

Translation: Only the Danish document has legal validity.

*Executive Order no. 211 of 23/01/2026*

## Order on safety work on fishing vessels (Health and safety on ships) [1\)](#)

Pursuant to Section 3(1)(6), and Section 32(10) of the Act on Safety at Sea, cf. Consolidation Act no. 221 of 11 February 2022, as amended by Act no. 1773 of 28 December 2023, and Section 3(1)(6) and Section 32(2) of the Order on the entry into force for Greenland of the Act on Safety at Sea, cf. Scheme Order no. 1674 of 16 December 2015, shall be determined after authorisation in accordance with Section 1(1)(3), in Order no. 261 of 23 March 2020 on the transfer of certain powers to the Danish Maritime Authority and on the right to appeal, etc., and Section 1(1)(2) of Order no. 279 of 23 March 2020 for Greenland on the transfer of certain powers to the Danish Maritime Authority and on the right to appeal, etc.:

### Chapter 1

#### *Scope of application and purpose*

**Section 1.** The Order covers all types of work performed on fishing vessels registered in Denmark and Greenland.

*Subsection 2.* The Order includes persons employed by the shipowner or by another employer (hereinafter referred to as the shipping company) to perform professional work on board.

*Subsection 3.* A fishing vessel is a vessel used for the commercial catching of fish, etc., and whose certificate of nationality is provided with a port identification number.

**Section 2.** The purpose of safety work on fishing vessels is to promote, ensure, and maintain a safe, healthy, and positive physical and psychosocial work environment.

### Chapter 2

#### *General provisions*

##### *Obligations of the shipping company and master, etc.*

**Section 3.** Health and safety work on fishing vessels is carried out through collaboration between the shipping company, the master, ship officers, share fishermen, and others who perform work on board.

*Subsection 2.* The shipping company and the master are responsible for organising work on board to ensure it is conducted safely and healthily.

*Subsection 3.* Everyone on board has both individual and collective responsibility to ensure that work is conducted safely and healthily.

*Subsection 4.* Members of the safety organisation must work to resolve any safety and health issues on board.

**Section 4.** The shipping company and the master are responsible for ensuring that, in accordance with this Order, a safety organisation is established, developed, and maintained that is well-functioning and promotes safety and health during work on board.

**Section 5.** The shipping company must ensure that members of the safety organisation have sufficient time to fulfil their safety obligations.

*Subsection 2.* The shipping company must provide the members of the safety organisation with the opportunity to acquire the necessary knowledge or training in health and safety matters.

*Subsection 3.* The shipping company covers the expenses of the safety organisation members' duties and compensates for loss of income, including expenses and loss of income arising from necessary participation in health and safety courses.

*Subsection 4.* The shipping company is required to inform the members of the safety organisation for a particular area of the requirements that the Danish Maritime Authority provides in writing to a fishing vessel registered in that area, beyond those included in the periodic surveys.

**Section 6.** Disagreements regarding the matters mentioned in Section 5(3), including questions about which regulations apply, breaches of the regulations, and their interpretation, as well as guidelines for election and eligibility, are resolved through industrial dispute resolution under the provisions of the Act on labour law and industrial arbitration courts.

**Section 7.** Members of the safety organisation are protected against dismissal, removal, or any other deterioration of their conditions in the same way as trade union representatives within the relevant or equivalent professional area.

#### *Training, "Section 8-course"*

**Section 8.** Members of a safety organisation, as described in Chapters 3, 4, and 5, must have completed a health and safety course for fishing vessels, approved by the Danish Maritime Authority from a provider approved by the Danish Maritime Authority according to the Order on approval and quality assurance of maritime course providers, courses, and examinations.

*Subsection 2.* Members of a safety organisation, as described in Chapters 3, 4, and 5, must, every five years, also have completed a refresher course in health and safety for fishing vessels, approved by the Danish Maritime Authority.

