

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Order on the registration of ships, including bareboat registration, and rights over ships in the Danish Register of Ships, the Danish International Register of Ships and entry in the Register of Ships and on annual fees for ships with a home port in Denmark.

Pursuant to Section 2(1) and (2), Section 3(3), Section 12(2) and (4), Section 14(2), Section 15(2) and (4), Section 15 b(6), Section 24(5), Section 27, Section 33, Section 36(2), Section 39(3) and (4), Section 39 d(3), Section 40, Section 46 a(1), Section 46 b(1), Section 46 c, Section 46 d(1), and Section 514 a(1), of the Maritime Act, cf. Consolidation Act no. 1505 of 17 December 2018, as amended by Act no. 526 of 7 June 2006, Act no. 205 of 5 March 2019 and Act no. 569 of 10 May 2022, Section 11 c(5), Section 11 f, Section 12(1) to (6), Section 13(2) of the Act on the Danish International Register of Ships, cf. Consolidation Act no. 390 of 1 April 2020, and after consultation with the Ship Inspection Board, shall be adopted by virtue of the authorisation pursuant to Section 1(1)(8) and (9) of Order no. 261 of 23 March 2020 on the transfer of certain powers to the Danish Maritime Authority and on appeal procedures, etc:

Chapter 1

Scope of the Order and definitions

Section 1. The Order concerns ship registration in the Digital Register of Ships, including bareboat registration, registration of ships whose owner is not considered Danish pursuant to Section 1 of the Maritime Act, and annual fees for ships.

Subsection 2. The Digital Register of Ships shall consist of a self-service solution and a ship record in the register. The self-service solution can be accessed via www.shipregistration.dma.dk, while the ship record in the register can be accessed via www.shipregister.dma.dk.

Subsection 3. The Registrar of Ships shall be responsible for the maintenance of the Digital Ship Register. The Danish Maritime Authority acts as the secretariat for the Registrar of Ships in relation to ship registration.

Section 2. The Danish Register of Ships, including the Register of Ship Builders and the Danish International Register of Ships, shall be kept in the Digital Register of Ships.

Subsection 2. The Digital Register of Ships shall contain a public register of vessels in which no rights may be registered.

Subsection 3. A list of vessels used commercially for fishing shall be kept in the Digital Register of Ships.

Subsection 4. A list of proxies for ship registration purposes shall be kept in the Digital Register of Ships.

Section 3. For the purposes of this Order:

- 1) DSRG: The Digital Register of Ships.

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

- 2) The ship record in the register: the part of the DSRG where notified and registered information, including historical information on notified and registered ships, is publicly available.
- 3) Self-service solution: the part of DSRG where anyone, using a digital signature, can digitally register and request the registration of information and rights over ships and mortgages on title deeds on ships.
- 4) DAS: Danish Register of Ships.
- 5) SKBR: Shipbuilding Register.
- 6) DIS: Danish International Register of Ships.
- 7) FTJ: Vessel Register.
- 8) Document of Compliance: a safety certificate for a merchant ship. The document is issued by a recognised organisation (classification society), approved by the Danish Maritime Authority, to a shipping company or management company. Issuance is in accordance with the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code).
- 9) Digital document: information relating to a ship or a right which is either declared digitally or recorded digitally in DSRG.
- 10) Original document: information relating to a ship or a right, written on a physical paper document on which all signatures of the issuer and others required to sign by the contents of the document have been affixed as a physical or wet signature. Documents issued digitally by public authorities are also considered original documents when the document is digitally verifiable as having been issued by the specified issuer.
- 11) Endorsement: an addition to an original signed document submitted for registration or for the purpose of registration.
- 12) Original signature: a physical or wet signature of the issuer, witnesses, notary, etc., on a physical document. A signature on an electronic or digital document submitted in DSRG or signatures submitted by authorities that are otherwise digitally verifiable are original.
- 13) Approved translator: a person who meets the requirements for legalisation as a translator at the Ministry of Foreign Affairs. For non-national translators, the requirements depend on the country of work of the translator concerned. The person concerned must be able to obtain an apostille or legal authorisation.
- 14) Dematerialisation: transfer of information from a physical document to DSRG by the Registrar of Ships.
- 15) Forms: forms issued by the Registrar of Ships. Forms designed for notification to DSRG when digital notification with digital signature is not possible either because the signatory does not have a digital signature or because the notification cannot be made in DSRG.
- 16) Matriculation of a ship: assignment of registration letters to a ship for the purpose of identifying the ship so that it can be entered in DSRG in a Danish register.
- 17) Merchant ship: any ship other than fishing vessels and recreational craft.
- 18) Passenger ship: a ship carrying more than 12 passengers.
- 19) Cargo ship: a merchant ship other than a passenger ship. Ships with the use "Floating accommodation, commercial", which are used for commercial purposes, are considered as cargo ships.

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

20) Fishing vessel: a vessel whose nationality certificate bears a port identification number.

21) 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. Vessels with the use "Floating accommodation, private", which are used for private accommodation, are considered as recreational craft.

22) GT: the gross tonnage of a ship, which is the GT shown on the ship's tonnage certificate at any time, rounded down to the nearest whole number.

23) Measurement certificate and authorised marine surveyor: tonnage certificate issued by a marine surveyor authorised by the Danish Maritime Authority in accordance with the measurement regulations in force at any time, clearly indicating the ship's dimensions and identity, in accordance with the Ship Measurement Act and the regulations issued pursuant thereto.

24) Completed ship: a ship which, according to the builder's certificate issued by the shipyard, has been completed.

25) Newly built ship: a completed ship which has not previously been entered as completed in any Register of Ships and which has been handed over and delivered by the yard to the declared owner.

26) A second-hand ship: a completed ship which is transferred from other than the last shipyard to the owner who signs the notification of the registration of the ship.

Section 4. Maritime Act Section 1, Section 2, Section, Section 4, Section 5(1), 1st indent, Section 5, (2-4), Section 6, Section 7, Section 8, Section 9, Section 14, Section 15, Section 15a, Section 15b, Section 16, Section 17, Section 19, Section 20 and Sections 28-50a apply to ships registered in DIS.

