

DMA RO Circular no. 001
Danish national legislation

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Application

This circular gives an overview over Danish national regulations related to the SOLAS Convention, the International Convention on Load Lines, the MARPOL Convention and occupational health, applicable to ships engaged in international trade.

SOLAS Convention

The Solas Convention is implemented in the Danish legislation via [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. The order applies for all passenger vessels in international trade and for cargo vessels from 15 m and above.

Danish regulations in addition to the SOLAS Convention is listed in *Italic* in the mentioned order. For passenger vessels in international trade and cargo vessels of 500 BT and more these additional regulations are as compiled below:

Chapter II-1 A

Regulation 3-5 – New installation *and repairs* of materials containing asbestos

New installation of materials which contain asbestos **as well as repairs** carried out using materials containing asbestos is prohibited.

(Please also refer to [DMA RO circ. 005](#))

Regulation 3-12 – Protection against noise

- The IMO Noise code resolution MSC.337(91) is implemented in [Notice A from the DMA, chapter III](#),
- The regulation covers all ships, including cargo ships irrespective of type, cargo ships with a gross tonnage below 500, passenger ships engaged on domestic voyages as well as fishing vessels.

- In addition, the operational recommendations stipulated in the Noise Code (ie. Chapter V) are mandatory.

Chapter II-1 B-4

The regulation stipulates that the international Code of Intact Stability applies for existing vessels constructed on or after 1 April 1976 and special loading conditions for dredgers:

Part B-4 – Stability management

19-0 – Stability information for passenger ships and cargo ships

- 1 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 International Code of Intact Stability 2008, as amended.
 - 1.1 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 Register of Shipping or the Danish International Register of Shipping.
 - 1.2 Ships the keels of which are laid or which were at a similar stage of construction before 1 July 1998 and all cargo ships with a gross tonnage below 500 shall, however, not be required to meet the weather criteria in regulation 3.2 of the code.
 - 1.3 The special stability criteria for container ships with a length of more than 100 m stipulated in regulation 4.9 of the code are not mandatory.
 - 1.4 If the existing stability information of the ship must be corrected in order to comply with this regulation, such corrected stability information shall be approved at the next renewal survey, at the latest.

Subsection 2: Suction dredgers shall comply with the provisions of the code under general loading conditions and further additional loading conditions as specified.

Chapter II-2 B

Regulation 10 – Fire fighting

Spare charges for breathing apparatuses shall contain at least 3600 l of air. On passenger ships carrying not more than 36 passengers and cargo ships that are equipped with an air compressor, the compressor shall be connected to the emergency source of power and with a capacity of 3,600 l times the number of fire-fighter's outfits required; however, the capacity need not exceed 25,000 l.

The requirement that passenger ships carrying more than 36 passengers constructed on or after 1 July 2010 shall be fitted with a suitably located means for fully recharging breathing air cylinders, also applies to passenger ships carrying more than 36 passengers, constructed before 1 July 2010.

Chapter V

Regulation 19 – Carriage requirements for shipborne navigational systems and equipment

For Danish vessels the requirement for BNWAS has applied from 1 March 2006.

The bridge navigational watch alarm system shall comply with the technical and operational requirements of the IMO functional standards for bridge navigational watch alarm systems (BNWAS).

(Refer to resolution MSC. 128(75), "Performance standards for a Bridge Navigation Watch Alarm System (BNWAS))

Regulation 36 – Navigation lights, shapes and sound signals

On all ships, navigation lights shall meet functional requirements not inferior to those adopted by the Organization

(Refer to resolution MSC.253(83), Performance standards for navigation lights, navigation light controllers and associated equipment.)

Load Line Convention

The Load Line Convention is implemented in the Danish legislation via [Danish Order no. 854 of 11 June 2020](#), as amended. Of Danish regulations above the international convention for vessels of 500 BT or more is §4:

Marking

§ 4. The load line mark may be marked with letters indicating the issuer of the international load line certificate in the following manner:

- 1) Where a load line certificate is issued by the Danish Maritime Authority, D-L (Danish LoadLine) is marked.
- 2) Where a load line certificate is issued by a recognised organisation, it is marked with the Organisation's chosen letters.
- 3) On ships changing flags or recognised organisations, it can be accepted that the existing letters placed to indicate the ship's previous issuer of the international load line certificate are retained.

Subsection 2. The bow and stern are provided with draft marks in decimeters on both sides. The marks are placed as close to the perpendiculars as possible.

MARPOL Convention

The MARPOL Convention is implemented in the Danish legislation via Order no. 962 of 27 June 2023 on prevention of pollution from ships, as amended.

Danish regulations in addition to to the MARPOL regulation is listed in *Italic* in the mentioned order. For vessels of 400 BT and more these additional regulations are as compiled below:

Annex I

Regulation 12 subsection 5: Tanks for oil residues (sludge)

This subsection states requirements and calculations for the minimum capacity for sludge tanks.

Annex II

Regulation 16 Measures of control

The ship's agent shall notify the Danish Maritime Authority or the person referred to in subsection 2 mentioned inspector on the arrival of ships, which must unload noxious liquid substances that are transported in bulk. The notification must be given so early that the endorsement in accordance with subsection 2 can be completed without unnecessarily delaying the ship.

Annex III

Regulation 2 Application

As an alternative to the IMDG Code, the Baltic Sea Agreement on the transport of dangerous goods may be used within the framework of the agreement in the Baltic area.

Supplementary provisions for Danish cargo and passenger ships

[Danish order no. 1818 of 15 of September 2021](#) , as amended.

The order covers supplementary provisions on the following subjects:

- Guard rails on passenger ships
- Passenger accommodation
- Persons with reduced mobility
- Suspended decks
- Refrigerating plant and provision cold store
- Hatches, cargo ladders, etc.

Lifting appliances and loose lifting gear

Lifting appliances and loose lifting gear which is to be used on board for cargo operations (including cranes for handling provision and engine room overhead travelling cranes), shall comply with DMA's "[Technical Regulation on Lifting Appliances and Loose Gear on Ships, No. 12 of 12 October 2000](#)". As equivalent to the regulations mentioned above, compliance with the "ILO Occupational Safety and Health Convention ("Dock Work"), 1979, No 152", as amended, is accepted.

Occupational health and workplaces in ships

[Notice A Technical regulation on occupational health in ships](#) regulates on:

- Performance of work
- Chemical, physical and mental occupational health effects
- Technical aids and PPE
- Signalling, safety signs, marking and giving signs
- Examinations, medical treatment and ship medicine
- Occupational accidents and safety work

Requirements of Notice A is to be verified during MLC inspection – please refer to [DMA RO Circ. 002](#) and [DMA web-site](#).

[Notice B, Chapter II-3, reg. 13](#) regulates on Changing rooms in ships carrying dangerous substances

In all new ships approved to carry carcinogens in bulk (e.g. crude oil, petrol, benzene, vinyl chloride, butadiene, etc.), separate bathrooms/changing rooms shall 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 rooms. 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.

DMA may accept operational procedures as equivalent. In such cases, the owner shall apply DMA for acceptance.

[Notice B, Chapter II-4](#) regulates on Work space and workstations arrangement and equipment

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 free air

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

Availability of Rules and Regulations

ROs and Owners have the obligation to, at all times, be informed of all relevant Danish acts and other regulations as published on the official Danish web-site:

<https://www.retsinformation.dk/>

Translation of many Danish Regulations can be found on the [DMA web-site](#).