

Annex to the DANISH RO AGREEMENT 2015 of 4 May 2015



Annex to the Agreement Governing the Authorization of
[Recognised Organisations (RO) ¹] to undertake
Statutory Certification Services
on behalf of the Danish Maritime Authority of
4 May 2015
Supersedes annex dated 16 September 2014

¹ The Agreement has been individually signed by the EU recognised RO shown on page 13 of the RO Agreement 2015.

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Chapter 1 – General conditions

1 RO authorisation

- 1.1 The RO is authorised to perform the statutory certification services on behalf of the Danish Maritime Authority (DMA) as stated in this annex under the conditions specified in the Danish RO Agreement 2015.
- 1.2 Apart from ISM, ISPS and MLC certification services, the RO is only authorised to perform the statutory certification services on vessels classed by the RO.
- 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 under the harmonized System of Survey and Certification” as amended².
- 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. The RO shall inform the DMA in such cases.
- 1.6 The DMA may endorse any RO certificate with prior written consent by the RO. The DMA shall advise the RO in such cases.
- 1.7 The RO may extend the period of validity of certificates issued by the RO within the limits given in the relevant conventions or other instruments.
- 1.8 The RO may issue exemption certificates to certificates issued by the RO after approval 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 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 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 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 IMO resolution A.1053(27), “Survey Guidelines under the harmonized system of survey and certification, 2011, as may be amended”.

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 regulations included in the Scope of Authorisation³. 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).
- 2.3 This annex makes references only to the latest revision known at the time of issue of this annex of international and national regulations. *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:*

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

- 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.

³ These regulations are notified in accordance with Council Directive 83/189/EEC, as last amended by Directive 94/10/EC.

- 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 For cargo ships with a gross tonnage of 500 and above, a translation into English of the national Danish additions and clarifications to SOLAS, Load Line and MARPOL are available on the DMA webpage [DMA circular 001](#). The contents of this circular shall be read only in connection with an updated copy of the relevant international convention or regulation.

3 Definitions

- 3.1 In this annex, three levels of authorisation are utilized, 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)*: The issuing and tasks relating to the given certificate are the prerogative of 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.XII/Res.494 of 4 January 1982.

3.4 The following abbreviations are used for different ship 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 ship which is not propelled by its own means and which is not a passenger vessel

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 2013, 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 up 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.

5 Danish Maritime Authority way of communication – RO relations team

- 5.1 Within the DMA a RO relations function has been established in order to provide a single point of contact for the RO.
- 5.2 The official e-mail address of the RO relations team is: ro@dma.dk. The preferred way of communication is by e-mail.
- 5.3 Requests concerning specific ships, for example during new building, conversion or flagging in 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.

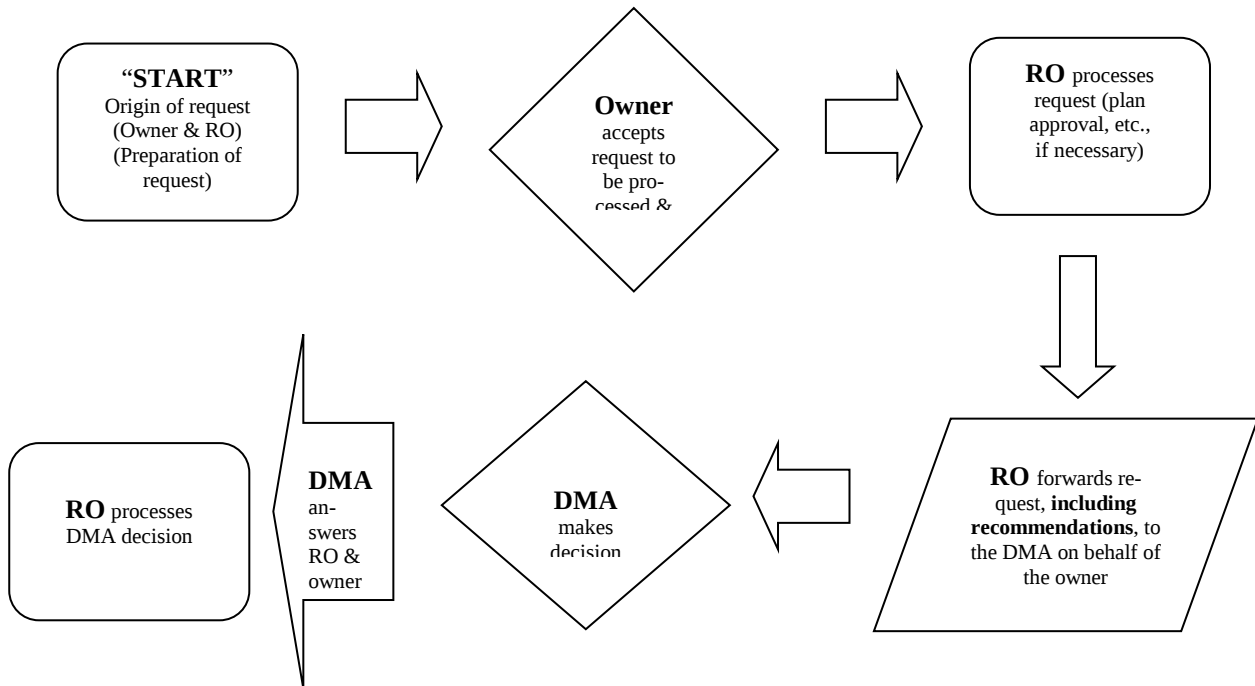
6 Roadmap for processing requests for interpretations, equivalents and exemptions

- 6.1 Requests to the DMA for interpretations, equivalents and exemptions shall always be known to the owner of the ship or MODU 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 (motivated), including all relevant documentation, calculations and suggested conditions, etc. to the DMA.