*Subsection 3.* Persons who, in connection with maritime training, cf. the Act on maritime training, have completed training in health and safety, which upon specific assessment corresponds to the health and safety course for safety committees and safety groups on fishing vessels (Section 8-course), are considered to meet the requirement in Subsections 1 and 2.

**Section 9.** Members of the safety committee who have not completed health and safety training according to Section 8(1) must immediately, after election or appointment, be enrolled in the training with a provider of the training approved by the Danish Maritime Authority. The shipping company or master must ensure the enrolment.

**Section 10.** The training must be completed within six months after the relevant safety or management representative is elected or appointed.

## Chapter 3

### *Safety organisation for fishing vessels with seven or fewer employees, including the master*

**Section 11.** Joint safety committees are established in the appropriate number of areas following negotiations between the fishing industry's organisations. The number of safety committees is revised as required.

*Subsection 2.* Each safety committee consists of an equal number of share fishermen and shipping companies. The number of share fishermen and shipping companies must be between two and six. The number of representatives is determined through negotiations among the fishing industry's organisations.

**Section 12.** A safety committee elects its own chair. The chairmanship alternates every two years between a share fisherman and a shipping company representative.

*Subsection 2.* A safety committee may be associated with a health and safety consultant for the share fishermen and a health and safety consultant for the shipping companies.

*Subsection 3.* The share fishermen elect members to the safety committee for the relevant area. The election is for a two-year term, or until an elected share fisherman ceases the profession. Re-election may take place.

*Subsection 4.* The affected shipping companies elect members to the safety committee for the relevant area. The election is for a two-year term, or until an elected representative ceases the profession. Re-election may take place.

*Subsection 5.* Elections are conducted in accordance with a special procedure agreed upon by the fishing industry's organisations.

*Subsection 6.* An overview of the safety committee members must be published and maintained, and updated as soon as possible after the election of members.

**Section 13.** The safety committee must plan, lead, and coordinate the physical and psychological health and safety work for fishermen. The committee must document the fishermen's health and safety concerns and advise on how to resolve them.

*Subsection 2.* The safety committee must ensure that the causes of accidents, poisonings, and occupational diseases, as well as near misses, are investigated and that measures are initiated to prevent recurrences.

*Subsection 3.* The safety committee must stay informed about the health and safety regulations established to protect fishermen. The committee must set principles for necessary training and instruction and ensure continuous monitoring of compliance with safety regulations.

**Section 14.** The safety committee must hold regular meetings. Additionally, the committee must meet when serious accidents, serious poisonings, or other serious health-related injuries occur, and whenever else necessary. An extraordinary meeting is held when the chairman deems it necessary, or if at least two committee members request it.

*Subsection 2.* Ordinary meetings of the safety committee must be convened in good time.

*Subsection 3.* Minutes of the safety committee meetings must be prepared.

*Subsection 4.* The committee must prepare a comprehensive overview of its work annually. The overview must be submitted to the Danish Maritime Authority upon request.

## Chapter 4

### *Safety organisation on fishing vessels with eight to fifteen employees, including the master*

**Section 15.** A safety organisation may be established for fishing vessels in which eight to fifteen persons work, including the master, following negotiations between the fishing industry's organisations and in accordance with the provisions of Sections 16-18.

*Subsection 2.* If a safety organisation is not established in accordance with Subsection 1, the provisions on the safety organisation on fishing vessels where sixteen or more people work, including the master, apply.

**§Section 16.** The master appoints a management representative from among the on-board supervisors, and the crew elects a safety representative among themselves.

*Subsection 2.* The appointed management representative and the elected safety representative together form the ship's safety group.

*Subsection 3.* The role of safety representative lasts until the safety representative's work function or service on board ceases, but no longer than two years. Re-election may take place.

*Subsection 4.* The master is informed of the election result immediately after the election.

**Section 17.** The safety group must work towards good collaboration on board regarding health and safety issues.

*Subsection 2.* The safety group must ensure that working conditions and work are organised and carried out in a fully responsible manner with respect to health and safety, including providing effective training and instruction, and that tools and other technical aids are designed and used in a fully responsible manner with respect to health and safety.

