, 011°15’.40 E (Gulf Oil’s Pier)
Omo:   55°08’.40 N, 011°09’.00 E (ØRESPIDS, Omo)
       55°05’.00 N, 011°09’.00 E (At sea South of ØRESPIDS)
Langeland E: 55°05’.00 N, 010°56’.10 E (Snøde Øre)

Langeland W: 55°00’.00 N, 010°48’.70 E (South of Korsebølle Rev)
Thurø Rev:  55°01’.20 N, 010°44’.00 E (Thurø Rev Light buoy)

2.1.3 The area is divided into two sectors at latitude 55°35’.00 N; each sector has an assigned VHF channel as shown in appendix 2.

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

3.1 Reports to the VTS authority should be made using VHF voice transmissions. However ships equipped with AIS (automatic identification system) can fulfil certain reporting requirements of the system through the use of AIS approved by the Organization.

3.2 A ship must give a full report when entering the mandatory ship reporting area. The full report may be combined by voice or by non-verbal means. A ship may select, for reason of commercial confidentiality, to communicate that section of the report, which provides information on next port of call by non-verbal means prior to entering the ship reporting area.

3.3 Format

3.3.1 The 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 IMO resolution A.851(20).

3.4 Content

3.4.1 A full report from a ship to the VTS Authority by voice or by non-verbal means should contain the following information:

| A | Name of the ship, call sign and IMO identification number (if available) |
| C | Position expressed in latitude and longitude |
| I | Next port of call |
| L | Route information on the intended track through the Storebælt (Great Belt) area. |
| O | Maximum present draught |
| Q | Defects and deficiencies |
| U | Deadweight tonnage and air draught |

3.4.2 A short report by voice from a ship to the VTS authority should contain the following information:

| A | Name of the ship, call sign and IMO identification number (if available) |
| C | Position expressed in latitude and longitude |

Note: On receipt of a report, operators of the VTS Authority will establish the relation to the ship’s position and the information supplied by the facilities available to them. Information on position will help operators to identify a ship. Information on current in specific parts of the VTS area will be provided to the ship.

3.5 Geographical position for submitting reports

3.5.1 Ships entering the VTS area shall submit a full report when crossing the lines mentioned in paragraph 2.1, 2.1.1 and 2.1.2 or on departure from a port within the VTS area.

3.5.2 Ships passing the reporting line between sector 1 and sector 2 at latitude 55° 35′.00 N. shall submit a short report.
3.5.3 Further reports should be made whenever there is a change in navigational status or circumstance, particularly in relation to item Q of the reporting format.

3.6 Crossing traffic

3.6.1 Recognizing that ferries crossing Samsø Bælt from Århus, Ebeltoft and Samsø to Odden and Kalundborg generally operate in accordance to published schedules special reporting arrangements can be made on a ship-to-ship basis.

3.7 Authority

3.7.1 The VTS Authority for the BELTREP is Great Belt VTS.

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.

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

4.2.2 If necessary BELTREP can provide individual information to a ship particularly in relation to positioning and navigational assistance or local conditions.

4.3 If a ship needs to anchor due to breakdown, low visibility, adverse weather, changes in the indicated depth of water etc. BELTREP can recommend suitable anchorages and place of refuge within the VTS area. The anchorages are marked on the nautical charts covering the area and are shown on the chartlet in appendix 1.

5 Communication required for the system, frequencies on which reports should be transmitted and information reported

5.1 Radio communications required for the system is as follows:

5.1.1 The reports to the VTS authority can be made by voice on VHF radio using:

- In sector 1: Channel xx
- In sector 2: Channel 11

5.1.2 Information of commercial confidential nature may be transmitted by non-verbal means.

5.1.3 Broadcast by BELTREP and individual assistance to ships will be made on channel 10 or on any other available channel as assigned by BELTREP.

5.2 BELTREP is monitoring VHF channels 10, 11, xx and 16.
5.3 The language used for communication shall be English, using IMO Standard Marine Communication Phrases, where necessary.