Section 5. Danish ships, cf. Section 1(2) of the Maritime Act, which are notified for registration in DIS within 30 days after the ship has been completed or, if the ship has been acquired completed, within 30 days after the acquisition, are exempted from the notification obligation pursuant to Section 10(1) of the Maritime Act.

Subsection 2. The Registrar of Ships may extend the period referred to in Subsection 1.

Notification to and registration in DSRG

Subsection 6. Anyone can make digital declarations in the self-service solution by using a digital signature to login.

Subsection 2. Login to the self-service solution is done with MitID unless the ship registrar decides otherwise.

Section 7. Notifications in DSRG shall be made digitally via the self-service solution unless otherwise stated in the Maritime Act or this Order, cf. Section 7(2), Section 17, Section 18(4) and Section 20(2).

Subsection 2. The requirement for digital notification using the self-service solution does not apply if one of the parties required to sign the notification cannot obtain a digital

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

signature. In those situations, the notification and the original signed document for registration in DSRG may be made on the basis of paper documents, cf. Subsection 3.

Subsection 3. Notifications submitted on paper shall contain equivalent information and documentation as required for digital notifications and shall comply with the conditions laid down in Chapter 7 of this Order.

Subsection 4. Notifications submitted on paper shall be registered digitally by the Registrar of Ships in DSRG. Original physical documents filed containing a right to registration are returned to the notifier with an indication that the document has been digitally registered. When the right is digitally registered in DSRG, the physical document has no independent legal effect in relation to DSRG.

Subsection 5. Documents that do not need to be registered, but that must be provided as evidence for the purpose of a notification, may be uploaded in connection with the notification. If the original of the document in question is required, it must be forwarded.

Chapter 2

Registration of vessels, registration of ownership, change of register and deletion of vessels

Notification of the admission of newly built vessels in DAS and DIS

Section 8. Notification as owner of a newly built ship must be made within 30 days after delivery from the yard has taken place.

Subsection 2. When notifying the inclusion of a newly built ship in DAS and DIS, the notifier must state or provide the following:

- 1) Name of ship, home port, GT, net tonnage, type of use, shipyard, including whether the ship was built in more than one shipyard, year of construction, construction number, and whether the ship was imported from abroad, including which country, and the foreign name and home port of the ship.
- 2) Information on ownership, including whether ownership rights are transferred at the time of recording, information on the identity of the buyer or owner of the vessel, the date of acquisition, and whether the transfer is final or conditional.
- 3) Digital tonnage certificate issued by a marine surveyor authorised by the Danish Maritime Authority or a recognised organisation, or copy of tonnage certificate approved by the Danish Maritime Authority.

Subsection 3. For ships imported from abroad, the original certificate of destruction or certificate of non-registration issued not earlier than 3 months before the notification by a foreign registration authority must also be presented, if the ship has been completed or has been under construction in a foreign shipyard, cf. however, Section 15(3) of the Maritime Act.

Subsection 4. In the case of a digital notification with a digital signature, the notification must be digitally signed by the buyer or owner and the yard, cf. Subsection 7.

Subsection 5. If a signatory is not obliged to make a digital notification, cf. Section 7(2), the notifier must submit form no. 1, 2, 3 or 4, cf. Appendix 1, Section II on notification of a ship

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

for registration, which is originally signed by the buyer or owner and which contains the information specified in Subsection 2, nos. 1-2, to the Danish Maritime Authority. Together with the notification of the ship, an original document of transfer of ownership of the ship from the yard to the owner must be submitted. The document, which can be a deed or a builder's certificate deed, must be signed by the shipyard. Deeds, bills of sale or builder's certificates may be drawn up on forms no. 1-3, cf. Section I of Appendix 1.

Subsection 6. The yard certifies by its signature that the ship has been completed and that ownership has been transferred to the owner.

Subsection 7. Notifications containing the designation of managing or corresponding shipowners shall also be signed by the designated shipowner or shipowners.

Subsection 8. Notifications containing the designation of the person or persons fulfilling the activity and contact condition referred to in Chapter 12 or fulfilling the requirement that a fishing vessel is effectively managed, controlled and directed from Denmark referred to in Chapter 12 shall also be signed by the designated person or persons.

Notification of second-hand vessels to DAS and DIS

Section 9. Notification of any ship notified for registration more than 30 days after delivery from the yard shall be made as notification of a second-hand ship.

Subsection 2. When notifying the inclusion of a second-hand ship in DAS and DIS, the notifier must state or provide the following:

- 1) Name of the ship, home port, GT, net tonnage, type of use, shipyard, year of construction, construction number, whether the ship was previously registered in DAS, DIS or FTJ, and whether the ship was imported from abroad, including which country, as well as the foreign name and home port of the ship.
- 2) Information on ownership, including whether ownership rights are transferred at the time of recording, information on the identity of the buyer or owner of the vessel, the date of acquisition, and whether the transfer is final or conditional.
- 3) Digital tonnage certificate issued by a marine surveyor authorised by the Danish Maritime Authority or a recognised organisation, or copy of tonnage certificate approved by the Danish Maritime Authority.
- 4) Copies of all previous transfers of the vessel from the time of completion. However, this documentation shall not be required if the ship has been imported from abroad and the original certificate of destruction or certificate of non-registration issued by the foreign registration authority as referred to in Subsection 3 is presented. Documentation of previous transfers is also not required for transfers prior to the last registration in the Danish Register of Ships.

Subsection 3. For ships imported from abroad, the original certificate of destruction or certificate of non-registration issued by a foreign registration authority 3 months before the notification must also be presented, if the ship has been completed or has been under construction in a foreign shipyard, cf. however, Section 15(3) of the Maritime Act.

Subsection 4. If the ship is notified within 30 days from the date of acquisition of the ship by the owner, the notification shall be made digitally in DSRG and signed by the owner and the transferor. If the ship is registered more than 30 days after the date on which the owner

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

acquired the ship, the registration may instead be made by submitting to the Registrar of Ships the original document of ownership signed by the transferor.

