

CHAPTER I

General provisions

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CHAPTER I

General provisions

This chapter has been drawn up on the basis of the articles and of annex I, chapter I of Council Directive 98/18/EC on safety rules and standards for passenger ships, as amended by Commission Directive 2002/25/EC, Directives of the European Parliament and the Council 2002/84/EC and 2003/24/EC as well as Commission Directive 2003/75/EC. The Directive addresses the member States, while this set of regulations first and foremost addresses the citizens. A number of provisions concerning the obligations of the member States are, consequently, only evident from the articles of the Directive, which have been printed in chapter XXX, while the provisions concerning the obligations of the citizens are also evident from this chapter. Text from the articles of the Directive may have been redrafted in this chapter to make them more easily accessible. If so, it has the status of guidelines and has been printed in italics. Text that is a reprint of text from the articles of the Directive or text from annex I of the Directive without any amendments have not been printed in italics.

Regulation 1 Application

- .1 *This set of regulations* applies to *passenger ships* and high speed passenger craft, regardless of their flag, when engaged on domestic voyages.
- .2 *This set of regulations* does not apply to:
 - .1 passenger ships, which are:
 - ships of war and troopships,
 - ships not propelled by mechanical means,
 - wooden ships of primitive build,
 - original, and individual replicas of, historical passenger ships designed before 1965, built predominantly with the original materials,
 - pleasure yachts unless they are or will be crewed and carrying more than 12 passengers for commercial purposes,
 - ships with a length below 24 metres exclusively engaged in port areas.
 - .2 high speed passenger craft, which are:
 - craft of war and troopcraft,
 - pleasure craft, unless they are or will be crewed and carrying more than 12 passengers for commercial purposes, and
 - craft with a length below 24 metres exclusively engaged in port areas.

Regulation 2 Definitions

For the purpose of this set of regulations, the following definitions shall apply, unless expressly provided otherwise:

- .1 “International Conventions” means the 1974 International Convention for the Safety of Life at Sea (the 1974 SOLAS Convention), and the 1966 International Convention on Load Lines, together with Protocols and amendments thereto in force;
- .2 “Intact Stability Code” means the “Code on Intact Stability for all types of ships covered by IMO Instruments”, contained in IMO Assembly Resolution A.749(18) of 4 November 1993, as amended;
- .3 “High Speed Craft Code” means the “International Code for Safety of High Speed Craft” contained in IMO Maritime Safety Committee Resolution MSC.36(63) of 20 May 1994, as amended;
- .4 “GMDSS” means the Global Maritime Distress and Safety System as laid down in Chapter IV of the 1974 SOLAS Convention, as amended;
- .5 “a passenger ship” means a ship which carries more than 12 passengers;
- .6 “ro-ro passenger ship” means a ship carrying more than 12 passengers, having ro-ro cargo spaces or special category spaces, as defined in regulation II-2/A/2.
- .7 “a high speed passenger craft” means a high speed craft as defined in Regulation 1 of Chapter X of the 1974 SOLAS Convention, as amended, which carries more than 12 passengers. Passenger ships engaged on domestic voyages in sea areas of Class B, C or D shall not be considered as high speed passenger craft when their displacement corresponding to the design waterline is less than 500 m³, and their maximum speed, as defined in paragraph 1.4.30 of the High Speed Craft Code, is less than 20 knots;
- .8 “a new ship” means a ship the keel of which is laid or which is at a similar stage of construction on or after *1 July 1998*. A similar stage of construction means the stage at which:
- construction identifiable with a specific ship begins; and
 - assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less;
- .9 “an existing ship” means a ship which is not a new ship;
- .10 “age” means the age of the ship, expressed in number of years after the date of its delivery.
- .11 “a passenger” is every person other than:
- the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and
 - a child under one year of age;
- .12 “persons with reduced mobility” means anyone who has a particular difficulty when using public transport, including elderly persons, disabled persons, persons with sensory impairments and wheelchair users, pregnant women and persons accompanying small children.
- .13 “length of a ship” unless expressly provided otherwise, means 96% of the total length on a water line at 85% of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder

- stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline;
- .14 “bow height” means the bow height defined in Regulation 39 of the 1966 International Convention on Load Lines as the vertical distance at the forward perpendicular between the waterline corresponding to the assigned summer freeboard and the designed trim and the top of the exposed deck at side;
- .15 “ship with a full deck” means a ship that is provided with a complete deck, exposed to weather and sea, which has permanent means of closing all openings in the weatherpart thereof and below which all openings in the sides of the ship are fitted with permanent means of at least weathertight closing. The complete deck may be a watertight deck or equivalent structure consisting of a non-watertight deck completely covered by a weathertight structure of adequate strength to maintain the weathertight integrity and fitted with weathertight closing appliances;
- .16 “international voyage” means a voyage by sea from a port of a *country* to a port outside that country, or conversely. *Voyages between Denmark and the Faroe Islands or between Denmark and Greenland or between the Faroe Islands and Greenland shall be considered international voyages;*
- .17 “domestic voyage” means a voyage in sea areas from a port of a *country* to the same or another port within that *country*;
- .18 “sea area” means an area as established pursuant to the provision of *Regulation 3*. However, for the application of the provisions on radiocommunication the definitions of sea areas will be those defined in Regulation 2, Chapter IV of the 1974 SOLAS Convention;
- .19 “port area” means an area other than a sea area extending to the outermost permanent harbour works forming an integral part of the harbour system, or to the limits defined by natural geographical features protecting an estuary or similar sheltered area. *In Denmark and Greenland, port areas shall in general be limited by the harbour piers;*
- .20 “place of refuge” means any naturally or artificially sheltered area which may be used as a shelter by a ship or craft under conditions likely to endanger its safety;
- .21 “administration of the flag State” means the competent authorities of the State whose flag the ship or craft is entitled to fly. *In the case of Danish ships, the administration of the flag State means the Danish Maritime Authority;*
- .22 “host State” means a Member State to or from whose port(s) a ship or craft, flying another flag than the flag of that Member State, is carrying out domestic voyages;
- .23 “recognised organisation” means an organisation recognised in conformity with Article 4 of Council Directive 94/57/EC of 22 November 1994 on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations;
- .24 “a mile” is 1,852 metres;
- .25 “significant wave height” is the average height of the one third highest observed wave heights over a given period;

.26 “the Organisation” means the International Maritime Organization (IMO).

