



DANISH MARITIME AUTHORITY

ANNEX

TO THE DANISH
RO AGREEMENT
2015



Annex to the Agreement Governing the Authorisation of
Recognised Organisations to undertake
Statutory Certification Services
on behalf of the Danish Maritime Authority of
20 December 2021
Supersedes annex dated 18 May 2021

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Chapter 1 – General conditions

1 RO authorisation

- 1.1 The purpose of this Annex is to authorise the Recognised Organisations (RO) to perform the statutory certification and services on behalf of the Danish Maritime Authority (DMA) as stated in the Danish RO Agreement 4 May 2015.
- 1.2 The following applies:
 1. Authorisation to perform statutory certification only applies to vessels classed by the same RO.
 2. Exception to above includes certification services regarding ISM, ISPS, MLC, IMO DCS and Ship Recycling regulation.
 3. Where expressly stated in the Annex, authorisation shall also apply to non-classed ships.
- 1.3 The Scope of Authorisation encompasses performance of plan approval and survey and the issue, endorsement and renewal of statutory certificates in accordance with “IMO Survey Guidelines”¹. The scope further comprises authorisation concerning plan approval, surveys etc. according to other Conventions, EU Regulations and Directives as specifically mentioned in this Annex.
- 1.4 For statutory certificates where the RO is granted full authorisation, the RO may supersede an existing DMA certificate by its own. The DMA shall be informed without undue delay and will relinquish the responsibility for the maintenance of the certificate.
- 1.5 The RO may endorse any DMA certificate with prior written consent by the DMA.
- 1.6 The DMA may endorse any RO certificate with prior written consent by the RO.
- 1.7 The RO may extend the period of validity of certificates issued by the RO within the limits given in relevant instruments.
- 1.8 The RO may issue exemption certificates to certificates issued by the RO after acceptance by the DMA and in accordance with relevant instruments.
- 1.9 The RO may issue “Non Convention Certificates”, “Statements of Compliance” and “To Whom It May Concern letters”, etc. **on behalf of the DMA or the Government of the Kingdom of Denmark**, only if specifically authorised by the DMA.
- 1.10 The RO may issue any other type of “Non Convention Certificates”, “Statements of Compliance” and “To Whom It May Concern letters”, etc. as long as there is no doubt that it is issued on behalf of the RO itself and not on behalf of the DMA or the Government of the Kingdom of Denmark.
- 1.11 The RO shall demand any repairs deemed necessary by the RO to a vessel or equipment under the auspices of this agreement.
- 1.12 The RO shall demand any changes deemed necessary by the RO in operational procedures on board a vessel and/or at a company under the auspices of this agreement where the RO is performing ISM and/or ISPS certification

¹ IMO resolution A.1140(31), “Survey Guidelines under the harmonized system of survey and certification (HSSC)”, as amended.

services. The RO may carry out any inspections and surveys requested by the appropriate authorities of a port State.

- 1.13 The RO may suspend and/or withdraw any statutory certificates issued by the RO. Please note that due to Danish civil law, the RO shall consult the DMA before withdrawal of the ISM DOC certificate, if the withdrawal is caused by non-compliance (ISM Code).
- 1.14 The RO may provide relevant information to the authorities of flag and/or port States and to regional and/or global organisations.

2 References to international conventions and Danish national regulations included in the Scope of Authorisation

- 2.1 This annex contains references to Danish acts, orders and technical regulations² included in the Scope of Authorisation. The content of these rules and regulations are not published in this document, but may be accessed through the DMA webpage:

www.dma.dk

- 2.2 All “footnotes” in Danish national regulations shall be treated according to Resolution A.911(22), as amended.
- 2.3 This annex makes references only to the latest revisions of international and national regulations known at the time of issue of this annex. *Please note that the RO has the obligation to, at all times, be informed of all relevant Danish acts and other regulations as published on the official Danish web-site:*

www.retsinformation.dk

² These regulations are notified in accordance with Regulation (EU) No 1025/2012 of the European Parliament and of the Council of 25 October 2012.

- 2.4 Whereas all possible care has been taken to ensure that references to regulations, etc. are correct at the time of publication of this agreement and its annex, *it is the responsibility of the RO to ensure that the correct Danish regulations are employed.*
- 2.5 According to Danish legislation, the only authentic versions of any Danish rules or regulations are the Danish versions of the actual documents. Accordingly, any documentation provided by the DMA in English is a translation of the relevant Danish text and provided as a service only.
- 2.6 Ships in service may in many cases be surveyed according to older regulations (grandfather clause). These “outdated” regulations shall be carried on board the ship in question for reference.
- 2.7 Guidance on Danish national technical regulations for cargo ships with a tonnage of 500 and above, a translation into English of the national Danish additions, clarifications and special interpretations to SOLAS, Load Line and MARPOL are available at the DMA webpage as DMA Circulars.

3 Definitions

- 3.1 In this annex, three levels of authorisation are utilised, which are as follows:
- i. *Full authorisation (F)*: The RO is authorised to carry out all tasks relating to the given certificate within the limits of the convention for the given type of ship, MODU or barge.
 - ii. *Partial authorisation (P)*: The RO is partially authorised to carry out the tasks relating to the given certificate as described in the table or as agreed by prior consultation with the DMA. The

DMA may expand the partial authorisation to a full authorisation on a case-by-case basis.

- iii. *Not authorised (N)*: Issuance of and tasks related to the particular certificate are carried out by the DMA. An authorisation might be given by the DMA on a case-by-case basis.
- 3.2 *Not applicable (N/A)*: The certificate is not relevant for the given type of ship, MODU or barge.
- 3.3 *Gross tonnage (GT)*: This is the actual “regulatory” gross tonnage of the vessel as stated in the vessel’s Tonnage Certificate. For ships the keel of which is laid before 18 July 1994, this **might** be the 1947 gross tonnage (gross register tonnage or GRT) according to the National Danish Tonnage Certificate, cf. IMO Resolution A.494(XII) of 18 July 1982.
- 3.4 The following abbreviations are used for different vessel types:
 - i. *PAX* means a ship which carries more than 12 passengers.
 - ii. *CARGO* means any ship which is neither a passenger ship, nor a fishing vessel nor a leisure craft.
 - iii. *MODU* means any vessel covered by the International Mobile Offshore Drilling Unit Code (MODU Code).
 - iv. *BARGE* means a vessel which is not propelled by its own means and which is not a passenger ship.
 - v. *FISH* means a vessel used for commercial catching of various living resources of the sea, including vessels equipped as fishing vessels that process their own catch.

