

**Order amending the order on Notice D from the Danish Maritime Authority,  
technical regulation on the construction and equipment, etc.  
of passenger ships engaged on domestic voyages**

**Section 1**

In order no. 556 of 26 May 2011 on Notice D from the Danish Maritime Authority, technical regulation on the construction and equipment, etc. of passenger ships engaged on domestic voyage, as amended by order no. 873 of 29 July 2011 and order no. 968 of 28 September 2012, the following amendments shall be made:

1. *Chapter II-1, regulation 25-1*, shall be as follows:

**“Regulation 25-1 – Application**

1 This part shall apply to the following ro-ro passenger ships operating to and from a port of an EU member State on a regular service, regardless of their flag, when engaged on domestic voyages:

1.1 New ro-ro passenger ships of classes A, B and C shall comply with the specific stability requirements of this part.

1.2 Existing ro-ro passenger ships of classes A and B shall comply with the specific stability requirements of this part no later than on 1 October 2010, unless they are phased out on that date or on a later date on which they reach the age of 30 years but in any case not later than 1 October 2015.

2 High-speed passenger craft as defined in regulation I/2.7 shall not be required to comply with the provisions of this part, provided that they have been surveyed and certified in accordance with the provisions of regulation I/4.4.”

2. *Chapter II-3, accommodation, etc.* shall be replaced by the *chapter II-3, accommodation, etc.* found in annex 1.

3. A new *chapter XIII, Seafarers’ working and living conditions – Survey and certification* shall be inserted as a new chapter, cf. annex 2.

**Section 2**

This order shall enter into force on 20 August 2013.

*Danish Maritime Authority, 3 July 2013*  
Per Sønderstrup / Anne Marie Norderud-Poulsen

**Chapter II-3**  
**Accommodation etc.<sup>1</sup>**

**Part I – Definitions, etc.**

**Regulation 1 – Definitions**

Unless provided otherwise in specific provisions, the following definitions shall apply for the purposes of this chapter:

1 “New ship” means a ship the keel of which is laid or which is at a similar stage of construction on or after the entry into force of the Maritime Labour Convention, 2006, on 20 August 2013.

2 “Existing ship” means a ship which is not a new ship.

3 “Seafarer” means, for the purposes of this chapter, any person, including the master, who is employed or engaged or works in any capacity on board a ship.

4 “Officer” means any crewmember, apart from the master, who is appointed for this function under national legislation or national regulations or who, if such appointment has not occurred, has been appointed for this function in accordance with a collective agreement or custom.

5 “Adult” means a person who has turned 18 years of age.

6 “Passenger” means any person apart from

1) the master and the crewmembers or other persons engaged or works in any capacity on board a ship, and

2) children below the age of 1 year.

7 “Accommodation” means such sleeping rooms, dining rooms, toilet rooms and bathrooms, sickbays (hospital), recreational spaces, offices, etc. and corridors in the crew accommodation as are provided for the use of the seafarers and passengers.

8 “Bathrooms” means spaces in which toilet facilities are not included, but where bathing facilities are available.

9 “Toilet rooms” means spaces in which bathing facilities are not included, but where a toilet has been fitted.

**Regulation 2 – Application**

1 Unless expressly provided otherwise, the provisions of this chapter shall apply to all new passenger ships.

**Regulation 3 – Exemptions and equivalents**

1 Any exemptions from the requirements of this chapter shall be granted only if expressly permitted in this chapter and only in connection with special circumstances where important conditions justify such exemptions and on the condition that they protect the seafarers’ health and safety.

2 The Danish Maritime Authority may, after having consulted the relevant shipowner and seafarer organisations, exempt ships with a gross tonnage below 200, if reasonable, considering the ship’s size and the number of persons on board in relation to the requirements in the provisions below in this chapter.

2.1 Special sanitary facilities (regulation 15).

2.2 Laundry facilities (regulation 16).

---

<sup>1</sup> Parts I and II of this chapter include provisions implementing the ILO MLC Convention of 7 February 2006 on accommodation spaces and recreational facilities.

2.3 *The floor area in seafarers' cabins with a berth (regulation 9.3.1).*

2.4 *The following item only concerning the floor area (regulation 9.3.6).*

3 *In ships where it is, without any differential treatment, necessary to take consideration of seafarers with different and specific religious and social customs, the Danish Maritime Authority may, following consultation with the relevant shipowner and seafarer organisations, grant reasonable exemptions from this standard provided that the results of these exemptions are not general facilities less favourable than would have been the result of the application of this standard.*

## **Part II – Crew accommodation**

### **Regulation 4 – Location, construction and arrangement**

1 *The location, conditions of access, construction and placing in relation to other spaces shall be such as to provide sufficient safety, protection against weather and sea, insulation from heat, cold and noise pollution and air pollution from other spaces.<sup>2</sup>*

2 *Sleeping rooms shall be located amidships or aft above the upper load line mark. In no case shall accommodation spaces be located fore of the collision bulkhead and below corridors where work causing annoying noise is frequently carried out.*

3 *In special circumstances, it shall be permitted to locate sleeping rooms fore, however never in front of the collision bulkhead, if the ship's size, type or use render the location of them amidships or aft inappropriate. In passenger ships, a sleeping room may be permitted to be located partly below the upper load line mark provided that satisfactory lighting and ventilation are available.*

4 *Accommodation spaces shall be located as far as seems reasonable from spaces in which substantial noise occurs, such as rooms for propulsion machinery, auxiliary machinery, steering machinery and deck machinery, and from spaces in which strong heat or cold may occur; neither shall they be located directly above the propeller.*

5 *Direct access shall not be provided to toilet rooms and bathrooms from the galley and dining rooms.*

6 *Direct openings to sleeping rooms shall not be provided from cargo and machinery spaces and from spaces in which strong heat or cold may occur or from galleys, store rooms, drying rooms, chain locker, lamp rooms, rooms for storing paint, stores rooms, drying rooms, laundry rooms and sanitary common spaces (toilet rooms and bathrooms) intended for more than two persons. The part of a bulkhead separating such rooms from sleeping rooms as well as external bulkheads shall be effectively made of steel or another approved material and shall be watertight and airtight; furthermore, they shall be adequately insulated both against noise and heat and cold.*

7 *Main steam pipes and return steam pipes for winches and similar machinery shall not be carried through accommodation spaces or through corridors leading to accommodation spaces.*

### **Regulation 5 – Regulations on accommodation spaces**

#### **Regulation 5.1 – Headroom in accommodation spaces**

1 *There shall be adequate headroom in all seafarer accommodation spaces and corridors. The minimum permitted headroom in seafarer accommodation spaces where full and free movement is necessary shall be not less than 203 centimetres.*

2 *The Danish Maritime Authority may permit some limited reduction in headroom in any space, or part of any space, in such accommodation spaces where it is satisfied that such reduction:*