Subsection 5. If a signatory is not obliged to make a digital notification in accordance with Section 7(2), the notifier must submit to the Danish Maritime Authority form no. 1, 2, 3, 4, 5 or 6 and form no. 13, 14, 15, 16, 17, 18, 19 or 20 in accordance with Appendix 1, Section II, signed by the transferee or transferor, as well as the owner's original document of ownership signed by the transferor.

Subsection 6. Notifications containing the appointment of managing or corresponding shipowners shall also be signed by the person or persons appointed.

Subsection 7. Notifications containing the designation of the person or persons fulfilling the activity and contact condition referred to in Chapter 12 or fulfilling the requirement that a fishing vessel is effectively managed, controlled and directed from Denmark referred to in Chapter 12 shall also be signed by the designated person or persons.

Notification of admission of the ship under construction to SKBR

Section 10. When notifying the admission of a ship under construction at a Danish shipyard, the notifier must state or submit the following:

- 1) Shipyard, construction number, and whether the ship was imported from abroad, including which country, as well as the ship's foreign name and home port.
- 2) Whether the client or shipyard is to be registered as the owner, and identification details of the builder.
- 3) Confirmation from a marine surveyor authorised by the Danish Maritime Authority or a recognised organisation that the ship is sufficiently long to be identified and that its final GT is estimated to be at least 5 for commercial vessels and at least 20 for recreational vessels, cf. Section 10(3) of the Maritime Act.
- 4) Copies of all previous transfers of the vessel under construction prior to the transfer to the current owner. However, this documentation is not required if the ship has been imported from abroad, in which case the original certificate of destruction or certificate of non-registration from the foreign registration authority must be attached instead. Original certificate of deletion or certificate of non-registration from the foreign registration authority must be issued not earlier than 3 months before the notification if the ship is imported from abroad.

Subsection 2. In the case of digital notification with a digital signature, the notification must be digitally signed by the client and the yard.

Subsection 3. If a signatory is not required to make a digital notification, cf. Section 7(2), the notifier must submit to the Danish Maritime Authority a form for a ship under construction, signed by the client and the shipyard, containing the information specified in Subsection 1(1-2). The form shall be certified by a marine surveyor authorised by the Danish Maritime Authority or by a recognised organisation for the purpose of confirming Subsection 1(3). Form no. 6 for the notification of a ship in SKBR and forms for the notification of a Danish or foreign shipping company as owner of a ship, cf. Appendix 1, Section II, must be used.

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 4. Notifications containing the designation of managing or corresponding shipowners shall also be signed by the designated shipowner or shipowners.

Changes to information on a registered ship or on the owner of a registered ship

Section 11. Any change in the information communicated to the Registrar of Ships must be notified within 30 days of the change occurring. The Registrar of Ships may extend this period.

Subsection 2. The obligation to notify shall be incumbent on the owner. In the event of a change of ownership or transfer of shares in the ship, the duty is incumbent on both the transferor and the transferee.

Subsection 3. Information covered by Subsection 1 shall be:

- 1) Changes in the ownership of the ship, including change of ownership and transfer of share in the ship, etc.
- 2) Change of name, change of address, election of new managing owner, new corresponding owner, changes concerning the fulfilment of the activity and establishment condition or concerning the fulfilment of requirements that a fishing vessel is effectively managed, controlled and directed from Denmark.
- 3) Changes concerning the ship, including change of use, home port, name, tonnage and change of register.
- 4) Events that may lead to the destruction of the ship, including sale to a foreign owner, entry in a foreign register, cessation of commercial operation for ships under 20 GT, sinking, scrapping or condemnation.

Section 12. In the case of seizure, except for seizure on the basis of a mortgage on the seized property, garnishment of a ship and the sale or takeover of a ship at a final compulsory auction, the bailiff must notify this to DSRG as soon as possible. In case of bankruptcy and treatment of the estate by the receiver, the probate court must notify DSRG when the receiver or the administrator notifies the probate court that the estate includes a registered ship.

Subsection 2. If a person who owns a ship or a share in a ship is deprived of legal capacity in accordance with Subsection 6 of the Guardianship Act, the guardian must notify the decision for registration in order for the decision to be valid against third parties who in good faith enter into an agreement with the person deprived of legal capacity.

Subsection 3. The said notifications shall be recorded and will appear in the ship record in the register.

Section 13. Notification of a change of ownership, including the takeover of the vessel by a surviving spouse in connection with an insolvent estate, the transfer of a share in the vessel, as well as notifications of a merger or division shall be notified by digital signature in DSRG.

Subsection 2. All changes of ownership, cf. Section 11(1)(4), must be digitally signed by the transferor of the ship. Notification of the appointment of a new managing director, a new corresponding director and a new fulfilment of the activity and establishment condition, as referred to in Section 11(3)(2), must also be signed by the person or persons appointed.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 3. If the ship is taken over by the surviving spouse in the context of an insolvent estate, the surviving spouse shall notify DSRG of this using a digital signature. The original probate certificate is enclosed.

Subsection 4. If the ship is taken over by merger, the takeover must be notified by digital signature of the new owner. The merger must be registered in Central Business Register (CVR), indicating to the previous owner company and the new owner company that the merger has taken place and the new owner is the continuing company.

Subsection 5. If the ship is taken over by merger, the takeover must be notified with a digital signature by the new owner. A merger plan or other similar documentation of the completion of the merger and the ownership of the ship shall be attached.

Section 6. Seizure, garnishment of a ship, sale or takeover of a ship at a final compulsory auction, bankruptcy and treatment of the estate of a deceased person by a receiver must be notified, cf. Section 31(2) of the Maritime Act.

Subsection 7. If the owner is not obliged to make a digital notification, cf. Section 7(2), the notifier of changes in ownership, cf. Subsection 1, must submit the transferee's original documentation of their ownership to the Danish Maritime Authority.