4 “Case-by-case” or “single ship” authorisations

- 4.1 The RO may be authorised by the DMA to carry out any form of additional plan approval and/or survey tasks.
- 4.2 Additionally, the DMA may at any time authorise the RO to carry out other specific tasks on behalf of the DMA.
- 4.3 All relevant provisions of the RO Agreement, its annex and relevant circulars shall be applicable to such “case-by-case” or “single-ship” authorisations.
- 4.4 A “case-by-case” or “single-ship” authorisation agreement shall be made between the RO and the DMA describing the tasks the RO has been authorised to carry out and the type of documentation to be provided to the DMA.
- 4.5 In order to avoid “double work” where the DMA carries out plan approval and/or survey tasks also carried out by the RO, the DMA may accept such work by the RO in lieu of the DMA plan approval and/or survey. Such work will be referred to by the DMA as “Acceptance Class” or A/C.
- 4.6 To facilitate this, the RO and the DMA shall coordinate the plan approval process and survey work at the earliest possible point in time and agree upon the distribution of work and type of documentation to be provided.
- 4.7 ***Approval in Principle (AiP)*** is a statement confirming the feasibility level of design or arrangement with a view to final approval at a later stage under specified pre-conditions. An ***AiP*** recognises that the proposed design is capable of being developed into a safe and viable system (or whole ship) without major changes to the basic arrangements.

4.8 Requests related to *AiP* shall follow section 4 of this Annex. If the request includes alternative design, section 6.4 of this Annex shall be followed in addition.

5 DMA way of communication – RO relations team

5.1 Within the DMA an RO relations function has been established in order to provide a single point of contact for the RO.

5.2 The preferred way of communication is by e-mail. The official e-mail address of the RO relation team is: ro@dma.dk

5.3 Requests concerning specific ships, for example during new building, conversion or change of flag to Danish flag, shall be directed to the DMA RO relations team. If the responsible DMA ship surveyor is known to the RO, direct contact may be made.

5.4 Outside normal DMA working hours and in case of accidents or serious incidents only, contact may be made to the DMA duty officer by telephone:
+ 45 7219 6000

6 Roadmap for processing requests for interpretations, equivalents and exemptions

6.1 Requests to the DMA for interpretations, equivalents and exemptions shall always be known to the owner of the vessel in question, but the owner, a consultant, a shipyard or the RO may draw up the formal request.

6.2 The request shall be forwarded to the RO, which shall process the request and make any necessary plan approvals, etc.

before forwarding its well-founded recommendation, including all relevant documentation, calculations and suggested conditions, etc. to the DMA for decision.

6.3 The DMA may add conditions or comments to the recommendations made by the RO.

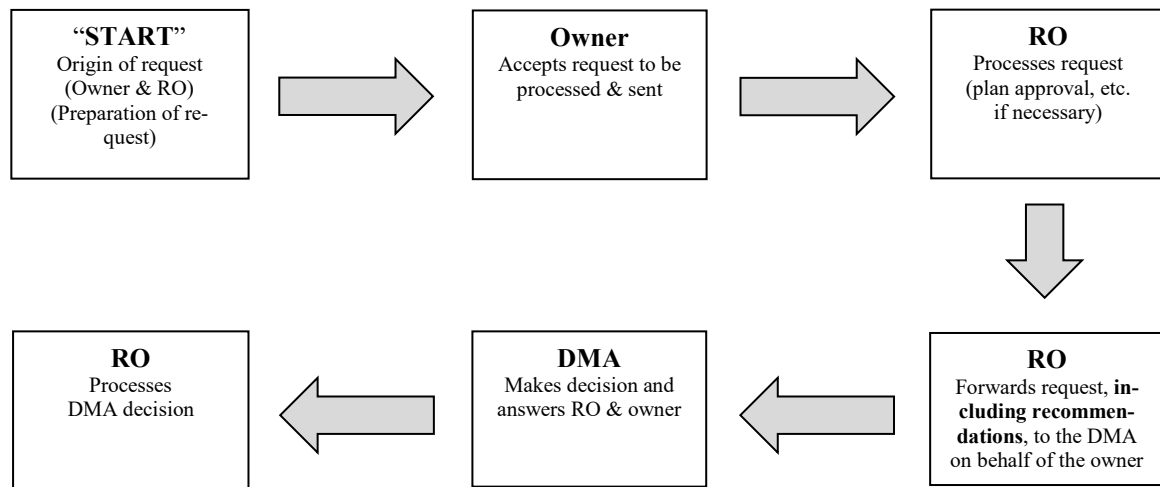
6.4 If the request is related to alternative designs or equivalent arrangements, the RO shall submit a motivated proposal for the approval process in accordance with MSC Circ. 1455 or other IMO guidelines, as deemed relevant.

6.5 Exemptions from the requirements in MLC can only be granted by the DMA after consultation with ship owners and relevant seafarer organizations. Even though the RO is authorised to carry out MLC surveys and certification on behalf of the DMA, the RO is not a part of the tripartite system on which the MLC is based. For further instructions related to MLC, please refer to relevant DMA Circular on the DMA webpage.

6.6 During the survey and/or certification process, the RO must ensure that exemption applications and non-compliances are identified, and forward necessary documentation to the DMA for further handling.

6.7 The RO must ensure that any required exemption for all vessels of any size is granted prior to the issuance of certificates. For new buildings, all exemptions must be handled as early as possible and finalised during the design phase.

