

Translation: Only the Danish document has legal validity.

Executive Order no. 1001 of 26/06/2025

issued by the Danish Maritime Authority

Executive Order on the Danish Act on Ship's Crew¹⁾

The Act on Ships' Crews, cf. Consolidated Act no. 74 of 17 January 2014, as amended by section 5 of Act no. 400 of 2 May 2016 and section 2 of Act no. 199 of 25 February 2025, is hereby proclaimed.

Chapter 1

Scope, etc.

Section 1. The Act applies to Danish ships other than warships and troop ships.

Section 2. For the purposes of this Act:

- 1) "Merchant ship": any ship other than fishing vessels and recreational craft.
- 2) "Passenger ship": a ship carrying more than 12 passengers.
- 3) "Cargo ship": a merchant ship other than a passenger ship.
- 4) "Fishing vessel": a vessel whose nationality certificate bears a port identification number.
- 5) "Recreational craft": a vessel not used for commercial purposes. In case of doubt, the Danish Maritime Authority decides whether a ship can be considered a recreational craft.
- 6) "Seagoing ship" means a ship used in trade outside harbours, ports, rivers, lakes or similar protected waters.
- 7) "STCW Convention endorsement" means a certificate of competency or certificate of recognition issued in accordance with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW Convention).
- 8) "STCW-F Convention endorsement" means a certificate of competency or certificate of recognition issued in accordance with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995, as amended (STCW-F Convention)
- 9) "Gross tonnage" means the gross tonnage (GT) indicated in the ship's tonnage certificate at any time, rounded down without decimals.
- 10) "Length" means the length of the ship measured in accordance with the Ship Measurement Act and as stated in metres in the ship's tonnage certificate.
- 11) "Propulsion power" means the total maximum output in kilowatts (kW), rounded down without decimals, for continuous operation of all machinery that can simultaneously propel the ship. The power is estimated by the Danish Maritime Authority based on the engine manufacturer's test schedules and is included in the manning determination.
- 12) "Coastal trade" means trade in the North Sea east of 3 degrees E. longitude and south of 62 degrees N. latitude, south in the Baltic Sea south of 58 degrees N. latitude and sail along the coasts of Greenland at a distance of not more than 30 nautical miles from the coast (baseline).
- 13) "Local trade" means sailing south of 62 degrees N. latitude, north of 48 degrees N. latitude and east of 12 degrees W. longitude, sailing in the Baltic Sea north of 58 degrees N. latitude, sailing in the Faroe Islands and sailing along the coasts of Greenland at a distance of not more than 200 nautical miles from the coast (baseline).
- 14) "International trade": Trade between Danish and foreign ports or between two foreign ports, as well as trade between Denmark and the Faroe Islands or Greenland and trade between the Faroe Islands and Greenland.

15) "Domestic trade": All trade that is not international trade.

Section 3. Every ship must have a master and there must also be the crew necessary for the safety of human life at sea.

Chapter 2

Merchant ships

Section 4. Passenger ships, regardless of size, cargo ships with a gross tonnage of 20 or more, and cargo ships with a gross tonnage of less than 20 in international trade must have a certificate issued by the Danish Maritime Authority containing the crew composition.

2) For ships with a gross tonnage of less than 20 in domestic trade, the Danish Maritime Authority may, instead of issuing a certificate as mentioned in subsection 1, lay down regulations on the crew for groups of ships.

Section 5. For passenger ships of any size, cargo ships of 20 gross tonnage and above and cargo ships of less than 20 gross tonnage engaged on international trade, the crew shall be determined by the Danish Maritime Authority. For cargo ships with a gross tonnage of less than 20 in domestic trade, the Danish Maritime Authority may determine the crew if the safety of human life at sea so requires.

Subsection 2. The crew shall be determined for each individual ship taking into account the ship's type, layout, equipment, use and trade area so that the size and composition of the crew make it possible to cover all tasks of importance to the safety of the ship and those on board, including

- 1) maintaining a safe bridge and machine watch,
- 2) operation and maintenance of rescue equipment,
- 3) operation and maintenance of accident control, fire extinguishing and communication equipment,
- 4) other maintenance and cleaning of a safety-related nature,
- 5) mooring tasks,
- 6) dietary care and health matters.