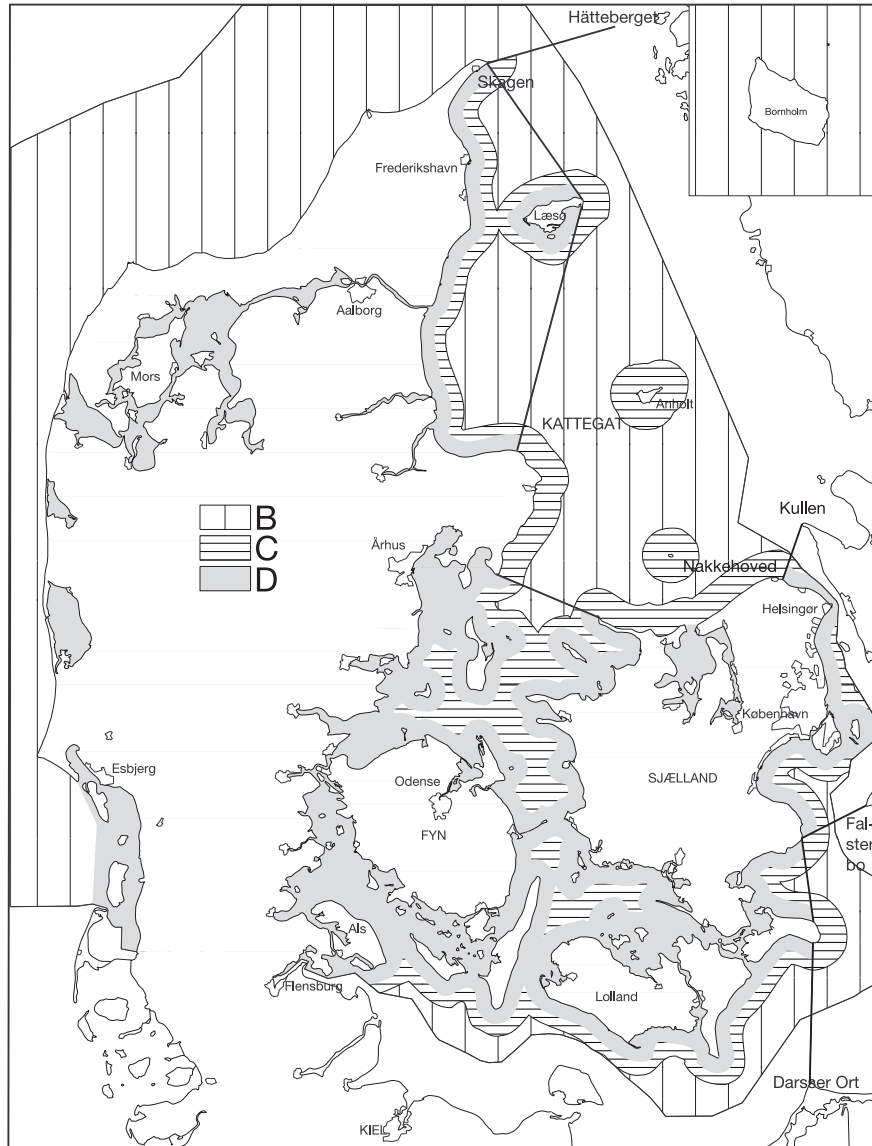
Regulation 3 Classes of passenger ships in Danish and Greenland sea areas

Passenger ships are divided into the following classes according to the sea area in which they operate:

- “Class A” means a passenger ship engaged on domestic voyages other than voyages covered by Classes B, C and D.
- “Class B” means a passenger ship engaged on domestic voyages in the course of which it is at no time more than 20 miles from the line of coast, where shipwrecked persons can land, corresponding to the medium tide height.
- “Class C” means a passenger ship engaged on domestic voyages in sea areas where the probability of exceeding 2.5 m significant wave height is smaller than 10% over a one-year period for all-year-round operation, or over a specific restricted period of the year for operation exclusively in such period (e.g. summer period operation), in the course of which it is at no time more than 15 miles from a place of refuge, nor more than 5 miles from the line of coast, where shipwrecked persons can land, corresponding to the medium tide height.
- “Class D” means a passenger ship engaged on domestic voyages in sea areas where the probability of exceeding 1.5 m significant wave height is smaller than 10% over a one-year period for all-year-round operation, or over a specific restricted period of the year (e.g. summer period operation), in the course of which it is at no time more than 6 miles from a place of refuge, nor more than 3 miles from the line of coast, where shipwrecked persons can land, corresponding to the medium tide height.

For high speed passenger craft the categories defined in Chapter 1 (1.4.10) and (1.4.11) of the High Speed Craft Code shall apply.

On the basis of the criteria given in the Directive, the Danish Maritime Authority has classified Danish sea areas as shown in the following map. In the case of a concrete ship on a given route, the Danish Maritime Authority may permit another classification if detailed wave studies or an assessment of the ship’s possibilities of proceeding to a place of refuge justify this. Sea areas around Greenland will be assessed in each individual case.