---

<sup>2</sup> *Reference is made to Notice A from the Danish Maritime Authority, chapter III, part B-1 on noise in ships, which applies to all commercial work on board new and existing ships.*

- 2(a) *is reasonable;*  
2(b) *will not result in discomfort to the seafarers.*

### **Regulation 5.2 – Insulation of accommodation spaces**

- 1 *Accommodation spaces in the crew accommodation shall be insulated to prevent condensed water or overheating.*  
2 *Accommodation spaces and corridors leading to accommodation spaces shall be insulated against heat transmission from machinery casings, the galley and other spaces in which heat may occur as well as against heat transmission from steam pipes and hot-water pipes and against the effects from spaces being cooled down.*

### **Regulation 5.3 – Materials**

- 1 *Materials used to construct ceilings, internal bulkheads, panels and plates shall be suitable for the purpose and help ensure a healthy environment, shall be of approved, soundproof material that does not present a risk of vermin and shall have a surface that it is easy to keep clean.*  
1.1 *If they are painted, they shall be in light colours and have a durable surface and shall be renewed or repaired when necessary. Pipes, cables and ducts shall, insofar as possible, be covered in dunnage wood.*  
2 *Planed and matched boards or any other type of design that may involve a risk of vermin shall not be used.*  
3 *In all accommodation spaces the floor shall be made of an approved material and design and the surface shall be impervious to humidity and easy to keep clean.*  
4 *Transitions between bulkheads/wall linings and the floor shall be without any cracks.*  
5 *Correct lighting and sufficient drainage shall be provided for water (drainage) from both condensate and fire-fighting. In corridors and large spaces, it shall be possible for water from fire-extinguishing to be carried away fast.*

### **Regulation 5.4 – Corridors, staircases and doors**

- 1 *In general, the width of corridors serving as entrances to accommodation spaces shall be at least 90 cm, measured between the divisional bulkheads.*  
2 *Stairs shall in general have a width between the divisional bulkheads of at least 80 cm, possess a suitable inclination and be provided with handrails on at least one side.*  
3 *Permission may be granted to place fire hose cabinets, ventilation ducts, cable tracks and the like on the divisional bulkheads in corridors and on staircases when it is considered not to cause inconvenience when passing. However, the room for free passage shall not be less than 60 cm at any point.*  
3.1 *In short, enclosed corridors and associated staircases that are normally used by only one or two persons, permission may be granted to reduce the width provided that it is not less than 60 cm.*  
3.2 *In general<sup>3</sup> doors<sup>4</sup> providing access to shared accommodation shall have a width that is not less than 90 cm, measured as the internal dimension of the doorframe.*

---

<sup>3</sup> *In this connection, the term “in general” shall be interpreted such that a minus deviation may be acceptable on individual doors in the accommodation from the internal dimensions of approximately 5 per cent of the nominally stipulated width, except for doors to sickbays and doors for use by disabled persons on board passenger ships.*

<sup>4</sup> *Reference is also made to the fact that, in pursuance of chapter B II-2, regulation 13, “Means of escape”, mandatory requirements for the minimum size of joint means of access and means of escape apply as from 1 July*

3.3 In general, doors providing access to cabins and the like shall not have a width below 75 cm, measured as the internal dimension of the doorframe.

3.4 Doors leading to one-man cabins or usually to be used by only one person shall, in general, have a width of 70 cm.

3.5 In general, doors providing access to toilet rooms or bathrooms shall not have a width below 60 cm.

4 The height of the doorway shall be at least 1.88 m above the deck covering.

### **Regulation 5.5 – Exits<sup>5</sup>**

1 On each deck, there shall be two means of exit from each large space or group of spaces, as widely separated from each other as possible. There shall be at least two exits from each section of the accommodation.

2 Furthermore, exits shall be located so that a fire at one deck level cannot cause persons to be trapped at another deck level.

3 One of the exits may be an emergency exit through a hatchway/door or a sidescuttle/window, for which the following requirements are laid down:

3.1 A hatchway or door to open deck shall have a minimum clear opening of 0.60 x 0.60 m.

3.2 It shall be possible to open the hatchway or door directly from the inside, without using keys or tools. It shall also be possible to open the hatchway or door directly from the outside, although it is permissible for handles or other fittings to be removable and kept in a central place, for example on the navigation bridge. The hatchway or door shall not be provided with padlock fittings.

3.3 A sidescuttle or window that is used as an emergency exit shall have a minimum clear opening of 0.60 m for sidescuttles and a minimum inside width across of 0.60 m for windows.

3.4 If the route from the accommodation to the emergency exit is via separate spaces (steering gear room, other cabins, etc.), it shall not be possible to lock doors to such spaces unless they are fitted with kick hatches which can be removed in the direction of escape.

3.5 Any ladders, steps and handholds/handles necessary to facilitate passage through the emergency exits shall be fitted.

3.6 Appropriate places, for example doors, kick-out escape panels, windows/sidescuttles, etc., shall be marked with pictograms for emergency exits in accordance with Notice A from the Danish Maritime Authority, chapter 8, part A.

### **Regulation 6 – Ventilation**

1 The accommodation and corridors leading to other rooms in the accommodation as well as work-rooms where the crew are to carry out work for longer periods of time, for example radio rooms and machinery control rooms, shall be ventilated so that a sufficient exchange of air is ensured under all circumstances when doors, side scuttles, skylights and the like are closed. The same shall apply to navigation rooms, except for wheelhouses in ships with a gross tonnage below 500.

1.1 If the exchange of air takes place exclusively through natural ventilation, the inlet and outlet openings shall have a clear flow area of at least 30 cm<sup>2</sup> for every person for whom the room is intended.

2 In ships with a gross tonnage of or above 200, the ventilation shall be mechanical and the exchange of air shall comply with the following requirements:

---

2002 in IMO's "Fire Safety Systems Code" (the FSS Code), chapter 13. This is mandatory for all passenger ships and cargo ships with a gross tonnage of 500 or above the keels of which are laid on or after 1 July 2002.

<sup>5</sup> Reference is also made to chapter II-2, regulations 6 and 6-1 (Means of escape).

2.1 The ventilation of sleeping rooms, dining rooms, recreation rooms, offices, radio rooms, navigation rooms and equivalent workrooms, except for wheelhouses in ships with a gross tonnage below 500, shall be effected by means of the blowing in of air equivalent to six air changes per hour.

2.2 The outlet of air may take place via air gratings in the doors to corridors provided with a return air duct or directly to the open air.

2.3 Recirculation of up to 50 per cent of the air supply shall be permitted on the condition that toilet rooms and bathrooms are provided with separate mechanical extraction. The supply of fresh air to sleeping rooms shall, however, be at least 30 m<sup>3</sup> per hour for each person for whom the room is intended.