Section 14 Notification of changes to the ship, including change of use, home port, name and change of register with digital signature, must be digitally signed by the owner of the ship, cf. Section 11(3).

Subsection 2. Notification of a change in the ship's tonnage shall be made by digital notification of a new digital tonnage certificate issued by a marine surveyor authorised by the Danish Maritime Authority or a recognised organisation. If the issuer of the tonnage certificate cannot obtain a digital signature, cf. Section 7(2), a copy of the tonnage certificate shall be forwarded to the Danish Maritime Authority.

Subsection 3. If the owner is not obliged to make a digital notification, cf. Section 7(2), the change of the ship's home port, the ship's name, or the ship's register may be made by e-mail or by submitting a notification to the Registrar of Ships of the originally signed forms No. 1-6, cf. Appendix 1, Section II. Changes of name or address of the owner, of the corresponding shipowners or of the managing shipowners may be made on an original signed form no. 13-20 as set out in Section II of Annex 1. If the change concerns new dimensions, a copy of the tonnage certificate must be submitted, which can be approved by the Danish Maritime Authority.

Section 15. When registering a seizure, judgment or other public legal act, the authority concerned must notify the relationship digitally in DSRG and upload a declaration, certified transcript of the court books or equivalent digital communication with the notification. The legal action must be brought against a person who, according to DSRG, is entitled to dispose of the ship or the corresponding part of the ship.

Subsection 2. In the event of the spouse's being left in an insolvent estate, the probate court shall notify the spouse of the delivery of the estate in DSRG.

Subsection 3. In the case of a private succession, each heir must declare their ownership digitally in DSRG with a digital signature and provide the original transcript of the succession or the equivalent original notification from the court. The original estate inventory or other similar documentation of the heirs' ownership of the ship must also be

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

submitted with the notification. If one or more of the heirs wish to be registered as the owner, or if the heirs wish to take over the ship or the share of the ship as joint owners, either an inheritance deed or an equivalent digital communication from the court of the register of ships, or a transcript of deeds or an equivalent digital communication from the court of the register of ships with the heirs' signed declaration of the takeover of the ship or share the ship and of the relationship in which they are to be lodged.

Subsection 4. If an heir is not obliged to make a digital notification, cf. Section 7(2), the change of ownership must be notified by submitting form no. 13-20, cf. Appendix 1, Section II, signed by the heir. In addition, the same documentation must be submitted as that required, cf. Subsections 1, 2 or 3.

Subsection 5. In proceedings concerning a ship or a part of a ship, the plaintiff may, when the court before which the case is registered has so decided, apply for the registration of a copy of the summons certified by the court or of an equivalent digital communication from the court. If the case lapses without judgment, or if the judgment is against the plaintiff and the time limit for appeal expires without appeal, the defendant must request that the summons be removed from the register. The request can be sent by e-mail, by digital mail or by original letter.

Conditional ownership

Section 16. Ownership of a ship may be declared and registered as either conditional or final.

Subsection 2. A conditional document of ownership may be registered as a conditional ownership only where the conditions are linked to the occurrence of certain events or facts or to the expiry of a specified period.

Subsection 3. If the notification does not state that ownership is conditional, it shall be deemed to be final.

Subsection 4. Conditional ownership shall be declared final when the condition referred to in Subsection 2 is fulfilled.

Frequent register changes

Section 17. Notifications of frequent register changes from DAS to DIS and vice versa cannot be notified digitally in DSRG. Such notification shall be made on form no. 21 as set out in Section II of Appendix 1. The form must be signed in original by the owner. The Registrar of Ships notifies frequent register changes in DSRG as soon as possible.

Subsection 2. The notifier shall indicate a specific time and date for each of the notified changes of register.

Subsection 3. Notification of frequent register changes shall always be submitted before the time and date of the register change indicated in the notification.

Subsection 3. A notification may relate to only one ship. Notification may not be submitted for a change of register more than one month after the notification was submitted to the Registrar of Ships. A maximum of 28 register changes can be notified in one notification.

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 5. If the notification cannot lead to registration, the request for registration shall be refused and the notifier shall be informed thereof as soon as possible.

Deletion of ships from DAS, DIS, and SKBR, including the transfer of a completed ship from SKBR to another Danish register, and failure to submit a ship for registration

Section 18. When reporting the deletion of a ship, the notifier must state the following:

- 1) The identity of the vessel and its owner.
- 2) The reason for the deletion.

Subsection 2. The notification shall be digitally signed by the owner of the ship.

Subsection 3. If the owner is not obliged to make a digital notification, cf. Section 7(2), form no. 7, 8, 9 or 10, cf. Section II of Appendix 1 must be submitted, signed in original by the owner and accompanied by the required documentation.

Subsection 4. If the destruction of a ship is due to the fact that it is no longer used for commercial purposes and must therefore be destroyed, cf. Section 18(1) of the Maritime Act, the notification may be made by the owner's written confirmation in a letter or e-mail to the Registrar of Ships that the ship is no longer used for commercial purposes.

Subsection 5. In the case of a notification involving destruction, cf. Section 17(1) of the Maritime Act, the owner shall at the same time confirm that the Danish registration letters of the ship have been or will be removed as soon as possible, but not later than 30 days after the notification.

Section 19. When reporting the deletion of a ship as a result of transfer to a foreign owner, the notifier must provide a copy of a deed, bill of sale or similar document signed by the transferor as proof of the transfer. The name, address and nationality of the transferee must be indicated on the document. The date of transfer of ownership must be indicated either in the transfer document or in a transfer and receipt record signed by the transferor and the transferee.

Subsection 2. In the case of the sale of a completed ship registered in SKBR, the notification must be digitally signed by the shipyard confirming that the ship is completed.