6 **Rules and regulations in force in the area of the system**

6.1 *Regulations for preventing collisions at sea*

6.1.1 The International Regulations for Preventing Collisions at sea are applicable throughout the operational area of BELTREP.

6.2 *Traffic separation scheme “Between Korsoer and Sprogøe”*

6.2.1 The Traffic separation scheme “Between Korsoer and Sprogøe”, situated in the narrows of the Eastern Channel between the islands of Fyn and Sjælland, has been adopted by IMO, and rule 10 of the International Regulations for Preventing Collisions at Sea therefore applies.

6.3 *Traffic separation scheme “At Hatter Barn”*

6.3.1 The separation scheme “At Hatter Barn” situated north of the Storebælt (Great Belt) between the islands of Sjælland and Samsø, has been adopted by IMO, and rule 10 of the International Regulations for Preventing Collisions at Sea therefore applies.

6.3.2 The minimum depth in the traffic separation scheme is 15 metres at mean sea level. Ships with a draught of more than 13 meters should use the deep-water route, which lies west of the traffic separation scheme.

6.4 *The Great Belt Bridges*

6.4.1 Passage through the marked spans at the West Bridge is allowed only for ships below 1,000 tonnes deadweight and with an air draught of less than 18 metres.

6.4.2 Passage through the traffic separation scheme under the East Bridge is allowed only for ships with an air draught of less than 65 metres. There is a recommended speed limit of 20 knots in the traffic separation scheme.

6.5 *IMO resolution MSC.138 (76)*

6.5.1 IMO resolution MSC.138(76), Recommendation on Navigation through the entrances to the Baltic Sea, adopted on 5 December 2002, recommends that ships with a draught of 11 metres or more or ships irrespective of size or draught, carrying a shipment of irradiated nuclear fuel, plutonium and high-level radioactive wastes (INF-cargoes) should use the pilotage services locally established by the coastal States.

6.6 *Mandatory pilotage*

6.6.1 Harbours within the BELTREP area are covered by provisions about mandatory pilotage for certain ships bound for or coming from Danish harbours.
7 Shore based facilities to support the operation of the system

7.1 System capability

7.1.1 The control centre is situated at the Naval Regional Centre at Korsør. The VTS system comprises several remote sensor sites. The sites provide surveillance of the VTS area using a combination of radar, radio direction finding, Automatic Identification System (AIS) and electro-optic sensors. An integrated network of seven radar systems integrated with AIS provides surveillance of the VTS area.

7.1.2 All the sensors mentioned will be controlled or monitored by the VTS operators.

7.1.3 There are five operator consoles in the control centre, one of which is intended for system maintenance and diagnostic purposes, which allows these activities to be carried out without disruption of the normal operations. The operator can from each of the consoles control and display the status of the sensors. The VTS centre will at all times be manned with a duty officer and three operators.

7.1.4 Recording equipment automatically stores information from all tracks, which can be replayed. In case of incidents the VTS authority can use records as evidence. VTS operators have access to different ship registers, pilot information and hazardous cargo data.

7.2 Radar, electro-optic facilities and other sensors

7.2.1 Information necessary to evaluate the traffic activities within the operational area of BELTREP is compiled via VTS area remote controlled sensors comprising:

- High-resolution radar systems;
- infra-red sensor systems;
- daylight TV systems;
- VHF communications systems; and
- DF systems.

7.3 Radio communication facilities

7.3.1 Radio communication equipment in the control centre consists of six VHF radios including DSC facilities. The VHF channels used are:

- Channel xx Working channel
- Channel 11 Working channel
- Channel 10 Broadcast channel and reserve channel

7.4 AIS facilities

7.4.1 BELTREP is linked to the national shore based AIS network and can continually receive messages broadcast by ships with transponders to gain information on their identity and position. The information is displayed as part of the VTS system and is covering the VTS area.
7.5 **Personnel qualifications and training**

7.5.1 The VTS centre is staffed with civilian personnel all experienced as officers at a competency level required in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers chapter II, section A-II/1 or A-II/2.

7.5.2 Training of personnel will meet the standards recommended by IMO. Furthermore it will comprise an overall study of the navigation safety measures established in Danish waters and in particular the operational area of BELTREP including a study of relevant international and national provisions with respect to safety of navigation. The training also includes real-time training in simulators.