2.4 Inlet openings shall be placed appropriately, relative to the arrangement of the rooms and shall not give rise to bothersome draughts over a berth.

3 In ships with a gross tonnage of or above 200, toilet rooms and bathrooms shall be ventilated by a separate extraction system leading directly to the open air. The extraction system shall be designed for ten air changes per hour. The air supply to toilet rooms and bathrooms with access from adjoining sleeping rooms may take place through the door therefrom.

4 The ventilation system shall be constantly switched on during the operation of the ship. Maintenance of the mechanical ventilation shall be ensured by means of the necessary spare parts<sup>6</sup> or in some other satisfactory way.

5 Ventilation and air-conditioning systems shall be provided with appropriate filters at air inlets and shall be designed for the special conditions characteristic of operation at sea and shall not cause annoying noise or vibrations.

### **Regulation 7 – Heating**

1 Adequate heat in the accommodation through an appropriate heating system shall be provided in all ships.

2 The system of heating the seafarer accommodation shall be in operation at all times when seafarers are accommodated and working on board and conditions require its use. The capacity shall be sufficient to maintain a room temperature of at least 20° C under all circumstances.

3 In all ships in which a heating system is required, the heating should be by means of hot water, warm air, electricity, steam or equivalent. However, within the accommodation area, steam should not be used as a medium for heat transmission.

4 Radiators and other heating apparatuses shall be placed and, where necessary, shielded so as to avoid risk of fire or danger or discomfort to the occupants.

5 Electric heaters and gas heaters shall be of an approved type.<sup>7</sup>

### **Regulation 8 – Lighting**

1 The accommodation shall be properly lit.

---

<sup>6</sup> The following spare parts shall be considered necessary as a minimum:

- 1) One spare motor for each type of motor in the ventilation systems.
- 2) One set of extra bearings for each type of motor both in the ventilation and the air-conditioning systems.
- 3) One set of extra bearings for the ventilator, where this is driven by a belt drive from a motor.
- 4) 100 per cent spare stock of air filters.
- 5) One set of V-belts of each type.
- 6) One spares box containing special tools, small spare parts and O-rings.

<sup>7</sup> Reference is also made to Notice B from the Danish Maritime Authority, chapter II-1, regulation 45 – Precautions against shock, fire and other hazards of electrical origin.

2 *Sleeping rooms, living rooms, dining rooms, recreation rooms and sickbays shall be lit by daylight. This shall not, however, apply to hobby rooms and similar rooms. The supply of daylight shall be sufficient to read ordinary newsprint in clear weather anywhere in the room where persons may normally be. On passenger ships, however, special arrangements may be permitted.*

3 *In all ships, electric light shall be provided in the accommodation, arranged so that it offers the greatest possible benefit to the persons in the room.*

3.1 *In sleeping rooms an electric reading lamp shall be installed at the head of each berth.*

4 *The following guidelines are laid down as to the luminous power that shall be considered suitable for artificial lighting:*

4.1 *Sleeping rooms and separate day rooms:*

4.1.a *General lighting 50 lux*

4.1.b *Lighting at tables where reading and writing take place 200 lux*

4.2 *Dining rooms and recreation rooms:*

4.2.a *General lighting 50 lux*

4.2.b *Lighting on dining tables 150 lux*

4.2.c *Lighting on tables where reading, writing and game-playing etc. take place 200 lux*

4.3 *Bathrooms and toilets:*

4.3.a *General lighting 50 lux*

4.3.b *At mirrors 200 lux*

4.4 *Corridors and staircases:*

4.4.a *General lighting 50 lux*

*In other rooms not mentioned here and as equivalence to the luminous powers mentioned above, the luminous powers recommended by the Danish Standards Association<sup>8</sup> may be used.*

5 *The general lighting shall be measured at a horizontal plane 0.85 m above floor level.*

## **Regulation 9 – The arrangement of sleeping rooms, etc.**

### **Regulation 9.1 – Sleeping rooms**

1 *When sleeping accommodation on board ships is required, the following requirements for sleeping rooms shall apply:*

2 *In ships with a tonnage of or above 3000, the chief engineer and the chief officer shall, in addition to their sleeping room, have an adjoining accommodation space or day room.*

3 *The number of persons in a sleeping room shall not exceed three.*

4 *Each officer shall have his own sleeping room.*

5 *Separate sleeping rooms shall be provided for men and women.*

6 *Sleeping rooms shall be arranged and equipped so as to ensure reasonable comfort and to facilitate tidiness.*

7 *If there is more than one person in a sleeping room, seafarers' sleeping rooms shall, insofar as possible, be arranged so that watches are separated and so that a seafarer working during the day-time shall not share a room with persons with watchkeeping duties beyond normal day shift (to avoid sleeping together).*

8 *Exits to open deck shall be well protected, and in ships with a gross tonnage of or above 100, exits shall not be provided solely to open deck from sleeping rooms.*

---

<sup>8</sup> *Reference is made to DS 700, Artificial lighting in work premises.*

- 9 All sleeping rooms shall externally at the door be clearly marked with:
- 1) the number of persons for whom the room is intended and approved; and
  - 2) for whom the room is intended.

### **Regulation 9.2 – Berths**

- 1 A separate berth for each seafarer shall be provided in all circumstances.
- 2 The minimum inside dimensions of a berth shall be at least 1.98 metres by 0.80 metres.
- 3 Berths shall not be placed immediately next to each other.
- 4 More than two berths shall not be placed on top of each other. The distance between the bottoms of the berths as well as between the bottom of the top berth and the underside of the ceiling panelling shall be at least 0.75 m. The bottom of the berth shall be at least 0.30 m above the floor.
- 5 Insofar as possible, berths shall not be located along the side of the ship. Where necessary in exceptional cases, there shall only be a single berth if there is a sidescuttle above the berth.
- 6 Berths shall be made of wood or another material that is hard, smooth, corrosion-free and does not represent a risk of vermin. If tubes are used, they shall be completely sealed so that they cannot provide living space for vermin.
- 7 Berths shall be provided with spring mattresses or a spring bottom and mattresses of a generally recognized type. Mattresses shall not contain material in which vermin could live.
- 8 Top berths shall be provided with a base of dust-tight material or springs.

### **Regulation 9.3 – Floor area**

Floor areas in sleeping rooms shall have at least the following dimensions:

#### **Single berth sleeping room**

- 1 In single berth seafarers' sleeping rooms the floor area shall not be less than:
  - 1.a 4.5 square metres in ships of less than 3,000 gross tonnage;
  - 1.b 5.5 square metres in ships of or above 3,000 gross tonnage but less than 10,000 gross tonnage;
  - 1.c 7 square metres in ships of or above 10,000 gross tonnage.
- 2 However, in order to provide single berth sleeping rooms on passenger ships of less than 3,000 gross tonnage, the Danish Maritime Authority may allow a reduced floor area.

