



**DANISH INTERNATIONAL REGISTER OF SHIPPING**

**DIS**

**QUALITY SHIPPING UNDER THE DANISH FLAG**

**INFORMATION TO DRILLING CONTRACTORS ON HOW TO BUILD OR  
TRANSFER  
MOBILE OFFSHORE DRILLING UNITS 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 and MODU's, health and the environment.

MODU's in the DIS must comply with international regulations, requirements and standards. In this folder you will receive information on the Danish requirements and interpretations which are above the international level.

This is a guide for drilling contractors, consultants and managers responsible for the building or transfer of MODU's to the Danish International Ship Register (DIS). The guide describes the regulations, requirements and procedures applicable when a MODU is built or transferred to DIS.

## **Point of Contact**

The DMA have a specialized offshore/drilling group which will assist the company in identifying the persons – both in the DMA and in other relevant public authorities or private organisations in Denmark – needed by the company through the approval process. Communication will be direct, informal and precise.

The DMA has established a Point of Contact Scheme for shipping companies/drilling contractors 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/drilling contractor 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.

## **Consultancy survey**

The DMA can offer you a consultancy survey before you make a decision whether or not to transfer to the Danish flag. This way the DMA can inform you of the requirements for your particular MODU to facilitate a seamless transfer to Danish flag and where you will be able to estimate the costs involved.

## **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.

## **The approval procedure**

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

### MODU's built to the Danish International Ship Register

- Approval, survey and certification are fully delegated to the recognised classification societies (ABS, BV, DNV/GL, KR, LR, NK, PRS, CCS and RINA).
- A non-asbestos declaration from the yard must be forwarded to the DMA.
- When the approval process has been completed and the MODU is ready for delivery, the DMA will issue the national certificates to the MODU.

### MODU's transferred to the Danish International Ship Register

- Generally, MODU's transferred to the Danish flag must comply with the relevant rules and regulations in force when the MODU was built and, in addition, regulations that have been introduced for existing MODU's since the building date.
- Survey is performed by the classification society.
- Certification is performed by the classification society and the DMA in close cooperation.
- MODU's transferred to the Danish flag must, insofar as possible, be upgraded to comply with national regulations.
- 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 MODU has to be modified/upgraded.
- The DMA will charge a fee (currently approximately EUR 120.00) for each hour spent in connection to the approval process. The DMA may require an amount to be deposited prior to initiating the approval process.
- Normally, the DMA will accept that the MODU is transferred to the Danish flag if a non-asbestos declaration has been forwarded. If the MODU is built before 2009 it has to be documented or proven that the MODU does not contain asbestos.
- The owners must request the classification society to carry out a Change of Flag Survey in accordance with IMO Resolution A.1076 (28) and to issue provisional Danish statutory certificates to the ship.
- When all requirements have been fulfilled and confirmed, the DMA will issue a permanent Trading Permit to the MODU, if this is what the company wishes to have.

## Regulation

The unit must be constructed and certified in compliance with the relevant international conventions, including the MODU code as amended, MARPOL and MLC Conventions. The MLC

Convention applies only to the required crew according to the minimum safe manning, when the MODU is in transfer.

The MODU must be constructed and certified in compliance with the rules of a recognised classification society.

MODU's 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 or the classification society finds that the equipment has a standard equivalent to that of wheel-marked equipment.

If the unit is transferred from a non-EU flag, the unit 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.)

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

### National regulations, requirements and interpretations

People trapped inside a refrigerated room must be able to raise an alarm and escape the rooms even if doors are locked.
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.  A separate bathroom/changing room (handfree faucet for washbasin must be provided) is required if the crew are to work with epoxy resins or isocyanates on board (this can be the same separate bathroom/changing room that is required for carcinogens).
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.
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.
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.
Vertical ladders of more than 5 meters must be fitted with wire or rails for fixing the fall arrest harness.
Walk and work areas must be fitted with non-skid material.
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>• Rotating/cutting equipment and large mixers must be shielded/safeguarded.</li> </ul>
In new ships above 8000 BT, a swimming pool shall be provided if the DMA considers that it would be reasonable and possible.

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

Notice A, MLC, the Danish medicine chest and Danish courses are only applicable if the MODU have a Minimum Safe Manning Document and signed on crew, while the MODU is in transit. The requirements are only applicable to crewmembers stated on the Minimum Safe Manning Document.

### Maritime Labour Convention

Danish MODU's must comply with the provisions of the Maritime Labour Convention (MLC). Parts of 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>

### 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/Kurser/Sider/default.aspx>

### Minimum safe manning – not mandatory for units without propulsion

Information about the safe manning document is available from the DMA webpage: <http://www.dma.dk/SoefarendeBemanding/Besaetningsfastsaettelse/Sider/default.aspx>. Please note that the DMA will have to make an individual assessment of the safe manning requirements.

### Danish Recognition Certificate (DRC) (OBS. Only applicable if there is a Minimum Safe Manning certificate)

In general, masters and officers must hold an appropriate Danish Recognition Certificate (DRC).

Other officers than the master can serve on Danish MODU's without holding a DRC for a period of three months if the DMA has confirmed receipt of an application for a DRC.

### 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 or Iceland. It is, however, possible to get permission to engage non-EU citizens as masters of specific MODU's. For other officers and crewmembers there are no nationality requirements.

### 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)

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 MODU's 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/Laegeundersogelse/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)).



**DANISH MARITIME AUTHORITY**

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

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