Subsection 3. When determining the crew, account shall also be taken of the watch system on board, shift operation, the actual working hours of the individual crew groups, the applicable provisions on rest periods and the use of unit crews.

Subsection 4. The crew may include persons with other training that can be equated with training prescribed in or pursuant to the Act.

Section 6. Masters and navigation and engineer officers must have a Danish certificate of competency.

Subsection 2. The certificates shall be kept on board in original paper form or in a flag state-approved electronic form and shall, regardless of the format, have an STCW Convention endorsement either in accordance with Regulation VII of the STCW Convention as stated in the ship's crew list or in accordance with the tables below:

Masters and navigation officers

Ships of less than 500 gross tonnage engaged in coastal trade

Gross tonnage	Master	Mate
20-99	Home trade navigator (STCW Reg. II/3 as Master)	Certificate of proficiency in sailing (STCW Reg. II/3 as Watchkeeping Officer)
100-199		Second hand (STCW Reg. II/3 as Watchkeeping Officer)

200-499		Mate 4th class (STCW Reg. II/3 as Watchkeeping Officer)
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Other ships

Gross tonnage	Master	Chief mate	Other mates
20-2999	Home trade master (STCW Reg. II/2 as Master)	Mate 3rd class (STCW Reg. II/2 as Chief Mate)	Mate 3rd class or watchkeeping mate (STCW Reg. II/1 as Watchkeeping Officer)
3000 and above	Master (STCW Reg. II/2 as Master)	Mate 1st class (STCW Reg. II/2 as Chief Mate)	

Engineer officers

Propulsion power (kW)	Chief engineer / Sole engineer	1st engineer officer	Other chief engineers
100-749	Certificate of proficiency in operating the engine		
750-2999	Mechanist 1st class (STCW Reg. III/3 as Chief Engineer)	Mechanist 2nd class (STCW Reg. III/3 as 2nd Engineer)	Mechanist 2nd class or watchkeeping officer (STCW Reg. III/1 as Watchkeeping Officer)
3,000 and above	Ships' chief engineer (STCW Reg. III/2 as Chief Engineer)	Ships' engineer officer 1st class (STCW Reg. III/2 as 2nd Engineer)	

Subsection 3. The Danish Maritime Authority may increase or decrease the qualification requirements stated in subsection 2 when sailing with the following types of ships:

- 1) Passenger ships and tankers taking into account the ship's layout, equipment, trade area and number of passengers.
- 2) Any ship with special manoeuvring characteristics.
- 3) Ships with special outfitting or equipment.
- 4) Ships of special construction.

Subsection 4. Similarly, the Danish Maritime Authority may, in accordance with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention), Regulation I/3, increase or reduce the requirements, cf. subsection 2, when sailing outside Danish coastal trade waters on similar conditions in coastal trade of another country, provided that both the details of the areas in question and other relevant conditions are specified in collaboration with the country or countries or parties concerned.

Subsection 5. Ships registered in the Danish International Ship Register do not require Danish certificates, but a valid certificate of competency accompanied by an STCW Convention endorsement issued by the

Danish Maritime Authority in accordance with the provisions laid down in subsection 2. However, the master must have Danish citizenship.

Subsection 6. In cases where a person with a certificate of proficiency in operating the engine is required, they may also be employed for other services on board.

Subsection 7. Regardless of the qualification requirements and endorsements required in subsection 2, masters and mates of passenger ships below 500 GT may instead hold a certificate in accordance with the table below if the ship's crew composition allows for this:

Gross tonnage	Passenger ship sailing in Danish internal territorial waters	
	Master	Mate
20-499	Ferry master	Ferry navigator

Subsection 8. Irrespective of the delimitation of the trade area in the table in subsection 7, the Danish Maritime Authority may, based on a specific assessment, exceptionally authorise sailing outside internal Danish territorial waters with a passenger ship covered by the table, provided that in each individual case appropriate measures have been taken to secure the navigation. However, such navigation is always limited to the sea area specified in the passenger ship's trade licence and must always take place under favourable weather conditions and without passengers on board.

Section 7. Radio operators on ships which, according to applicable regulations, must be equipped with radio equipment for use in the Global Maritime Distress and Safety System (GMDSS), must have a Danish certificate of competency with an STCW Convention endorsement issued by the Danish Maritime Authority for service as a radio operator.