Regulation 4 The requirements of this set of regulations

Both new and existing passenger ships and high speed passenger craft when engaged on domestic voyages shall, *regardless of their flag*, comply with the relevant safety rules laid down in *this set of regulations on 1 July 1998*. However, later dates have been fixed for existing ships as regards the provisions of Regulations, 4.2.4, 4.2.5 and 4.2.7.

- .1 With regard to new passenger ships the following shall apply:
 - .1 *New passenger ships of Classes A, B, C and D shall comply with the provisions of Council Directive 98/18/EC on safety rules and standards for passenger ships, as amended by Commission Directive 2002/25/EC, Directives of the European Parliament and the Council 2002/84/EC and 2003/24/EC as well as Commission Directive 2003/75/EC.*
 - .2 The construction and maintenance of hull, main and auxiliary machinery, electrical and automatic plants of new passenger ships of Classes A, B, C and D shall comply with the standards specified for classification by the rules of a recognised organisation, or equivalent rules used by an Administration in accordance with Article 14(2) of Directive 94/57/EC *on common rules and standards for ship inspection and survey organizations and for the relevant activities of maritime administrations.*
 - .3 For new passenger ships of Classes A, B, C and D, shipborne navigational equipment, as listed in Annex A(1) to Directive 96/98/EC *on marine equipment* and complying with the provisions of the latter, is considered to be in conformity with the type approval requirements of SOLAS V/12(r).
 - .4 New passenger ships of Class A shall comply entirely with the requirements of the 1974 SOLAS Convention, as amended. For those regulations, for which SOLAS leaves the interpretation to the discretion of the Administration, the *Danish Maritime Authority* shall apply the interpretation as contained in Chapters II-1, II-2 and III.
 - .5 New passenger ships of Classes A, B, C and D shall, when it is expressly provided in each individual regulation for the relevant Class of passenger ship, comply with the requirements of Chapters II-1, II-2, II-5 and III. New Class B, C and D ships having a length of less than 24 metres shall comply with the requirements of Regulations II-1/B/2 to II-1/B/8 and II-1/B/10, unless the *Danish Maritime Authority* is satisfied that they comply with rules that guarantee an equivalent level of safety. *Considering the specific local operational conditions in the sea areas in which the ships concerned are permitted to operate, new ships having a length of less than 24 metres may be approved for operation in sea areas of Class D if they comply with the requirements for damage stability and buoyancy in the Technical Regulation on Passenger Ships Exclusively Engaged in Port Areas issued by the Danish Maritime Authority and in force at any time.*

- .6 *In new passenger ships of Classes A, B, C and D, the hull, superstructures, structural bulkheads, decks and deckhouses shall be constructed of steel or another equivalent material.*
 - .7 *New passenger ships of Classes A, B, C and D shall comply with the provisions of Chapters II-3, IV, V, VI, VII, IX, XX, XXI, XXIII and XXIV.*
- .2 With regard to existing passenger ships of 24 metres in length and above, the following shall apply:
- .1 *Existing passenger ships of Classes A, B, C and D of 24 metres in length and above shall comply with the provisions of Council Directive 98/18/EC on safety rules and standards for passenger ships, as amended by Commission Directive 2002/25/EC, Directives of the European Parliament and the Council 2002/84/EC and 2003/24/EC as well as Commission Directive 2003/75/EC.*
 - .2 *The construction and maintenance of hull, main and auxiliary machinery, electrical and automatic plants of existing passenger ships of Classes A, B, C and D of 24 metres in length and above shall comply with the standards specified for classification by the rules of a recognised organisation, or equivalent rules used by an Administration in accordance with Article 14(2) of Directive 94/57/EC on common rules and standards for ship inspection and survey organizations and for the relevant activities of maritime administrations.*
 - .3 *For existing passenger ships of Classes A, B, C and D of 24 metres in length and above, shipborne navigational equipment, as listed in Annex A(1) to Directive 96/98/EC on marine equipment and complying with the provisions of the latter, is considered to be in conformity with the type approval requirements of SOLAS V/12(r).*
 - .4 *Existing passenger ships of Class A of 24 metres in length and above shall on the date stipulated in the table below comply entirely with the requirements for existing passenger ships of the 1974 SOLAS Convention, as amended, unless earlier dates have been laid down in the SOLAS Convention. For those regulations, for which SOLAS leaves the interpretation to the discretion of the Administration, the Danish Maritime Authority shall apply the interpretation as contained in Chapters II-1, II-2 and III.*

<i>Date when keel is laid:</i>	<i>Date of compliance:</i>
<i>Before 1/1 1940</i>	<i>1/7 2006</i>
<i>1/1 1940 until and incl. 31/12 1962</i>	<i>1/7 2007</i>
<i>1/1 1963 until and incl. 31/12 1974</i>	<i>1/7 2008</i>
<i>1/1 1975 until and incl. 31/12 1984</i>	<i>1/7 2009</i>
<i>1/1 1985 until and incl. 30/6 1998</i>	<i>1/7 2010</i>

- .5 *Existing passenger ships of Classes A, B, C and D of 24 metres in length and above shall, when it is expressly provided in each individual regulation for the relevant Class of passenger ship, comply with the requirements of*

Chapters II-1 and II-2. *The provisions shall be met on the date stipulated in the table of Regulation 4.2.4, unless earlier dates have been laid down in Chapters II-1 or II-2.*