6.3 If the request is granted, the DMA may add conditions or comments to the recommendations made by the RO.

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



7 Issue 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.600(15), 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 “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 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, but shall be available on board in *hard copy* unless permitted otherwise by the IMO, SOLAS Ch. 1, Reg. 16 refers.
- 7.9 Any certificate shall reflect “its history” as required by the relevant instrument. This is especially important with certificates which are endorsed. For example in case of a re-issue due to an endorsement, both the original date of issue and the date of re-issue shall be displayed along with an explanatory text.
- 7.10 If supporting documents (e.g. ship security plans or stability manuals) are re-approved without re-issuing or endorsements of the overlying certificate, this fact shall be documented in the approval documentation for the supporting document.
- 7.11 All certificates shall be in the English language or may be in combined Danish/English language except for the Tonnage Certificate (Målebrev) where combined Danish/English language is mandatory.
- 7.12 The spelling of a ship’s name, homeport and company address is governed by 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”.
- 7.13 The tonnage figures on all certificates shall be entered correctly according to the relevant tonnage regulations. It shall be noted that:
- GRT shall be entered with 2 (two) decimals.
 - GT shall be entered with 0 (zero) decimals.
 - For ships with a length of less than 24 metres, GT shall be entered with 1 (one) decimal.
- 7.14 All statutory certificates shall display the “regulatory” tonnage as stated in the ship’s tonnage certificates. For a vessel 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.
- 7.15 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.
- 7.16 The RO shall have the right and obligation, if deemed necessary, to suspend and/or withdraw any certificate issued by the RO.
- 7.17 The Danish Maritime Authority 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

- Danish Certificate of Nationality (Nationalitetsbevis).
- Trading Permit (Fartstilladelse).
- Permit for carriage of passengers (Tilladelse til sejlads med passagerer)
- Permit to Operate High Speed Craft
- Continuous Synopsis Record, CSR.
- Radio station license.
- Minimum Safe Manning Document (besætningsfastsættelse).
- CLC, certificate of insurance or other financial security in respect of civil liability for oil pollution damage (CLC).

- ix. Certificate confirming insurance or any other guarantee covering civil liability in connection with pollution damages caused by bunker oil from ship (bunkers certificate).
- x. Certificate of Insurance or other Financial Security in Respect of Liability for the Death of and Personal Injury to Passengers (certifikat for forsikring eller anden økonomisk sikkerhed for erstatningsansvar ved passagerers død og tilskadekomst).

9 Danish Trading Permit

- 9.1 The Trading Permit (Fartstilladelse) is a Danish certificate issued by the DMA when the initial survey has been completed satisfactorily.
- 9.2 The validity of the Trading Permit is conditional on the ship carrying a complete set of valid certificates (class and statutory) on all areas where the DMA carries out plan approval and/or the survey has been found to be to the satisfaction of the DMA.
- 9.3 The Trading Permit will state the permitted technical trading area of the ship. In addition, the trading area will be regulated by the Safe Manning Document.
- 9.4 If a vessel does not carry a valid Trading Permit, it is no longer considered seaworthy and the DMA shall be informed immediately.

10 Change of Recognised Organisation

- 10.1 A change of Recognised Organisation (Transfer of Class – TOC) to or from the RO shall be in accordance with the procedures of the IACS Transfer of Class Agreement. Furthermore, reference is made to article 10.6 of the RO Regulation.
- 10.2 Note that the ship is formally “un-seaworthy” unless all relevant certificates

have been updated with the name of the gaining RO.

11 Special conditions regarding the Faroe Islands

- 11.1 On 1 January 2002, the authority on maritime matters was transferred from the Government of Denmark to the Government of the Faeroe Islands, both within the Kingdom of Denmark, which is the signatory Party to IMO conventions, etc.
- 11.2 This agreement is thus not in force for vessels registered in the Faroe Islands.

12 Special conditions regarding Greenland

- 12.1 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.
- 12.2 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.
- 12.3 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

13 The International Convention on Tonnage Measurement 1969 (TM69)

Certificate	Authorisation			Danish National Regulations (<i>and further remarks</i>)
13.1 International Tonnage Certificate (TMC69)	PAX	CARGO	MODU & BARGES	Copy of International Tonnage Certificate to be forwarded to the DMA by email to cfs@dma.dk . Refer to Danish Law on Measurement of Ships (Law no. 71 of 17 January 2014 as amended
	F	F	F	