#### **Sleeping rooms for seafarers not performing the duties of ships' officers**

- 3 On passenger ships, the floor area of sleeping rooms for seafarers not performing the duties of ships' officers shall not be less than:
  - 3.a 7.5 square metres in rooms accommodating two persons;
  - 3.b 11.5 square metres in rooms accommodating three persons.

#### **Sleeping rooms without private sitting rooms for seafarers performing the duties of ships' officers**

- 4 On passenger ships, seafarers who perform the duties of ships' officers, where no private day room is provided, shall have a floor area per person that shall not be less than 7.5 square metres for junior officers and 8.5 square metres for senior officers. Junior officers shall mean officers at the operational level and senior officers shall mean officers at the management level.
- 5 The master, the chief engineer and the chief navigating officer shall have, in addition to their sleeping rooms, an adjoining day room or equivalent additional space. Ships of less than 3,000 gross tonnage may be

exempted by the Danish Maritime Authority from this requirement after consultation with the shipowner and seafarer organizations concerned.

6 The floor area taken up by fixed furniture such as berths, lockers, chests of drawers, tables and benches shall be included in the floor area mentioned above. Small<sup>9</sup> or inappropriate areas that are not available for free movement and that cannot be used for placing furniture shall not be included.

#### **Regulation 9.4 – Furniture**

1 For each occupant, the furniture shall include a clothes locker with a shelf and hanging rail of minimum 1.5 m free height with sufficient room (minimum 475 litres) and a drawer or equivalent space of not less than 56 litres. If the drawer is incorporated in the clothes locker, then the combined minimum volume of the clothes locker shall be 500 litres. The clothes locker shall be fitted with a shelf and it shall be possible for the occupant to lock it with a separate key so as to ensure privacy.

2 The furniture shall consist of at least the following:

2(a) A table seating accommodation for the number of persons for whom the room is intended.

2(b) A mirror, small lockers for toiletries, a bookshelf and a suitable coat-hook arrangement.

2(c) Sidescuttles in sleeping rooms shall be provided with curtains.

2(d) At least one locker or drawer for each person shall be lockable with an individual key.

#### **Regulation 9.5 – Lockers for work clothes**

1 Ships with a gross tonnage of or above 75 shall provide one or more well-ventilated lockers of a suitable size and arrangement for work clothes, rain clothes, sea boots and the like, outside the sleeping rooms.

#### **Regulation 10 – Dining rooms**

1 Dining rooms shall be conveniently located in relation to sleeping rooms and galleys.

2 Dining rooms shall be of adequate size and comfort and properly furnished and equipped (including ongoing facilities for refreshment), taking account of the number of seafarers likely to use them at any one time. Provision shall be made for separate or common dining room facilities as appropriate.

3 The floor area in dining rooms shall be at least 1.0 m<sup>2</sup> for each person who is to use the room. When the floor area is calculated, the space taken up by dining tables, benches and chairs may be included.

4 The dining room facilities may be either joint (for officers and deck and engine crew) or separate. Decisions hereon shall be taken following consultation with the seafarer and shipowner representatives and subject to the Danish Maritime Authority's approval. Consideration should be taken of factors such as the ship's size and the seafarers' special cultural, religious and social needs.

5 If the seafarers are to have separate dining room facilities, separate dining rooms should be available for:

5.a The master and officers; and

5.b junior officers and other seafarers.

6 In ships with a gross tonnage below 250, the galley may be used as a dining room for the crew.

7 In ships with a gross tonnage of or above 3000, separate dining rooms shall also be available for the catering and serving staff if their number exceeds four.

7.a The provisions of paragraphs 4 and 7 may be departed from if negotiations with the relevant shipowner and crew organisations have concluded that other arrangements are preferable.

---

<sup>9</sup> Of less than 0.6 x 0.6 m.

8 *In ships where no separate dining room is required, tables and seats shall be located in the galley or in another suitable place where the crew can eat, and suitable storage arrangements shall be available for provisions and eating utensils.*

9 *Dining rooms shall be equipped with tables and approved fixed or loose seats in such a number that the crew members for whom the room is intended can eat their meals at the same time. On ships carrying special personnel for repairs and the like, it may be accepted that they do not eat at the same time as the crew.*

10 *There shall be at least 0.6 m of table space for each seat at the tables.*

11 *The necessary lockers for the storage of tableware shall be provided, and such facilities as are required to clean the tableware shall be provided outside the dining room(s).*

12 *The surfaces of tables and seats shall be easy to clean and resistant to cracks and damp.*

13 *On ships with a gross tonnage of or above 250, there shall at all times be:*

13.a *Access to appropriately placed cooling arrangements with a capacity corresponding to the number of persons using the dining room(s). The capacity shall be at least 10 l per person for up to ten persons, and 5 l per person for each additional person;*

13.b *facilities for getting hot drinks and facilities for getting chilled drinking water.*

14 *The Danish Maritime Authority may allow such deviations from the provisions of paragraphs 1, 3, 8 and 9 on dining rooms as are necessary with regard to the particular conditions on board passenger ships.*

#### **Regulation 11 – Galleys and provision stores**

1 *In all ships, the cooking stove shall be located in a separate room, which may, however, also be used as a crew dining room in ships with a gross tonnage below 200.*

2 *The room shall have a suitable size and be well lit and ventilated. A hood with a vent pipe leading to the open air shall be fitted above the cooking stove.*

3 *The cooking stove shall be properly set up and secured. Any woodwork shall be protected against catching fire. The use of wood should, insofar as possible, be avoided for reasons of hygiene.*

4 *In the galley, fresh water shall be supplied by means of a pipe system. No seawater tap shall be located in this room.*

5 *The galley shall be provided with the necessary sinks with drainage, and there shall also be drainage in the floor. The bulkheads and the floor shall be made of a material that is impervious to water and easy to keep clean. Furniture, lockers, tables and drawers shall be made of materials that are easy to clean and that are hygienic. Ordinary, joined wood of dressed and matched boards shall not be used.*

6 *Suitable and adequate facilities shall be provided for the storage of provisions as well as for the refrigeration and freezing of perishable foods.*

#### **Regulation 12 – Outdoor area/recreational area**

1 *On all ships, one or more places shall be set up on open deck to which the crew has access in their spare-time. Such space(s) shall be of a suitable size in consideration of the size of the ship and the number of seafarers on board.*

2 *In ships with a gross tonnage of or above 8000, a swimming pool shall be provided if the Danish Maritime Authority considers that it would be reasonable and possible.*