- .6 Existing ships of Classes C and D of 24 metres in length and above need not comply with the regulations of Chapters II-1 and II-2 unless the *Danish Maritime Authority* is satisfied that they comply with rules that guarantee an equivalent level of safety. *Considering the specific local operational conditions in the sea areas in which the ships concerned are permitted to operate, existing ships may, as regards conditions covered by Chapters II-1 and II-2, be approved for operation in sea areas of Class D if they comply with Order no. 173 of 21 May 1965 on requirements for the construction and equipment, etc. of ships (the principal order), part A as well as technical regulation no. 2 of 9 February 1994 on supplementary requirements for the intact stability and watertight subdivision, etc. of passenger ships on domestic voyages, no. 5 of 3 August 1995 on extra fire-protection of passenger ships on domestic voyages and no. 8 of 12 October 1995 on special requirements for the placing, strengthening and securing of ports in the shell plating as well as weathertight ramps, etc. on ro-ro ships. Furthermore, they may, as regards conditions covered by Chapters II-1 and II-2, be approved for operation in sea areas of Class C if they also comply with Notice D from the Ships' Inspection, Chapters II-1 and II-2.*
 - .7 *In existing passenger ships of Classes A, B, C and D of 24 metres in length and above, the hull, superstructures, structural bulkheads, decks and deckhouses shall be constructed of steel or another equivalent material.*
 - .8 Existing ships of Classes A, B, C and D of 24 metres in length and above shall, when expressly provided in each individual regulation for the Class of passenger ship in question, comply with the requirements of Chapter III. *The provisions shall be met on the date stipulated in the table in Regulation 2.4.2, unless earlier dates have been laid down in Chapter III.*
 - .9 Wherever the application of an IMO Resolution is required in Chapters II-1, II-2 and III for existing ships of 24 metres in length and above, ships constructed until two years after the date of adoption by IMO of such resolution need not comply with such resolution provided they comply with the applicable previous resolution(s), if any.
 - .10 Existing passenger ships of Classes A, B, C and D of 24 metres in length and above shall comply with the provisions of Chapters II-3/28, IV, V, VI, VII, IX, XX, XXI, XXIII and XXIV.
- .3 *With regard to existing passenger ships of less than 24 metres in length, the following shall apply:*
- .1 *The construction and maintenance of hull, main and auxiliary machinery, electrical and automatic plants of existing passenger ships of Classes A, B, C and D of less than 24 metres in length shall comply with the standards specified for classification by the rules of a recognised organisation, or equivalent rules used by an*

Administration in accordance with Article 14(2) of Directive 94/57/EC on common rules and standards for ship inspection and survey organizations and for the relevant activities of maritime administrations.

- .2 *In existing passenger ships of Classes A, B, C and D of less than 24 metres in length and a gross tonnage of 20 or above, the hull, superstructures, structural bulkheads, decks and deckhouses shall be constructed of steel or another equivalent material.*
 - .3 *For existing passenger ships of Classes A, B, C and D of less than 24 metres in length, shipborne navigational equipment, as listed in Annex A(1) to Directive 96/98/EC on marine equipment and complying with the provisions of the latter, is considered to be in conformity with the type approval requirements of SOLAS V/12(r).*
 - .4 *Existing passenger ships of Classes A, B, C and D of less than 24 metres in length shall be equipped with a radar transponder (SART) and a portable VHF radio system on the date stipulated in the table in Regulation 4.2.4 at the latest.*
 - .5 *Existing passenger ships of Classes A, B, C and D of less than 24 metres in length shall comply with the provisions of Chapters II-3/28, IV, V, VI, VII, IX, XX, XXI, XXIII and XXIV.*
- .4 With regard to high speed passenger craft, the following shall apply:
- .1 high speed passenger craft constructed or subjected to repairs, alterations or modifications of a major character, on or after 1 January 1996, shall comply with the requirements of the High Speed Craft Code, unless their keel was laid or was at a similar stage of construction not later than 4 June 1998, and delivery and commissioning took place not later 4 December 1998, and they fully comply with the requirements of the DSC Code contained in IMO Assembly Resolution A.373(X) of 14 November 1977, as amended by Maritime Safety Committee Resolution MSC.37(63) of 19 May 1994.
 - .2 High speed passenger craft constructed before 1 January 1996 and complying with the requirements of the High Speed Craft Code shall continue operation certified under this Code.
 - .3 High speed passenger craft constructed before 1 January 1996 and not complying with the requirements of the High Speed Craft Code may not be engaged on domestic voyages, unless they were already in operation on domestic voyages in *Denmark* on 4 June 1998, in which case they may be allowed to continue their domestic operation in *Denmark*. Such craft shall comply with the requirements of the DSC Code as amended.
 - .4 The construction and maintenance of high speed passenger craft and its equipment shall comply with the rules for the classification of high speed craft of a recognised organisation, or equivalent rules used by an Administration in accordance with Article 14(2) of Directive 94/57/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations.

- .5 *High speed passenger craft shall comply with the provisions of Chapters II-2/28, V, VI, VII, IX, XX, XXI, XXIII and XXIV.*

On the following pages, the requirements of this set of regulations have been summarized in a number of tables. In the case of a concrete ship, the relevant column is found by considering the following question: Is the ship a new ship or an existing ship? – To what Class does the ship belong? – Does the ship have a length of 24 metres or above? The rules of this set of regulations are found in the left column, and in the relevant column to the right the rules applying to the ship in question have been marked with an x. The readers should, however, be aware that the validity of these rules is also dependent on other parameters, such as whether the ship has a ro-ro cargo space, whether it carries dangerous goods, whether it carries 400 passengers or more, whether it carries no more than 36 passengers, etc.