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

Certificate	Authorisation			Danish National Regulations (<i>and further remarks</i>)
14.1 International Load Line Certificate, 1966 (ILLC)	PAX	CARGO	MODU & BARGES	The Load Line Disc shall be marked with the appropriate signature letters of the RO issuing the ILLC. Alternatively the letters D-L may be used signifying “Danish Load Line” if requested by the owner. For ships changing classification society, existing RO letters may be kept. The stem and stern post shall be provided with draught marks in decimetres on both sides. Such marks shall be placed as close to the perpendiculars as possible. ILLC may also be issued to passenger vessels in national trade according to <i>Notice D from the DMA</i> . Multiple load lines are to be handled according to instructions given in this annex.
	F	F	F	
14.2 International Load Line Exemption Certificate (ILLEC)	PAX	CARGO	MODU & BARGES	All exemptions are to be granted by the DMA before first time issuing. Any survey and certification related thereto shall normally be carried out by the RO.
	P	P	P	

15 The International Convention for the Safety of Life at Sea (SOLAS)

Certificates	Authorisation			Danish National Regulations (<i>and further remarks</i>)
15.1 Passenger Ship Safety Certificate (PASSENGER)	PAX	CARGO	MODU & BARGES	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. Please refer to DMA circular 012 . Additionally, the RO is authorised to approve passenger ship stability according to section 15.20 of this chapter.
	P	N/A	N/A	

Certificates	Authorisation			Danish National Regulations (and further remarks)
15.2 Cargo Ship Safety Construction Certificate (SAF-CON)	PAX	CARGO	MODU & BARGES	
	N/A	F	N/A F(BARGES)	
15.3 Cargo Ship Safety Equipment Certificate (SAFEQ)	PAX	CARGO	MODU & BARGES	The SAFEEQ Certificate covers the technical provisions of the International Convention for Preventing Collisions at Sea, and thus the authorisation for COLREG “72” (COLREG). The DMA may decide that certain equipment certified (wheel-marked) under the Marine Equipment Directive (MED) is banned from installation on Danish ships. This will, if applicable, be announced directly to the ROs and by a DMA circular For stowage and carriage of lifejackets and immersion suits, please refer to DMA circular 013.
	N/A	F	N/A	
15.4 Cargo Ship Safety Radio Certificate (SAFRA)	PAX	CARGO	MODU & BARGES *	The DMA has issued DMA circular 007 on the ship security alert system (SSAS) in order to ensure that the system is correctly tested and operated. The annual radio survey may include a test of the SSAS. SSAS tests shall be documented, and the necessary documentation shall be kept on board. At the owner's request, the RO may certify any GMDSS equipped cargo ship. * Unmanned barges are not required to be equipped with a SAFRA Certificate.
	N/A	F	F	
15.5 Cargo Ship Safety Certificate (CSSC)	PAX	CARGO	MODU & BARGES	At the owner's request, this certificate may substitute the Safety Construction, Safety Equipment and Safety Radio Certificates.
	N/A	F	N/A	
15.6 Special Purpose Code Certificate (SPCC)	PAX	CARGO	MODU & BARGES	The SPCC is to be issued in accordance with IMO res. A.534(13), “Code of Safety for Special Purpose Ships”, as amended. Together with IMO res. MSC.266(84), “Code of Safety for Special Purpose Ships 2008”. An initial SPCC may only be issued after written permission by the DMA.
	P	P	P	
15.7 Document of Compliance for Carriage of Dangerous Goods (DOCDG)	PAX	CARGO	MODU & BARGES	Note that most Danish “ferries” are treated according to the <i>Memorandum of Understanding for the Transport of Packaged Dangerous Goods on Ro-Ro Ships in the Baltic Sea</i> which is NOT included in the RO Authorisation.
	N	F	F	
15.8 ISM Document of Compliance (DOC)	PAX	CARGO	MODU & BARGES	With reference to Danish act No. 512 of 6 June 2007 as amended, it is from 15 August 2007 prohibited to smoke indoors on Danish ships (cf. section 6 of the act). The ISM auditor shall verify that a written smoking policy is in existence and includes the required contents. Please refer to DMA circular 014. The ISM auditor shall verify that a written “anti-piracy” procedure is in existence, includes the required contents and is accessible to all employees on the relevant ships. Order on technical regulation on measures for preventing piracy
	N	F	F	

Certificates	Authorisation			Danish National Regulations (<i>and further remarks</i>)
				and armed robbery against Danish ships No. 1084 of 23 November 2011 refers. For further information please refer to DMA circular 016. 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. 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 incidents. The linking of working accidents, collisions, detentions and especially non-conformities observed during ISM audits, PSC or statutory surveys are important. 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. When the recommendation is sent 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.
15.9 Safety Management Certificate (SMC)	PAX	CARGO	MODU & BARGES	According to Danish act No. 512 of 6 June 2007 as amended, , it is from 15 August 2007 prohibited to smoke indoors on Danish ships (cf. section 6 of the act). The ISM auditor shall verify that a written smoking policy is in existence, includes the required contents and is accessible for all employees. Please refer to DMA circular 014. The ISM auditor shall verify that a written “anti-piracy” procedure is in existence, includes the required contents and is accessible to all employees. Order on technical regulation on measures for preventing piracy and armed robbery against Danish ships No. 1084 of 23 November 2011 refers. For further information please refer to DMA circular 016.
	N	F	F	
15.10 International Ship Security Certificate (ISSC)	PAX	CARGO	MODU & BARGES	The ISPS auditor shall verify that a written “anti-piracy” procedure is in existence, includes the required contents and is accessible to all employees. Order on technical regulation on measures for preventing piracy and armed robbery against Danish ships No. 1084 of 23 November 2011 refers. For further information please refer to DMA circular 016. Provided the vessel’s SSAS test has been tested “live” with satisfactory results at the latest radio survey, the SSAS is not required to be tested “live” again at the following ISPS verification. Please refer to DMA circular 007. The validity of the International Ship Security Certificate follows the same principles as any other SOLAS certificate. A full term period shall not exceed 5 years and the requirement in the ISPS Code, part A, paragraph 19.3, should be observed. If a vessel arrives after the expiry of the ISSC, SOLAS, chapter I, part B, regulation 14, allows for an extension. The immediate use of an SSP developed for a sister ship or the use of a modified standard SSP should not be allowed
	F	F	F	
The Authorisation <i>includes</i> ISPS certification of ships in national trade according to: <i>Technical regulation on enhancing the security of ships engaged on domestic voyages</i> No. 227 of 5 March 2013 Please note that some of the paragraphs in the ISPS Code, Part B, are made mandatory by EC Regulation no. 725/2004 of the European				

