



**DANISH MARITIME AUTHORITY**



**COME FLY THE DANISH FLAG**

Information to ship owners

Passenger ships



**DANISH INTERNATIONAL REGISTER OF SHIPPING**

**DIS**

**QUALITY SHIPPING UNDER THE DANISH FLAG**

**INFORMATION TO SHIP OWNERS ON HOW TO BUILD OR TRANSFER  
PASSENGER SHIPS FOR INTERNATIONAL TRADE, TO THE DANISH  
INTERNATIONAL REGISTER OF SHIPPING**

## Introduction

The Danish Maritime Authority (DMA) invites you to experience quality shipping with a special focus on safe ships, health and the environment.

Ships in DIS must comply with international regulations, requirements and standards. The number of issues, which are special for Danish flagged ships, have been reduced significantly during the last few years. In this folder you will find information on the Danish requirements and interpretations which are above the international level.

This is a guide for ship owners, consultants and managers responsible for the building or transfer of passenger ships to the Danish International Ship Register (DIS). The guide describes the regulations, requirements and procedures applicable when a ship is built or transferred to DIS.

## Point of Contact

The DMA has established a Point of Contact Scheme for shipping companies considering registration of ships under the Danish flag. The first time a shipping company contacts the DMA, a ship surveyor from the DMA is appointed as the company's *Point of Contact* – the direct link between the shipping company and the DMA.

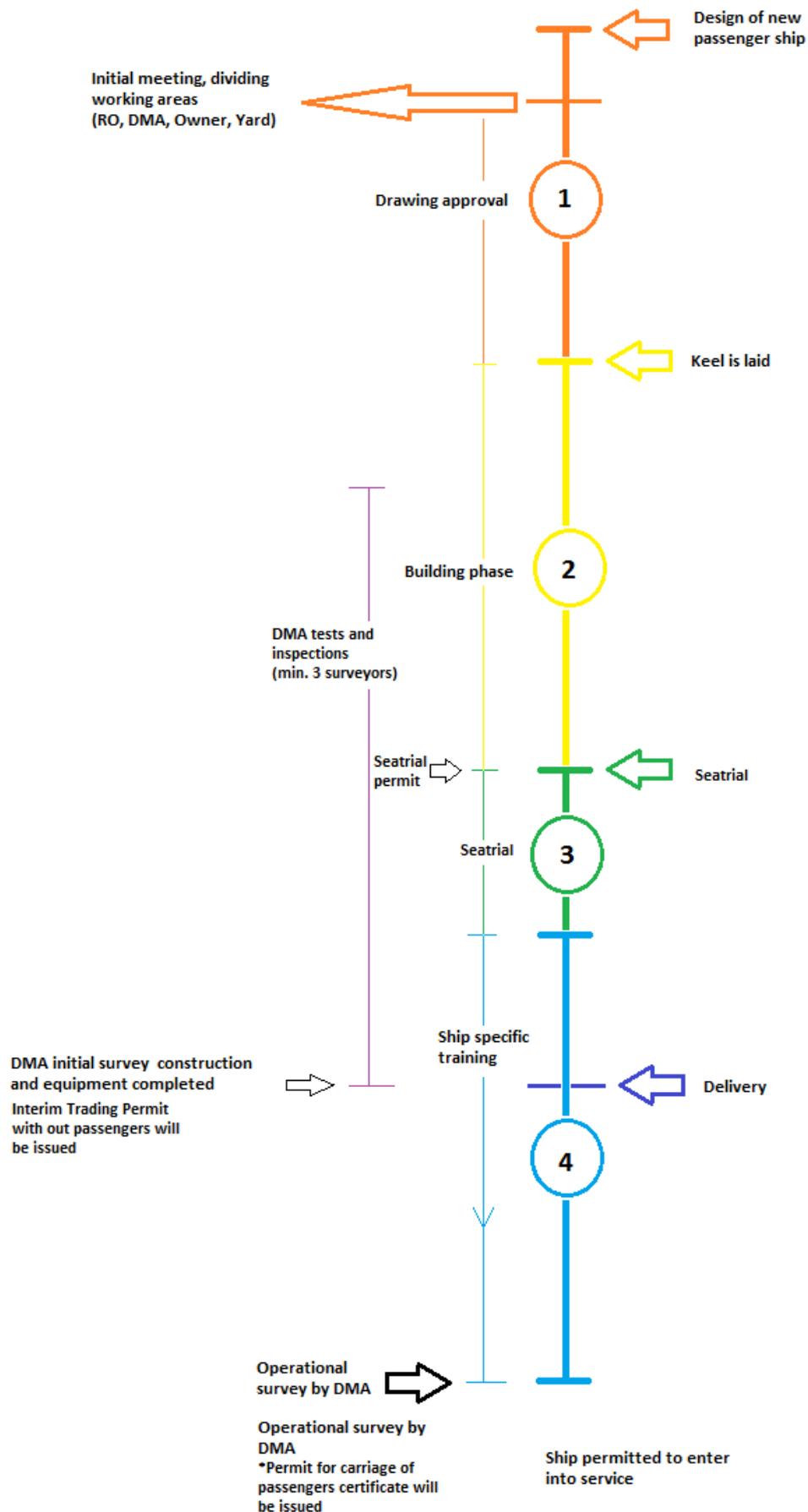
Send an e-mail to [cfs@dma.dk](mailto:cfs@dma.dk) to request a Point of Contact and we will contact you.

