



DANISH MARITIME AUTHORITY



COME FLY THE DANISH FLAG

Information to Ship yards



DANISH INTERNATIONAL REGISTER OF SHIPPING

DIS

QUALITY SHIPPING UNDER THE DANISH FLAG

**INFORMATION TO SHIPYARDS ABOUT THE BUILDING
OF SOLAS CARGO SHIPS ABOVE 500 GT TO THE
DANISH INTERNATIONAL REGISTER OF SHIPPING**

Introduction

Ships registered in the Danish International Register of Shipping must comply with international regulations, requirements and standards. The amount of specific requirements according to Danish legislation has been reduced significantly in recent years. This folder will provide you with information about the Danish requirements and interpretations applicable to ships built for the Danish flag in addition to those adopted at the international level.

Key Account Manager

The Danish Maritime Authority (DMA) has established a Key Account Manager Scheme. When a shipyard contacts the DMA, a ship surveyor from the DMA will be appointed as the shipyard's *Key Account Manager* – i.e. the direct link between the shipyard and the DMA. In order to request a Key Account Manager, please forward an e-mail to cfs@dma.dk and we will contact you.

Registration

Detailed information on registration may be obtained from our Register of Shipping either by e-mail srg@dma.dk or by telephone +45 72 19 60 00.

The approval procedure

- Approval, survey and certification have been fully delegated to the recognized classification societies (ABS, BV, DNV/GL, KR, LR, NK, PRS, CCS and RINA).
- When the approval process has been completed and the ship is ready for delivery, the DMA will issue the national certificates to the ship.

Rules and regulations

The ship must be constructed and certified in accordance with the rules of a recognized classification society.

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

Denmark is a member of EU. Ships registered in an EU country must comply with the “EU Directive on Marine Equipment” (the “Wheel Mark Directive”). Equipment that is not wheel-marked is acceptable, if the classification society on behalf of DMA finds that the equipment has a standard equivalent to that of wheel-marked equipment.

The ship must not contain ozone-depleting substances as it is prohibited to import ozone-depleting substances into the EU (Regulation (EC) no. 1005/2009 of 16 September 2009) as well as the Montreal protocol.

National regulations, requirements and interpretations

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| <p>People trapped inside refrigerated room must be able to raise an alarm and escape the rooms even if doors are locked.</p> |
| <p>Noise regulation: If the ship is not covered by the international requirements on noise - SOLAS regulation II-1 / 3-12, a noise measurement report shall be submitted to DMA for evaluation.</p> |
| <p>In all new ships approved to carry carcinogens in bulk (e.g. crude oil, petrol, benzene, vinyl chloride, butadiene, etc.), a separate bathroom/changing room must be provided if it is assessed that there is a risk of work clothes being contaminated. There shall be direct access from open deck to the room. The crew must be able to take off contaminated clothes and get cleaned in order to avoid contamination of the accommodation. Separate laundry facilities for contaminated clothes must be available.</p> <p>If the crew is to work with epoxy resins or isocyanates on board, a bathroom/changing room, with hand free faucet for washbasin, shall be provided. This can be a common changing room equipped with hand free faucet and washbasin.</p> |
| <p>Local point ventilation / 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.</p> |
| <p>Vertical ladders of more than 5 metres must be fitted with wire or rails for fixing the fall arrest harness.</p> |
| <p>Galley:</p> <ul style="list-style-type: none"> • Galley equipment must be of the same standard as CE certified equipment. • It must be possible to lock tilting pans in all the positions used during cooking and cleaning. • Point extraction must be fitted above the galley range. • Floors must be fitted with non-skid material. • Rotating/cutting equipment and large mixers must be shielded/safeguarded. |

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

Hospital accommodation

In case where the ship is equipped with cabins for each individual seafarer and each cabin is equipped with toilet and bath, a hospital need not be installed. In its stead a treatment room which is suitably equipped including washbasin and emergency treatment area to be provided. Only one bed need be installed in the treatment room.

