

Translation: Only the Danish document has legal validity.

Order no. 1270 of 29/10/2025

issued by the Danish Maritime Authority

Order on certificates to confirm insurance or another guarantee covering civil liability for pollution damage caused by bunker oil from ships

Pursuant to Section 186(4),(5), and (7), Section 229a(3), and Section 514a in the Danish Maritime Act, cf. Consolidation Act no. 776 of 18 June 2025, and Section 186(4),(5) and (7), Section 229a(3), and Section 514a in the Danish Maritime Act, as implemented for Greenland by the Order on the implementation for Greenland of the Danish Maritime Act, cf. Order no. 827 of 15 August 2019, it is stipulated by authorisation pursuant to Section 1(1)(8), in 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., and Section 1(5), in Order no. 279 of 23 March 2020 for Greenland on the delegation of certain powers to the Danish Maritime Authority and on the right of appeal, etc.:

*Certificates of Danish ships for confirmation of insurance or another guarantee for pollution damage
caused by bunker oil from ships*

Section 1. Applications for issuing certificates for Danish ships, including ships owned by Danish state institutions and used for commercial purposes, should be addressed to the Danish Maritime Authority. The application can be made electronically. The application must be accompanied by a declaration from the insurer or guarantor.

Subsection 2. The declaration must state that the owner of the ship has taken out insurance or provided another guarantee to cover their liability as a result of the International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunker Convention), and must at least cover the liability limit resulting from Section 175 of the Danish Maritime Act, and that the insurer or the person who has provided the guarantee confirms that the insurance or guarantee covers the said liability, and in the case of a guarantee, what this consists of.

Subsection 3. The declaration must contain the following information:

- 1) Name of the ship.
- 2) The ship's identification number or letters,
- 3) IMO ship identification number.

- 4) The ship's port of registry.
- 5) Name and head office of the registered owner.
- 6) The name and head office of the insurer or guarantor; and
- 7) The validity period of the insurance or guarantee.

Subsection 4. The Danish Maritime Authority may require documentation that insurers are authorised to conduct insurance business and are approved by the insurance supervisory authority in the country where the company has its business address or head office. In special cases, the Danish Maritime Authority may require that it is also documented that the company in question is solvent and can fulfil its obligations. Similar requirements can be imposed on companies seeking to provide a guarantee. The agency may require the applicant to provide documentation for this and may refuse to issue a certificate if the requirement is not met. The Danish Maritime Authority may also refuse to issue a certificate if it becomes aware of information indicating that the company in question may be unable to fulfil its obligations.

Subsection 5. In order for the insurance or guarantee to be approved, the insurers or guarantors must also undertake to pay compensation to anyone who has a legitimate claim against the owner of the vessel for damage caused by bunker oil. The obligation to pay compensation shall apply for up to three months after the date on which the Danish Maritime Authority is notified of the termination of the insurance or guarantee. This does not apply to accidents occurring after the expiry of the validity period stated in the certificate or if the certificate has previously been returned to the Danish Maritime Authority or a new certificate has been issued.

Subsection 6. If the Danish Maritime Authority finds that the insurance or guarantee is sufficient, a certificate is issued to the ship. The certificate shall be drawn up in accordance with the model set out in the Annex.

Subsection 7. In this Order, owner means the ship's owner, shipping company or bareboat charterer or others who operate the ship in the owner's place.

Certificates of foreign ships confirming insurance or other guarantee for pollution damage caused by bunker oil from ships

Section 2. For ships registered in a state that has acceded to the International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunker Convention), certificates issued by the competent authority of that state are recognised. The certificate shall be drawn up in accordance with the model set out in the Annex.

Section 3. For ships registered in a state that has not acceded to the International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunker Convention), certificates issued by a competent authority in a state that has acceded to the Convention are recognised. The certificate shall be drawn up in accordance with the model set out in the Annex.

Section 4. For ships registered in a state that has not acceded to the International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunker Convention), and that do not have a valid certificate,

cf. Section 3, an application must be submitted to the Danish Maritime Authority to issue a certificate in connection with the ship's intention to call at a Danish port or other loading or unloading place in Denmark or on the Danish continental shelf, or its intention to operate permanently in Danish territorial waters after 20 November 2008. The application may be made electronically and shall be accompanied by declarations from insurers or guarantors. Section 1(2-6) shall apply correspondingly.

Subsection 2. The application must be submitted, and payment made within 14 days of the ship entering a Danish port or another place of loading or unloading in Denmark or on the Danish continental shelf, or begins permanent operations in Danish territorial waters.

Section 5. Under special circumstances, a certificate may be issued to ships that are registered in a state that has not acceded to the International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunker Convention) and that do not have a valid certificate, cf. Section 3, regardless of whether they do not call at a Danish port or other loading or unloading place in Denmark or on the Danish continental shelf or operate permanently in Danish territorial waters. The application should be addressed to the Danish Maritime Authority. The application may be made electronically and shall be accompanied by declarations from insurers or guarantors. Section 1(2-6) shall apply correspondingly.

Bareboat registered ships

Section 6. For ships registered in Denmark but bareboat registered in the register of a foreign state, the Danish Maritime Authority may issue a certificate in accordance with the requirements set out in Section 1.

Subsection 2. If the ship is registered bareboat in a state that has acceded to the International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunker Convention), certificates issued by the competent authority of that state are recognised. The certificate shall be drawn up in accordance with the model set out in the Annex.

Subsection 3. If the ship is registered bareboat in a state that has not acceded to the International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunker Convention), certificates issued by a competent authority in a state that has acceded to the Convention are recognised. The certificate shall be drawn up in accordance with the model set out in the Annex.