The Point of Contact will assist the company in identifying the persons – both within the DMA and in other relevant public authorities or private organizations in Denmark – needed by the company throughout the approval process. Communication will be direct, informal and precise.

## Registration

Detailed information on registration may be obtained either by e-mailing [srg@dma.dk](mailto:srg@dma.dk) or by phoning the DMA on +45 72 19 60 00, ask for the Register of Shipping.

## General overview of the process



## The approval procedure

The actual approval process begins as soon as the owner has signed and submitted the official notification forms (one for each vessel) to the DMA. The owner will then receive detailed information about the approval and certification process.

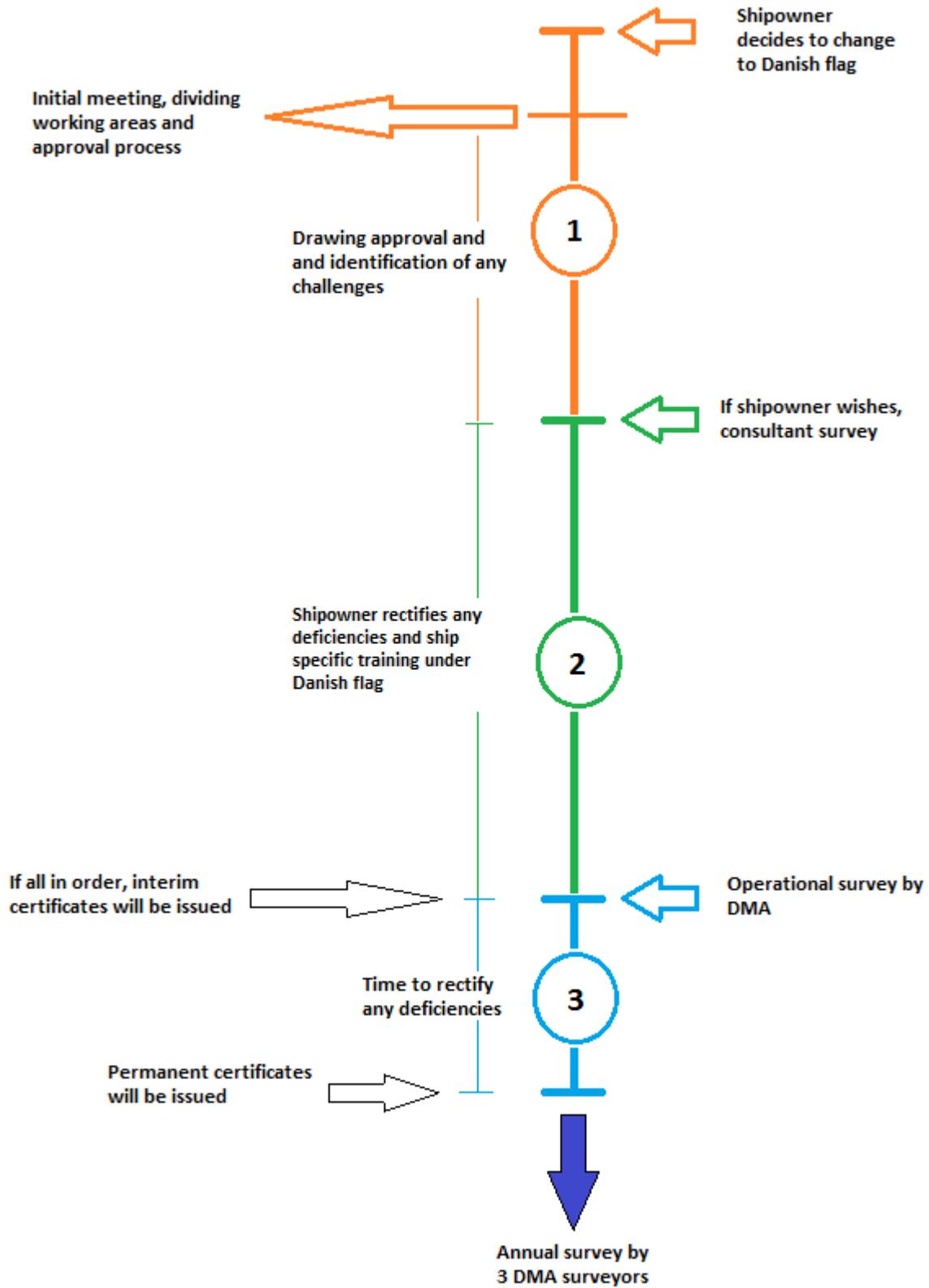
### Ships **built** to the Danish International Ship Register