Figure 1 – Flow of requests to the DMA for interpretations, equivalents and exemptions



7 Issuance of certificates

- 7.1 All statutory certificates shall be issued on behalf of **“The Government of the Kingdom of Denmark”**.
- 7.2 Certificates specified in an instrument relevant to this agreement shall be issued in a format and with contents as described in the instrument.
- 7.3 According to IMO Resolution A.1117(30), the ship’s IMO number shall be entered on all ship certificates.
- 7.4 All ship certificates mentioned in the “IMO Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)” shall be harmonised to a common anniversary date, which shall be the same as the due date of the International Load Line Certificate (ILLC).
- 7.5 The following definitions apply to the certificates:
- i. *Official Seal*: The official logo of the RO. Where, in the certificate templates provided in Danish regulations, the “Danish coat of arms” (crowned shield with three lions) is shown, the RO shall insert its own logo.
 - ii. *State*: The flag State in question is “DENMARK”.
- 7.6 The Danish official coat of arms is no longer permitted to be used by the RO and shall be replaced by the RO logo on all new documents issued by the RO on behalf of the Government of the Kingdom of Denmark.
- 7.7 The certificates shall be furnished with appropriate stamps or other means to minimise the risk of falsification.
- 7.8 Certificates may be electronically produced and communicated in accordance with FAL.5/Circ. 39, as amended. The RO shall ensure the possibility of checking the validity and authenticity of the ship certificates on board, if electronic certificates are issued.
- 7.9 If supporting documents (e.g. ship security plans or stability manuals) are re-approved without re-issuing or endorsing the overlying certificate, this fact shall be documented in the approval documentation for the supporting document.
- 7.10 All certificates shall be in English or may be in combined Danish/English except for the Tonnage Certificate (Målebrev) where combined Danish/English is mandatory.
- 7.11 The spelling of a ship’s name, homeport and company address is determined in the *Danish certificate of Nationality* and

shall be used on the ship's side and other markings and on all certificates. This includes the use of the special Danish letters "Æ, Ø and Å".

7.12 The tonnage figures on all certificates shall be entered correctly according to the relevant tonnage regulations. It shall be noted that:

- i. GRT shall be entered with 2 (two) decimals.
- ii. GT shall be entered with 0 (zero) decimals.
- iii. For ships with a length of less than 24 metres, GT shall be entered with 1 (one) decimal.

7.13 All statutory certificates shall display the "regulatory" tonnage as stated in the ship tonnage certificates. For a ship that has had its keel laid before 18 July 1994, this may be the 1947 tonnage (gross register tonnage or GRT) according to the National Danish Tonnage Certificate.

7.14 Any certificates issued by the RO in accordance with this agreement shall be handled according to the RO's own administrative rules as long as they are within the limits of the instrument in question.

7.15 The RO shall have the right and obligation, if deemed necessary, to suspend and/or withdraw any certificate issued by the RO.

7.16 The DMA and the owner and operator of the ship in question shall be informed immediately if any statutory or class certificates are suspended or withdrawn.

8 Mandatory documents issued by the DMA

- 8.1 a) Danish Certificate of Nationality.
- b) Permit for carriage of passengers.
- c) Permit to operate High Speed Craft.

d) Continuous Synopsis Record (CSR).

e) Radio Station License.

f) Minimum Safe Manning Document.

g) Certificate of insurance or other financial security in respect of civil liability for oil pollution damage (CLC).

h) Certificate of insurance or other financial security in respect of civil liability for bunker oil pollution damage (Bunker Certificate).

i) Certificate of insurance or other financial security in respect of liability for death of and personal injury to passengers.

j) Certificate of insurance or other financial security in respect of liability for removal of wrecks (Wreck removal certificate).

k) Declaration of Maritime Labour Compliance Part 1 (DMLC Part 1).

9 Change of Recognised Organisation

9.1 A change of Recognised Organisation (Transfer of Class (TOC)) to or from the RO shall be in accordance with the IACS Procedure for Transfer of Class. Furthermore, reference is made to article 10.6 of the RO Regulation.

9.2 Note that the ship is formally "unseaworthy" unless all relevant certificates have been updated with the name of the gaining RO.

10 Special conditions regarding the Faroe Islands

10.1 On 1 January 2002, the authority on maritime matters was transferred from the Government of Denmark to the Government of the Faroe Islands, both within the Kingdom of Denmark, which is the signatory Party to IMO conventions, etc.

10.2 This agreement is thus not in force for vessels registered in the Faroe Islands.

11 Special conditions regarding Greenland

11.1 Greenland is a part of the Kingdom of Denmark, which is the signatory Party to IMO conventions, but Greenland is not a member of the European Union.

11.2 Greenland is governed by a “home rule government”, but maritime matters are still primarily handled by the DMA. This agreement is therefore in force for vessels registered in Greenland.

11.3 As many acts, orders and regulations may be modified and delayed when entering into force in Greenland, the DMA shall always be consulted before any certificates are issued to vessels registered in Greenland.

Chapter 2 – Scope of Authorisation

12 The International Convention on Tonnage Measurement, 1969 (TM69)

Certificate	Authorisation				Remarks
12.1 International Tonnage Certificate (TMC69)	PAX	CARGO	MODU & BARGES	FISH	Copy of International Tonnage Certificate to be forwarded to the DMA by email to efs@dma.dk . Refer to Danish Law on Measurement of Ships (Consolidated Act no. 71 of 17 January 2014, as amended)
	F	F	F	N/A	

13 The International Convention on Load Lines, 1966 (ICLL 1966)

Certificate	Authorisation				Remarks
13.1 International Load Line Certificate, 1966 (ILLC)	PAX	CARGO	MODU & BARGES	FISH	Reference is made to Danish Order no. 854 of 11 June 2020, as amended. With reference to 23.2 of this annex, this authorisation also covers issuance of ILLC to passenger vessels in national trade according to Danish Order no. 1529 of 19 December 2019, as amended. With regard to Multiple Load Lines , please refer to relevant circulars on the DMA website. The authorisation also includes non-classed vessels.
	F	F	F	N/A	
13.2 International Load Line Exemption Certificate (ILLEC)	PAX	CARGO	MODU & BARGES	FISH	All exemptions are to be initially granted by the DMA, based on a motivated assessment submitted by the RO in accordance with Chapter 1, section 6 of this annex. Any survey and certification related to ILLEC shall normally be carried out by the RO.
	F	F	F	N/A	