Subsection 2. Ships registered in the Danish International Ship Register do not require Danish certificates; however, a valid certificate of competency, accompanied by an STCW Convention endorsement issued by the Danish Maritime Authority, is required for service as a radio operator.

Section 8. A cook who is prescribed in a ship's crew must have a Danish certificate as a ship's cook. No one under the age of 18 may serve as a ship's cook.

Subsection 2. On ships registered in the Danish International Ship Register, a Danish certificate as a ship's cook is not required. Persons may serve in prescribed positions as ship's cook if they can document

1) an apprenticeship of 48 months in the culinary profession, of which at least 24 months are on board seagoing ships, or

2) satisfactory completion of a chef training course with relevant content from a recognised school supplemented by chef service on board a seagoing ship for at least 5 months.

Subsection 3. The documentation required pursuant to subsection 2 must be accompanied by an endorsement issued by the Danish Maritime Authority, confirming that the holder is authorised to serve as a prescribed ship's cook. The Danish Maritime Authority shall issue further regulations on this.

Subsection 4. The Danish Maritime Authority may establish regulations regarding training requirements for individuals who prepare or assist in preparing food on board a ship.

Chapter 3

Fishing vessels

Section 9 Fishing vessels with a length of 15 metres or more, but less than 45 metres, and fishing vessels with a scantling number of 100 or more, but less than 45 metres, must have a master and a mate with a certificate of competency in accordance with the table below:

Trade area	Master	Mate
Local trade	Fishing skipper 3rd class	Mate 3rd class on fishing vessels. In ships under 24 metres in length, however, second hand fishing vessels.
Outside coastal trade	Fishing skipper 1st class	Mate 1st class on fishing vessels.

Subsection 2. For fishing vessels with a length of 45 metres or more, the crew is determined by the Danish Maritime Authority.

Subsection 3. To operate the engine on fishing vessels with a length of 15 metres or more and fishing vessels with a scantling number of 100 or more and with propulsion machinery of 100 kW or more but less than 750 kW, in which the engine can be regulated and screw manoeuvres carried out from the steering position, 1 person with a certificate of proficiency in operating the engine must be present for coastal trade and 2 persons with a certificate of proficiency in operating the engine outside coastal trade waters. For other fishing vessels with a length of 15 metres or more and fishing vessels with a scantling number of 100 or more and with propulsion machinery of 100 kW or more, the engine crew is determined by the Danish Maritime Authority.

Subsection 4. The persons prescribed in subsection 3 may be employed for other duties on board.

Subsection 5. When the Danish Maritime Authority determines the crew in accordance with subsections 2 and 3, section 5(2) shall be observed.

Subsection 6. The Danish Maritime Authority may prescribe that masters and mates on fishing vessels shall have a certificate of competency with an STCW-F Convention endorsement issued by the Danish Maritime Authority and that engineers and radio operators on fishing vessels must have a certificate of competency with an STCW or STCW-F Convention endorsement issued by the Danish Maritime Authority.

Chapter 4

Recreational craft

Section 10. On recreational craft with a hull length of 15 metres or more, but less than 24 metres, there must be a master and mate with a certificate of competency in accordance with the table below:

Trade area	Master	Mate
Navigation in the Baltic Sea, in the North Sea east of 7° E. Length and navigation along the coast of Greenland at a distance not exceeding 30 nautical miles from the coast (baseline)	Yacht skipper 3rd class	
Navigation in the North Sea and English Channel, as well as navigation in the British Isles, Ireland, Norway and the Faroe Islands	Yacht skipper 3rd class	Certificate of proficiency in sailing for recreational sailors
Navigation on all seas	Yacht skipper 1st class	Yacht skipper 3rd class

Subsection 2. For recreational craft with a hull length of 24 metres and more, the crew is determined by the Danish Maritime Authority.

Subsection 3. To operate the engine on recreational craft with a hull length of 15 metres or more with propulsion machinery of 100 kW or more, but less than 750 kW, in which the engine can be regulated and screw manoeuvres carried out from the steering position, there shall, when sailing in the Baltic Sea and in the North Sea east of 7° E, there must be 1 person with a certificate of proficiency in operating the engine for recreational sailors and outside this area, 2 persons with a certificate of proficiency in operating the engine

for recreational sailors. For other recreational craft with a hull length of 15 metres or more with propulsion machinery of 100 kW or more, the engine crew is determined by the Danish Maritime Authority.

