

Translation: Only the Danish document has legal validity.

*Executive Order no. 1584 of 09/12/2024
issued by the Danish Maritime Authority*

Executive Order on the Reporting of Marine Accidents, Deaths and Incidents at Sea¹⁾

Pursuant to Sections 4(3) and 32(4) of the Act on Safety at Sea, cf. Consolidated Act no. 221 of 11 February 2022, the following is laid down by virtue of the authorisation pursuant to Section 1(1)(3) of Executive Order no. 261 of 23 March 2020 on the delegation of certain powers to the Danish Maritime Authority and on the right of appeal, etc:

Section 1. When a Danish ship or a foreign ship in Danish territorial waters has a maritime accident or an incident at sea, or a death has occurred on board or from the ship, the Danish Maritime Authority must be notified immediately.

Subsection 2. It is the responsibility of the ship's master and shipowner to ensure that reporting is done. If the accident occurred on an offshore installation that is covered by the Act on Safety at Sea, the duty is also incumbent on the person responsible for the installation.

Subsection 3. If the accident has resulted in persons performing work on Danish ships being unable to perform their usual work for more than one day in addition to the day of injury, a report of the work-related accident must also be submitted in accordance with the technical regulation on the working environment on ships.

Subsection 4. The notification of deaths of seafarers referred to in Subsection 1 shall be in the format and classification specified by the International Labour Office (ILO). The Danish Maritime Authority annually reports notifications of deaths among seafarers to the ILO.

Section 2. Marine accidents are defined as incidents that have occurred regarding the operation of a ship and that have involved

- 1) a person having fallen overboard, been seriously injured or died,
- 2) a collision, grounding, fire, explosion, leakage, listing, capsizing, or that a ship becomes unseaworthy, is considered wrecked or has been abandoned,
- 3) material damage to a ship or port infrastructure outside the ship which could seriously jeopardise safety; or
- 4) serious harm to the environment has occurred or there has been a risk of such damage as a result of damage to one or more ships.

Subsection 2. Incidents are cases at sea where no maritime accident has occurred, but where there has been an imminent danger of a maritime accident in direct connection with the operation of the ship (e.g. danger of collisions, groundings or fire).

Section 3. The duty of notification under Section 1 does not include marine accidents, etc., that only involve recreational vessels that are not used commercially.

Section 4. The Danish Maritime Authority immediately informs the Danish Maritime Accident Investigation Board of reports received.

Subsection 2. The Maritime Accident Investigation Board reports accidents and incidents covered by Council Directive 2009/18/EC to the European Maritime Casualty Information Platform (EMCIP) database. The Danish Maritime Authority assists with this.

Section 5. A fine shall be imposed on anyone who violates Section 1.

Subsection 2. Criminal liability may be imposed on companies or other legal persons in accordance with the rules laid down in Chapter 5 of the Criminal Code.

Section 6. The Executive Order will enter into force on 23 December 2024.

Subsection 2. Executive Order no. 638 of 14 June 2011 on the reporting of maritime accidents, deaths and incidents at sea is repealed.

The Danish Maritime Authority, 9 December 2024

Martin Hvid John

/ Kristina Ravn

¹⁾ The Executive Order contains provisions implementing parts of Directive 2009/18/EC of the European Parliament and of the Council establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amendments of Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council, Official Journal of the European Union 2009, no. L 131, page 114.