### **Regulation 13 – Recreational rooms**

- 1 *In ships with a gross tonnage of or above 250, but below 8000, appropriately located and suitably equipped rooms intended for the crew to spend their spare time in shall be provided. The furniture in such rooms shall include a bookcase as well as furniture providing the opportunity to read, write and play games.*
- 2 *In ships with a gross tonnage below 1000, such rooms may be dispensed with, provided that the dining room(s) are of such a size and are furnished and arranged in such a way that they are suitable for the passing of spare time. The total floor area shall be at least twice the required area of a dining room.*
- 3 *In ships with a gross tonnage of or above 1000, it shall be examined whether there is a possibility of setting up a canteen when the recreation and dining rooms are planned.*
- 4 *In ships with a gross tonnage of or above 8000, a smoking room<sup>10</sup> or reading room shall be provided; there shall also be a room for other recreational activities, including exercises and other physical activities. In one of the rooms, it shall be possible to watch films or television.*

### **Regulation 14 – Toilets and bathrooms**

- 1 *All seafarers shall have convenient access on the ship to sanitary facilities meeting minimum standards of health and hygiene and reasonable standards of comfort, with separate sanitary facilities being provided for men and for women.*
- 2 *In all ships, toilets and bathrooms shall be provided, conveniently located in relation to sleeping rooms and other accommodation rooms.*
- 3 *In all ships with a gross tonnage of or above 250, there shall be at least one toilet and one shower for every six persons or fewer for each of the groups officers and other crew, excluding persons who, in conjunction with their sleeping rooms, have their own bathroom with a washbasin, a shower and a toilet. If female crew are employed on board, the sanitary arrangements shall be separate for these crew members.*
- 4 *Regardless of the provisions of regulation 14.2, there shall be at least the following number of separate toilets, including the separate toilets required under regulation 14:*
  - 4.1 *In ships with a gross tonnage of or above 500, but below 800: three.*
  - 4.2 *In ships with a gross tonnage of or above 800, but below 3000: four.*
  - 4.3 *In ships of or above 3000 gross tonnage: six.*
- 5 *All toilets should be of an approved type and provided with ample water for flushing or with any other suitable flushing method such as air that is available at any time and can be checked on its own. All toilets shall be provided with a washbasin with running hot and cold fresh water.*
- 6 *Each bathroom shall be fitted with at least one shower for every six persons or part hereof and one washbasin for every three persons or part hereof for whom the room is intended. Washbasins shall be of suitable size and made of stainless steel, porcelain or other approved material.*
  - 6.1 *In ships with a gross tonnage of or above 500, each officer shall have a separate bathroom provided with toilet, shower and washbasin with running hot and cold fresh water adjoining his sleeping room.*
- 7 *An ample supply of hot and cold freshwater shall be available in all bathrooms.*
- 8 *Toilets and bathrooms shall otherwise meet the following requirements:*
  - 8.1 *Floors shall be of approved durable material that is easy to keep clean, impervious to water, and properly drained; however, floor drainage shall not be required in separate toilet rooms.*
  - 8.2 *Bulkheads shall be tight and made of steel or other approved material and shall be impervious to water.*

---

<sup>10</sup> Attention is drawn to act no. 512 of 6 June 2007 on smoke-free environments.

8.3 The spaces shall be sufficiently lit and heated. Bathrooms shall have separate heating if they are not surrounded by heated spaces on all sides or if sufficient heating is not ensured in any other way.

8.4 Common toilets shall, if intended for more than two persons, be separated from sleeping rooms and bathrooms. Direct access shall not be provided from sleeping rooms to toilets or bathrooms intended for more than two persons.

8.5 Toilets shall be sufficiently screened from each other.

#### **Regulation 15 – Separate sanitary facilities**

1 In ships with a gross tonnage of or above 250, a separate toilet with a washbasin with running hot and cold fresh water shall be provided conveniently close to the navigation bridge.

2 In ships with a gross tonnage of or above 1000, a toilet with a washbasin with running hot and cold fresh water shall be provided conveniently close to the engine room if one has not been installed close to the engine control room.

3 In ships with a gross tonnage of or above 1000, except for ships where one-man or two-man bathrooms are provided for the crew in the engine section, changing rooms for the crew employed in the engine room shall be provided outside the engine room but with easy access and provided with lockers for each crew member and with washbasins and showers with running hot and cold fresh water.

#### **Regulation 16 – Laundry facilities**

1 In ships with a gross tonnage of or above 200, rooms shall be provided for laundry of clothes with ample supply of hot and cold fresh water and with a possibility of drying and ironing clothes to the extent appropriate for the size of the crew and the normal duration of voyages.

2 The equipment shall include:

2.1 Washing machines.

2.2 Dryers or appropriately heated and ventilated drying rooms.

2.3 Irons and ironing boards or the like.

3 Laundry and drying rooms shall be situated conveniently in relation to the accommodation.

#### **Regulation 17 – Drinking water system**

1 Fixed drinking water tanks shall have a cofferdam separating them from tanks that may be used for other liquids, oil or the like. However, cofferdams may be dispensed with as separation from tanks intended for seawater. In riveted ships, the ship's side below the loaded waterline shall not form boundaries of a drinking water tank.

2 Drinking water tanks shall be fitted with the necessary manholes and shall, as far as possible, be accessible for both external and internal inspection. If their design and size do not permit access to the inside, they shall be provided with an adequate number of cleaning holes. Manholes and/or cleaning holes and their covers shall be designed so as to prevent the accumulation of impurities on top of the covers.

2.a Manhole covers and cleaning hole covers shall be fitted on frames that have a height of at least 50 mm and shall be marked "Drinking water tank" (in Danish: "Drikkevandstank").

2.b All steel in drinking water tanks shall be fully welded. All internal surfaces, including surfaces in smaller containers and the like, shall have a suitable finish approved by the Danish Maritime Authority, by other health authorities accepted by the Danish Maritime Authority or by recognised organisations in accordance with accepted standards.

2.c Pipes forming part of other piping systems shall not pass through drinking water tanks.

2.d It shall be possible to fully empty tanks, either by suction from the tank's lowest point or via a bottom screw.

3 Air pipes and filling pipes for tanks shall be carried to proper heights above deck, minimum 400 mm. The outlet of an air pipe shall be designed so that impurities cannot enter the tanks by this means. Filling pipes shall be provided with covers which it shall not be possible to mistake for covers for tanks for other purposes.

4 Drinking water tanks shall be provided with standpipes or some other approved sounding device fitted such that it is not possible to introduce pollution to the water by this means. If sounding pipes for sounding rods/tapes have been fitted, the means of closing these shall be lockable, e.g. with a padlock, and they shall be marked "Drinking water tank" (in Danish: "Drikkevandstank").

5 For ventilation purposes, drinking water tanks shall normally be provided with at least two air pipes that shall be fitted with a fine-meshed net.

6 Pumps shall be of the membrane or centrifugal type or another suitable type that does not require lubrication of the parts that are in contact with the drinking water.