Subsection 4. When the Danish Maritime Authority determines the crew in accordance with subsections 2 and 3, section 5(2) shall be observed.

Section 10 a. The Danish Maritime Authority may establish regulations regarding qualification requirements for recreational sailors, as well as the preparation, recommendation, and administration of examinations and tests for recreational sailors, including payment thereof.

Chapter 5

Various provisions concerning the determination of crews

Section 11. If a ship loses any part of the prescribed crew as a result of illness, death, desertion, or other causes beyond the control of the master or the shipping company, the requirements laid down in or pursuant to this Act shall not prevent the master from continuing the voyage with due regard to the seaworthiness of the ship. However, the ship must have a full crew as soon as possible. The master shall enter the necessary remarks in the ship's logbook or, if the ship's logbook is not kept, in the inspection book.

Section 12. The Danish Maritime Authority may, under special circumstances and in compliance with binding internationally agreed provisions, authorise a person who is not in possession of the certificate required for the position in question to be employed in such position, but only for a single voyage or for a specific period not exceeding 6 months.

Section 13. The requirements for Danish education and certificates of competency set out in sections 6(1), 7(1), 8(1), 9 and 10 do not apply to persons who meet the conditions in the European Community directives on the introduction of general systems for the mutual recognition of diplomas for education and training leading to professional qualifications pursuant to the Act on Access to Pursuit of Certain Professions in Denmark. However, masters of merchant and fishing vessels must have Danish citizenship.

Subsection 2. Applications for access to professional practice shall be submitted to the Ministry of Higher Education and Science or the public institution authorised by the Minister for Higher Education and Science if the application is to be processed in accordance with EU directives on the establishment of general systems for the recognition of professional qualifications.

Subsection 3. Applications not covered by subsection 2 shall be submitted to the Danish Maritime Authority.

Subsection 4. The Danish Maritime Authority may, after consultation with the organisations concerned, lay down regulations exempting from the Danish citizenship requirement in sections 6(5), 13(1), 19(2) and 24 for persons covered by the European Communities' or EEA's regulations on the right of establishment, free movement of labour or the right to provide services.

Amendment of tonnage limits

Section 14. The Danish Maritime Authority may, after consultation with shipowners' and seafarers' organisations, lay down regulations that change the tonnage limits in the Act to limits laid down in other units of measurement and change the limits for propulsion power in the Act.

Pre-determination

Section 15. Upon request, the Danish Maritime Authority shall determine the crew for a planned ship, for a ship intended to be converted, and for a foreign ship intended to be transferred to the Danish flag (pre-determination).

Subsection 2. If the Danish Maritime Authority finds that a pre-determination cannot be made with sufficient certainty, the request shall be rejected with due justification.

Subsection 3. A pre-determination, possibly amended by referral to the Maritime Appeals Board established pursuant to the Act on Safety at Sea, shall have a binding effect unless there have been changes in the

assumptions that have been decisive for the determination.

Appeals against crew determination

Section 16. Decisions made by the Danish Maritime Authority pursuant to sections 4(2), 5, 6(3), 9(2) and (3), 10(2) and (3), 12, 15(1) and 18(2), may be appealed by the shipping company or seafarers' organisation concerned to the Maritime Appeals Board established pursuant to the Act on Safety at Sea.

Chapter 6

Education requirements

Section 17. No person may be employed for independent duty as a mate or chief engineer unless the person in question holds a certificate of competency of at least the same grade as stipulated for the lowest of the positions prescribed for the ship for mates and chief engineers, respectively.

Section 18. The Danish Maritime Authority shall, in compliance with binding internationally agreed provisions and after consultation with shipowners' and seafarers' organisations, lay down training, qualification and certification requirements for

- 1) deck, engine and unit crew,
- 2) medical officers on merchant ships and fishing vessels,
- 3) crews on passenger ships,
- 4) officers and crew of oil, chemical and gas tankers; and
- 5) cooks, catering staff and other personnel who handle and prepare food on board.

Subsection 2. The Danish Maritime Authority may also lay down special training, qualification and certification requirements, including increasing or reducing the Act's qualification requirements and crew regulations for

- 1) persons serving in positions for which no special training requirements have been laid down pursuant to the Act, and
- 2) officers and crew of
 - a) ships with special manoeuvring capabilities,
 - b) ships with special armament or equipment,
 - c) specialised ships and ships of special construction,
 - d) ships used in a geographically limited area.