*Subsection 3.* The safety group participates in workplace and health and safety risk assessments.

*Subsection 4.* The safety group must also act as a liaison to the joint safety committee mentioned in Section 18, keeping the committee informed of health and safety issues and presenting any proposals for improvement to the committee.

*Subsection 5.* The safety group must ensure that health and safety risks are addressed, including reporting the matter to the master if the risk cannot be addressed on-site. If there is no time to inform the master, and the safety group considers there to be an imminent, significant danger to the crew's health and safety that it cannot avert, the group may stop the work or work process to the extent necessary to avert the danger. The safety group must immediately report the stoppage to the master and explain why it was necessary.

*Subsection 6.* The safety group must inform about the work in the joint safety committee on board mentioned in Section 18.

**Section 18.** A joint safety committee is established for fishing vessels with eight to fifteen employees, including the master.

*Subsection 2.* The joint safety committee consists of an equal number of members from the safety groups and shipping companies.

*Subsection 3.* At least one of the members in a ship's safety group represents the respective ship in the joint safety committee.

*Subsection 4.* The joint safety committee otherwise follows applicable provisions on safety committees, cf. Sections 11-14.

## Chapter 5

*The safety organisation on fishing vessels where sixteen or more persons work, including the master*

**Section 19.** The crew shall elect two safety representatives from the operational areas on board where the most people work and inform the master of the election result immediately after the election.

*Subsection 2.* Crew refers to all the workers mentioned in Section 1(2), who are not ship officers or other equivalent supervisors.

*Subsection 3.* The role of safety representative lasts until the safety representative's service on board ends, but no longer than two years. Re-election may take place.

**Section 20.** The master appoints two management representatives from among the supervisors on board from the operational areas where the most people work.

*Subsection 2.* Management representatives, together with the safety representatives, form the ship's safety groups.

**Section 21.** The safety groups, together with the master, form a safety committee. The master is the chair of the committee.

*Subsection 2.* The safety committee may, with agreement, supplement itself with other persons.

**Section 22.** The safety group must check,

- 1) That the working conditions and work are organised and carried out in a fully healthy and safe manner,
- 2) That substances and materials are only used in work processes and methods that effectively protect the crew against accidents and diseases,
- 3) That effective training and instruction are provided, and
- 4) That tools and other technical aids, etc., are designed and used in a healthy and safe manner.

*Subsection 2.* The safety group must influence individuals towards behaviour that promotes their own and others' health and safety, including informing them about the provisions established to promote health and safety on board.

*Subsection 3.* The safety group participates in its area in planning health and safety work, including risk assessments of health and safety conditions.

*Subsection 4.* The safety group must:

- 1) Act as a liaison between the crew and the safety committee,

- 2) Keep the committee informed about health and safety issues, and
- 3) Present any proposals for improvements to the committee.

*Subsection 5.* The safety group must ensure that health and safety risks are addressed. If the risk cannot be addressed on-site, the safety group must ensure that the matter is reported to the master.

**Section 23.** Where there is no time to notify the master, and the safety group deems there is an imminent, significant danger to the crew's health and safety that it cannot avert, the group may stop the work or work process to the extent necessary to avert the danger. The safety group must immediately report the stoppage to the master and explain why it was necessary.

**Section 24.** The safety committee shall plan, direct, and coordinate health and safety work and all measures that may affect the health and safety of the crew on board. The committee shall document health and safety issues and advise on their resolution.

*Subsection 2.* The safety committee shall be consulted before any request for assistance to the ship in resolving health and safety issues.

*Subsection 3.* The safety committee, in collaboration with the relevant safety group, shall ensure that the causes of accidents, poisonings, and health-related injuries, and near-occurrences thereof, are investigated and that measures are initiated to prevent recurrences.

*Subsection 4.* The safety committee and the relevant safety group shall have access to the lists and described sequences of events in reports on occupational accidents on the ship that must be prepared.