14 The International Convention for the Safety of Life at Sea, 1960/1974 (SOLAS)

Certificates	Authorisation				Remarks
14.1 Passenger Ship Safety Certificate (PSS)	PAX	CARGO	MODU & BARGES	FISH	<p>The RO is authorised to carry out the required inspections of the outside of a passenger ship's bottom (bottom survey) in accordance with the requirements of the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), as adopted by the IMO.</p> <p>Please refer to relevant circulars on the DMA webpage.</p> <p>Additionally, the RO is authorised to approve passenger ship's intact and damage stability according to Chapter 2, section 14.20 of this chapter.</p> <p>The RO is also authorised to carry out radio survey.</p>
	P	N/A	N/A	N/A	
14.2 Cargo Ship Safety Construction Certificate (CSSC)	PAX	CARGO	MODU & BARGES	FISH	
	N/A	F	N/A F(BARGES)	N/A	
14.3 Cargo Ship Safety Equipment Certificate (CSSE)	PAX	CARGO	MODU & BARGES	FISH	<p>The CSSE Certificate covers the technical provisions of the International Convention for Preventing Collisions at Sea (COLREG 72).</p> <p>The CSSE Certificate also covers the relevant requirements of Danish Order no. 1818 of 15 of September 2021 on supplementary provisions for cargo and passenger ships, as amended. Please refer to section 24.3 of this document.</p> <p>Please also see Chapter 3, section 33 of this annex. Concerning stowage and carriage of lifejackets and immersion suits, please refer to relevant DMA circulars on the DMA webpage.</p>
	N/A	F	F	N/A	
14.4 Cargo Ship Safety Radio Certificate (CSSR)	PAX	CARGO	MODU & BARGES*	FISH	* Unmanned barges are not required to be equipped with a CSSR Certificate.
	N/A	F	N/A	N/A	
14.5 Cargo Ship Safety Certificate (CSS)	PAX	CARGO	MODU & BARGES	FISH	
	N/A	F	N/A	N/A	

Certificates	Authorisation				Remarks
14.6 Special Purpose Ship Safety Certificate (SPSS)	PAX	CARGO	MODU & BARGES	FISH	<p>With reference to Danish Order no. 1154 of 19 November 2019, as amended, SPSS Certificate may be issued in accordance with the IMO Code of Safety for Special Purpose Ships 2008 (2008 SPS Code), Res. MSC 266(84) as amended.</p> <p>For existing ships, special arrangements may be considered only after consultation with the DMA.</p> <p>In any case, an initial SPSS Certificate may only be issued after written permission by the DMA.</p>
	P	P	P	N/A	
14.7 Document of Compliance for Carriage of Dangerous Goods (DOCDG)	PAX	CARGO	MODU & BARGES	FISH	<p>The <i>Memorandum of Understanding for the Transport of Packaged Dangerous Goods on Ro-Ro Ships in the Baltic Sea</i> may be applied on Danish Ro-Ro ships subject to the relevant provisions of Danish Order no. 1154 of 19 November 2019, as amended - Chapter VII Carriage of dangerous goods.</p>
	N	F	F	N/A	
14.8 Document of Compliance ISM (DOC)	PAX	CARGO	MODU & BARGES	FISH	<p>A decision to <i>withdraw a DOC</i> may be appealed to a Danish court of law. The decision shall be based on objective evidence, sufficiently documented and admissible in a Danish court of law.</p> <p>A recommendation to the DMA for the withdrawal of a DOC shall be based on a documented record of continued non-conformity with the ISM Code. The documentation may be based on any safety related incident. It is important to apply a holistic view, i.e. to consider linking of work accidents, collisions, detentions and especially non-conformities observed during ISM audits, PSC or statutory surveys. Furthermore, the DMA expects a recommendation to withdraw a DOC to be followed by a written recommendation signed at the management level of the RO.</p> <p>When the recommendation is forwarded to the DMA, communication between the RO and the company in question should be kept to a minimum. Any communication from the RO to the company in question shall be approved by the DMA, which will establish a point of contact for this purpose.</p> <p>The ROs shall verify the existence of the required written smoking policy. Reference is made to Danish Order no. 1632 of 18 June 2021, as amended.</p> <p>The ROs shall verify that a written “anti-piracy” procedure exists. For further information, please refer to relevant DMA circular on the DMA webpage.</p>
	N	F	F	N/A	

Certificates	Authorisation				Remarks
14.9 Safety Management Certificate (SMC)	PAX	CARGO	MODU & BARGES	FISH	The ROs shall verify the existence of the required written smoking policy. Reference is made to Danish Order no. 1632 of 18 June 2021, as amended.
	N	F	F	N/A	The ROs shall verify that a written “anti-piracy” procedure exists. For further information, please refer to relevant DMA Circular on the DMA webpage. Refer to Chapter 1, section 1.2 of this Annex.
14.10 International Ship Security Certificate (ISSC)	PAX	CARGO	MODU & BARGES	FISH	DMA point of contact: security@dma.dk
	F	F	F	N/A	<p>Authorisation concerns statutory verification and certification services in accordance with Regulation (EC) no. 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security, as amended.</p> <p>In this respect, please note that certain paragraphs in the ISPS Code, Part B, are made mandatory by Regulation (EC) no. 725/2004.</p> <p>Refer to Chapter 1, section 1.2 of this Annex.</p> <p>SSAS tests shall be documented and the necessary documentation shall be kept on board. For guidance on SSAS, reference is made to relevant DMA circulars on the DMA webpage.</p> <p>Confidentiality</p> <p>When assessing the RSO fulfilment of the ISPS Code 2002, as amended, Part B, Regulation 4.5.5 and 4.5.6, the DMA expects the RSO to maintain policies and procedures equivalent to “EU RESTRICTED”.</p> <p>The RSO does not have to "security approve" its employees with the national authorities, but a regime of "background checking" must be in place and carried out by a part of the organization not directly in the chain of command.</p> <p>Additionally, the RSO shall make sure that any IT systems employed by the RSO are in compliance with the appropriate requirements as found in Council Decision 2013/488/EU of 23 September 2014, as amended on the security rules for protecting EU classified information. There is no requirement for approval or supervision by national security services of the IT systems, but the DMA monitoring of RSO will include this subject.</p>
14.11 International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk (IBC)	PAX	CARGO	MODU & BARGES	FISH	For further information, please refer to relevant DMA circular on the DMA webpage.
	N/A	F	F	N/A	