Chapter D I

Require ments ↓	Class → Length → 24 m	New passenger ships								Existing passenger ships							
		A		B		C		D		A		B		C		D	
		≥	<	≥	<	≥	<	≥	<	≥	<	≥	<	≥	<	≥	<
Council Dir. 98/18/EC		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Classification		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
I		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
SOLAS/II for new ships		x	x														
SOLAS/II for exist. Ships										x							
II-1/A				x	x	x	x	x	x		x						
II-1/B/1 first		x	x	x	x	x	x	x	x								
II-1/B/1 last										x	x						
II-1/B/2 - 7.5				x	x	x	x	x	x ¹⁾		x						
II-1/B/7.6 - 7.9				x	x	x	x	x	x ¹⁾								
II-1/B/8				x	x	x	x	x	x ¹⁾		x						
II-1/B/8-1											x						
II-1/B/8-2				x	x	x	x	x	x		x						
II-1/B/8-3				x	x	x	x	x	x								
II-1/B/9				x	x	x	x	x	x		x						
II-1/B/10				x	x	x	x	x	x ¹⁾		x						
II-1/B/11 - 13.4				x	x	x	x	x	x		x						
II-1/B/13.5.1 first					x		x		x		x						
II-1/B/13.5.1 last				x		x		x									
II-1/B/13.5.2 first					x		x		x		x						
II-1/B/13.5.2 last				x		x		x									
II-1/B/13.5.3				x	x	x	x	x	x		x						
II-1/B/13.5.4 - 13.5.5				x		x		x									
II-1/B/13.5.6 - 13.6.1					x		x		x		x						
II-1/B/13.6.2											x						
II-1/B/13.7.1 - 13.7.3				x		x		x									
II-1/B/13.7.4 first				x		x		x									
II-1/B/13.7.4 last				x	x	x	x	x	x		x						
II-1/B/13.7.5 - 13.8.3				x		x		x									
II-1/B/13.9.1 - 13.9.3				x	x	x	x	x	x		x						
II-1/B/13.10.1 - 13.11				x	x	x	x	x	x								
II-1/B/14 - 15.5				x	x	x	x	x	x		x						
II-1/B/15.5.1 - 15.5.6				x	x	x	x	x	x								
II-1/B/15.6 - 17				x	x	x	x	x	x		x						
II-1/B/17-1.1				x	x	x	x	x	x								
II-1/B/17-1.2											x						
II-1/B/17-2		x	x	x	x	x	x	x	x	x	x		x		x		
II-1/B/17-3 - 19				x	x	x	x	x	x		x						
II-1/B/20		x	x	x	x	x	x	x	x	x	x		x		x		
II-1/B/21 - 22				x	x	x	x	x	x		x						
II-1/B/23 - 25		x	x	x	x	x	x	x	x	x	x						

1) See Regulation 4.1.5.

Chapter D I

Require- ments ↓	Class → Length → 24 m	New passenger ships								Existing passenger ships							
		A		B		C		D		A		B		C		D	
		≥	<	≥	<	≥	<	≥	<	≥	<	≥	<	≥	<	≥	<
II-1/B-1		X	X	X	X	X	X			X		x					
II-1/C/1.1 - 1.3				x	x	x	x	x	x					x			
II-1/C/1.4				x	x	x	x										
II-1/C/1.5		x	x	x	x	x	x	x	x					x			
II-1/C/1.6				x	x	x	x	x	x								
II-1/C/2 - 3.1.5				x	x	x	x	x	x					x			
II-1/C/3.1.6 – 3.1.6.2				x	x	x	x	x	x								
II-1/C/3.1.6.3 - 3.1.6.4		x	x	x	x	x	x	x	x								
II-1/C/3.2 - 6.3				x	x	x	x	x	x					x			
II-1/C/6.4				x	x	x	x	x	x								
II-1/C/6.5				x	x	x	x	x	x					x			
II-1/C/6.6 - 6.12				x	x	x	x	x	x								
II-1/C/7.1				x	x	x	x	x	x					x			
II-1/C/7.2				x	x	x	x	x	x								
II-1/C/7.3 first				x	x	x	x	x	x					x			
II-1/C/7.3 last - 7.4				x	x	x	x	x	x								
II-1/C/8 – 11				x	x	x	x	x	x					x			
II-1/C/12 – 15				x	x	x	x	x	x								
II-1/C/16		x	x	x	x	x	x	x	x								
II-1/D/1 – 3.6				x	x	x	x	x	x					x			
II-1/D/3.7				x	x	x	x	x	x								
II-1/D/4 – 5.5.2				x	x	x	x	x	x					x			
II-1/D/5.5.3 - 5.6				x	x	x	x	x	x								
II-1/D/5.7.1				x	x	x	x	x	x					x			
II-1/D/5.7.2 - 5.9				x	x	x	x	x	x								
II-1/E/1				x	x	x	x	x	x					x			
II-1/E/2				x	x	x	x	x	x								
II-1/E/3				x	x	x	x	x	x					x			
II-1/E/4				x	x	x	x	x	x								
II-1/E/5				x	x	x		x						x			
II-1/E/6 – 9				x	x	x	x	x	x					x			
II-2/A/1.1 - 1.4				x	x	x	x	x	x					x			
II-2/A/1.5														x			
II-2/A/2 - 3.1.1				x	x	x	x	x	x					x			
II-2/A/3.1.2 - 3.1.3				x	x	x	x	x	x								
II-2/A/3.2 - 3.8				x	x	x		x						x			
II-2/A/3.9								x	x								
II-2/A/4.1.1 - 4.1.12				x	x	x	x	x	x								
II-2/A/4.1.13 - 4.3.2		x	x	x	x	x	x	x	x					x			
II-2/A/4.3.3				x	x	x	x	x	x								
II-2/A/4.4.1 - 4.4.4		x	x	x	x	x	x	x	x					x			