Section 7. For ships that are owner-registered in a foreign country's register but are bareboat registered in Denmark, the Danish Maritime Authority may issue a certificate in accordance with the requirements in Section 1.

Subsection 2. If the ship already holds a valid certificate, a copy of the certificate must be submitted to the Danish Maritime Authority. The Danish Maritime Authority will then contact the issuing authority in the country where the ship is owner-registered to request that the Danish Maritime Authority be kept informed of any changes regarding the validity of the certificate.

Other provisions

Section 8. A fee of DKK 300 is payable for issuing a certificate of valid insurance or guarantee.

Section 9. Certificates are issued for a permanent period, but no longer than the insurance or guarantee's validity period. The certificate is issued only when payment in accordance with Section 8 has been registered.

Subsection 2. Certificates pursuant to Section 4 are issued with a maximum validity period of three months. For ships operating permanently in Danish territorial waters, certificates may be issued with a longer period of validity, but not longer than the insurance or guarantee validity period.

Section 10. The Danish Maritime Authority sends a copy of the certificate issued to the ship to the ship's owner or the person who has applied for the issue of a certificate on behalf of the owner, and for ships that are not Danish, to the register of shipping of the country concerned.

Subsection 2. The owner of a ship carrying a certificate issued by the Danish Maritime Authority is required to immediately return the certificate to the Danish Maritime Authority upon termination of the insurance or guarantee, or upon the certificate's expiration.

Subsection 3. If there are any other changes to the insurance or guarantee that affect the continued validity of the certificate issued by the Danish Maritime Authority, the owner of the ship must notify the Danish Maritime Authority immediately upon becoming aware of them.

Section 11. If the Danish Maritime Authority becomes aware of amendments to the insurance or guarantee that affect the certificate's continued validity, the Danish Maritime Authority may, as appropriate, revoke the certificate.

Section 12. Any police, customs authority or port authority which, in the exercise of their official duties, observes a violation of this Order shall immediately report such a violation to the Danish Maritime Authority.

Subsection 2. The Danish Maritime Authority may, upon the ship's arrival, verify whether it has the required certificate.

Penalty provisions

Section 13. Violation of Section 10(2)-(3) is punishable by a fine.

Subsection 2. Criminal liability may be imposed on companies, etc., (legal persons) in accordance with the rules in Chapter 5 of the Danish Criminal Code.

Section 14. If the matter is covered by the Order on the entry into force for Greenland of the Danish Maritime Act, measures under the Greenland Criminal Code may be imposed instead of penalties under Section 13, according to the rules in Section 514a, as implemented for Greenland by Order no. 827 of 15 August 2019.

Subsection 2. If a person is not resident in Greenland, or if the person's connection with Greenlandic society is so loose that the conditions for the application of measures are not met, the case may be brought or referred for prosecution in Denmark, cf. Section 7 of the Greenland Criminal Code.

Entry into force, etc.

Section 15. The Order shall enter into force on 1 January 2026.

Subsection 2. Order no. 838 of 18 August 2008 on certificates confirming insurance or another guarantee covering civil liability for pollution damage caused by bunker oil from ships is repealed.

The Danish Maritime Authority, 29 October 2025

Kristina Ravn

/ Ditte Wiesener Rust

Annex 1

Certificate concerning insurance or another financial guarantee in connection with civil liability for pollution damage caused by bunker oil



DANMARK
DENMARK

**Certifikat vedrørende forsikring eller anden økonomisk
sikkerhedsstillelse i forbindelse med civilretlige ansvar for forureningsskader
forårsaget af bunkerolie**

*Certificate of insurance or other financial security in respect
of civil liability for bunker oil pollution damage*

Udstedt i overensstemmelse med bestemmelserne i artikel 7 i den internationale konvention om det civilretlige ansvar for forureningsskader forårsaget af bunkerolie 2001.

Issued in accordance with the provisions of article 7 of the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001.

Skibets navn	Kendings- bogstaver	IMO skibs-identifikations-nr.	Skibets hjemsted	Den registrerede ejers navn og fuldstændige forretningsadresse.
<i>Name of ship</i>	<i>Distinctive number or letters</i>	<i>IMO ship identification number</i>	<i>Port of registry</i>	<i>Name and full address of the principal place of business of the registered owner.</i>

Herved attesteres, at en forsikringspolice eller anden økonomisk sikkerhedsstillelse, der opfylder kravene i artikel 7 i den internationale konvention om civilretligt ansvar for forureningsskader forårsaget af bunkerolie af 2001, er i kraft for ovennævnte skib.

This is to certify that there is in force in respect of the above named ship a policy of insurance or other financial security satisfying the requirements of Article 7 of the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001.

Sikkerhedens art
Type of Security

Sikkerhedens gyldighedsperiode

Duration of Security *Fra/from* *til/to:*



DANMARK
DENMARK

Navn og adresse på forsikringsgiverne og/eller garanterne

Name and Address of the Insurer(s) and/or Guarantor(s)

Navn

Name

Adresse

Address

Dette certifikat er gyldigt indtil

This certificate is valid until

Udstedt eller bekræftet af regeringen i

Issued or certified by the Government of

The Kingdom of Denmark by the Danish Maritime Authority

Statens fuldstændige navn, (Full designation of the State)

i

at

Sted *(Place)*

den

on

Dato *(Date)*

Titel og underskrift af den udstedende eller bekræftende tjenestemand

Title and Signature of issuing or certifying official



DANISH MARITIME AUTHORITY