Certificates	Authorisation	Danish National Regulations (<i>and further remarks</i>)						
	Parliament and of the Council of 31 March 2004, as amended, on enhancing ship and port facility security.	unless a proper SSA has been carried out on board and the vessel's new SSP is updated accordingly. Furthermore, a sister ship shall be verified to the full extent. If major changes are made to an existing SSP, the RO shall consider whether a full validation on board shall be required. Confidentiality According to the ISPS Code Part A: 9.6 The (ship security) plan may be kept in an electronic format. In such a case, it shall be protected by procedures aimed at preventing its unauthorised deletion, destruction or amendment. 9.7 The plan shall be protected from unauthorised access or disclosure. And: 8.1 The ship security assessment is an essential and integral part of the process of developing and updating the ship security plan. The DMA expects instructions and procedures for fulfilling these requirements to be a part of any ship security plan. It is the obligation of the RO to include this aspect in the verification of the ship security plan and its implementation on board. When assessing the RSO fulfilment of the ISPS Code, Part B, regulations 4.5.5 and 4.5.6, the DMA will expect the RO to maintain policies and procedures equivalent to "EU RESTRICTED". According to a letter from the EU Commission to IACS in connection with the implementation of EC Regulation no. 725/2004 the RO 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 organisation not directly in the chain of command. Additionally, the RO shall make sure that any IT systems employed by the RO are in compliance with the appropriate requirements as found in 2013/488/EU: Council Decision 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.						
15.11 International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk	<table border="1"> <tr> <td>PAX</td><td>CARGO</td><td>MODU & BARGES</td></tr> <tr> <td>N/A</td><td>F</td><td>F</td></tr> </table>	PAX	CARGO	MODU & BARGES	N/A	F	F	IBC Code
PAX	CARGO	MODU & BARGES						
N/A	F	F						

Certificates	Authorisation			Danish National Regulations (<i>and further remarks</i>)
15.12 Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk	PAX	CARGO	MODU & BARGES	<i>BCH Code</i>
	N/A	F	F	
15.13 International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	PAX	CARGO	MODU & BARGES	<i>IGC Code</i>
	N/A	F	F	
15.14 Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	PAX	CARGO	MODU & BARGES	<i>Gas Code</i>
	N/A	F	F	
15.15 Cargo Securing Manual	PAX	CARGO	MODU & BARGES	Please refer to MSC/Circ.1353
	F	F	F	
When carrying all cargoes other than solid and liquid bulk cargoes				
15.16 Mandatory Statement of compliance with the IMSBC code	PAX	CARGO	MODU & BARGES	<i>International Maritime Solid Bulk Cargoes Code (IMSBC Code)</i> As no international certificate standard has been agreed, the RO shall issue a "Document of Compliance" to all ships to carry bulk cargoes.
	N/A	F	F	
When Carrying solid bulk cargoes				
15.17 Document of Authorization for the Carriage of Grain	PAX	CARGO	MODU & BARGES	The document shall accompany or be incorporated into the Grain Loading Manual (Grain Stability Manual).
	N/A	F	F	
15.18 Bulk Carrier Booklet	PAX	CARGO	MODU & BARGES	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	
15.19 Stability calculation by computer	PAX	CARGO	MODU & BARGES	IMO Code on Intact Stability for All Types of Ships Covered by IMO Instruments (as amended – MSC.75(69) amending resolution A.749(18)), chapter 2. Paragraph 2.2.2 shall be read as: <i>The RO shall validate the proper function of the computer system, cf. regulation 2.2.4 of the code.</i> <i>Reference shall also be made to MSC.267(85), "Intact Stability Code 2008".</i> <i>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 pro-</i>
	F	F	F	

Certificates	Authorisation			Danish National Regulations (and further remarks)
				gram approvals under URL5 (for application on Danish vessels) in accordance with the following provisions as an alternative to those which would normally apply: 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.
15.20 Stability approval	PAX (*)	CARGO	MODU & BARGES	Approval of all intact and damage stability documentation shall always be carried out by the same organisation (either the RO or the DMA). The authorisation includes approvals according to the “Stockholm Agreement” where required. <i>DMA technical regulation no. 2 of 3 March 1998 on special stability requirements for RO/RO passenger vessels with water on deck in international trade</i> refers. The organisation responsible for approval of intact and damage stability documentation shall, through a survey on board, 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. The RO may perform inclining tests and light weight surveys on ships, where the DMA is to approve the stability documentation, without the attendance of the DMA during the test/control.
	F	F	F	
	(*) 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. Survey interval to be according to the requirements of the relevant instrument.			