Section 20. In the case of a notification of the deletion of a ship as a result of the registration of the ship in a foreign register by a Danish owner, the owner must, by signing the notification, confirm that at least one of the following conditions is met before deletion can take place:

- 1) That in connection with the ship, economic activity is carried out in Denmark, corresponding to the requirements of Section 98 of the Order for merchant ships and Section 102 for fishing vessels, and that the ship will thus be managed, controlled and directed effectively from Denmark.
- 2) That the ship is operated from another EU/EEA country where the ship is or will be registered.
- 3) That the company has another real link with another EU/EEA country where the ship is or will be registered.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 2. Notification pursuant to Subsection 1 may not be made digitally in DSRG. Such notification shall be made on form no. 22 as set out in Section II of Appendix 1. The form must be signed in original by the owner.

Subsection 3. The same notification shall be made if a Danish owner acquires a ship which, according to the Maritime Act, must be notified for registration in the Danish Register of Ships, but where the owner, pursuant to Section 17(5), of the Maritime Act, has the ship registered in a foreign register.

Section 21. When reporting the deletion of a ship as a result of its sinking or disappearance, the notifier shall, in addition to the information specified in Section 18, provide as much information as possible:

- 1) Information about the shipwreck, including time of shipwreck, location of shipwreck, including coordinates if possible, description of how the shipwreck happened, and time of departure, place of departure and place of destination.
- 2) Documentation of the incident in the form of newspaper articles, police reports, sea declarations, statements from the harbour master or other authority, photos, etc., which clearly identify the ship and the incident.

Section 22. In addition to the information specified in Section 18, the notifier must state the date of scrapping, the place of scrapping and the name and address of the scrapper.

Subsection 2. The notification must be digitally signed by one of the following:

- 1) The Danish Maritime Authority.
- 2) Marine surveyors authorised by the Danish Maritime Authority.
- 3) A port authority.
- 4) The police.
- 5) Scrapping company registered in the Central Business Register or an equivalent foreign business register confirming that the ship has been scrapped.

Subsection 3. This provision shall also apply to ships lost during construction.

Section 23. In the case of a report of deletion due to damage to the ship which is such that it cannot be repaired, the notifier shall, in addition to the information specified in Section 18, state whether a survey has been carried out, the date of the survey and the name and address of the person who carried out the survey.

Subsection 2. The notification must be digitally signed by one of the following:

- 1) The Danish Maritime Authority.
- 2) Marine surveyors authorised by the Danish Maritime Authority.
- 3) A port authority.
- 4) The police.
- 5) A company registered in the Central Business Register or an equivalent foreign business register confirming that it is not possible to repair the ship.

Section 24. The transfer of a ship from SKBR in connection with the ship's completion to DAS, DIS or FTJ must be notified as a modification to the ship, cf. Section 11(3)(3). Indicate whether the ship is to be registered in DAS, DIS or entered in FTJ.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 2. A digital tonnage certificate issued by a marine surveyor authorised by the Danish Maritime Authority or a recognised organisation, or a copy of a tonnage certificate acceptable to the Danish Maritime Authority, must also be submitted.

Subsection 3. The notification must be digitally signed by the shipyard confirming that the ship has been completed and by the client or buyer if the ship or shares in the ship are transferred in connection with the transfer.

Chapter 3

Bareboat registration of merchant vessels in DAS or DIS

Bareboat registration to the Danish register

Section 25. When notifying bareboat registration, the notifier must state the following:

- 1) The identity of the vessel, including year of construction, construction number and yard, copy of the tonnage certificate and foreign register in which the vessel is listed.
- 2) Information on the identity of the owner or owners registered in the foreign register, including information on nationality.
- 3) Information on the identity of the carrier.
- 4) Start date and duration of the registration period requested.

Subsection 2. If bareboat registration is notified digitally using the self-service solution, the notification must be digitally signed by the carrier.

Subsection 3. If the carrier is not obliged to make a digital declaration in accordance with Section 7(2), the declarant shall submit form no. 11, see Appendix 1, Section II, signed in original by the carrier.

Subsection 4. Furthermore, the following must be provided for the purposes of registration:

- 1) The original bareboat agreement or an original extract of the bareboat agreement. The bareboat agreement or extract, must be signed by the parties.
- 2) Evidence of the start date of the bareboat period, if not clearly stated in the bareboat agreement or extract, must be provided as a copy of a delivery and receipt record of the vessel under the bareboat agreement. A copy of the delivery and receipt record must be signed by representatives of the owner and the carrier.
- 3) Original certificate from the foreign registration authority stating that the ship is entitled to fly another flag during the charter period.
- 4) Extract from the foreign register showing who is the registered owner of the vessel unless this is shown on the certificate referred to in Subsection 4(3).
- 5) If the carrier is not Danish, as defined in Section 1 of the Maritime Act, proof must be provided that the carrier complies with the provisions of Chapter 12 of the Order.

Subsection 5. The Registrar of Ships may require additional or other documentation for the purpose of determining whether the conditions of the Maritime Act and the Danish International Register of Ships Act for bareboat registration are met.

Bareboat registration to a foreign register

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Section 26. A ship registered in DAS or DIS which is bareboat chartered to a non-Danish carrier for the purpose of changing flag may only change to a register in another country which is included in the list referred to in Section 27.

Section 27. The list of countries to which bareboat registration may be effected may include countries which fulfil the following conditions:

- 1) The country must have ratified
 - (a) SOLAS (Safety of Life at Sea Convention), 1974,
 - (b) MARPOL (Convention for the Prevention of Pollution from Ships) and its Protocol, 1973/78,
 - (c) STCW (Seafarers' Training, Certification and Watchkeeping Convention), 1978,
 - (d) Load Line Convention, 1966,
 - (e) ILO Conventions no. 87 on Freedom of Association and Protection of the Right to Organise and no. 98 on the Right to Organise and Collective Bargaining or the ILO Maritime Labour Convention, 2006 (MLC) of 23 February 2006; and
 - (f) ILO Convention no. 147 concerning Minimum Standards for Merchant Shipping or the ILO Maritime Labour Convention, 2006.
- 2) The country's Register of Ships must be considered a quality register and must be white-listed by the relevant State port State control cooperation.

Subsection 2. The Registrar of Ships may, on a case-by-case basis, include a country in the list notwithstanding that not all the requirements referred to in Subsection 1 are met.