Certificates	Authorisation				Remarks
14.12 Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk (BC)	PAX	CARGO	MODU & BARGES	FISH	Chemical tankers with dual Certification of Fitness as type 2 and type 3 shall keep the certificate not in use in Master's safe and the Master shall make an official entry in ship's log on every occasion of the change in chemical tanker type. For further information, please refer to relevant DMA circular on the DMA webpage.
	N/A	F	F	N/A	
14.13 International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk (IGC)	PAX	CARGO	MODU & BARGES	FISH	
	N/A	F	F	N/A	
14.14 Certificate of Fitness for the Carriage of Liquefied Gases in Bulk (GC)	PAX	CARGO	MODU & BARGES	FISH	
	N/A	F	F	N/A	
14.15 Cargo Securing Manual	PAX	CARGO	MODU & BARGES	FISH	MSC.1/Circ.1353, as amended.
	F	F	F	N/A	
When carrying all cargoes other than solid and liquid bulk cargoes					
14.16 Mandatory Statement of Compliance with the IMSBC code	PAX	CARGO	MODU & BARGES	FISH	As no international certificate standard has been agreed, the RO shall issue a "Statement of Compliance" to all ships which carry solid bulk cargoes, in accordance with the International Maritime Solid Bulk Cargoes Code (IMSBC Code)
	N/A	F	F	N/A	
When Carrying solid bulk cargoes					
14.17 Document of Authorisation for the Carriage of Grain and Grain Loading Manual	PAX	CARGO	MODU & BARGES	FISH	The document shall accompany or be incorporated into the Grain Loading Manual (Grain Stability Manual).
	N/A	F	F	N/A	
14.18 Bulk Carrier Booklet	PAX	CARGO	MODU & BARGES	FISH	Directive 2001/96/EC of the European Parliament and of the Council of 4 December 2001, as amended, establishing harmonised requirements and procedures for the safe loading and unloading of Bulk Carriers. <i>A Bulk Carrier Booklet as described in SOLAS, Chapter VI, regulation 7, may be approved at the request of the owner.</i>
	N/A	F	N	N/A	

Certificates	Authorisation				Remarks
14.19 Stability calculation by computer	PAX	CARGO	MODU & BARGES	FISH	<p>IMO Code on Intact Stability for All Types of Ships Covered by IMO Instruments Resolution A.749(18), as amended.</p> <p>The RO shall approve the computer hardware and software for the stability calculation and the RO shall validate the proper function of the computer as per Part B, Chapter 4 of the IS Code.</p> <p>Pending any compulsory introduction of a standardised calculation method to ensure compliance with damage stability requirements on tank vessels, Denmark accepts that the RO may make ship specific damage stability program approvals under IACS URL5 (as amended) for application on Danish vessels in accordance with the following provisions as an alternative to those which would normally apply:</p> <ol style="list-style-type: none"> 1. The derivation of the final stage residual stability curve for any individual damage case is to be made by the constant displacement method, where the displacement used may be the initial intact displacement before damage occurs reduced by the mass of the contents of any tanks damaged during the consideration of that particular damage case. 2. Intermediate stages of flooding may be omitted from damage stability programs considered for ship specific approval provided confirmation has been obtained from existing reference information, or calculations made for this purpose, that intermediate stages do not constitute the limiting case of damage.
	F	F	F	N/A	

Certificates	Authorisation				Remarks
14.20 Stability approval	PAX	CARGO	MODU & BARGES	FISH	Authorisation covers approval of all intact and damage stability documentation as relevant.
	F	F	F	F	<p>For passenger ships and other ships where the RO does not issue the statutory certificate covering the stability scope, the RO shall issue and maintain a “Statement of Compliance” with the relevant regulations.</p> <p>This authorisation includes stability and floatability of passenger vessels approved according to Order no. 916 of 3rd July 2013 on passenger vessels exclusively engaged on voyages in port areas and on lakes etc. This authorisation also concerns non-classed vessels.</p> <p>Through a survey on board, the RO shall check the assumptions made for the approval of the intact and damage documentation, such as progressive flooding points, weathertight and watertight integrity, cross-flooding arrangements, etc. to ensure that the ship is built and operable according to the approved documentation.</p> <p>On ships where the DMA has initially approved the stability documentation, the RO may perform inclining tests and light weight surveys as found necessary, without the attendance of the DMA during the test/control.</p>
14.21 Certificate confirming compliance with specific stability requirements for ro-ro passenger ships	PAX	CARGO	MODU & BARGES	FISH	Danish Order no. 941 of 23 rd June 2020 implementing EU DIRECTIVE 2003/25/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 14 April 2003 on specific stability requirements for ro-ro passenger ships, as amended. (Stockholm-directive).
	F	N/A	N/A	N/A	

15 International Code of Safety for High-Speed Craft, 1994/2000, as amended (HSC Code)

Certificate	Authorisation				Remarks
15.1 International High Speed Craft Safety Certificate (HSCS)	PAX	CARGO	MODU & BARGES	FISH	For passenger ships in accordance with 2000 HSC Code as amended, the RO is authorised to carry out assessment and issue statements of compliance to the DMA regarding: <ul style="list-style-type: none"> - Buoyancy, stability and subdivision in accordance with the HSC Code, Chapter 2, and section 14.19 and 14.20 of this Annex. - Structures in accordance with HSC Code, Chapter 3. - Accommodation and escape measures in accordance with the HSC Code, Chapter 4, 4.3 and 4.4. - Machinery, aux systems, remote control, alarm and safety systems and electrical installations in accordance with the HSC Code, Chapter 9 to Chapter 12. - Radio communications in accordance with the HSC Code, Chapter 14. - Stabilization systems in accordance with HSC Code, Chapter 16. - Handling, controllability and performance in accordance with HSC Code, Chapter 17. - Surveys of the elements under authorisation, including the outside of the vessel's bottom in accordance with HSC Code, Chapter 1, 1.5.
	P	F	N	N/A	

16 Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1979/1989/2009, as amended (MODU Code)

Certificate	Authorisation				Remarks
16.1 Mobile Offshore Drilling Unit Safety Certificate (MODU)	PAX	CARGO	MODU & BARGES	FISH	Mobile offshore units shall comply with the provisions of the IMO Code for the Construction and Equipment of the Mobile Offshore Drilling Units, as amended (the MODU Code) as per Danish Order no. 1694 of 14 December 2017.
	N/A	N/A	F	N/A	