7 The pipe system shall not be connected to other pipe systems in the ship, and only materials and components suitable for the purpose (e.g. those that have been VA-approved<sup>11</sup>) shall be used. If the pipelines to the drinking water system have been marked, such marking shall comply with the standardisation rules in force. Dead-end service pipes on main pipes shall be provided with a stop valve at the main pipe.

7.a If a sprinkler system is arranged such that it is possible to take water from FW tanks and/or the FW pipe system, it shall be ensured that the FW system cannot be contaminated through the SW system.

7.b Pipes that could be exposed to freezing temperatures shall be sufficiently insulated or secured against freezing by any other means. Pipes for drinking water shall not pass through tanks intended for other liquids, with the exception of tanks for seawater.

8 If fresh water generators or the like are installed, the sea suction from the fresh water generators and the like shall be located clear of all outlets from the ship.

9 When water has been put into the drinking water system, but before it is taken into use, a chemical and bacteriological analysis of drinking water samples from the system shall be carried out.

9.1 The water samples, one of which shall be from the galley, shall be taken by a recognised laboratory (such as the Danish Food Inspectorate (Levnedsmiddelkontrollen)) and analysed by a recognized laboratory. The Danish Maritime Authority shall be guided in its decision on approval by the analysis report produced by the laboratory containing chemical and bacteriological analysis and a conclusion.

10 When a drinking water system has been found to be contaminated, disinfection shall be carried out in accordance with the guidance on disinfection during the cleaning of drinking water tanks and drinking water pipes on ships issued by the National Board of Health.

### **Regulation 17.1 – Test of drinking water**

It shall be ensured that the drinking water on board (used for human consumption) is of a satisfactory quality suitable for the purpose. It shall be possible to document this through regular analyses held up against international standards.

---

<sup>11</sup> VA approved: Material approved by the approval committee of the Danish Housing Agency for water and discharge.

**Regulation 18 – Hoist stretcher**

*In ships with a gross tonnage of or above 150 and with a crossing time of more than 30 minutes, a hoist stretcher of a suitable type shall be located in a suitable place (cf. the requirements for a hoist stretcher in Notice A from the Danish Maritime Authority, chapter IX, part B, “Medical examination and medicine on board ships”).*

**Regulation 19 – Offices**

*1 In all ships, separate offices or a joint ship’s office shall be arranged for use by the crew in the deck and engine sections. Ships with a gross tonnage below 3,000 may be exempted from this requirement by the Danish Maritime Authority following consultation of the relevant shipowner and seafarer organisations.*

*2 The rooms shall have a floor area of at least 6 m<sup>2</sup>, and shall, insofar as possible, be supplied with daylight and shall be equipped with the necessary furniture and fittings for office use.*

**Regulation 20 – Cleaning and inspection**

*1 The accommodation shall be kept clean and tidy. It shall be cleaned daily. The rooms shall be used only for goods or supplies belonging to the person(s) for whom the room is intended.*

*2 The accommodation shall be disinfected as necessary after any infectious illness on board.*

*3 Accommodation where vermin are found shall be cleaned and disinfected immediately.*

*4 The master, or the person to whom he has delegated this task, shall, together with one or more crew members, inspect all parts of the accommodation at least once a week.*

*5 The result hereof shall be entered in the ship’s log, where one is kept, or otherwise in the annex file.*

**Part III – Passenger accommodation****Regulation 21 – Passenger accommodation, etc.**

*1 The following regulations of part II, stipulated definitions and provisions shall, irrespective of the ship’s gross tonnage, also apply if not otherwise stipulated below:*

*Regulation 5 – Location, construction and arrangement of accommodation spaces, except paragraph 5.1.4*

*Regulation 6.2 – Insulation of accommodation spaces*

*Regulation 6.3 – Materials*

*Regulation 7 – Ventilation*

*Regulation 8 – Heating*

*Regulation 9.2 – Berths (minimum sizes)*

*Regulation 16 – Headroom in accommodation spaces, etc.*

*Regulation 17 – Corridors and staircases and doors*

**Regulation 22 – Location**

*1 The accommodation shall not be located in superstructures that are not of a permanent character, neither fore of the collision bulkhead nor on the deck beneath the one that lies immediately below the water-line at the maximum permissible draught. In new ro-ro passenger ships, passenger cabins shall not be placed below the ro-ro deck (the bulkhead deck). Furthermore, reference is made to the requirements on escape routes in chapter II-2, Escape routes/exits – additional requirements for ro-ro passenger ships.*

*2 Passengers shall not be accommodated in rooms not approved for this purpose.*

*3 Sleeping rooms shall be separated from adjoining rooms in a suitable way, and they shall be provided with a clear marking of the maximum number of persons that they are intended for.*

**Regulation 23 – Determination of the number of passengers in individual rooms**

1 For passenger ships on voyages lasting for more than one night:

1.1 A berth or an approved permanent couchette shall be provided for all passengers.

1.2 The number of persons in sleeping rooms shall be determined by dividing the free floor area of the sleeping rooms by  $1.1 \text{ m}^2$ . If sleeping rooms are fitted out with separate bathrooms or a bathroom with a toilet, the free floor area of these rooms may be included when calculating the number of persons. Irregular floor areas where the length and width are below  $0.6 \text{ m}$  shall not be included in the calculation. A shower cabinet with the said minimum dimensions may be included in the free area.

1.3 On open deck to which the passengers have access, there shall be at least  $0.5 \text{ m}^2$  free deck area for each passenger, in addition to the area mentioned in regulation 23.2. Those parts of the deck where passengers cannot comfortably stand or sit shall not be included in this calculation.

2 For passenger ships on voyages that do not last for more than one night:

2.1 Ships on night voyages, i.e. between 10 pm and 6 am, of more than six hours' duration shall have enclosed spaces for all passengers.

2.2 The number of passengers in rooms other than the sleeping rooms shall be fixed as the lowest of the following figures:

2.2.1 The floor area – measured in  $\text{m}^2$  – available to the passengers, i.e. excluding serving counters and access to them as well as exits and the like, divided by  $0.85 \text{ m}^2$ .

2.2.2 The floor area mentioned in regulation 23.2.2.1 multiplied by the average height – measured in  $\text{m}$  – of the room measured from the top of the deck covering to the lower side of the deck beams or their panelling divided by  $1.9 \text{ m}^3$ .

2.2.3 The number of seats in the room.

2.3 The number of persons in sleeping rooms shall be determined by dividing the free floor area of the sleeping rooms by  $0.85 \text{ m}^2$ . If sleeping rooms are fitted out with separate bathrooms or a bathroom with a toilet, the said free floor area may be included when calculating the number of persons. Irregular floor areas where the length and width are below  $0.6 \text{ m}$  shall not be included in the calculation.

2.4 The Danish Maritime Authority may permit deviations from the provisions of regulations 23.2.2 and 23.2.3 in the period from 1 May to 30 September.