Subsection 3. When the Danish Maritime Authority determines the crew in accordance with subsection 2, section 5(2), shall be observed.

Chapter 7

Certificates of competency and exemptions from the statutory requirement of citizenship

Section 19. The Danish Maritime Authority shall, in compliance with binding internationally agreed provisions and after consultation with shipowners' and seafarers' organisations, lay down the conditions for obtaining the certificates of competency referred to in this Act, including requirements for

- 1) education and training,
- 2) navigation time,
- 3) health,
- 4) eyesight and hearing,
- 5) age and
- 6) that the person concerned is of legal age and not under guardianship pursuant to Section 5 of the Guardianship Act or under visitation rights pursuant to Section 7 of the Guardianship Act.

Subsection 2. To obtain a certificate of competency to sail merchant and fishing vessels, the person concerned must be a Danish citizen. However, the Danish Maritime Authority may authorise a waiver of the

Danish citizenship requirement.

Section 20. The certificates are issued and designed by the Danish Maritime Authority.

Subsection 2. The Danish Maritime Authority may lay down regulations on payment for the organisation of competency tests.

Subsection 3. Certificates of competency entitling the holder to serve as navigator, chief engineer or radio operator in merchant ships and fishing vessels are valid for up to five years from the date of issue. The Danish Maritime Authority lays down regulations on the issue of certificates of competency and certificates of proficiency, including fees, renewal of certificates of competency, reacquisition of certificates of competency and on the issue of the first certificate of competency to persons who have passed the examination required to obtain the certificate more than five years prior to the date of issue.

Subsection 4. The Danish Maritime Authority shall establish detailed regulations for the endorsement of foreign certificates of competency and the approval of foreign certificates, in accordance with binding internationally agreed-upon provisions.

Subsection 5. The Danish Maritime Authority may establish regulations regarding payment to cover the costs of endorsing foreign certificates of competency, cf. subsection 4.

Section 21. The Danish Maritime Authority may withdraw a certificate of competency if the holder has posed a direct threat to life, property or the environment by sailing or other service on board or if, due to the holder's mental or physical condition, it is deemed irresponsible to allow the holder to continue to carry out the activities to which the certificate entitles them.

Subsection 2. The holder of a certificate of competency shall undergo such medical examinations as are necessary to determine the question mentioned in subsection 1. The costs of the examinations shall be borne by the state. If the holder fails to submit to an examination as ordered, the certificate may be revoked.

Section 22. The revocation of a certificate of competency may be appealed to the courts by the person affected by the decision. A request to this effect must be submitted to the Danish Maritime Authority no later than 4 weeks after the decision has been notified to the company in question.

Subsection 2. The Danish Maritime Authority's decision shall include information about the right to apply for judicial review and the deadline for doing so.

Subsection 3. When a certificate of competency is requested to be revoked and brought before the courts, the Danish Maritime Authority shall initiate civil proceedings against the person concerned.

Subsection 4. A request for referral to the courts has a suspensive effect. However, the Danish Maritime Authority may decide that a request does not have a suspensive effect. This decision may be cancelled by court order before the question of the legality of the withdrawal is decided.

Subsection 23. A certificate of competency that has been revoked must be surrendered to the Danish Maritime Authority.

Subsection 2. The Danish Maritime Authority may, at any time, re-issue a revoked certificate of competency when the circumstances that justified the revocation are no longer present. If an application for revocation is refused, the applicant may request that the matter be brought before the courts. If the case has previously been brought before the courts, it may only be brought before the courts again if at least one year has elapsed since the revocation was last confirmed by judgment. Section 22(2) and (3) shall apply *mutatis mutandis*.

Section 24. The right to be a master of merchant ships and fishing vessels, as attached to certificates of competency, is forfeited when the holder loses Danish citizenship. However, the Danish Maritime Authority may, in special circumstances, make an exception to this provision. If the person concerned regains Danish citizenship, the right to command a ship shall be deemed to be reacquired, cf. section 20(3), however.

Chapter 7 a

Approval of the training programmes

Section 24 a. The Minister for Higher Education and Science shall, after negotiation with the Danish Maritime Authority, establish regulations for the programmes prescribed in regulations laid down pursuant to sections 18 and 19, including quality assurance.

