



DANISH MARITIME AUTHORITY



COME FLY THE DANISH FLAG

Information to Ship owners
Cargo ships



DANISH MARITIME AUTHORITY

DANISH INTERNATIONAL REGISTER OF SHIPPING

DIS

QUALITY SHIPPING UNDER THE DANISH FLAG

**INFORMATION TO SHIP OWNERS ON HOW TO BUILD OR TRANSFER
SOLAS CARGO SHIPS ABOVE 500 GT TO THE
DANISH INTERNATIONAL REGISTER OF SHIPPING**

Why change to Danish flag

Danish International Register and Shipping

- Quality Flag (Paris MoU number 11 – Tokyo MoU number 10 – Qualship 21 Nation)
- Fixed tonnage tax
- No registration fee
- Seafarer's tax agreement
- Point of contact
- Qualified service 24/7
- Change of flag is easy – your key account manager acts as coordinator in-house and with other relevant authorities
- Electronic certificates
- Inspection and certification is fully delegated to RO
- Port State Control support
- National regulation is kept to a minimum

Key Account Manager

If you consider registration in DIS we will appoint a *Key Account Manager* dedicated to you. Send an e-mail to cfs@dma.dk to request a Key Account Manager.

The Key account manager will assist and guide you during the whole process.

The DMA offers to meet with the owners to review the documentation and plan the forthcoming approval process. During this meeting the DMA will, insofar as possible, identify if anything onboard the ship has to be modified or upgraded.

Registration

Detailed information on registration and company requirements for having vessels registered in DIS may be obtained from our Register of Shipping either by e-mail srg@dma.dk or by telephone +45 72 19 60 00, ask for the Register of Shipping.

There is no registration fee when registering in Denmark.

The approval procedure

The owner must sign and submit the official notification form to the DMA. The owner will then receive detailed information about the approval and certification process.

Ships built or transferred to the Danish International Ship Register

- Approval, survey and certification are fully delegated to the recognized classification societies (ABS, BV, DNV/GL, KR, LR, NK, PRS, CCS, IRS and RINA).
- When the approval process has been completed, the DMA will issue the national certificates for the ship.
- The DMA will charge a fee (currently approximately EUR 120.00) for each hour spent on issuing certificates not issued by the classification society.
- The DMA will require non-asbestos documentation for ships built before 1 July 2002.
- The owners must request the classification society to carry out a Change of Flag Survey in accordance with IMO Resolution A.1104 (29) and to issue provisional Danish statutory certificates 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.

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

Maritime Labour Convention

Danish ships 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>

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.

People trapped inside a refrigerated room must be able to raise an alarm and escape the rooms even if doors are locked.

Noise regulation:

If the ship is not covered by the new international requirements on noise - SOLAS, regulation II-1/3-12, 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.

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.

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 wash basin.

For existing ships being transferred to Danish flag, DMA may accept operational procedures as equivalent.

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.

Vertical ladders of more than 5 meters must be fitted with wire or rails for fixing the fall arrest harness.

Galley:

- 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.

Ships' medicine chests

Danish national regulations stipulate rules on the contents of the medicine chest and the training of the person in charge of medical care (Notice A, chapter IX). The master and the person in charge of medical care (it can be the same person) must have medical training according to EU regulation. Officers in charge of medical care from outside EU/EEA must have a 4-days supplementary course. The course can be obtained in Denmark (Fanø), Manila, Mumbai and Chennai.

<https://www.dma.dk/SoefarendeBemanding/Sygdomsbehandler/Kurser/Sider/KursuskalenderUdland.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 Certificate of Receipt of Application (CRA) without holding a DRC for a period of three months if so 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 acquire a DRC if s/he is a citizen of an EU/EEA country. It is also 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 from which the crew member holds certification is not approved s/he must go through 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 in Manila, Mumbai, Chennai, Gdynia and Copenhagen and by the maritime academies in Denmark. This course is offered as an online course by Danish Shipping (www.danishshipping.dk/).

For more information about course providers, please visit:

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

Medical examination

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

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

Safety and Health Course

In cargo ships where the safe manning, including the master, numbers five persons or more, a safety organization must be established. One officer and one ship's assistant must have successfully completed a §16 course (Notice A Ch. XI). The course is available in Denmark, Manila, Mumbai, Chennai and Gdynia. This course is also available as an online course by Danish Shipping (www.danishshipping.dk) and as an e-learning course by Sea, Health and Welfare (www.shw.dk).

For more information about course providers, please visit:

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

Ship's cook

Persons may serve as ship's cooks without holding a Danish certificate of competency if they hold a valid certificate of endorsement.

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

Minimum safe manning

Information about the safe manning document is also available from the DMA webpage:

<http://www.dma.dk/SynRegistrering/AnsoegCertifikat/Besaetningsfastsaettelse/Sider/default.aspx>

Please note that the DMA will have to make an individual assessment of the safe manning requirements.

Remember – your *Key Account Manager* will help you with all the information and assistance you need.



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

www.dma.dk