Subsection 3. Any person who has an interest in the inclusion of an additional country in the list may request in writing the Registrar of Ships to determine whether that country may be included in the list.

Subsection 4. The Registrar of Ships shall decide, in accordance with Subsections 1 and 2, and after consultation with the Board of Ship Supervisors, whether the country may be included in the list.

Subsection 5. The Registrar of Ships shall publish the list of accepted countries on the Danish Maritime Authority's website, with a note of any restrictions.

Subsection 6. Subsections 1 to 5 shall not apply if the ship is to be entered in a Register of Ships of a Member State of the European Union or of a country covered by the EEA Agreement. However, such countries are included in the list and are considered to be immediately eligible.

Section 28. When notifying a bareboat registration, the notifier must state the following:

- 1) Identity of the ship.
- 2) Information on the identity of the carrier.
- 3) Start date and duration of the registration period requested.
- 4) In which country's register the ship is to be entered and under which registration letters.

Subsection 2. If the bareboat registration is notified digitally using the self-service solution, the notification must be digitally signed by the shipowner. If there are declared or registered rights over the vessel, the right holders must also digitally sign the bareboat registration notification.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 3. If a signatory is not obliged to make a digital declaration in accordance with Section 7(2), the notifier must submit form no. 12, cf. Appendix 1, Section II, signed in original by the owner. Any holders of notified or registered rights over the vessel must consent to the bareboat registration of the vessel on an original signed notification.

Subsection 4. Furthermore, the following must be provided for the purposes of registration:

- 1) The original bareboat agreement or an original extract of the bareboat agreement. The bareboat agreement or extract must be signed by the parties.
- 2) Documentation of the nationality of the carrier. As for companies, this may be an extract from the national register of companies in which the carrier is registered.
- 3) Evidence of the start date of the bareboat period, if not clearly stated in the bareboat agreement or extract, must be provided as a copy of a delivery and receipt record of the vessel under the bareboat agreement. A copy of a delivery and receipt record must be signed by representatives of the owner and the carrier.
- 4) Original certificate from the ship's foreign registration authority stating that the ship can be registered there.
- 5) Evidence that the shipowner does not enter into a bareboat agreement with a foreign company or similar where the shipowner has a direct or indirect interest of 20% or more and also has influence over the operation of the company, cf. Section 24(4)(1) of the Maritime Act and Section 11c(4)(1) of the Danish International Register of Shipping Act. However, this does not apply if it is documented in the register of ships that the change of flag is necessary to comply with a foreign authority requirement to use a particular flag as a condition for market access, cf. Section 24(4)(2) of the Maritime Act and Section 11c(4)(2) of the Danish International Register of Ships Act.
- 6) Evidence that the requirement of economic activity in Denmark is continuously fulfilled after the vessel is chartered out to a foreign charterer and transferred to a foreign flag, when the owner of the vessel is considered Danish, cf. Section 2 of the Maritime Act.

Subsection 5. The Registrar of Ships may require additional or other documentation for the purpose of determining whether the conditions of the Maritime Act or the Danish International Register of Ships Act for bareboat registration are met.

Extension of bareboat registration and bareboat de-registration

Section 29. Notification of renewal of bareboat registration must be filed before the expiration of the registration for which renewal is requested. The request shall be submitted at the earliest two months before the expiry of the existing registration, cf. Subsection 2.

Subsection 2. In exceptional cases, the Registrar of Ships may accept notification of the request referred to in Subsection 1 earlier than two months before the expiry of the existing registration.

Subsection 3. For the purpose of registering the renewal of a bareboat registration, new or additional documentation shall be submitted regarding the matters referred to in section 25(4)(1-3), for bareboat registration and Section 28(4)(a)(1-3) for bareboat de-registration unless the documentation already submitted also covers the extension period in time.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Section 30. If the extension is notified digitally using the self-service solution, the notification must be signed digitally by the carrier.

Subsection 2. If the carrier is not obliged to make a digital notification, cf. Section 7(2), the notifier must submit a document requesting the extension, signed in original by the carrier. The request for extension may be made using form no. 11 or 12 as set out in Section II of Appendix 1.

Subsection 3. The request for an extension of bareboat registration must be acceded to by any rightholders unless previously given consent also covers the extension period in terms of time, cf. Section 29(3).

Chapter 4

Application and registration of rights of pledge and conversion of paper-based rights

General provisions

Section 31. Registration of mortgage rights, including mortgages on title deeds, limitation of availability, seizure and garnishment in DSRG, may be made in ships registered in DAS, SKBR and DIS, cf. Section 7.

Subsection 2. Notification of seizures and garnishment of ships shall be made by the bailiff, cf. Section 31(2) of the Maritime Act.

Subsection 3. For ships declared without using the self-service solution, the original document of ownership to the ship must be received by the Registrar of Ships before rights referred to in Subsection 1 can be declared.

Subsection 4. Rights referred to in Subsection 1 may also be registered in ships registered with a conditional owner, cf. Section 16. However, registration of a title deed, mortgage or indemnity bond can only be made if the conditional seller also agrees to the registration.

Subsection 5. Upon registration of a mortgage document on a ship, the pledge shall be for the entire interest of the owner in the ship. If a ship is owned jointly by several parties, each party may retain its share of ownership.

Subsection 6. Agents and representatives of the registered creditor or creditors of the indemnity bonds and title deed shall be appointed with reference to the Capital Markets Act. The terms applicable to the nominee must be specified in the special terms of the mortgage document. If a representative of the creditors is registered for an indemnity bond or a title deed, the representative is registered as the sole creditor on the document. If an agent is declared for an indemnity bond or a title deed, one or more creditors must also be declared. An agent can be declared a creditor at the same time.

Subsection 7. In the case of title deeds on property, a person or legal entity may be appointed as the recipient of legal notices, as referred to in Section 544(2) of the Code of Judicial Procedure, who may at the same time be authorised by power of attorney to sign, on behalf of the issuer, endorsements for the reduction of the mortgage, the release of one or more vessels from the mortgage, the extinguishment of the mortgage and the transfer of the mortgage to the new issuer.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 8. Rights referred to in Subsection 1 may not be declared or registered in respect of ships entered in FTJ.

Subsection 9. Notification of a mortgage may be made in digital title deeds registered or declared in vessels registered in DAS, SKBR and DIS.

Subsection 10. Only one type of pledge may be declared in each mortgage document. A rights of pledge document or a document with a restriction on disposal may relate to several ships.

Section 32. When notifying a lien, including amendments to already registered liens, the notifier may impose conditions on when the document may be registered. The conditions must relate solely to registration. If conditions are specified, the registration of the document will always be processed by manual case handling.

Registration of title deeds, mortgages and indemnity bonds

Section 33. When notifying title deeds, mortgages and indemnity bonds, the notifier must state:

- 1) The ship or ships covered by the pledge.
- 2) Identity and contact details of the debtor or issuer.
- 3) Identity and contact details of the creditor when notifying mortgages and indemnity bonds, as well as information on any role as representative of other creditors, cf. Section 18(1), cf. Section 1(2), second indent, of the Capital Markets Act.
- 4) Mortgage amount with an indication of the currency. If there are several currencies, indicate each subtotal with the amount and currency.
- 5) The priority of the pledge in each ship in which it is secured.
- 6) Whether the document respects other recorded or future pledges and limitation of availability. For fleet mortgages, respect of mortgages and limitation of availability must be indicated for each vessel.
- 7) For mortgages and title deeds, indicate any terms of payment, repayment and termination.
- 8) For mortgages and title deeds, indicate the interest rate, if any, the interest terms and the type of interest.
- 9) For mortgages and title deeds, indicate the type of loan, if any.
- 10) Whether the document has the right of withdrawal.
- 11) For title deeds, indicate whether there is personal liability.

Subsection 2. If a title deed, mortgage deed or indemnity bond does not indicate the priority of the person entitled or if it is indicated in a manner contrary to the register, or if there are minor inconsistencies between the contents of the mortgage document and the evidence submitted, the mortgage document shall be annotated accordingly, cf. Section 34(3) of the Maritime Act. There is no requirement to indicate priority for mortgage documents which, at the time of filing, are the first filed interest included in the overall priority.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 3. Furthermore, the notification of mortgage rights, other than a right of pledge and a mortgage, may specify special conditions for the mortgage document which shall apply in addition to the general conditions.

Subsection 4. If the notification contains a provision for the observance of a future mortgage document, the notification shall contain information on the nature of the future mortgage document, the creditor, the principal and the currency.

Section 34. For any registration of rights of mortgage documents, apart from legal mortgages, the general conditions for mortgage deeds, indemnity bonds, title deeds and index mortgage deeds apply. The general conditions are set out in forms 4, 6, 7 and 8 in Section I of Appendix 1.

Subsection 2. Deviations from the general conditions may be made only where the deviations are reproduced under special conditions in the notification.

Section 35. Digital notification of indemnity bonds and mortgages using the self-service solution must be digitally signed by the debtor, cf. Subsection 3.

Subsection 2. Digital notification of title deeds using the self-service solution must be digitally signed by the issuer, cf. Subsection 3.

Subsection 3. If the debtor is not obliged to make a digital notification, cf. Section 7(2), an original signed mortgage document may be notified. The document shall be notified on forms 4 to 8 as set out in Section I of Appendix 1.

Subsection 4. Original mortgages and indemnity bonds must be signed by the debtor.

Subsection 5. Original title deeds must be signed by the issuer.

Subsection 6. If a limitation of availability is registered on the ship, which implies that a person entitled to claim must consent to the registration, consent shall be given digitally, cf. Subsection 7.

Subsection 7. If the person entitled to claim, cf. Section 7(2), is not obliged to make a digital notification, the consent shall be notified in an original signed document.

Amendments to and deletion of mortgage documents.

Section 36. Digital notification of a change to or deletion of a mortgage that has been dematerialised or registered on the basis of digital notification in DSRG or notified digitally in DSRG after 15 January 2023, must be digitally signed by one or more parties, depending on the change notified. Amendments concerning the following matters shall be signed by the said parties:

- 1) Deletion of the title deed without a mortgage signed by
 - (a) Issuer or
 - (b) The recipient of legal communications by power of attorney.
- 2) Increase of the mortgage in the title deed without a mortgage is signed by the issuer, who must also be the registered owner of the ship.
- 3) Write-down of the mortgage in the title deed without a mortgage signed by
 - (a) Issuer or
 - (b) The recipient of legal communications by power of attorney.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

- 4) New issuer of the title deed without a mortgage is signed by outgoing debtor and incoming debtor.
- 5) Release of ship or ships from title deed without a mortgage signed by
 - (a) Issuer or
 - (b) The recipient of legal communications by power of attorney.
- 6) Designation of new recipient of legal notices without a power of attorney on the title deed without a mortgage signed by
 - (a) Issuer or
 - (b) Existing recipient of legal notices by power of attorney.
- 7) Designation of a new recipient of legal notices with a power of attorney on the title deed without a mortgage signed by issuer.
- 8) Release of ship or ships from the title deed with a mortgage signed by
 - (a) The issuer or recipient of legal communications by power of attorney; and
 - (b) Mortgage holder.
- 9) Deletion of the title deed with a mortgage signed by
 - (a) The issuer or recipient of legal communications by power of attorney; and
 - (b) Mortgage holder.
- 10) The increase of the mortgage on the title deed with a mortgage is signed by the issuer, who must also be the registered owner of the ship.
- 11) Write-down of the mortgage amount on the title deed with a mortgage signed by
 - (a) The issuer or recipient of legal communications by power of attorney; and
 - (b) Mortgage holder.
- 12) The new issuer of a title deed with a mortgage is signed by the withdrawing issuer, the mortgage holder and the withdrawing issuer.
- 13) The cancellation of the mortgage is signed by the mortgage holder.
- 14) Deletion of mortgage, including an index title deed, signed by creditor.
- 15) Increase of mortgage in a mortgage deed, including an index title deed, signed by debtor, who must also be registered owner of the ship.
- 16) Write-down of the mortgage amount in a mortgage deed, including an index title deed, signed by creditor.
- 17) Amendment of the terms of a loan agreement in mortgage, including an index title deed, signed by creditor and debtor.
- 18) A change of debtor in a mortgage, including an index title deed, is signed by the outgoing and incoming debtor and by the creditor.
- 19) Change of creditor in a mortgage, including an index title deed, is signed by the debtor and the withdrawing creditor.
- 20) Release of a ship from a mortgage, including an index title deed, signed by the creditor.
- 21) Deletion of the indemnity bond signed by the creditor.
- 22) The increase of the mortgage in the indemnity bond is signed by the debtor, who must also be the registered owner of the ship.
- 23) Write-down of the mortgage in an indemnity bond signed by the creditor.
- 24) The change of debtor in the indemnity bond is signed by the withdrawing debtor, the new debtor and the creditor.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