16 International Code of Safety for High-Speed Craft (HSC Code)

Certificate	Authorisation			Danish National Regulations (and further remarks)
16.1 International High Speed Craft Safety Certificate	PAX	CARGO	MODU & BARGES	Technical regulation no. 9 of 4 December 1997 on registration of navigational data on board high-speed craft. A “wet” or diver bottom survey may be carried out on high-speed craft’s bottoms only by special permission from the DMA.
	N	F	N	

17 Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code)

Certificate	Authorisation			Danish National Regulations (<i>and further remarks</i>)
17.1 Mobile Offshore Drilling Unit Safety Certificate 1979 (MODU79), 1989 (MODU89), 2009 (MODU09)	PAX	CARGO	MODU & BARGES	Danish National Regulations to be surveyed and approved by the DMA according to <i>technical regulation no. 5 of 18 May 2000</i> .
	N/A	N/A	F	For Danish national regulations, an authorisation of the RO may be given on a “case-by-case authorization”. <i>At the owner’s request and the consent of the DMA, the RO may issue a statement covering one or more of the following sections of the technical regulation: 3, 9.5, 9.11 and 12.</i>

18 Maritime Labour Convention (MLC)

Certificate	Authorisation			Danish National Regulations (<i>and further remarks</i>)
18.1 Maritime Labour Certificate	PAX	CARGO	MODU & BARGES	<u>All cargo ships</u> All existing Danish flagged cargo ships must undergo an initial inspection and receive a Maritime Labour Certificate with a DMLC, part I and DMLC, part II attached before 20th of August 2013.
	N	F	P (*)	All existing Danish flagged cargo ships, not required to be certified according the MLC 2006, must undergo an initial inspection and for documentation purpose receive a inspection report indicating the inspected areas not later than the first upcoming statutory or class related survey after the 20 th August 2013. A Maritime Labour Certificate and/or inspection report may also be issued up to the 20th August 2013 to new ships on delivery, when a ship changes to Danish flag or when a ship owner assumes responsibility for the operation of a ship which is new to that ship owner. After the 20 th August a Maritime Labour Certificate may be issued on an interim basis (Interim Maritime Labour Certificate) A Maritime Labour Certificate and DMLC, part I and DMLC part II shall verify that the ship complies with national regulations, implementing the MLC, 2006 when it comes into force the 20th August 2013. An RO shall issue or renew a Maritime Labour Certificate to a Danish flag ship after verifying upon inspection that the 14 mandatory requirements meet National standards implementing the MLC, 2006 as detailed in the DMLC part I issued by the DMA. All inspections shall be carried out with due respect to the ILO document, Guidelines for Flag State Inspections under the Maritime Labour Convention, 2006 and guidelines made available by this Administration. The MLC, 2006 requirements relating to ship construction and equipment apply only to ships constructed on or after the 20th August 2013. For ships constructed before that

Certificate	Authorisation	Danish National Regulations (<i>and further remarks</i>)
		date, the requirements relating to ship construction and equipment that are set out in previous ILO standards, shall continue to apply to the extent that they were applicable, prior to that date, under the law and practice of the Kingdom of Denmark. A ship shall be deemed to have been constructed on the date when its keel is laid or when it is at a similar stage of construction. In case the RO identifies deficiencies that contribute to a serious breach of the MLC, 2006 or represent a serious danger to seafarers' safety, health or security, the RO shall, with the authorization of the Administration, require the rectification of deficiencies that it identifies, and submit a report to the DMA as soon as practicable. In case of an investigation pursuant to a major incident, an RO or other authorized inspector shall submit a report to the DMA as soon as practicable, but not later than one month following the conclusion of the investigation. In case of a complaint given by seafarers, the RO or other authorized inspector must accept the complaint, and shall submit it to the DMA without undue delay. The DMLC part II shall be certified by the relevant RO prior to issuance of the Maritime Labour Certificate to the ship owner/operator. ROs shall maintain publicly available records of Maritime Labour Certificates issued. ROs shall maintain records of the inspections reports. RO records of Maritime Labour Certificates and reports shall be available to the DMA. The reports and the full contents of the reports and issued certificates shall be electronically accessible to the DMA. ROs shall assist the DMA in producing the annual report according to MLC, regulation 5.1.4, by maintaining records of inspections and providing statistics and other information. The information shall be electronically accessible to the DMA. <u>Additional for cargo ships of 500 gross tons or more:</u> All cargo ships to which the MLC, 2006 applies, of 500 gross tons or over, engaged in international voyages or operating from a port, or between ports, in another country must be certified for compliance with the 14 areas of the Convention subject to inspection and certification. The 14 areas are set out in the DMLC Part I issued to the ship by this Administration. <u>Ships under 500 gross tons requesting certification:</u> The ROs are authorised to inspect and certify ships to which the MLC, 2006 applies, but are not required to be certified, if the ship owner request the ship to be. Such ships shall still be subject to full inspection against the same requirements as for ships of 500 gross tons or more. <u>Ships under 500 gross tons:</u>

Certificate	Authorisation	Danish National Regulations (<i>and further remarks</i>)
		The ROs are also authorized, 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 required to be certified. Such ships shall still be subject to full inspection against the same requirements as for certified ships. Please refer to DMA circular 002 for further information.

