

The authority responsible for directing a vessel to a place of refuge

The decision to allow or deny a ship to proceed to a place of refuge will, in most cases, require consultation and co-ordination between a number of governmental authorities and agencies as well as private players. As the implementation of the Directive and hence of Article 20 has not yet been finalized, the question whether a single governmental authority is to be responsible for the co-ordination is still under negotiation between the relevant national authorities. Until these negotiations have been finalized the appropriate national authorities act in co-ordination within their respective responsibilities.

An inventory of the potential places of refuge

A working group with representatives from the Danish Maritime Authority, the Ministry of Defence and the Ministry of the Environment has since November 2002 discussed the identification of places of refuge. In this process consideration has been given to especially the environment, the weather- and waterconditions and the stationing of the relevant material to combat pollution and/or to take other necessary measures. The working group has now finalized a report pointing out some 14 pre-determined places of refuge covering the Danish littoral waters. As the areas will soon be published, new findings may to some extent change the outcome. In addition to the pre-determined places of refuge, procedures for establishing a place of refuge to accommodate unforeseen situations will also be issued.

Co-operation procedures with neighbouring countries

To the process of establishing and maintaining the pre-determined places of refuge is added the bi-lateral co-ordination of the arrangements. However, in order not to slow down the process, this will be a second stage task. Until then, regional assistance will be rendered on the basis of existing agreements (the Bonn Agreement, Helcom, etc.).

Financial warranty and compensation procedures

In the event of a spillage during the usage of a place of refuge in Danish waters, Denmark

would pursue the sources of reimbursement currently in place (such as the IOPC) or in the pipeline (the HNS and Bunkers Convention).

I trust that the above provides an adequate comprehensive view of the Danish efforts to meet our obligations, as expressed through the agreed common principles of 8 May 2003 on the issue.

In case you wish further clarification please do not hesitate to contact me.

Yours sincerely,
Jørgen Hammer Hansen
Director General

Bilag 2

**Rapport fra arbejdsgruppen
vedrørende udpegningen af nødområder i de
danske farvande**

**Krav til de parametre, der ligger til grund for
udpegningen af nødområder i de forskellige
farvandsafsnit og havne.**

Følgende parametre, som blandt andet er baseret på IMO's udkast til guidelines, medgår i overvejelserne omkring den fremtidige udpegning af nødområder. Listen er ikke udtømmende eller prioriteret i forhold til alle tænkelige situationer:

- Nødområdets beliggenhed i forhold til de store trafikruter.
- Vanddybden mellem trafikruten og nødområdet, fremherskende strømforhold, vinde osv.
- Andre besejlingsforhold til nødområdet, herunder også eventuelle isforekomster.
- Mulighed for læ for strøm, sø og vind.
- Nærheden af udstyr til afhjælpning af havari.
- Nærheden af udstyr til bekæmpelse af forurening m.v.
- Bundforholdene.
- Miljøets betydning for turisme, fiskeri m.v.
- Miljømæssige forhold generelt, herunder udpegningsgrundlaget for internationale naturbeskyttelsesområder.

De områder, som umiddelbart kandiderer til at kunne fungere som nødområder er som følger: