

Translation: Only the Danish document has legal validity.

*Order no. 1391 of 24/11/2025*

*issued by the Danish Maritime Authority*

## Order on insurance or another guarantee to cover the private legal liability for oil pollution damage from ships

Pursuant to Sections 198(1) and 514a of the Danish Maritime Act, cf. Consolidation Act no. 776 of 18 June 2025, and Sections 198(1) and 514a of the Order on the entry into force for Greenland of the Danish Maritime Act, cf. Order no. 827 of 15 August 2019, shall be adopted by virtue of the authorisation granted under Section 1(1)(8) of Order no. 261 of 23 March 2020 on the transfer of certain powers to the Danish Maritime Authority and on the right of appeal, etc., and Section 1(1)(5) of Order no. 279 of 23 March 2020 for Greenland on the transfer of certain powers to the Danish Maritime Authority and on the right to appeal, etc.:

### *Insurance or another guarantee for the transport of oil on Danish or foreign ships*

**Section 1.** The owner of a Danish ship, which transports more than 2000 tonnes of persistent hydrocarbon mineral oil in bulk as cargo, must have an approved insurance or another guarantee to cover the liability mentioned in Section 191(1) of the Danish Maritime Act, cf. Subsection 2, and within the liability limit stated in Section 194 of the Danish Maritime Act.

*Subsection 2.* The provision in Subsection 1 shall apply correspondingly to ships which do not have their home port in Denmark and which enter or leave a Danish port or other loading or unloading place in Denmark or on the Danish continental shelf, provided such ships are carrying more than 2,000 tonnes oil in bulk as cargo.

*Subsection 3.* The ships mentioned in Subsections 1 and 2 must have a certificate confirming that there is an insurance or guarantee covering the liability mentioned in Subsection 1.

*Subsection 4.* For ships owned by Danish state institutions, Subsections 1 and 3 apply correspondingly, as these ships, in lieu of the aforementioned insurance or guarantee, may have a certificate issued by the Danish Maritime Authority, confirming that the ship is state-owned and that its liability is covered within the liability limit mentioned in the Danish Maritime Act.

*Subsection 5.* For ships owned by a foreign state, Subsections 1-3 apply correspondingly, as these ships, in lieu of the mentioned insurance or guarantee, may have a certificate issued by the relevant authority, confirming that the ship is state-owned and that its liability is covered within the liability limit mentioned in the Danish Maritime Act.

### *Certificates for Danish ships*

**Section 2.** Applications for issuing certificates for Danish ships, including ships owned by Danish state institutions, shall be submitted to the Danish Maritime Authority, accompanied by a declaration from the insurer or guarantor made on a specially approved form available at the Danish Maritime Authority.

*Subsection 2.* The declaration must state that the owner of the ship has taken out insurance or provided another guarantee to cover their liability pursuant to Section 1(1), and that the insurer or the person who has provided the guarantee confirms that the insurance or guarantee covers the mentioned liability, and, in the case of a guarantee, what it consists of.

*Subsection 3.* 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 pollution from 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. However, 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 4.* 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 Model A as shown in the Annex.

*Subsection 5.* For ships that have a certificate in accordance with Subsection 4, in addition to the declaration mentioned in Subsection 1, a declaration of insurance or another guarantee coverage for liability under the International Convention on Civil Liability for Bunker Oil Pollution Damage, 1969, may be presented. The declaration is presented on a specially approved form available from the Danish Maritime Authority. If the declaration meets the requirements in Subsection 3, and the Danish Maritime Authority finds that the insurance or guarantee is sufficient, cf. also Subsection 4, the Danish Maritime Authority may, at the owner's request, also issue a certificate made according to the Model B shown in the Annex, unless this would conflict with international decisions.

### *Certificates for foreign ships*

**Section 3.** For ships that are registered in a state which has acceded to the 1992 International Convention on Civil Liability for Bunker Oil Pollution Damage, certificates issued by the competent authority in the respective state are recognised. The certificate shall be drawn up in accordance with Models A or B as shown in the Annex.

**Section 4.** For ships that are registered in a state which has not acceded to the convention mentioned in Section 3, and which do not have a valid certificate, cf. Sections § 5 and 6, an application must be submitted to the Danish Maritime Authority to issue a certificate. The application must be accompanied by a declaration from the insurer or guarantor made on a specially approved form available from the Danish Maritime Authority.

*Subsection 2.* The application must be submitted within 20 days of the ship calling at a Danish port or another loading or unloading place in Denmark or on the Danish continental shelf. Section 2(2-5), apply correspondingly.

**Section 5.** For ships owned by a foreign state, cf. Section 1(5), a certificate issued by the competent authority is recognised.