- Approval, survey and certification will be divided between the DMA and the approved recognised classification societies (ABS, BV, DNV/GL, KR, LR, NK, PRS, CCS and RINA) during the initial meeting, normally held together with the owner and ship yard in the initial phase of the drawing approval. Please see the Class Agreement from 4 May 2015.
- When the approval and seatrial process has been completed and the ship is ready for delivery, the DMA will initially finish the initial survey on construction and equipment followed by an operational survey when the ship is ready. Hereafter, the ship will enter into service and receive permanent certificates.
- A non-asbestos declaration from the shipyard must be forwarded to the DMA.

### Ships **transferred** to the Danish International Ship Register

- Generally, ships transferred to the Danish flag must comply with the relevant rules and regulations in force when the ship was built and, in addition, regulations that have been introduced for existing ships since the building date.
- DMA offers consultant survey where our surveyors will perform a general tour of the ship and give the shipping company an idea of what has to be done before a change of flag.
- At an early stage in the process, the DMA will propose a meeting with the owners to review the documentation and plan the forthcoming approval process. During this meeting, the DMA will, insofar as possible, identify the areas where the ship has to be modified/upgraded.
- Approval, survey and certification are performed by the classification society and the DMA in close cooperation.

### General overview of the process



- Ships transferred to the Danish flag must, insofar as possible, be upgraded to comply with national regulations.
- The DMA will charge a fee (currently approximately EUR 120.00) for each hour spent on approval, travel and survey. The DMA may require an amount to be deposited prior to initiating the approval process.
- The actual change of flag must normally be carried out while the ship is in port and must be coordinated with the DMA's Register of Shipping and the relevant classification society.
- The ship has to be inspected by the DMA before a trading permit can be issued this includes MLC, ISM and change of flag survey.
- The owners must request the classification society to carry out a Change of Flag Survey in accordance with IMO Resolution A.1104 (29).
- When all requirements have been fulfilled and confirmed as agreed, the DMA will issue a permanent permit for carriage of passengers, passenger ship safety, SMC, MLC to the ship.

## **Regulation**

The ship must be constructed and certified in compliance with the relevant international conventions, including the SOLAS, MARPOL, LOAD LINE and MLC Conventions.

The ship must be constructed and certified in compliance with the rules of a recognized classification society and the Danish Maritime Authority.

Ships registered in an EU country must comply with the "EU Directive on Marine Equipment" (the "Wheel Mark Directive") regarding certain equipment. Equipment that is not wheel-marked is acceptable if the DMA finds that the equipment has a standard equivalent to that of wheel-marked equipment.

If the ship is transferred from a non-EU flag, the ship must not contain ozone-depleting substances as it is prohibited to import ozone-depleting substances into the EU (Regulation (EC) no. 2037/2000, 29 June 2000.)

### **Stockholm Agreement**

The Stockholm agreement concerning specific stability requirements for Ro-Ro Passenger Ships undertaking regular scheduled international voyages between or to or from designated ports in North West Europe and the Baltic Sea and has to be fulfilled if required.

### **Safety rules and standards for passenger ships (Directive 2009/45/EC of 6 May 2009)**

This applies when the ship is engaged on domestic voyages.

### **Maritime Labour Convention**

Danish ships must comply with the provisions of the Maritime Labour Convention (MLC). The

MLC's international requirements have been implemented in Danish legislation via national regulation on occupational health and accommodation.

The operational national regulations on occupational health in ships are found in Notice A, which is available from the DMA webpage:

<http://www.dma.dk/Vaekst/Rammevilkaar/Legislation/Pages/default.aspx>

Technical regulation on occupational health and accommodation are found in Notice B, chapter II-3 and II-4. Notice B is available from the DMA webpage:

<http://www.dma.dk/Vaekst/Rammevilkaar/Legislation/Pages/default.aspx>

Danish regulation and interpretations which are above international regulations, requirements and standards – e.g. IACS standards – are listed below.

### National regulations, requirements and interpretations

Control levers on winches must automatically return to the neutral position when released. From the operating position, there must be a clear view of the mooring winches.
Fall arrest systems must be fitted to protect the crew during the rigging of accommodation ladders (e.g. horizontal wire for fixing the safety harness).
Galley: <ul style="list-style-type: none"> <li>• Galley equipment must be of the same standard as CE certified equipment.</li> <li>• It must be possible to lock tilting pans in all the positions used during cooking and cleaning.</li> <li>• Point extraction must be fitted above the galley range.</li> <li>• Floors must be fitted with non-skid material.</li> <li>• People trapped inside a refrigerated room must be able to raise an alarm and escape the rooms even if doors are locked.</li> </ul> Rotating/cutting equipment and large mixers must be shielded/safeguarded.
Passenger Accommodation: II-3 Part III <ul style="list-style-type: none"> <li>• Accommodation shall not be placed fore of the collision bulkhead nor on the deck beneath the one that lies immediately below the waterline at the maximum permissible draught. In new ro-ro passenger ships, passenger cabins shall not be placed below the ro-ro deck (the bulkhead deck). Furthermore, reference is made to the requirements on escape routes in chapter II-2, regulation 13.7.</li> <li>• Special requirements regarding determination of the number of passengers in individual rooms. (Regulation 23)</li> <li>• One toilet and one washbasin shall be provided for every 50 passengers or part thereof.</li> <li>• In <u>ships engaged in trade outside European waters</u> and on which, taken together, the number of crew members and the maximum permitted number of passengers exceed 100, a hospital shall be provided on board.</li> </ul>
Vertical ladders of more than 5 meters must be fitted with wire or rails for fixing the fall arrest harness.
Local point extraction systems must be installed at permanent workstations where dust, fumes, gases, aerosols or similar unhealthy substances or matter are produced – e.g. welding benches, cleaning tubs, chemical mixing areas, mixing tables in paint shops and test benches for fuel injectors. The air outlet must be led to the open deck.

Special requirements to the suction pipe for the bilge wells and the placement of the filters in the engine room.
Required spare charges for breathing apparatus shall contain at least 3,600 l of air and at least one air compressor. If carrying more than 36 passengers at least two spare charges for each breathing apparatus in addition to the air compressor. (DMA Notice B, Cap. II-2, R. 10.2.5-6.)
An emergency treatment area must be provided in connection with sickbays/treatment rooms. This must have a floor area of approx. 2.0 x 2.0 metres with drainage. The area is to be used for treating persons with burns. It is possible to arrange the area in, for example, a changing room or a corridor area or the like, but not outdoors or in the engine room.
Ships the keels of which are laid or which are at a similar stage of construction on or after 1 April 1976 shall, regardless of their length, comply with the relevant provisions in the Code of Intact Stability, Res. A.749(18), as amended. <sup>29</sup> The same shall apply to ships that are being altered if the alteration has considerable effect on the conditions of stability and to ships bought abroad if they are registered with the Ships Register or Danish International Ship Register.
Fixed drinking water tanks must be fitted with a cofferdam separating them from tanks that can be used for other liquids, oil or the like. Dispensation can be given from cofferdams as separation from tanks intended for seawater.
The guard rail, on the decks to which passengers are given access, shall be constructed with vertical bars, which are connected only to one upper and one lower horizontal bar or stringer.
It may not be possible to keep doors to ro/ro spaces permanently secured in the open position.
Walk and work areas must be fitted with non-skid material.
Technical Regulation on Special Requirements on the Placing, Strength and Securing of Shell-doors and Weather Tight Ramps on RO/RO ships, No. 8 of 12 October 1995
Noise regulation: If the ship is not covered by SOLAS, regulation I/3-12 on noise, a noise measurement report shall be submitted to DMA for evaluation. A noise measurement from the time of the building of the ship will be sufficient.

The DMA is prepared to consider equivalent solutions, as long as the intentions behind the provisions are complied with.

### **Ships' medicine chests**

Danish national regulations stipulate rules on medicine chest contents and the education of medical examiners on board ships (Notice A, chapter IX).

In Denmark, medical care courses are arranged by the Centre of Maritime Health Service:

<http://www.dma.dk/SoefarendeBemanding/Sygdomsbehandler/Sider/default.aspx>

### **Danish Recognition Certificate (DRC)**

In general, masters and officers must hold an appropriate Danish Recognition Certificate (DRC). Officers other than the master can serve on Danish vessels with a CRA without holding a DRC for a period of three months, if requested by the ship owner after the application is submitted and validated by the DMA.

### **Nationality of master, other officers and crewmembers**

As a general rule, a master can only acquire a DRC if s/he is a citizen of an EU country, Norway,

Iceland or Liechtenstein. It is, however, possible to get permission to engage non-EU/EEA citizens as masters of specific vessels. For other officers and crewmembers they must be from the Danish List of countries with an agreement on recognition. If the institute is not approved they must have an operational interview.

### Courses in Danish shipping legislation

Management-level officers must pass relevant courses in Danish shipping legislation. Masters are required to pass *Danish Maritime Legislation course for Foreign Masters*, whereas other senior officers are required to pass *Danish Maritime Legislation course for Senior Officers*.

Courses in Danish shipping legislation are arranged by the Danish Shipowners' Association in Manila, Mumbai, Gdynia and Copenhagen. This course can also be attended as an e-learning course arranged by the maritime academies in Denmark, for instance the Marstal Maritime Navigation Centre (Marstal Navigationssskole) and SIMAC.

For more information, please visit:

- The Danish Shipowners' Association: [www.shipowners.dk](http://www.shipowners.dk)
- Marstal Maritime Navigation Centre: [www.marnav.dk](http://www.marnav.dk)
- SIMAC: [www.simac.dk](http://www.simac.dk)
- Skagen Skipperskole: [www.skipperskolen.dk](http://www.skipperskolen.dk)

For further information on training and course providers, please consult:

<http://www.dma.dk/SoefarendeBemanding/MaritimeKurser/Sider/default.aspx>

### Medical examination

Seafarers serving on Danish vessels must hold a Danish Health Certificate for Seafarers. The certificate can be obtained from authorised medical staff abroad. Please consult,

<http://www.dma.dk/SoefarendeBemanding/LaegeHelbred/Sider/default.aspx>, for further information.

### Safety and Health Course

Members of the safety group onboard merchant vessels must complete a Safety and Health Course (the Section 16 course for merchant vessels). In merchant ships where the safe manning, including the master, numbers four or more persons, a safety organisation must be established, and one officer and one ship's assistant must have successfully completed a Section 16 course. The courses are offered by approved training providers in Denmark as well as abroad. For example, the Danish Shipowners' Association offers Section 16 courses in Manila, Mumbai, Gdynia and Copenhagen ([www.shipowners.dk](http://www.shipowners.dk)).

### Ship's cook

There are special requirements for ship's cook serving on board Danish flagged vessels, more information about this can be found in [order no. 290 of 20 March 2013](#), "Order on the qualification requirements of cooks not holding a Danish certificate of competency as a ship's cook in order to serve as a ship's cook on merchant ships registered in the Danish International Ship Register."

<http://www.dma.dk/SoefarendeBemanding/SoefartsbogBeviser/Anerkendelsesbevis/Sider/default.aspx>



**BECAUSE THERE IS MORE TO QUALITY SHIPPING THAN CLEAN CERTIFICATES**

**[www.dma.dk](http://www.dma.dk)**