Subsection 2. The Danish Maritime Authority shall ensure that the programmes meet internationally established requirements and that the students obtain adequate qualifications.

Chapter 7 b

Approval of courses

Section 24 b. The Danish Maritime Authority may establish regulations regarding the requirements that the courses prescribed in regulations laid down pursuant to sections 18 and 19 must fulfil, including requirements for approval and quality assurance.

Section 24 c. The Danish Maritime Authority may approve or establish special courses for the training of instructors.

Section 24 d. The Danish Maritime Authority supervises the teaching at course providers as mentioned in section 24 b and ensures that the course providers fulfil the requirements that follow from this Act and regulations issued pursuant to the Act.

Section 24 e. The Danish Maritime Authority may establish regulations for the training environment of course participants.

Chapter 7 c

Various provisions concerning education programmes and courses

Section 24 f. The Danish Maritime Authority may charge a fee for approving and ensuring the quality of course providers and educational institutions.

Subsection 2. The Danish Maritime Authority may establish regulations regarding payment for participation in courses covered by this Act, including fees for taking exams, tests, and other assessments.

Section 24 g. The Danish Maritime Authority may obtain the necessary information from course providers and educational institutions regarding the training, course participants, staff, finances, and equipment, among other things, for the purpose of fulfilling the Danish Maritime Authority's tasks under the Act, including quality assurance and compiling statistics.

Chapter 8

Responsibilities of the shipowner and master

Section 25. The shipping company and the master must ensure,

- 1) that employed seafarers fulfil all the training, qualification and certification requirements prescribed for the position in question, and that the prescribed original certificates are on board,
- 2) an up-to-date and easily accessible record is maintained of all seafarers employed, their position on board, their medical condition and evidence of their qualifications,
- 3) all new seafarers are duly briefed before commencing duty on board on their specific duties, including equipment, installations and contingency plans, as well as on special matters relevant to their routine duties, as well as to their duties in an emergency,
- 4) that the ship's crew can effectively coordinate their duties in emergency situations and in the event of a pollution hazard; and
- 5) crew members can communicate with each other on safety matters and understand safety information, including symbols, signs and alarm signals.

Subsection 2. Subsection 1 applies regardless of whether other organisations, companies or persons perform some of the tasks or duties on behalf of the shipping company or master.

Subsection 3. If a document of compliance has been issued to another organisation, company or person in accordance with the Code of Safe Operation of Ships established by the United Nations International Maritime Organisation or a certificate in accordance with the Maritime Labour Convention, subsection 1 shall also apply to the organisation, company or person in question.

Subsection 4. The Minister for Industry, Business and Financial Affairs may lay down further regulations on the obligations under subsections 1-3 and may also prescribe special communication and language requirements.

Chapter 9

Supervision, communication and delegation of powers

Section 25 a. Pursuant to section 20 a of the Act on Safety at Sea, the Danish Maritime Authority may supervise compliance with this Act and the regulations issued pursuant to it.

Section 25 b. The Minister for Industry, Business and Financial Affairs may lay down regulations to the effect that written communication to and from authorities concerning matters covered by this Act or by regulations issued pursuant to this Act must be in digital form.

Subsection 2. The Minister for Industry, Business and Financial Affairs may lay down more detailed regulations on digital communication, including the use of certain IT systems, special digital formats and digital signatures, etc.

Subsection 3. A digital communication shall be deemed to have been delivered when it is accessible to the addressee of the communication.

Section 25 c. The Minister for Industry, Business and Financial Affairs may lay down regulations to the effect that the authorities may issue decisions and other documents under this Act or under regulations issued pursuant to this Act without a signature, with a signature reproduced by machine or in an equivalent manner, or using a technique that ensures the unambiguous identification of the person who issued the decision or document. Such decisions and documents shall be treated in the same way as decisions and documents bearing a personal signature.

Subsection 2. The Minister for Industry, Business and Financial Affairs may lay down regulations to the effect that decisions and other documents taken or issued exclusively on the basis of electronic data processing may be issued only with the indication of the authority concerned as the sender.