19 The International Convention for the Prevention of Pollution from Ships Consolidated edition 2011 (MARPOL) etc.

Certificates	Authorisation			Danish National Regulations (<i>and further remarks</i>)
19.1 International Oil Pollution Prevention Certificate (IOPP)	PAX	CARGO	MODU & BARGES	MARPOL Annex I. The authorisation includes the CAS work, under regulation 13G, in accordance with MEPC res.94(46), as amended by MEPC res.99(48) and MEPC res.112(50). The authorisation also includes the approval of the Ship-board Oil Pollution Emergency Plan (SOPEP).
	N	F	F	
19.2 International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS)	PAX	CARGO	MODU & BARGES	MARPOL Annex II. The authorisation also includes the approval of the Ship-board Marine Pollution Emergency Plan for Noxious Liquid Substances, alternatively the Shipboard Marine Pollution Emergency Plan (SMPEP).
	F	F	F	
19.3 International Sewage Pollution Prevention Certificate (ISPPC)	PAX	CARGO	MODU & BARGES	MARPOL Annex IV. Denmark implements the revised Annex IV, cf. IMO MEPC/44/20.
	N	F	F	
19.4 Prevention of Pollution by Garbage from Ships	PAX	CARGO	MODU & BARGES	MARPOL Annex V. 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	
19.5 International Air Pollution Prevention Certificate (IAPPC)	PAX	CARGO	MODU & BARGES	MARPOL Annex VI. The exception for installations containing HCFC stated in MARPOL Annex VI, regulation 12.2, does not apply to Danish ships. (Reference is made to EU regulation no. 2037/2000 of 29 June 2000, as amended).
	N	F	F	
19.6 Engine International Air Pollution Prevention Certificate (EIAPPC)	PAX	CARGO	MODU & BARGES	MARPOL Annex VI.
	F	F	F	
19.7 International Energy Efficiency Certificate (IEEC)	PAX	CARGO	MODU & BARGES	MARPOL Annex VI.
	F	F	F	

20 The International Convention on Anti Fouling Systems

Certificate	Authorisation			Danish National Regulations (<i>and further remarks</i>)
20.1 International Anti Fouling System Certificate	PAX	CARGO	MODU & BARGES	
	F	F	F	

21 The International Convention on Ballast Water Management

Certificate	Authorisation			Danish National Regulations (<i>and further remarks</i>)
21.1 International Ballast Water Management Certificate	PAX	CARGO	MODU & BARGES	As the Convention has not yet entered into force, the RO is not presently allowed to issue any International Ballast Water Management Certificates on behalf of the DMA. The issuance of a “Statement of Compliance”, etc. on behalf of the RO is encouraged. When the Convention enters into force, authorisation will be granted as indicated. The RO may be authorised on a case-by-case basis to approve and certify ballast water treatment systems. Guidance and information can be sought from the DMA or, primarily, from: <i>Danish Nature Agency (Naturstyrelsen)</i> Haraldsgade 53 DK-2100 Copenhagen Phone: +45 72 54 30 00 Email: nst@nst.dk
	F	F	F	

22 Survey and certification of non-convention ships

Certificate	Authorisation			Danish National Regulations (<i>and further remarks</i>)
22.1 National Cargo Ship Safety Certificate	PAX	CARGO	MODU & BARGES	<i>Certificate:</i> The <i>National Cargo Ship Safety Certificate</i>, which closely resembles the SOLAS Cargo Ship Safety Certificate, is to be issued and endorsed as appropriate. Please refer to DMA webpage for a certificate template. The validity of the certificate is 5 years from the anniversary date. Surveys shall be carried out as stated in Notice B I/8.1 from the DMA. <i>Barges</i> shall be dealt with according to DMA technical regulation no. 4 of 2 April 2003, "Technical regulation on the construction and equipment, etc. of barges". Definitions of an unmanned /manned barge: <i>Unmanned</i> = There is no one on board. Except persons who come on board only incidentally and in connection with mooring operations, the connection of tow lines and in connection with loading and unloading operations. <i>Manned</i> = Barges that are not unmanned. Barges that are manned during work, but unmanned when being towed are still to be considered manned. However, when issuing trade certificates and dealing with barge case work, it may be considered whether the barges are exclusively manned when carrying out work or whether they are manned all the time (also when being towed).
	N/A	F	F	
	All non-passenger vessels smaller than the limits of the convention, but with a length of more than 15m.			
22.2 Passenger vessels in national trade with a length of 24 meters or above	PAX	CARGO	MODU & BARGES	Stability approval and bottom survey to be done by RO; sections 15.1, 15.19 and 15.20 of this annex refer. The DMA will issue the <i>EC Document of Compliance with the EC Directive 2009/45/EC amended by Commission Directive 2010/36/EU</i>, as specified in Notice D from the DMA, to passenger vessels in national trade. To facilitate this, the owners of such vessels which are classed with an RO authorised by the DMA shall request the RO to issue and maintain an International Load Line Certificate. Additionally, it may be agreed between the DMA and the RO to authorise the RO for other tasks.
	P	N/A	N/A	
22.3 Council Directive 97/70/EC as amended setting up a harmonised safety regime for fishing vessels of 24 metres in length and over, as amended, as implemented in Danish legislation.	PAX	CARGO	MODU & BARGES	Fishing vessels with a length of 15 meters and above are subject to surveys as specified in Notice E from the DMA and amendments thereto that have entered into force, or other relevant instruments covering the areas specified below. 1 The RO is <i>authorised</i> to issue a statement of compliance in connection with the <i>initial survey of fishing vessels with a length of 24 meters and above</i> confirming the vessel's compliance with the requirements of <i>Council Directive 97/70/EC as amended setting up a harmonised safety regime for fishing vessels of 24 metres in length and over, as amended</i>. 2 The RO is <i>authorised</i> to <i>conduct periodical and renewal surveys on fishing vessels with a length of 24</i>
	N/A	N/A	N/A	
	FISH (*)			
	P			
	(*) Fishing vessels with a length of 15 meters and			