7.5.3 Refresher training is carried out at least every third year.

8 **Information concerning the applicable procedures if the communication facilities of shore based Authority fail**

8.1 The system is designed with sufficient system redundancy to cope with normal equipment failure.

8.2 In the event that the radio communication system or the radar system at the VTS centre breaks down, the communications will be maintained via a standby VHF system. To continue the VTS operation in order to avoid collisions in the bridge area, Great Belt VTS has two options. Either to man the VTS emergency centre at Sprogø or to hand over the responsibility to the VTS Guard vessel, which at all times is stationed in the BELTREP operational area.

8.3 The VTS emergency centre is equipped with radar, VHF radio sets and CCTV cameras.

8.4 The VTS Guard vessel is equipped with VHF and radars with ARPA and AIS. Furthermore, it is equipped with ECDIS, which displays radar targets.

9 **Measures to be taken if a ship fails to comply with the requirements of the system**

9.1 The objective of the VTS Authority is to facilitate the exchange of information between the shipping and the shore in order to ensure safe passages of the bridges, support safety of navigation and protection of the marine environment.

9.2 The VTS Authority seeks to prevent collisions with the bridges crossing Storebælt (Great Belt). When a ship appears to be on a collision course with one of the bridges, the VTS guard vessel will be sent out to try to prevent such a collision.

9.3 All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS regulation V/11. If reports are not submitted and the offending ship can be positively identified, then information will be passed to the relevant Flag State Authority for investigation and possible prosecution in accordance with national legislation. Information will also be made available to Port State Control inspectors.
Appendix 1

BELTREP Operational Area
Appendix 2

Assigned VHF channels for sectors in the mandatory reporting system
In the Storebælt (Great Belt) Area (BELTREP)

<table>
<thead>
<tr>
<th>Sector</th>
<th>VHF Channel</th>
<th>Authority receiving the report</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sector 1</td>
<td>VHF Channel xx</td>
<td>Great Belt VTS</td>
</tr>
<tr>
<td>Sector 2</td>
<td>VHF Channel 11</td>
<td>Great Belt VTS</td>
</tr>
</tbody>
</table>

Appendix 3

Drafting of radio reports to the mandatory ship reporting system
In the Storebælt (Great Belt) Area (BELTREP)

<table>
<thead>
<tr>
<th>Designator</th>
<th>Function</th>
<th>Information required</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Ship</td>
<td>Name of the ship, call sign and IMO identification number (if available)</td>
</tr>
<tr>
<td>C</td>
<td>Position</td>
<td>A 4-digit group giving latitude in degrees and minutes suffixed with N and a 5-digit group giving longitude in degrees and minutes suffixed with E</td>
</tr>
<tr>
<td>I</td>
<td>Next port of call</td>
<td>The name of the expected destination</td>
</tr>
<tr>
<td>L</td>
<td>Route</td>
<td>A brief description of the intended route as planned by the master (see below)</td>
</tr>
<tr>
<td>O</td>
<td>Draught</td>
<td>A 2 or 3-digit group giving the present maximum draught in metres (E.g.: 8.7 metres or 10.2 metres)</td>
</tr>
<tr>
<td>Q</td>
<td>Defects and deficiencies</td>
<td>Details of defects and deficiencies affecting the equipment of the ship or any other circumstances affecting normal navigation and manoeuvrability</td>
</tr>
<tr>
<td>U</td>
<td>Deadweight tonnage and air draught</td>
<td></td>
</tr>
</tbody>
</table>

Examples of routes as given under designator L

*Example 1 A southbound ship with a draught of 13.2 metres:*
  DW route at Hatter Barn
  Route T
  DW route off east coast of Langeland

*Example 2. A northbound ship with a draught of 5.3 metres:*
  Route H
  Route T at Agersø Flak
  TSS at Hatter Barn

*Example 3. A small southbound ship:*
  Coastal east of Fyn
  West Bridge
  Between Fyn and Langeland

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ANNEX 2