Section 26. The Minister for Industry, Business and Financial Affairs may, in agreement with the minister concerned, decide that the Danish Maritime Authority's powers under the Act shall be exercised by other public authorities. The Minister for Industry, Business and Financial Affairs may also authorise companies or individuals to supervise quality assurance of education and training programmes and courses on behalf of the Danish Maritime Authority under specified conditions.

Subsection 2. The Minister for Industry, Business and Financial Affairs may establish regulations regarding the right of appeal, including that appeals against the Danish Maritime Authority's decisions may not be brought before another administrative authority.

Chapter 9 a

Safety in connection with construction projects, etc.

Section 26 a. The Minister for Industry, Business and Financial Affairs may lay down regulations stating that developers of construction projects that take place wholly or partly at sea must contribute to ensuring that activities associated with the project are carried out in accordance with this Act and the regulations issued pursuant to it.

Chapter 10

Penalty provisions

Section 27. Any person who violates sections 3, 4(1), 6(1), (2) or (4), section 7, 8, 9(1) or (3), 10(1) or (3), section 11(2) or (3) shall be liable to a fine, sections 17 or 25(1)(1) or (2), or violates the crew determinations made pursuant to the Act.

Subsection 2. If the shipowner has wholly or partly transferred their obligations under Sections 25(1) or (2) to other organisations, enterprises or persons, Subsection 1 shall apply correspondingly to these organisations, enterprises or persons if the obligations are not fulfilled.

Subsection 3. Regulations issued in pursuance of the Act may stipulate a penalty of a fine, cf. however, section 28(5).

Section 28. A fine or imprisonment of up to one year shall be imposed on anyone who violates section 25(1)(3), (4) or (5).

Subsection 2. The penalty may be increased to imprisonment for a term not exceeding 2 years if the contravention has been committed intentionally or gross negligently, and if the contravention has resulted in

- 1) caused harm or danger to young people under the age of 18, or
- 2) obtained or intended a financial advantage for themselves or others, including savings.

Section 3. If the proceeds obtained from the violation are not confiscated, special consideration must be given to the amount of any financial benefit obtained or intended when determining the fine, including additional fines, cf. subsection 2, no. 2.

Subsection 4. Subsections 1-3 apply correspondingly if other organisations or persons fulfil certain tasks or duties on behalf of the shipping company or master, cf. section 25(2) and (3).

Subsection 5. Regulations issued pursuant to section 25(4) in accordance with section 25(1)(3-5) may provide for a fine or imprisonment for up to one year. It may also be determined that the penalty may be increased to imprisonment for up to two years in similar circumstances as specified in subsection 2.

Section 29. Criminal liability may be imposed on companies, etc., (legal persons) in accordance with the regulations in chapter 5 of the Criminal Code.

Subsection 2. For the purpose of imposing criminal liability under subsection 1, persons employed to perform work on board the ship by persons other than the shipowner shall also be deemed to be associated with the shipowner. Where a document of compliance under the Safety Management Code or a certificate under the Seafarers' Employment Convention has been issued to another organisation or person other than the shipowner, the master and seafarers shall also be deemed to be associated with the person to whom the document has been issued.

Chapter 11

Entry into force and transitional provisions, etc.

Section 30. The Act entered into force on 1 February 1997.

Subsection 2. The Act on Ships' Crews, cf. Consolidation Act No. 105 of 7 February 1994, and the Merchant Shipping Act, cf. Consolidation Act No. 372 of 31 May 1990, are repealed.

Subsection 3. The regulations issued pursuant to the Act on Ships' Crews, cf. Consolidation Act no. 105 of 7 February 1994, and the Merchant Shipping Act, cf. Consolidation Act no. 372 of 31 May 1990, shall remain in force until they are repealed or replaced by regulations issued pursuant to this Act.

Section 31. Certificates of competency acquired before 1 February 1997 give their holders the same rights as before. However, certificates entitling the holder to serve as navigator, chief engineer or radio operator on merchant ships shall only be valid until 1 February 2002.

Subsection 2. Persons who are not in possession of a certificate of competency and who at the entry into

force of the Act have served as master or mate in ships measured below 20 gross registered tonnes may continue such service, cf. however, section 18(2).

Subsection 3. For ships with a length of less than 24 metres, which have only been measured in accordance with the previously applicable measurement regulations, the gross registered tonnage (GRT) stated on the ship's measurement certificate, rounded down without decimals, shall continue to apply instead of a gross tonnage (GT) stated in this Act.

