

Ships transferred to the Danish Register from another flag, Ships of or above 500 gross tonnage Requirements and procedure

Introduction:

This is a guide for ship owners, consultants and managers responsible for the transfer of ships to the Danish Register. The guide briefly describes the requirements and procedures when a ship is transferred to the Danish Register from another flag.

Prerequisite requirements:

Issues 1-6 below are prerequisites for ships entering the Danish Register:

1. The Owner must be registered as a Danish company, and comply with the requirements for such companies.
Detailed information can be obtained either by e-mailing srg@dma.dk or by phoning the DMA on +45 3917 4400 and asking for the Ship Registry Department.
2. The ship must not contain asbestos.
It is prohibited to import asbestos into Denmark.
3. If the ship is transferred from a non-EU flag, the ship must not contain ozone-depleting substances as it is prohibited to import ozone-depleting substances into the EU.
(Cf. substances mentioned in Regulation (EC) No. 2037/2000 of 29 June 2000.)
4. The ship must be constructed and certified in compliance with the rules of a recognized classification society.
5. The ship must be constructed and certified in compliance with the relevant international conventions, including SOLAS, MARPOL and LOADLINE.
6. The ship must be well maintained. (cf. SOLAS Regulation I/11).

General requirements

Danish ships must, in addition to what is mentioned above, comply with Danish national regulations. These can be divided into three groups:

7. Danish amendments to the international conventions, including SOLAS, MARPOL and LOADLINE.
Additional technical regulations may apply, depending on the type of ship.
8. Danish regulations on “crew accommodation”, “noise in ships” and “occupational health and safety”, including Danish “ship’s medicine chest”, compatible with Danish “Radio Medical”.
9. Other requirements, including:
Establishing of a “health and safety organization” on board.
Master’s nationality (EU citizen) and master’s qualifications.
Officer and crew qualifications/converting to Danish certificates.
Crew and officers’ medical certificates.

For ships transferred to the Danish flag, the approval and certification of the areas mentioned in 4 and 5 above are delegated to the recognized classification societies.

The approval of the areas mentioned in 7 above will be coordinated between the DMA and the relevant classification society.

The approval of the areas mentioned in 8 and 9 above will be carried out by the DMA.

Generally, ships transferred to the Danish flag must comply with the relevant rules and regulations in force when the ship was built plus regulations which have been applied to existing ships since the date of build.

However, ships which are more than 10 years old may be required to be upgraded to new regulations in certain areas, depending on the ship’s type and general condition.

Such ships may be subjected to a more thorough approval procedure.

Also, the DMA’s survey may be more comprehensive.

Ships which are more than 10 years old must normally be surveyed by more than one DMA surveyor.

Ships transferred to the Danish flag must, insofar as possible, be upgraded to comply with the requirements mentioned in 7 and 8 above.

Based on information, documentation and meetings with the owner as well as an inspection of the ship, the DMA will determine the scope of upgrading of each individual ship.

In some cases, the DMA’s requirements regarding noise may be a major issue.

Ships registered in an EU country must comply with the “EU Directive on Marine Equipment” (the “Wheel Mark Directive”) regarding certain equipment.

As Denmark is an EU country, this is a point of attention for ships transferred from non-EU countries.

Certain types of equipment may not be accepted by the DMA though it is wheel-marked.

This includes certain types of Korean made “high velocity valves” for tank ships and certain types of protective clothing for fire fighters.

The approval procedure

The DMA will charge a fee (currently DKK 800 per hour spent on approval, travel and survey).

The DMA may require an amount to be deposited before initiating the approval process.

As soon as the owner has signed and submitted the official notification forms (one for each vessel) to the DMA, the actual approval process can begin. The Owner will then receive detailed information on the approval and certification process.

As the DMA is not allowed to begin the approval work until we have received the notification forms, this should be your first priority.

For use in connection with the DMA's approval work, the owners are requested to submit to the DMA the documentation listed below:

General Arrangement Plan

Accommodation Plan

Noise Measurement Report

Non-Asbestos Declarations

Photos, etc. describing the ship

A signed letter authorizing the DMA to get access to the vessels' information from the classification society

Copies of all statutory and class certificates (in electronic PDF form)

The DMA would propose a meeting with the owners to review the documentation and plan the forthcoming approval process at an early stage in the process.

During the meeting, the DMA will, insofar as possible, identify the areas where the ship has to be modified/upgraded.

In some cases, it may be necessary to inspect the ship to determine its condition prior to registration.

Minutes of meetings will not be drawn up by the DMA; however, the Owners are welcome to do so.

As the ship is not originally designed for compliance with Danish national regulations, some modifications of the ship must be anticipated.

Depending on the amount of modifications required and the general condition of the ship, the DMA may accept that the ship is transferred to the Danish flag prior to the vessel being inspected by the DMA.

The Owners are advised to consult www.seahealth.dk, who can provide advice and assistance with regard to issues of occupational health and safety.

The actual change of flag must normally be carried out in port and must be coordinated with the DMA's registration office and the relevant classification society.

The owners must request the classification society to carry out a “Change of Flag Survey” in accordance with “IMO Resolution A.997(25)” and to issue provisional Danish statutory certificates to the ship.

Within 6 months from the date of the flag change, the modifications required by the DMA must be completed, and the owner is to request the DMA to survey the ship.

Further requirements may be imposed at this survey.

Ships which are more than 10 years old must normally be surveyed by three DMA surveyors.

When all requirements have been rectified and confirmed, the DMA will issue a permanent “Trading Permit” to the ship, and the case will be closed.

The owner’s account will be settled, and an invoice will be forwarded to the owner.