3 For passenger ships engaged on daytime voyages:

3.1 For ships engaged on daytime voyages, i.e. voyages not lasting for more than six hours within the period from 10 pm to 6 am,  $0.85 \text{ m}^2$  free floor area shall be calculated for each passenger in enclosed rooms that are not sleeping rooms; the room shall not, however, be calculated for more passengers than there are seats for.

3.2 The provisions of regulation 23.2.3 shall apply to any sleeping rooms.

3.3 In the period from 1 May until 30 September, in addition to the number of passengers permitted in enclosed spaces, it shall be permitted to carry passengers on open deck, whereby at least  $0.55 \text{ m}^2$  floor area shall be calculated for each passenger. When calculating the passenger number, the space needed for the navigation etc. of the ship shall be excluded, including space for the handling and embarkation of life-saving appliances, together with all the areas of the deck in which passengers cannot comfortably sit or stand.

3.4 In ships or vessels with decks where, during the period from 1 May until 30 September, it is permitted to carry passengers on open deck, as stated above, there shall be enclosed spaces for at least  $1/6$  of the maximum permissible number of passengers.

#### **Regulation 24 – Toilets**

- 1 *One toilet and one washbasin shall be provided for every 50 passengers or part thereof.*
- 2 *Such toilets shall be properly protected against the sea and the weather and be provided with the necessary flushing facilities.*
- 3 *All toilets shall be well lit and ventilated. The provisions of paragraphs 24.1 to 24.3 shall not apply to open vessels.*

#### **Regulation 25 – Persons with reduced mobility**

- 1 *Where practicable, appropriate measures based on the following guidelines shall be implemented to ensure the safe access for persons with reduced mobility to all passenger ships of classes A, B, C and D and all high-speed passenger craft used for public transport and the keel of which is laid or which are at a similar stage of construction on or after 1 October 2004.*
  - 1.1 *IMO circular MSC/735 of 24 June 1996 entitled Recommendation on the design and operation of passenger ships to respond to elderly and disabled persons' needs shall be followed.*
  - 1.2 *Ships shall be constructed and equipped in such a way that a person with reduced mobility can embark and disembark easily and safely, and can be ensured access between decks, either unassisted or by means of ramps, elevators or lifting platforms. Signed directions to such access facilities shall be posted at the other access points to the ship and at other appropriate locations throughout the ship.*
  - 1.3 *Signs provided for the orientation of passengers on board the ship shall be accessible and easy to read for persons with reduced mobility (including persons with sensory disabilities) and be positioned at key points.*
  - 1.4 *Means shall be available on board to provide visual and verbal announcements, such as those regarding delays, schedule changes and on board services, to persons with various forms of reduced mobility.*
  - 1.5 *The alarm systems and alarm buttons shall be accessible to and be able to alert all passengers with reduced mobility, including persons with sensory disabilities and persons with learning disabilities.*
  - 1.6 *Handrails, corridors and passageways, doorways and doors shall accommodate the movement of a person in a wheelchair. Elevators, vehicle decks, passenger lounges, facilities and toilets shall be designed in order to be accessible in a reasonable and proportionate manner to persons with reduced mobility.*
- 2 *The Danish Maritime Authority co-operates and consults with organisations representing persons with reduced mobility with regard to the implementation of the guidelines in regulation 25.1.*
- 3 *When passenger ships of classes A, B, C and D and high-speed craft used for public transportation and of which the keel is laid or which are at a similar stage of construction before 1 October 2004 are altered, the guidelines in regulation 25.1 shall apply insofar as is economically reasonable and practicable.*

## **Chapter XIII**

### **Seafarers' working and living conditions – Survey and certification**

#### **Part A – Application, definitions etc.**

##### **Regulation 1 – Application**

1 This chapter shall only apply to the ships mentioned in Notice D from the Danish Maritime Authority, chapter 1, regulation 1, flying the Danish flag.

##### **Regulation 2 – Definitions**

1 For the purposes of the present regulations, unless expressly provided otherwise:

- (a) “New ship” means a ship the keel of which is laid or which is at a similar stage of construction on or after 20 August 2013.
- (b) “Existing ship” means a ship that is not a new ship.

#### **Part B – Inspections and certificates**

##### **Regulation 3 – Approval and inspection of seafarers' working and living conditions**

(a) The approval and inspection of ships, so far as regards the enforcement of the provisions of the present regulations, shall be carried out by the Danish Maritime Authority. The Danish Maritime Authority may, however, entrust the approval, inspections and issue of certificates pursuant to the provisions of this chapter to public institutions or other organisations (including in another member State if this member State accepts this) recognized by the Danish Maritime Authority as responsible and independent. Under any circumstances, the Danish Maritime Authority shall be fully responsible for the inspection and certification of the relevant seafarers' working and living conditions on ships flying its flag.

##### **Regulation 3-1 – Special inspections and inspection intervals**

- (a) The Danish Maritime Authority may order a ship to undergo an extraordinary inspection.
- (b) In the case of a ship that has been taken out of service, the Danish Maritime Authority may permit prescribed periodical inspections to be wholly or partly omitted for as long as the ship remains out of service and no seafarers have been engaged on board.

##### **Regulation 4 – Inspection of seafarers' working and living conditions**

- (a) New and existing passenger ships engaged on domestic voyages shall be subject to the inspections specified below:
  - (i) an initial inspection before the ship is put in service;
  - (ii) a renewal inspection at least at three year intervals.
- (b) Passenger ships that request a certificate to be issued pursuant to regulation 5 shall be subject to the inspections specified below:
  - (i) an initial inspection before the ship is put in service;
  - (ii) a renewal inspection at least at five year intervals.

(iii) an intermediate inspection between the 2<sup>nd</sup> and the 3<sup>rd</sup> anniversary date<sup>12</sup> for the expiry of the certificate issued pursuant to regulation 5.

(c) The initial inspections and renewal inspections mentioned in paragraphs (a) and (b) shall include a complete inspection of the seafarers' working and living conditions and shall as a minimum cover an inspection of minimum age, medical certificates, the seafarers' qualifications, employment contracts, the use of authorised or certified or regulated recruitment and placement services, hours of rest, ship's manning, working and accommodation spaces, onboard recreational facilities, food and catering, protection of health and safety as well as prevention of accidents, onboard medical treatment, onboard complaint procedures, payment of wages.

(d) The intermediate inspection mentioned in paragraph (b)(iii) shall ensure continued compliance with the conditions mentioned in paragraph (c).

### **Regulation 5 – Issue or endorsement of Maritime Labour Certificate and Declaration of Maritime Labour Compliance**

(a) A certificate called a Maritime Labour Certificate and an associated Declaration of Maritime Labour Compliance shall be issued before a ship is put in service after an initial inspection pursuant to regulation 4(b)(i) to a ship which complies with the relevant requirements of regulation 4(c).