**Section 6.** Certificates issued by a competent authority in a state that has acceded to the 1992 International Convention on Civil Liability for Bunker Oil Pollution Damage, to a ship that is registered in a state which has not acceded to this convention, are recognised as valid. The certificate shall be drawn up in accordance with Model A as shown in the Annex. Certificates that comply with Model B, as shown in the Annex, can also be recognised, unless this would conflict with international decisions.

### *Other provisions*

**Section 7.** Certificates may be issued for a specific period or until termination. However, certificates cannot be issued for a period longer than the insurance or guarantee's validity period. Certificates pursuant to Section 4 are issued with a maximum validity period of three months.

*Subsection 2.* A fee of DKK 645 is payable for issuing a certificate for valid insurance or guarantee.

**Section 8.** 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. If there are any other changes to the insurance or guarantee that affect the continued validity of the

certificate, the owner of the ship is required to notify the Danish Maritime Authority immediately upon becoming aware of them.

**Section 9.** Danish ships carrying over 2000 tonnes of oil in bulk as cargo, cf. Section 1(1), must not be used without a valid certificate.

*Subsection 2.* The Danish Maritime Authority or other authorities authorised by the Ministry of Industry, Business and Financial Affairs may deny a ship access to or prohibit it from leaving a Danish port or another loading and unloading site in Denmark or on the Danish continental shelf or order it to be unloaded or moved if it does not have the required certificate.

**Section 10.** Police, customs authorities, or port authorities who, in the exercise of their official duties, detect violations of this Order must immediately report them to the Danish Maritime Authority in accordance with instructions issued by the relevant ministry.

*Subsection 2.* The Danish Maritime Authority may, upon the ship's arrival, check whether it has the certificate required in Section 1.

**Section 11.** Violation of Section 1(1-4), Sections 4, 8(2), 9 or 12(2), 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 12.** If the Order covers the matter on the entry into force for Greenland of the Danish Maritime Act, instead of punishment under Section 11, measures under the Criminal Code for Greenland may be imposed 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 13.** This Order enters into force on 1 January 2026.

*Subsection 2.* Order no. 217 of 8 April 1998 on insurance or another guarantee to cover the private law liability for oil pollution damage from ships is repealed.

*The Danish Maritime Authority, 24 November 2025*

Kristina Ravn

/ Ditte Wiesener Rust

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**Model A****Certificate**

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

*Issued in accordance with the provisions of Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1992.*

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Skibets navn	Skibets kendings-	Skibets hjemsted	Rederens navn
(Name of ship)	bogstaver	Port of registry	og adresse
	(Distinctive		Name and
	number or		adress of
	letters)		owner)
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*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 VII of the International Convention on Civil Liability for Oil Pollution Damage, 1992.*

Sikkerhedens art

Type of security .....

Sikkerhedens gyldighedsperiode

Duration of security .....

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 .....

(statens fuldstændige

navn, Full designation

of the state )

Sted

Dato

Place .....

Date .....

.....

Underskrift og titel af den

udstedende eller bekræftende

tjenestemand

Signature and title of issuing

or certifying official

*Explanatory notes:*

1. If desired, the designation of the State may include a reference to the competent public authority in the country where the certificate is issued.

2. If the total amount of security has been furnished by more than one source, the amount of each of them should be indicated.

3. If security is furnished in several forms, these should be enumerated.

4. The entry "Duration of Security" must stipulate the date on which such security takes effect.

## Model B

### Certificate

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

*Issued in accordance with the provisions of Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969.*

*Issued in accordance with the provisions of Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1992.*

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Skibets navn	Skibets kendingss-	Skibets hjemsted	Rederens navn
(Name of ship)	bogstaver	Port of registry	og adresse
	(Distinctive		Name and
	number or		address of
	letters)		owner)
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*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 VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969.*

*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 VII of the International Convention on Civil Liability for Oil Pollution Damage, 1992.*

The nature of the security

Type of security .....

Sikkerhedens gyldighedsperiode

Duration of security .....

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 .....

		(statens fuldstændige
		navn, Full designation
		of the state )
Sted		Dato
Place .....	Date .....	
		Underskrift og titel af den
		udstedende eller
		bekræftende tjenestemand
		Signature and title of
		issuing or certifying
		official

*Unless indicated to the contrary, the signature of this certificate certifies that liability under both Conventions is covered.*

*Explanatory notes:*

1. If desired, the designation of the State may include a reference to the competent public authority in the country where the certificate is issued.
2. If the total amount of security has been furnished by more than one source, the amount of each of them should be indicated.

3. If security is furnished in several forms, these should be enumerated.
4. The entry "Duration of Security" must stipulate the date on which such security takes effect.