17 Maritime Labour Convention, 2006, as amended (MLC)

Certificate	Authorisation				Remarks
17.1 Maritime Labour Certificate (MLC)	PAX	CARGO	MODU & BARGES	FISH	<p>All cargo ships</p> <p>All inspections must be carried out in accordance with the Maritime Labour Convention, 2006, as amended (MLC, 2006) and with due respect to the International Labour Organization's (ILO) document Guidelines for Flag State Inspections under the Maritime Labour Convention, 2006.</p> <p>The RO shall issue or renew a Maritime Labour Certificate to a Danish flagged ship after verifying upon inspection that the mandatory requirements meet National standards implementing the MLC, 2006 as detailed in the DMLC part I issued by the DMA.</p> <p>For further instruction regarding the Interim Maritime Labour Certificate, please refer to relevant DMA circular. In matters of exemptions, please refer to Chapter 1, section 6 of this annex.</p> <p><u>Cargo ships with a gross tonnage under 500, requesting certification:</u></p> <p>The ROs are authorised to inspect and certify ships to which the MLC, 2006 applies, and to which the shipowner has requested certification. Such ships shall be subject to full inspection against the same requirements as for ships of 500 gross tons or more.</p> <p><u>Cargo ships with a gross tonnage under 500:</u></p> <p>The ROs are also authorised, with intervals not exceeding 36 months, to inspect and issue a report of inspection indicating the inspected areas to ships to which the MLC, 2006 applies, but which are not requested by the shipowner to be certified. Such ships shall still be subject to full inspection against the same requirements as for certified ships.</p> <p>For further information, please refer to relevant DMA circular on the DMA webpage.</p> <p>Refer to Chapter 1, section 1.2 of this Annex.</p>
	N	F	P (*)	N/A	
<p>(*) After consultation with the DMA on a case to case basis.</p>					

18 The International Convention for the Prevention of Pollution from Ships, 1973/1978, as amended (MARPOL)

Certificates	Authorisation				Remarks
18.1 International Oil Pollution Prevention Certificate (IOPP)	PAX	CARGO	MODU & BARGES	FISH	
	N	F	F	F	
18.2 International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS)	PAX	CARGO	MODU & BARGES	FISH	
	F	F	F	F	
18.3 International Sewage Pollution Prevention Certificate (ISPP)	PAX	CARGO	MODU & BARGES	FISH	
	N	F	F	F	
18.4 Prevention of Pollution by Garbage from Ships	PAX	CARGO	MODU & BARGES	FISH	As no certificate is required for this MARPOL Annex, the RO may at the owner's request issue a Statement of Compliance.
	N	F	F	F	
18.5 International Air Pollution Prevention Certificate (IAPP)	PAX	CARGO	MODU & BARGES	FISH	The exception for installations containing HCFC stated in MARPOL Annex VI, regulation 12.2, does not apply to Danish ships. (Reference is made to Regulation (EC) no. 2037/2000 of the European Parliament and of the Council of 29 June 2000, as amended).
	N	F	F	F	
18.6 Engine International Air Pollution Prevention Certificate (EIAPP)	PAX	CARGO	MODU & BARGES	FISH	
	F	F	F	F	
18.7 International Energy Efficiency Certificate (IEEC)	PAX	CARGO	MODU & BARGES	FISH	With reference to Resolution MEPC.254(67), as amended by resolution MEPC.261(68) and as amended by resolution MEPC.309(73) Guidelines on survey and certification of the EEDI.
	F	F	F	F	
					With reference to Resolution MEPC.334(76) Guideline on survey and certification of the attained EEXI.

Certificates	Authorisation				Remarks
18.8 Statement of Compliance Fuel Oil Consumption Reporting	PAX	CARGO	MODU & BARGES	FISH	RO's are authorised to: Review of SEEMP part II – Ship Fuel Oil Consumption Data Collection Plan. Issuance of Statement of Compliance – Fuel oil Consumption Reporting. Issuance of Confirmation of Compliance – SEEMP part II. Access and report the verified data to IMO Ship Fuel Oil Consumption Database (within GISIS) Refer to Chapter 1, section 1.2 of this Annex.
	F	F	N	N/A	

19 The International Convention on Anti Fouling Systems, 2001, as amended (AFS)

Certificate	Authorisation				Remarks
19.1 International Anti Fouling System Certificate (IAFS)	PAX	CARGO	MODU & BARGES	FISH	Guidance and information can be sought from the DMA or: Danish Environmental Protection Agency (EPA) Tolderlundsvej 5 DK-5000 Odense Phone: +45 72 54 40 00 Email: mst@mst.dk
	F	F	F	F	

20 The International Convention on Ballast Water Management, 2004, as amended

Certificate	Authorisation				Remarks
20.1 International Ballast Water Management Certificate (IBWM)	PAX	CARGO	MODU & BARGES	FISH	The RO is also authorised to approve the BWMP and issue an IBWM certificate for vessels below 400 GT. This authorisation also includes non-classed vessels. Guidance and information can be sought from the DMA or: Danish Environmental Protection Agency (EPA) Tolderlundsvej 5 DK-5000 Odense Phone: +45 72 54 40 00 Email: mst@mst.dk
	F	F	F	F	

21 EU Regulation on ship recycling

Certificate	Authorisation				Remarks
21.1 Inventory certificate	PAX	CARGO	MODU & BARGES	FISH	ROs are authorised to perform statutory certification services according to Regulation (EU) no. 1257/2013 of 20 November 2013 on ship recycling. This authorisation also includes non-classed vessels. Refer to Chapter 1, section 1.2 of this Annex.
	F	F	F	F	
21.2 Ready for Recycling certificate	PAX	CARGO	MODU & BARGES	FISH	ROs are authorised to perform statutory certification services according to Regulation (EU) no. 1257/2013 of 20 November 2013 on ship recycling. This authorisation also includes non-classed vessels. When issuing a ready for recycling certificate, a copy shall be forwarded to: Danish Environmental Protection Agency (EPA) Tolderlundsvej 5 DK-5000 Odense Phone: +45 72 54 40 00 Email: impeks@mst.dk Refer to Chapter 1, section 1.2 of this Annex.
	F	F	F	F	

22 International Code for Ships Operating in Polar Waters, 2015, as amended (POLAR CODE)

Certificate	Authorisation				Remarks
22.1 Certificate (POLAR)	PAX	CARGO	MODU & BARGES	FISH	With regards to survey and certification, a Polar Ship Certificate must be issued by the RO which has issued Class certificates.
	F	F	F	N/A*	In situations where a category C cargo ship is certified as described in the Polar Code Part I-A, 1.3.3, the DMA must be informed.
	*PART II ENVIRONMENTAL PROTECTION REQUIREMENTS OF THE POLAR CODE, APPLIES ALSO FOR FISHING VESSELS. REQUIREMENTS ARE INCLUDED IN RELEVANT MARPOL CERTIFICATES.				
					<p><i>POLARIS:</i></p> <p>The methodology used for setting operational limitations should be referenced on the Polar Ship Certificate in section 5.</p> <p>The Polar Operational Limit Assessment Risk Indexing System (POLARIS) shall be used on Danish ships as the common methodology. See MSC.1/Circ.1519 <i>Guidance on methodologies for assessing operational capabilities and limitations in ice</i> for further information.</p> <p>If another methodology than POLARIS is used the DMA should be informed.</p>