Certificate	Authorisation	Danish National Regulations (<i>and further remarks</i>)
	above as specified.	meters and to issue a Statement of Compliance confirming the vessel's compliance with <i>Council Directive 97/70/EC setting up a harmonised safety regime for fishing vessels of 24 metres in length and over</i>, as amended. 3 The RO is <i>authorised to conduct periodical and renewal surveys on the radio communication equipment of fishing vessels with a length of 15 meters and above</i> according to Notice E from the DMA, chapter IX, and endorse the ship's Document of Compliance accordingly. 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.

23 Other ship related authorisations

Certificate	Authorisation			Danish National Regulations (<i>and further remarks</i>)
23.1 Passenger lifts	PAX	CARGO	MODU & BARGES	Based on <i>technical regulation no. 4 of 15 November 2005 on "Passenger lifts in ships"</i>, the RO is authorised to carry out plan approval, survey and inspection and to issue certificates and statements of compliance on passenger lifts on behalf of the DMA. It must be noted 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.
	F	F	F	
23.2 Cargo Handling Gear	PAX	CARGO	MODU & BARGES	To be carried out in accordance with the Annex to "<i>Technical regulation on lifting appliances and cargo handling gear on ships, no. 12 of 12 October 2000</i>" – as amended by Guidance from the DMA no. 12131 of 10 August 2001; the RO is herein authorised as an approved category "A" competent party. It must be noted 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. Special attention is drawn to sections 11.10 and 11.11 of the technical regulation. The RO may order new tests if needed as described in section 25.6. 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 ship's or MODU's classification society. The RO may issue the "Register of lifting appliances and loose gear", but the ship may choose to use one of the other systems permitted in the technical regulation. All cargo handling lifting appliances and loose gear on board
	F	F	F	

Certificate	Authorisation			Danish National Regulations (<i>and further remarks</i>)
				the ship shall be inspected and entered into the register. This shall include: <i>Overhead cranes in engine room, provision and hose-handling cranes and davits, cargo and provisions slings.</i> The following interpretations apply to overhead cranes in engine rooms: 1 Section 8.4.1 may be omitted if the load is slung directly from the drum, and the operator has a clear view of the drum. 2 Sections 8.5.6 and 8.6.1, second paragraph, may be omitted if there is no direct access for people to the tracks of the crane. The RO or other approved category “A” competent party shall check special heavy-lift arrangements – e.g. lifting lugs for propeller shaft or bow thruster motor – prior to the arrangement being used. It shall be noted that section 24 of the technical regulation makes reference to Notice B from the DMA, chapter II-1, regulation 3.5. This is not correct. The correct reference is to regulation 3-13 Construction and installation of suspended decks with associated safety guidelines for passenger ships. Relevant parts of these guidelines shall thus also be applied to cargo vessels.
23.3 IMDG Code	PAX	CARGO	MODU & BARGES	Notice B from the DMA, chapter VII, part A, requires that dangerous goods in packaged form shall be in compliance with the relevant provisions of the International Maritime Dangerous Goods IMDG Code (IMDG Code).
	N	F	F	
23.4 Shell doors and ramps on RO/RO ships	PAX	CARGO	MODU & BARGES	<i>Technical regulation no. 8 of 12 October 1995 on special requirements on the placing, strength and securing of shell-doors and weather tight ramps on ro/ro ships.</i> The herein required manual may be approved by the RO as a stand-alone document, but the manual will usually be part of the ISM system.
	F	F	N	
23.5 Technical regulation on measures for preventing piracy and armed robbery against Danish ships for non-ISM ships.	The RO is <i>authorised</i> to conduct <i>initial verification of compliance</i> with the order on technical regulation on measures for preventing piracy and armed robbery against Danish ships, No. 1084 of 23 November 2011, and to issue a statement of compliance on behalf of the DMA. The RO is <i>authorised</i> to conduct <i>periodical verification of compliance</i> with the order on technical regulation on measures for preventing piracy and armed robbery against Danish ships, No. 1084 of 23 November 2011, and to issue or endorse a statement of compliance on behalf of the DMA. Please refer to DMA circular 016.			

Chapter 3 – Miscellaneous authorisations and other requirements

24 Approval of servicing stations for inflatable liferafts

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

1. either the national maritime administration in the country where the service station has its premises,
2. or by one of the ROs authorized by the DMA,
3. or by the DMA.