Section 32. The Act does not apply to the Faroe Islands and Greenland, but may, by royal decree, be brought into force in whole or in part for Greenland with the changes that follow from Greenlandic circumstances.

Act No. 493 of 12 May 2010 (Implementation of the Maritime Labour Convention, modernisation of provisions on supervision, prohibition of alcohol sailing in Greenland waters, etc.)²⁾ contains the following entry into force and transitional provisions:

Section 7

Subsection 1. The Minister for Industry, Business and Financial Affairs shall determine the date of entry into force of the Act. In this connection, the Minister may determine that the provisions of the Act shall enter into force on different dates.³⁾

Subsection 2. Persons who, pursuant to the current section 8(2) of the Act on ships' crews, have acquired the right to work as a prescribed cook on Danish ships before the entry into force of the Act, shall retain this right.

Act no. 478 of 30 May 2012 (Adjustments as a result of transfers of responsibility in the areas of maritime education and pilotage)⁴⁾ contains the following entry into force and transitional provisions:

Section 5

Subsection 1. The Act shall enter into force on 1 June 2012, cf. however, Subsection 2.

Subsection 2. (first sentence omitted).⁵⁾ The Minister for Industry, Business and Financial Affairs shall determine the date of entry into force of the second sentence in the footnote to the title of the Act, cf. section 1, ^{no. 1.6)}

Subsection 3. Regulations issued pursuant to the Maritime Education Act remain in force for the courses, examinations, etc. covered by section 1 of the Act until they are repealed or replaced by regulations issued pursuant to the Act on ships' crews.

Act no. 400 of 2 May 2016 (Securing the financial position of seafarers in the event of the shipowner's breach of the employment relationship, enhanced safety in connection with major maritime construction projects, insurance in connection with wreck removal, streamlining the inspection activities in the diving sector, etc.)⁷⁾ contains the following entry into force provision:

Section 6

Subsection 1. The Act shall enter into force on 1 July 2016, cf. however, Subsection 2.

Subsection 2. (Omitted)⁸⁾

Act no. 199 of 25. February 2025 (Disqualification from the right to work on Danish ships for seafarers who commit personally dangerous crimes on board or in relation to the service, new training for ferry navigators, adjustment of the annual fee for ships and entry into force for Greenland of amendments to the Maritime Act and the Act on Safety at Sea)⁹⁾ contains the following entry into force provision:

Section 7

The Act entered into force on 27 February 2025.

The Danish Maritime Authority, 26 June 2025
Kristina Ravn

/ Mette Rosager

Official notes

EU Notes

¹⁾ The Executive Order contains provisions implementing parts of Directive 2005/36/EC of the European Parliament and of the Council of 7 September 2005 on the recognition of professional qualifications, Official Journal of the European Union 2005, No. L 255, page 22. The Act contains provisions transposing parts of Council Directive 2009/13/EC of 16 February 2009 giving effect to the Agreement entered into by the European Community Shipowners' Associations (ESCA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006, and amending Directive 1999/63/EC, Official Journal of the European Union 2009, no. L 124, page 30-50.

Endnotes

²⁾ The amendment concerns the footnote to the title of the Act, sections 8, 18(1), nos 3-5, 25(2-4), the heading to chapter 9, sections 25a, 25b, 27(2), 28(4-5) and 29(2).

³⁾ Section 3(2) and (3) of Act no. 493 of 12 May 2010 entered into force on 20 August 2013, cf. section 1 of Executive Order no. 6 of 9 January 2013.

⁴⁾ The amendment concerns the footnote to the title of the Act, section 10a, chapter 7a, section 24a, chapter 7b, sections 24b, 24c, 24d, 24e, chapter 7c, sections 24f, 24g and 26(1).

⁵⁾ Subsection 2, first sentence, deals with the Maritime Education Act.

⁶⁾ Subsection 2, second sentence, entered into force on 11 September 2013, cf. Executive Order no. 1085 of 9 September 2013.

⁷⁾ The amendment concerns sections 4(2), 6(2), 13(1), first sentence, and chapter 9 a.

⁸⁾ Subsection 2 concerns the Act on Seafarers' Employment Conditions, etc.

⁹⁾ The amendment concerns sections 2(8), 6(2-4) and (7-8) and section 13(4).