(b) The Declaration of Maritime Labour Compliance, parts 1 and 2, shall be attached to the Maritime Labour Certificate.

(c) Part 1 shall be available in the form applicable and issued by the Danish Maritime Authority at any time and shall:

(i) identify the list of matters to be inspected in accordance with regulation 4(b);

(ii) identify the national requirements embodying the relevant provisions of this convention by providing a reference to the relevant national legal provisions as well as, to the extent necessary, concise information on the main content of the national requirements;

(iii) refer to ship-type specific requirements under national legislation;

(iv) clearly indicate any exemption granted by the competent authority as provided in chapter B II-3, regulation 3; and

(d) Part II shall be drawn up by the shipowner and shall identify the measures adopted to ensure ongoing compliance with the national requirements between inspections and the measures introduced to ensure continuous improvement.

(e) An Interim Maritime Labour Certificate may be issued for a period not exceeding six months to:

(i) new ships upon delivery;

(ii) a ship flagging in to the Danish flag; or

(iii) a ship when a shipowner assumes responsibility for the operation of a ship which is new to the shipowner concerned.

(f) An Interim Maritime Labour Certificate shall be issued only following verification that:

(i) the ship has been inspected, as far as reasonable and practicable, for the matters listed in regulation 4(c), taking into account verification of items under paragraphs (ii), (iii) and (iv) of this paragraph;

(ii) the shipowner has demonstrated to the Danish Maritime Authority that the ship has adequate procedures to ensure ongoing compliance with the conditions mentioned in regulation 4(c);

---

<sup>12</sup> Anniversary date means the day and month of each year corresponding to the date of expiry of the Maritime Labour Certificate.

- (iii) the master is familiar with the requirements of the Maritime Labour Convention and the responsibilities for implementation; and
- (iv) relevant information has been submitted to the Danish Maritime Authority to produce a Declaration of Maritime Labour Compliance.
- (g) A full inspection in accordance with regulation 4(c) shall be carried out prior to expiry of the interim certificate to enable issue of a full-term Maritime Labour Certificate. No further interim certificate shall be issued following the initial six months referred to in paragraph (e). A Declaration of Maritime Labour Compliance, parts 1 and 2, need not be issued for the period of validity of the interim certificate.
- (h) A valid Maritime Labour Certificate and a valid Declaration of Maritime Labour Compliance, parts 1 and 2, accompanied by an English-language translation where it is not in English, shall be carried on the ship and a copy shall be posted in a conspicuous place on board where it is available to the seafarers. A copy shall be made available upon request to seafarers, flag State inspectors, authorized officers in port States, and shipowner and seafarer representatives. The requirement for an English-language translation shall not apply in cases where a ship does not engage on international voyages.

#### **Regulation 6 – Duration and validity of certificates**

- (a) A Maritime Labour Certificate shall be issued for a period not exceeding five years.
- (b) Notwithstanding the requirements of paragraph (a), when the renewal inspection is completed within three months before the expiry date of the existing certificate, the new Maritime Labour Certificate shall be valid from the date of completion of the renewal inspection for a period not exceeding five years from the expiry date of the existing certificate.
- (c) When the renewal inspection is completed more than three months before the expiry date of the existing Maritime Labour Certificate, the new Maritime Labour Certificate shall be valid for a period not exceeding five years from the date of completion of the renewal inspection.
- (d) The validity of the Maritime Labour Certificate shall be conditional upon an intermediate inspection pursuant to regulation 4(b)(iii).
- (e) If only one intermediate inspection is carried out and the validity of the certificate is five years, the inspection shall be carried out between the second and third anniversary date of the certificate.<sup>13</sup>
- (f) The certificate shall be endorsed following a satisfactory intermediate inspection.
- (g) A certificate issued pursuant to regulation 5(a)(i) or regulation 5(e) shall cease to be valid in the following cases:
  - (i) If the relevant inspections have not been completed within the periods specified in paragraph (b), (c) or (d) of this regulation;
  - (ii) if the certificate is not endorsed in accordance with paragraph (f);
  - (iii) if a ship is transferred to another flag;
  - (iv) if a shipowner ceases to assume responsibility for the operation of a ship; and
  - (v) if considerable alterations have been made to the ship's arrangements or the equipment covered by chapters II-3 and II-4.
- (h) In the cases mentioned in paragraph g(iii), g(iv) and g(v), a new certificate shall only be issued when the responsible authority or the recognised organisation issuing the new certificate is fully satisfied that the ship is in compliance with the requirements of regulation 4(b).

---

<sup>13</sup> Anniversary date means the day and month of each year corresponding to the date of expiry of the Maritime Labour Certificate.

- (i) The Danish Maritime Authority may withdraw a Maritime Labour Certificate if there is proof that the ship concerned does not meet the requirements of the Maritime Labour Convention and any corrective actions required have not been made.
- (j) When considering whether to withdraw a Maritime Labour Certificate pursuant to paragraph (h), the seriousness and frequency of the defects shall be taken into account.

**Regulation 7 – Forms of certificates and declarations of compliance (parts 1 and 2)**

The Maritime Labour Certificate, the Interim Maritime Labour Certificate and the Declaration of Maritime Labour Compliance, parts 1 and 2, shall be drawn up in the form corresponding to the models given on the webpage of the Danish Maritime Authority.

**Regulation 8 – Availability of certificates**

- (a) The results of all subsequent inspections and other verifications carried out with respect to the ship concerned and any significant deficiencies found during any such verification shall be recorded, together with the date when the deficiencies were found to have been remedied. This record, accompanied by an English-language translation where it is not in English, shall be inscribed upon or appended to the Declaration of Maritime Labour Compliance or made available in some other way to seafarers, flag State inspectors, authorized officers in port States and shipowner and seafarer representatives.
- (b) A valid Maritime Labour Certificate and a valid Declaration of Maritime Labour Compliance, accompanied by an English-language translation where it is not in English, shall be carried on the ship and a copy shall be posted in a conspicuous place on board where it is available to the seafarers. A copy shall be made available upon request, to seafarers, flag State inspectors, authorized officers in port States, and shipowner and seafarer representatives.

**Regulation 9 – Approval**

- (a) For all new ships and ships being transferred to the Danish flag, drawings as well as information about the ship's trade area and expected gross tonnage as well as the number and distribution according to category of crew and any passengers shall be forwarded for the Danish Maritime Authority's approval, etc. The drawings shall show the location, size and arrangement of working and accommodation spaces, the use of the space, the location of furniture and appurtenances as well as the arrangement of heating, ventilation, exits, etc.
- (b) Similar drawings and information shall be forwarded to the Danish Maritime Authority before working or accommodation spaces in an existing ship are altered or arranged anew.