24.2 Therefore, the DMA does not require service stations servicing inflatable liferafts to be approved by the ship's RO.

24.3 If the RO is able to document major non-conformities in the service work performed on inflatable liferafts, this shall be reported to the manufacturer of the inflatable liferaft and to the DMA without undue delay.

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

25.1 The authorisations relevant to life-saving equipment, etc. stated in annex I includes the authorisation to extend the service period of inflatable liferafts and hydrostatic release units as specified in SOLAS, chapter III, regulation 20.8.1.1 and regulation 20.9.1 for ships or MODUs for which the RO issues Safety Certificates.

25.2 The service period shall not be extended automatically, but only after a well-founded request, and it shall not be ex-

tended beyond the period specified in the above regulations.

26 Approval of off-shore containers

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

27 Portable tanks for sea transport

27.1 The RO is authorized 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.

28 Noise measurements

28.1 Noise measurements in accordance with [notice A from the DMA, chapter III B-1](#) regarding noise levels in ships, may be carried out by:

1. Companies directly approved by the DMA to carry out noise measurements.
2. Companies not approved by the DMA to carry out noise measurements, but working under direct supervision of the DMA or the RO.
3. The RO's own surveyors or technicians if duly qualified for the task.
4. Subcontractors to the RO working under a quality assurance system approved by the RO according to the requirements of IACS.

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

- 29.1 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 ships before 1 January 1999.
- 29.2 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.
- 29.3 For vessels flagging into Danish register, it is prohibited to have a Halon-based fire-extinguishing system fitted on board.
- 29.4 Contact details for the

*Danish Environmental Protection Agency
(EPA) (Miljøstyrelsen)*

Strandgade 29
DK-1401 København K
Phone: +45 72 54 40 00
E-mail: mst@mst.dk

30 Conditions for the issue of multiple Load Line Certificate

- 30.1 The RO may permit multiple load lines on Danish vessels without previous approval by the DMA on the following conditions.
- 30.2 The ship is to comply fully with all relevant legislative safety requirements in force for a ship of a maximum deadweight corresponding to the least freeboard shown on the certificates issued. Safety standards are to be maintained regardless of the deadweight of the ship.
- 30.3 Each set of load line marks corresponding to the certificates shall be permanently marked on the ship's side and verified.

- 30.4 Only the set of load line marks corresponding to the least freeboard assigned shall normally show the full grid markings. The additional increased freeboards shall be marked as "all seasons", and only the Load Line Mark and the Fresh Water Load Line need be marked, cf. ICLL 66, regulation 6(6). However, in individual cases and at the discretion of the owner, a full grid of density and seasonal load lines may be marked.
- 30.5 Only one set of load line marks are allowed to be on display at any time, the other sets being effectively obliterated with paint.
- 30.6 Only the Load Line Certificates associated with the current load line marks are allowed to be on display at any one time. The Load Line Certificates not used are to be kept in a sealed envelope addressed to -an authorised surveyor (RO). The sealed envelope is to be kept under lock and key by the master, who is accountable for the proper use of such certificates.
- 30.7 A full set of all certificates affected when switching between multiple load lines may be provided on board. Only the set of certificates associated with the current load line marking shall be available for inspection.
- 30.8 When any load line survey is held, the RO shall ensure that each set of load line marks are verified and that all corresponding load line certificates and other affected certificates, including those not on display, are endorsed or renewed as appropriate.
- 30.9 The direct electronic/online access to the status of all statutory surveys and certificates provided to the DMA by the RO in accordance with section 8.4.3 of the agreement shall contain information on which load line the ship is currently operating with date of change.

30.10 Proper instructions to the ship's master are issued by the RO in accordance with these conditions.

30.11 When alterations are made to the load line marks, a surveyor from the RO which has issued the Load Line Certificate shall:

1. witness each change of marks;
2. verify that the exhibited certificate corresponds to the marks displayed on the ship's side;
3. seal the envelope containing the other certificates; and
4. ensure that the master makes an official entry in the ship's deck log.

30.12 In the event that the change of marks is scheduled for a port where a surveyor is unavailable, the master of the ship may conduct the change of load line marks and certificates after having received approval to do so from the RO. On completion he shall ensure that:

1. The correct load line marks and the associated certificates are on display, and notification in writing is submitted to the RO.
2. An official entry is made in the ship's deck log.
3. At the first practical port of call thereafter the requirements of section 30.11 shall be complied with.

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 wishes to maintain 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 Notice B from the DMA, chapter II-1 A, regulation 3-5, and Resolution A.1053(27), as amended, Revised survey guidelines under the 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. Please also refer to [DMA circular 005](#).

31.6 The RO's attending surveyor should during inspection have 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 ship's International Safe Manning Certificate 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. Please refer to DMA circulars on the DMA web-site www.dma.dk

33.2 The DMA has banned some specific "wheel-marked" items of equipment from installation on board Danish ships. The RO shall not issue statutory certificates to

Danish ship on board which equipment banned by the DMA is installed. Please refer to DMA circulars on the DMA website www.dma.dk.

- 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. The RO shall in such cases inform the DMA without undue delay.

- 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.

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

On the 4 May 2015



Torsten Arnt Olsen
Chief Ship Surveyor
Danish Maritime Authority