23 Survey and certification of non-convention ships

Certificate	Authorisation				Remarks
23.1 National Cargo Ship Safety Certificate	PAX	CARGO	MODU & BARGES	FISH	<p><i>Certificate: The National Cargo Ship Safety Certificate, which closely resembles the SOLAS Cargo Ship Safety Certificate, is to be issued and endorsed as appropriate.</i></p> <p>Attention to vessels with a length between 15-24 m can have the possibility to be treated in accordance with DMA Notice F.</p> <p><i>Barges shall be handled according to Danish Order no. 1695 of 14 December 2017, technical regulation on the construction and equipment, etc. of barges, as amended.</i></p>
	N/A	F	F	F	

Certificate	Authorisation				Remarks
23.2 Passenger vessels in national trade	PAX	CARGO	MODU & BARGES	FISH	The RO is authorised to carry out the required inspections of the outside of a passenger ship's bottom (bottom survey).
	P	N/A	N/A	N/A	Additionally, the RO is authorised to approve passenger ship stability according to section 14.19 and 14.20 of this Annex. For further information, please refer to relevant DMA Circular on the DMA webpage. Please also refer to section 13.1 of this annex with regard to load line certification and issuing of a SoC or ILLC. Rule reference: Danish order no. 1821 of 17 th September 2021 implementing directive 2009/45/EC on safety rules and standards for passenger ships, as amended applies for: <ul style="list-style-type: none"> • Passenger vessels in national trade with a length of 24 meters or above build in steel or equivalent Danish order no. 1817 of 15 th September 2021 on safety rules and standards for smaller passenger ships etc., as amended applies to: <ul style="list-style-type: none"> • Passenger vessels in national trade with a length below 24 meters. • Passenger vessels in national trade with a length of 24 meters or above built in other materials than steel or equivalent
23.3 Council Directive 97/70/EF as amended for fishing vessels of 24 metres in length and above and with a length of 15 meters and above as specified	PAX	CARGO	MODU & BARGES	FISH	The RO is authorised to issue a statement of compliance in connection with the initial survey of fishing vessels with a length of 24 meters and above confirming the vessel's compliance with the requirements of Council Directive 97/70/EC of 11 December 1997, as amended.
	N/A	N/A	N/A	P	The RO is authorised to conduct periodical and renewal surveys on fishing vessels with a length of 24 meters and above and to issue Statement of Compliance confirming vessel's compliance with Council Directive 97/70/EC of 11 December 1997, as amended. <i>The RO is authorised to conduct periodical and renewal surveys on the radio communication equipment of fishing vessels with a length of 15 meters and above according to Notice E from the DMA, as amended, Chapter IX, and endorse the ship's Document of Compliance accordingly.</i> The RO is strongly urged to align its survey schedule for fishing vessels within class to the time schedules (4-year periods between renewal surveys) set forward in the above mentioned DMA regulations.

Certificate	Authorisation				Remarks
23.4 Document of Compliance for Carriage of Dangerous Goods (DOCDG)	PAX	CARGO	MODU & BARGES	FISH	Any reduced requirements must be approved by the DMA. ROs shall submit a motivated application to the DMA in accordance with Danish Order no. 1154 of 19 November 2019, Chapter II-2, regulation 19.2.2, as amended.
	N	F	F	N/A	
					For further information on offshore CTV's, please refer to relevant DMA circulars on the DMA webpage.

24 Other ship related authorisations

Certificate	Authorisation				Remarks
24.1 Passenger lifts	PAX	CARGO	MODU & BARGES	FISH	Based on Danish Order no. 706 of 4 July 2019 on passenger lifts in ships, the RO is authorised to carry out plan approval, survey and inspection and to issue certificates for lifts and equipment, on behalf of the DMA.
	F	F	F	N/A	
					Please note that the ship owner is at liberty to employ any RO signatory to this present agreement to carry out the survey and certification services specified in this section or even a third party if permitted in the actual Danish Order.
24.2 Lifting appliances and cargo gear	PAX	CARGO	MODU & BARGES	FISH	The RO is authorised to conduct surveys and inspections as a competent company category A with reference to Danish Order no. 11643 of 12 October 2000, technical regulation of lifting appliances and cargo gear on ships. Persons and companies authorised as competent category A is automatically authorised to perform inspections of category B and C.
	F	F	F	F	
					With regards to construction and installation of suspended decks, relevant parts of Danish Order no. 1154 of 19 November 2019, as amended, Chapter II-1 associated with safety guidelines for passenger ships shall also be applied to cargo vessels.
					Please note that the ship owner is at liberty to employ any RO signatory to this present agreement to carry out the survey and certification services specified in this section or even a third party if permitted in the actual technical regulation.
					If the lifting appliances or loose gear are to be used at sea, they shall be constructed and tested according to the relevant regulations of the vessel's classification society.

Certificate	Authorisation				Remarks
					The RO or other approved competent party category A shall check special heavy-lift arrangements e.g. lifting lugs for propeller shaft or bow thruster motor prior to the arrangement being used.
24.3 Mandatory supplementary provisions for Danish cargo and passenger ships	PAX	CARGO	MODU & BARGES	FISH	<p>Danish order no. 1818 of 15 of September 2021 on supplementary provisions for cargo and passenger ships, as amended.</p> <p>On cargo ships/barges the requirements shall be fulfilled in order for the corresponding international certificate to be issued, endorsed or renewed. Compliance shall be documented in a survey report.</p> <p>On passenger ships the authorisation concerns the following:</p> <ul style="list-style-type: none"> • Railing in passenger areas • Movable decks • Refrigeration systems and rooms • Hatches and ladders etc. <p>Compliance shall be documented in a survey report.</p> <p>*) Not applicable for MODU.</p>
	P	F	F*)	N/A	
24.4 Anti-piracy and armed robbery against Danish ships	PAX	CARGO	MODU & BARGES	FISH	<p>The RO is authorised to carry out initial and periodical verification for vessels with or without ISM/ISPS to ensure compliance of Danish Order no. 1084 of 23 November 2011, technical regulation on measures for preventing piracy and armed robbery against Danish ships, as amended, and issue or endorse a statement of compliance on behalf of the DMA.</p> <p>The ROs shall verify that a written “anti-piracy” procedure is implemented on board. For further information, please refer to relevant DMA Circular on the DMA webpage.</p>
	F	F	N	N/A	

Chapter 3 – Misc. authorisations and other requirements

25 Approval of servicing stations for inflatable liferafts

25.1 The DMA requires a service station, servicing inflatable liferafts shall be approved in accordance with IMO Resolution A.761(18), as amended, by the manufacturer of the inflatable liferafts in question and by:

1. the national maritime administration in the country where the service station has its premises,
2. or by an RO authorised by the DMA,
3. or by the DMA.