*Subsection 5.* The safety committee shall:

- 1) Stay informed about the health and safety regulations established to protect the crew on board,
- 2) Participate in establishing principles for adequate and necessary training and instruction adapted to the working conditions on the ship and
- 3) Ensure that there is continuous monitoring of compliance with safety regulations.

*Subsection 6.* The safety committee shall assist in coordinating the health and safety work with other employers performing work on board.

*Subsection 7.* Members of the safety organisation shall endeavour to perform their duties in such a way that it causes the least possible disruption to their own or others' normal work on board.

**Section 25.** The safety committee shall hold regular meetings. The safety committee shall also hold meetings when serious accidents, serious cases of poisoning, other health-related injuries, or serious incidents that could have resulted in accidents or health injuries occur.

*Subsection 2.* The chair convenes the meetings. If at least two committee members request it, the chair must convene a meeting.

*Subsection 3.* At safety committee meetings, the three most recent inspection reports from the Danish Maritime Authority must be available to members upon request.

*Subsection 4.* Minutes of the meetings must be prepared. The minutes must be distributed to committee members, made available to the crew, and sent to the shipping company.

*Subsection 5.* In addition to the members, personnel from the Danish Maritime Authority may participate in the safety committee meetings.

*Subsection 6.* If there is agreement, the safety committee may allow other individuals to participate in its meetings.

## Chapter 6

### *Penalties and measures*

**Section 26.** Violation is punishable by a fine or imprisonment for up to one year.

*Subsection 2.* The penalty may increase to imprisonment for up to two years if:

- 1) The infringement has caused harm to life or health or has created a danger thereof,
- 2) A prohibition or an order has previously been issued in respect of the same or a similar matter; or
- 3) The infringement has resulted in or is intended to result in a financial benefit for the person concerned or for others.

*Subsection 3.* Where no confiscation of the proceeds of the infringement is ordered, the amount of any financial advantage obtained or intended shall be taken into account, in particular, in the assessment of any fine, including any additional fine.

*Subsection 4.* Criminal liability may be imposed on companies or other legal entities in accordance with the rules laid down in Chapter 5 of the Criminal Code.

*Subsection 5.* A legal entity that demonstrates it has done everything necessary to ensure a healthy and safe working environment cannot be punished for violations by an employee of regulations governing the use of personal protective equipment, extraction measures, protective equipment, or safety regulations that are solely intended to protect the individual concerned.

**Section 27.** If the matter is covered by an order on the entry into force for Greenland of the Act on Safety at Sea, measures may be taken in accordance with the Criminal Code for Greenland.

*Subsection 2.* The circumstances referred to in Section 26(2) shall be regarded as aggravating circumstances.

*Subsection 3.* If no confiscation of proceeds is made, cf. Chapter 37 of the Criminal Code for Greenland, the amount of any financial benefit obtained or intended shall be taken into account, in particular, when imposing a fine, including an additional fine.

*Subsection 4.* Where an infringement is committed by companies or other legal entities, the legal entity as such may be held subject to fine liability. If the infringement is committed by the State, the Government of Greenland, a municipality, or a settlement board, the public authority may be subject to fine liability.

*Subsection 5.* If a person is not resident in Greenland, or if the person's connection with Greenlandic society is of such a loose nature that the conditions for the application of measures are not met, the case may be brought or referred for prosecution in Denmark, cf. Section 7 of the Greenland Criminal Code.

## Chapter 7

### *Entry into force, etc.*

**Section 28.** This Order enters into force on 1 February 2026.

*Subsection 2.* The following Orders are repealed:

- 1) Order no. 845 of 25 June 2018 on safety work on fishing vessels (Health and safety on ships).
- 2) Order no. 106 of 21 January 2026 on safety work on fishing vessels (Health and safety on ships).

*The Danish Maritime Authority, 23 January 2026*

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Official notes

### **EU Notes**

<sup>1)</sup> The Order contains provisions implementing parts of Council Directive 89/391/EEC of 12 June 1989 on the introduction of measures to encourage improvements in the health and safety of workers at work, Official Journal of the European Union 1989, no. L 183, page 1.