

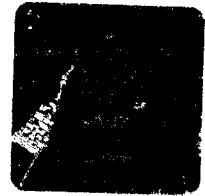
GERMAN/DANISH AGREEMENT

for

Traditional ships

on

the Flensburg Fjord



The maritime authorities of Germany and Denmark have concluded the following agreement applying to the ports in the Flensburg Fjord on calls of, and passenger disembarkation from, traditional ships arranged, equipped and approved for voyages with more than 12 guests (tourists).

The agreement is concluded with due reference to the SOLAS Convention as well as to the International Convention on Load Lines, as the coastal and sheltered nature of the waters of the Flensburg Fjord would allow for exemptions in accordance with these conventions for ships engaged in international trade within the Fjord.

Section 1

The agreement shall apply to ships which are original, or individual replicas of, historical ships designed before 1965, built predominantly with the original materials and being certified as "traditional ship" by the Flag State and approved by either the BG Verkehr or the Danish Maritime Authority, respectively, for domestic voyages with paying guests (tourists) in the German or the Danish part of the Flensburg Fjord.

Either flag state shall decide in accordance with its national laws whether a ship flying its flag falls within the scope of "traditional ships".

The agreement shall not apply to passenger ships falling under the scope of EU Directive 2009/45/EC of the European Parliament and of the Council of 6 May 2009 on safety rules and standards for passenger ships as amended.

Section 2

The agreement concerns the area of the Flensburg Fjord limited by a line connecting Birknack and Kegnæs Lighthouse and by the bridge "Alssundbroen" north of Sønderborg; see enclosed map.

The agreement shall make it possible for the ships mentioned in section 1 to call at German and Danish ports in the Flensburg Fjord with more than 12 guests, without the said ships being certified according to the SOLAS and Load Line Convention, respectively.

The maximum permissible number of guests on board each ship shall be in accordance with national approvals, but may in no case exceed

- 80 for ships certified as "traditional" before the date of entry into force of this agreement,
- 36 for ships certified as "traditional" on or after the date of entry into force of this agreement.

Section 3

The agreement shall apply only to seasonal excursions with guests (tourists) of at least four hours' duration. Such excursions shall not compete with vessels providing commercial transport of passengers on regular crossings. The German and Danish Administrations may on a case-by-case basis decide whether certain activities are considered falling within the scope of this agreement.

Section 4

The agreement shall make it possible to disembark guests taken on board in a German or a Danish port in a port of the neighbouring country within the Flensburg Fjord area. However, due consideration shall be given to any restrictions that may have been placed on calls for non-security approved ships; at any rate, all such guests shall be taken on board again when the ship departs. Any new guests may not be taken on board in the ports of the neighbouring country.

Section 5

Ships covered by this agreement may not unload or load any commodities or goods in the neighbouring country.

Section 6

Permits to call at the ports of the neighbouring country shall be issued by either the BG Verkehr or the Danish Maritime Authority and shall be granted in each individual case through a separate document to be kept together with the ship's national safety certificate. Such document shall have a similar period of validity as the national safety certificate.

Section 7

Ships covered by this agreement shall, in addition to the permit mentioned in section 6, be provided with the following certificates issued by the flag State:

- Safety certificate for traditional ships;
- Certificate for the safe operation based on the principles of the ISM Code;
- Minimum safe manning certificate;

— MARPOL certificates as applicable.

Crew members on ships covered by this agreement shall carry certification for their competencies according to the national requirements of the flag state.

Section 8

The BG Verkehr and the Danish Maritime Authority shall inform each other of any ships subject to this agreement if, for any reason, they neglect or violate the permits granted by the German or the Danish Administration, as appropriate. Such cases should be dealt with by the Administration which has granted the permit in question.

Section 9

The agreement shall enter into force on 15 June 2010.

Section 10

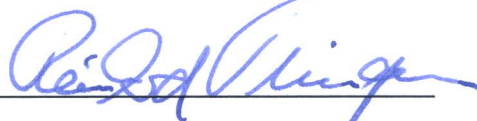
The agreement may be denounced by either of the signing authorities with a term of notice of one month.

For the Danish Maritime Authority, 4 June 2010



Director General Andreas Nordseth

For the Federal Ministry of Transport, Building and Urban Development, 10. June 2010



Director General Reinhard Kligen