25.2 The DMA does not require service stations servicing inflatable liferafts to be approved by the RO of the ship or MODU.

25.3 In case of major non-conformities in the service work performed on inflatable liferafts, it shall be reported to the manufacturer of the inflatable liferaft and to the DMA without undue delay.

26 Extension of service intervals on inflatable liferafts and hydrostatic release units

26.1 The authorisations relevant to lifesaving equipment, etc. stated in annex I includes the authorisation to extend the service period of inflatable liferafts and hydrostatic release units as specified in Danish Order no. 1154 of 19 November 2019 on the construction and equipment, etc. of ships, implementation of the International Convention on Safety of Life at Sea (SOLAS), as amended, Chapter III, regulation 20.8 and regulation 20.9, for which the RO issues safety certificates.

26.2 The service period shall not be extended automatically, but only after a well-founded request to the DMA.

27 Approval of off-shore containers

27.1 The RO is *authorised* to approve off-shore containers according to Danish Order no. 1141 of 24 September 2013 on the approval of offshore containers and portable units handled in open seas.

28 Portable tanks for sea transport

28.1 The RO is authorised on behalf of the DMA to approve, survey and issue certificates and statements of compliance of *portable tanks for sea transport* pursuant to the IMDG Code.

29 Noise

29.1 The Code on Noise levels on board ships (IMO Resolution MSC.337(91)) applies to all Danish ships regardless of tonnage and types, as per requirement of Notice A, Chapter III, part B-1 as amended.

For Danish ships, Chapter 5 of the Code is mandatory.

30 Phasing-out of halon-based fire-extinguishing systems

30.1 Please note that the installation of new Halon 1301 fire-extinguishing systems has been prohibited by Danish regulations since 1 July 1992 and that all Halon-based fire-extinguishing systems were required to be removed from Danish vessels before 1 January 1999.

30.2 If a Halon-based fire-extinguishing system is found on board a Danish ship today, the DMA shall be informed immediately. The DMA will hand over the case to the Danish Environmental Protection Agency (EPA), which might file for prosecution.

30.3 For vessels flagging into a Danish register, it is prohibited to have a Halon-based fire-extinguishing system fitted on board.

Contact details for the
Danish Environmental Protection
Agency (EPA) (*Miljøstyrelsen*)

Tolderlundsvej 5
DK-5000 Odense
Phone: +45 72 54 40 00
E-mail: mst@mst.dk

31 Asbestos on Danish ships

- 31.1 The use of asbestos in Danish ships has been prohibited since 15 March 1987 with some minor exceptions which are no longer allowed.
- 31.2 Absolutely no form of asbestos is allowed on board newbuildings for the Danish flag.
- 31.3 Additional specific rules on the encapsulation of any remaining asbestos and requirements for repair and removal have been in force since 15 April 1987. The DMA maintains an overview of any remaining asbestos on board Danish ships and ensure that the encapsulation of any remaining asbestos is intact.
- 31.4 Furthermore, reference is made to Danish Order no. 1154 of 19 November 2019, Chapter II-1 A, regulation 3-5, and Resolution A.1140(31), as amended. Revised survey guidelines under harmonized system of survey and certification, section 2.2.2.24.
- 31.5 The RO's attending surveyor shall actively seek information of any remaining asbestos and in such cases relay all relevant information to the DMA RO relations team, ro@dma.dk. For further information, please refer to relevant DMA circular on the DMA webpage.
- 31.6 The RO's attending surveyor shall during inspection have a particular focus on

the condition of any encapsulation of asbestos.

32 Periodically unattended machinery space (class notation)

- 32.1 The ROs must inform the DMA without any undue delay of any permanent change or cancelation/withdrawal of a class notation or condition for periodically unmanned machinery space, as such permanent change may require the vessel's Minimum Safe Manning Document to be updated.

33 Marine Equipment Directive (MED)

- 33.1 The RO shall, when issuing or renewing the relevant safety certificates, ensure compliance with the provisions MED (wheel-mark equipment), as implemented in Danish legislation by Order no.422 of May 2016.
- 33.2 Information on equipment which have been prohibited, restricted, withdrawn or recalled in accordance with article 26-28 of the directive on marine equipment is found on the DMA webpage. The RO shall not issue statutory certificates to Danish ships where equipment prohibited, restricted, withdrawn or recalled by the DMA is installed.
- 33.3 If the RO identifies wheel-marked equipment referred to in the MED that, when installed, maintained and used for its intended purpose, may compromise the health and/or safety of the crew, the passengers or, where applicable, other persons, or adversely affect the marine environment, the RO shall prohibit it being used on board a ship for which it issues the safety certificates. In such case, the RO shall inform the DMA without undue delay.



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- 33.4 Where equipment needs to be replaced and it is not practicable in terms of reasonable time, delay and cost to place on board equipment that is EC type approved (wheel-marked), other equipment may be placed on board after prior consultation with the DMA only.
- 33.5 If a ship, irrespective of its flag, is to be transferred to the Danish ship register, the ship is subject to inspection by the RO to verify that the actual condition of its equipment corresponds to its safety certificates.
- 33.6 Non wheel-marked equipment can be accepted for existing vessels being transferred to Danish flag from a non-EU member state. The RO shall carry out an inspection / approval procedure of non-wheel-marked equipment, in accordance with Directive 2014/90/EU of the European Parliament and of the Council of 23 July 2014, Article 7. The RO shall issue a DMA “MED Acceptance Certificate” which must be kept on board. For further information, please refer to relevant DMA circular on the DMA webpage.

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Annex to the Danish RO Agreement 2015 authorised by the Danish Maritime Authority for use by
[RO]

On 20 December 2021

Torsten Arnt Olsen
Chief Ship Surveyor
Danish Maritime Authority