Chapter D I

Require- ments ↓	Class → Length → 24 m	New passenger ships								Existing passenger ships							
		A		B		C		D		A		B		C		D	
		≥	<	≥	<	≥	<	≥	<	≥	<	≥	<	≥	<		
II-2/A/4.4.5				x	x	x	x	x	x								
II-2/A/4.5.1 - 4.5.6				x	x	x	x	x	x			x					
II-2/A/4.5.7 - 4.5.8				x	x	x	x	x	x								
II-2/A/5.1 - 5.4				x	x	x	x	x	x			x					
II-2/A/5.5 - 5.9				x	x	x	x	x	x								
II-2/A/5.10 - 5.15				x	x	x	x	x	x			x					
II-2/A/6.1 - 6.3				x		x		x									
II-2/A/6.4 - 6.5					x		x		x			x					
II-2/A/6.6 - 6.7				x	x	x	x	x	x			x					
II-2/A/6.8				x		x		x									
II-2/A/6.9				x		x		x				x					
II-2/A/7.1 - 7.2				x	x	x	x	x	x			x					
II-2/A/7.3				x	x	x	x	x	x								
II-2/A/7.4 - 8.21				x	x	x	x	x	x			x					
II-2/A/8.22 - 8.23				x	x	x	x	x	x								
II-2/A/9.1 - 9.3.4				x	x	x	x	x	x			x					
II-2/A/9.4.1. - 9.4.2				x	x	x	x	x	x								
II-2/A/9.5		x	x	x	x	x	x	x	x								
II-2/A/10.1 - 10.2.6				x	x	x	x	x	x			x					
II-2/A/10.2.6.1				x	x	x	x	x	x								
II-2/A/10.2.6.2 - 10.2.8				x	x	x	x	x	x			x					
II-2/A/10.2.9 - 10.2.11				x	x	x	x	x	x								
II-2/A/10.2.12 - 10.2.15				x	x	x	x	x	x								
II-2/A/10.2.16																	x
II-2/A/10.3 - 10.6				x	x	x	x	x	x			x					
II-2/A/11				x	x	x	x	x	x	x		x					
II-2/A/12.1 - 12.8 first				x	x	x	x	x	x			x					
II-2/A/12.8 last		x	x	x	x	x	x	x	x								
II-2/A/12.9				x	x	x	x	x	x			x					
II-2/A/12.10		x	x	x	x	x	x	x	x			x					
II-2/A/12.11		x	x	x	x	x	x	x	x								
II-2/A/12.12		x	x	x	x	x	x	x	x			x					
II-2/A/13 – 16				x	x	x	x	x	x			x					
II-2/B/1				x	x	x	x	x	x			x					
II-2/B/2.1.1				x	x	x	x	x	x								
II-2/B/2.1.2				x	x	x	x	x	x			x					
II-2/B/2.2				x	x	x	x	x	x								
II-2/B/2.3 - 2.5				x	x	x	x	x	x			x					
II-2/B/3.1.1				x	x	x	x	x	x								
II-2/B/3.1.2 – 3.3				x	x	x	x	x	x			x					
II-2/B/4				x	x	x	x	x	x								

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Require- ments ↓	Class → Length → 24 m	<i>New passenger ships</i>								<i>Existing passenger ships</i>								
		A		B		C		D		A		B		C		D		
		≥	<	≥	<	≥	<	≥	<	≥	<	≥	<	≥	<	≥	<	
II-2/B/5 - 6.1.4				x	x	x	x	x	x					x				
II-2/B/6.1.5				x				x										
II-2/B/6.1.6				x	x	x	x	x	x					x				
II-2/B/6.1.6a - 6.1.9				x	x	x	x	x	x									
II-2/B/6.2 - 6.3.1.2				x	x	x	x	x	x					x				
II-2/B/6.3.1.3 - 6.3.1.4		x	x	x	x	x	x	x	x									
II-2/B/6.3.2 - 6-1.1				x	x	x	x	x	x					x				
II-2/B/6-1.2 - 6-1.3				x	x	x	x	x	x									
II-2/B/7.1 - 7.4.1				x	x	x	x	x	x					x				
II-2/B/7.4.2 - 7.6				x	x	x	x	x	x									
II-2/B/7.7 - 7.7.1.3				x	x	x	x	x	x					x				
II-2/B/7.8				x	x	x	x	x	x									
II-2/B/7.9				x	x	x	x	x	x					x				
II-2/B/8 - 8.1.2				x	x	x	x	x	x									
II-2/B/8.2 first				x	x	x	x	x	x					x				
II-2/B/8.2 last				x	x	x	x	x	x									
II-2/B/8.3				x	x	x	x	x	x					x				
II-2/B/9.1.1				x	x	x	x	x	x									
II-2/B/9.1.2 - 9.1.3				x	x	x	x	x	x					x				
II-2/B/9.1.4 - 9.1.5				x	x	x	x	x	x									
II-2/B/9.1.6				x	x	x	x	x	x					x				
II-2/B/9.1.7 - 9.2.8				x	x	x	x	x	x									
II-2/B/9.2.9				x	x	x	x	x	x					x				
II-2/B/9.2.10				x	x	x	x	x	x									
II-2/B/10.1 - 10.2				x	x	x	x	x	x					x				
II-2/B/10.3				x	x	x	x	x	x									
II-2/B/10.4				x	x	x	x	x	x					x				
II-2/B/11				x	x	x	x	x	x									
II-2/B/12				x	x	x	x	x	x					x				
II-2/B/13				x	x	x	x	x	x									
II-2/B/14.1 - 14.1.5a				x	x	x	x	x	x					x				
II-2/B/14.1.5b				x	x	x	x	x	x									
II-2/B/14.1.6				x	x	x	x	x	x					x				
II-2/B/14.2.1.1				x	x	x	x	x	x									
II-2/B/14.2.1.2				x	x	x	x	x	x					x				
II-2/B/14.2.2 - 15.4				x	x	x	x	x	x									
II-2/B/15.5				x	x	x	x	x	x					x				
II-2/B/15.6 - 15.7				x	x	x	x	x	x									
II-2/B/16														x				
II-2/B/17 first				x	x	x	x	x	x					x				
II-2/B/17 last - 18				x	x	x	x	x	x									

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Requirements ↓	Class → Length → 24 m	New passenger ships								Existing passenger ships							
		A		B		C		D		A		B		C		D	
		≥	<	≥	<	≥	<	≥	<	≥	<	≥	<	≥	<		
II-3/1-27		x	x	x	x	x	x	x	x								
II-3/28		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
II-5/1		x		x		x		x									
II-5/2			x		x		x		x								
II-5/3								x	x								
II-5/4		x	x	x	x	x	x	x	x								
<i>Ships' Inspection D/II</i>														x			
<i>TR no. 2 of 9/2-1994</i>														x		x	
<i>TR no. 5 of 3/8-1995</i>														x		x	
<i>TR no. 8 of 12/10-1995</i>														x		x	
<i>Order no. 173/1965, A</i>																x	
<i>SOLAS/III for new ships</i>		x	x														
<i>SOLAS/III (for exist. Ships)</i>										x	x						
<i>III/1 - 3.1 first</i>				x	x	x	x	x	x		x		x		x		
<i>III/3.1 last</i>				x	x	x	x	x	x								
<i>III/3.2 - 3.2.3</i>				x	x	x	x	x	x		x		x		x		
<i>III/3.2.4</i>				x	x	x	x	x	x								
<i>III/3.2.5 - 5.6</i>				x	x	x	x	x	x		x		x		x		
<i>III/5.7 - 5.8</i>				x	x	x	x	x	x								
<i>III/5-1.1 - 5-1.2</i>				x	x	x	x	x	x		x		x		x		
<i>III/5-1.3 - 5-1.4</i>				x	x						x						
<i>III/5-1.5 - 9.1</i>				x	x	x	x	x	x		x		x		x		
<i>III/9.1.1</i>											x		x		x		
<i>III/9.1.2</i>				x	x	x	x	x	x								
<i>III/9.2 first</i>				x	x	x	x	x	x		x		x		x		
<i>III/9.2 last</i>				x	x	x	x	x	x								
<i>III/9.3 - 10.5</i>				x	x	x	x	x	x		x		x		x		
<i>III/10.6</i>				x	x	x	x	x	x								
<i>III/11 - 13</i>				x	x	x	x	x	x						x		
<i>IV - XXIV</i>		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

High speed passenger craft	Built before 1/1-1996		Built on or after 1/1-1996 and keel laid before 4/6-1998		Keel laid on or after 4/6-1998
	No	Yes	-	-	
Complies with the HSC Code	-	-	-	-	-
In operation no later than 4/12-1998	-	-	Yes	No	-
In operation in Denmark on 4/6-1998	Yes	No	-	-	-
DSC Code	x		x		
HSC Code		x		x	
II-3/28	x	x	x	x	x
V-XXIV	x	x	x	x	x

Regulation 5 Alterations

- .1 Repairs, alterations and modifications of a major character and outfitting related thereto shall be in compliance with the requirements for new ships as prescribed in *Regulations 4.1.4 and 4.1.5*. Alterations made to an existing ship which are intended solely to achieve a higher survivability standard, shall not be regarded as modifications of a major character.
- .2 Under repairs, alterations and modifications of a “major character” is understood, by way of example:
 - any change that substantially alters the dimensions of a ship; example: lengthening by adding new midbody,
 - any change that substantially alters the passenger-carrying capacity of a ship; example: vehicle deck converted to passenger accommodation,
 - any change that substantially increases a ship’s service life; example: renewal of passenger accommodation on one entire deck.

Regulation 6 Information and drawings, etc.

- .1 *For new ships, the following information, etc. shall be forwarded to the Danish Maritime Authority at the earliest possible point in time:*
 - *Shipping company.*
 - *Yard of construction and number of new-building.*
 - *Class and class designation.*
 - *The area of operation requested.*
 - *The number of passengers requested.*
 - *The tonnage estimated.*
 - *The estimated effect of the main machinery.*
 - *Drawings in accordance with the guidelines issued by the Danish Maritime Authority.*
- .2 *For existing ships that are to be altered, information and drawings, etc. concerning the alteration shall be forwarded to the Danish Maritime Authority at the earliest possible point in time.*

Regulation 7 Supplementary and equivalent safety requirements as well as exemptions and safety measures for classes of ships

- .1 *Should the Danish Maritime Authority find that the safety requirements in force should be made more rigorous in certain situations due to special local conditions and if it can demonstrate the necessity hereof, it may, in accordance with the procedure in Council Directive 98/18/EC, Article 7(4), cf. Chapter XXX of this technical regulation, adopt provisions to make the safety requirements more rigorous.*
- .2 *The Danish Maritime Authority may, in accordance with the procedure mentioned in Regulation 7.1, adopt provisions with requirements equivalent to those of Annex I of Directive*

- 98/18/EC if such equivalent requirements are at least as effective as those of Annex I of the Directive.
- .3 *Provided that the safety level is not reduced thereby, the Danish Maritime Authority may, in accordance with the procedure mentioned in Regulation 7.1, adopt provisions whereby ships are exempted from certain specific requirements of the Directive in connection with domestic voyages in Denmark, including in archipelago waters that are not effected by the open sea under certain operational conditions, such as less significant wave height, seasonal operation, operation during the day, operation under suitable climatic conditions or operation of a short duration or if the rescue service is situated in the vicinity.*
- .4 *Provisions issued in accordance with Regulations 7.1 to 7.3 shall be published in Notices from the Danish Maritime Authority.*
- .5 *Should the Danish Maritime Authority find that a passenger ship engaged on domestic voyages in Denmark presents a serious danger to the safety of life or property or to the environment though it complies with the requirements of Directive 98/18/EC, it may suspend the operation of the ship or order further safety measures until such danger has ended. In such circumstances, the procedure stipulated in Directive 98/18/EC, Article 7(5), shall be used, cf. Chapter XXX of this set of regulations.*

Regulation 8 Exemptions and equivalents for individual ships

- .1 *A ship not normally covered by this set of regulations, but which in quite special circumstances has to undertake a single voyage by which it will be covered may be exempted from complying with the requirements of this set of regulations by the Administration of the flag State provided that it complies with the safety requirements which are, in the opinion of the Administration of the flag State sufficient for the voyage which the ship intends to undertake and which are, furthermore, acceptable to the government of the host States that the ship intends to visit.*
- .2 *The Administration of the flag State may exempt a ship equipped with entirely new arrangements from the provisions of Chapters II-1, II-2, III and IV when the application of these provisions may present a serious impediment to research as regards the development of these arrangements and their installation in ships covered by this set of regulations. Any such ship shall, however, comply with safety requirements that are, in the opinion of the flag State, sufficient for the trade for which the ship is intended and that are capable of guaranteeing the general safety of the ship and that are, furthermore, acceptable to the government of the host States that the ship intends to visit.*
- .3 *The Danish Maritime Authority may, if it finds that a specific regular service is undertaken under so protected conditions, within limits defined on the basis of natural geographical characteristics that protect a fjord, a lake or a similarly protected area, and under such conditions, for example a short crossing time, that the application of one or more provisions in this set of regulations would be unreasonable or unnecessary, exempt certain ships from complying with these*

requirements. Such exemptions shall be valid only for the specific regular service.

- .4 *Where the present regulations require that a particular fitting, material, appliance or apparatus, or type thereof, shall be fitted or carried in a ship, or that any particular provision shall be made, the Administration of the flag State may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that ship, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by the present regulations, and that it is, furthermore, acceptable to the government of the host States that the ship intends to visit.*

Regulation 9 Surveys

- .1 Each new passenger ship shall be subjected by the Administration of the flag State to the surveys specified below:
- a survey before the ship is put into service;
 - a periodical survey once every 12 months;
 - additional surveys, as the occasion arises.
- .2 Each existing passenger ship shall be subjected by the Administration of the flag State to the surveys specified below:
- an initial survey before the ship is put into service on domestic voyages in a host State, or no later than on 1 July 1999 for existing ships engaged on domestic voyages in the Member State the flag of which they are entitled to fly;
 - a periodical survey once every 12 months;
 - additional surveys, as the occasion arises.
- .3 Each high speed passenger craft shall be subject by the Administration of the flag State to the surveys required in the High Speed Craft Code.
- .4 The relevant procedures and guidelines for surveys for the Passenger Ship Safety Certificate specified in IMO Assembly Resolution A.746(18) of 4 November 1993 on survey guidelines under the harmonised system of survey and certification, as they are at the time of adoption of this Directive or procedures designed to achieve the same goal, shall be followed.
- .5 *Before passenger ships and high speed passenger ships that are not flying the flag of an EU Member State can be put into service on domestic voyages in Denmark or Greenland, they shall be subject to surveys by the Danish Maritime Authority to demonstrate that they entirely comply with the requirements of this set of regulations.*
- .6 *The Danish Maritime Authority shall recognise certificates issued by another EU Member State under Regulation 10 to passenger ships and high speed passenger ships when they are engaged on domestic voyages in Denmark or Greenland. However, the Danish Maritime Authority inspects and controls their documents in accordance with the most recent technical*

regulation on port State control of shipping issued by the Danish Maritime Authority.

Regulation 10 Certificates

- .1 All new and existing passenger ships shall be provided with a Passenger Ship Safety Certificate in compliance with this *set of regulations*. The certificate shall be issued by the Administration of the flag State after an initial survey, as described in *Regulation 9* has been carried out.
- .2 The Passenger Ship Safety Certificate shall be issued for a period not exceeding 12 months. The period of validity of the certificate may be extended by the Administration of the flag State for a period of grace of up to one month from the date of expiry stated on it. When an extension has been granted, the new period of validity of the certificate starts from the expiry date of the existing certificate before its extension. Renewal of the Passenger Ship Safety Certificate shall be issued after a periodical survey, as described in *Regulation 9*.
- .3 For high speed passenger craft complying with the requirements of the High Speed Craft Code, a High Speed Craft Safety Certificate and a Permit to Operate High Speed Craft shall be issued by the Administration of the flag state, in accordance with the provisions of the High Speed Craft Code. For high speed passenger craft complying with the requirements of the DSC Code as amended, a DSC Construction and Equipment Certificate and a DSC Permit to operate shall be issued by the Administration of the flag State, in accordance with the provisions of the DSC Code. Before issuing the Permit to Operate for high speed passenger craft engaged on domestic voyages in a host State, the Administration of the flag State shall concur with the host State on any operational conditions associated with operation of the craft in that State. Any such conditions shall be shown by the Administration of the flag State on the Permit to Operate.
- .4 Exemptions granted to ships or craft under and in accordance with the provisions of *Article 7 or 8* shall be noted on the ship's or the craft's certificate.
- .5 *Ships with a length of less than 24 metres shall be equipped with a freeboard certificate in accordance with chapter II-5, regulation 1.2.*

Regulation 11 Annex file

All ships covered by these regulations shall be provided with an annex file. A completed annex file shall be kept on board until the Danish Maritime Authority has certified in the new annex file that all necessary information has been transferred from the completed to the new annex file.

Regulation 12 General safety

Adequate precautions shall be taken against accidents during normal operation of the ship to prevent persons working or staying on board, boarding or disembarking, from being exposed to injury, except in the event of lack of due care.