25) The change of creditor in the indemnity bond is signed by the withdrawing creditor and the debtor.

26) Change of other terms, including a change of the underlying loan basis in an indemnity bond, signed by the debtor and creditor.

27) Release of a ship from an indemnity bond signed by the creditor.

Subsection 2. Upon deletion of a title deed with a mortgage, cf. Subsection 1(9), there shall be a simultaneous requirement for deletion of the mortgage signed by the mortgage holder.

Subsection 3. In other situations, including any amendments to special conditions, the Registrar of Ships may be approached for clarification of who is to sign.

Subsection 4. Where a signatory is not required to make a digital notification in accordance with Section 7(2), amendments drawn up on paper must be submitted with the original signatures of the relevant parties. The document must contain the following information:

- 1) First registration date of the mortgage.
- 2) Identification number in DSRG for the right in question.
- 3) The content of the amendment.
- 4) Name and contact details of the notifier.

Notifications regarding mortgages

Section 37. When notifying a mortgage in a title deed, the notifier must state the following:

- 1) The identification number of the title deed in DSRG.
- 2) The amount of the mortgage and its currency.
- 3) Identity and contact details of the mortgage holder and issuer.

Subsection 2. A mortgage may only be notified in digital title deeds, including title deeds converted into digital title deeds in accordance with the rules laid down in Chapter 15.

Subsection 3. No conditions may be attached to the registration of the individual mortgage.

Subsection 4. The amount of the mortgage shall be denominated in the same currency as the principal amount.

Subsection 5. Any change in the principal amount of the mortgage shall not entail a change in the amount of the mortgage without separate notification.

Subsection 6. Registration of a mortgage on a title deed may only be made after registration of the title deed.

Subsection 7. The notification shall be digitally signed by the issuer of the title deed, cf. Subsection 8.

Subsection 8. If the issuer is not obliged to make a digital notification, cf. Section 7(2), a mortgage document must be notified on paper with the issuer's original signature. The document shall be drawn up on form no. 5 as set out in Section I of Appendix 1, containing the information specified in Subsection 1 and the contact details of the notifier.

Section 38. When notifying the increase or decrease of a registered mortgage, the notifier must state the following:

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

- 1) The identification number of the title deed in DSRG.
- 2) The identification number of the mortgage in DSRG.
- 3) The new mortgage and its currency.
- 4) Identity and contact details of the mortgage holder and issuer.

Subsection 2. The notification of an increase shall be digitally signed by the issuer of the title deed, cf. Subsection 4.

Subsection 3. The notification of a write-down must be digitally signed by the mortgage holder, cf. Subsection 4.

Subsection 4. If the signatory is not obliged to make a digital notification, cf. Section 7(2), the notification of change must be made by submitting a document with the original signatures of the relevant parties as set out in Subsections 2 and 3. The document shall contain the information referred to in Subsection 1 and the contact details of the notifier.

Section 39. When notifying the deletion of a registered mortgage, the declarant must state the following:

- 1) The identification number of the title deed and the mortgage in DSRG.
- 2) Identity and contact details of the mortgage holder and issuer.

Subsection 2. The notification shall be digitally signed by the mortgage holder, cf. Subsection 3.

Subsection 3. If the mortgage holder is not obliged to make a digital notification, cf. Section 7(2), the notification must be made by submitting a document with the original signature of the mortgage holder and a request for deletion. The document shall contain the information set out in Subsection 1 and a notice that the mortgage is requested to be deleted, as well as the contact details of the notifier.

Notification and a change of limitation of availability.

Section 40. Notification of limitations of availability, including prohibitions on sale, pledging or other limitations of availability, shall contain the following information:

- 1) The ship or ships to which the limitation of availability applies.
- 2) Identity and contact details of the obligor.
- 3) Identity and contact details of the person entitled to claim.
- 4) Whether the limitation of availability includes one or more of the following:
 - (a) Sales ban.
 - (b) Pledge ban.
 - (c) Other limitations of availability.
- 5) The priority of the limitation of availability in the ship. Limitation of availability which concerns several ships shall indicate the priority position of each ship.
- 6) Whether the right respects other registered or future mortgages or limitation of availability. Limitation of availability that concern several ships shall be indicated with respect to each ship.
- 7) Any time limit for the notified limitation of availability.

Subsection 2. When a notification is made of a further limitation of availability, its content shall be formulated by the notifier and the notification shall be processed manually.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 3. One or more limitations of availability may be indicated in the same notification, cf. Subsection 1(5).

Subsection 4. A limitation of availability that does not indicate a position of priority shall be annotated accordingly, cf. Section 34(4) of the Maritime Act. However, there is no requirement to indicate the priority of the limitations of availability which, at the time of filing, are the first right filed which form part of the overall priority. Only one priority position is indicated for one notification of limitation of availability, irrespective of the fact that the limitation of availability contains different limitations.

Subsection 5. The notification shall be digitally signed by the owner of the ship, cf. Subsection 6.

Subsection 6. If the shipowner is not obliged to make a digital notification, cf. Section 7(2), the notification must be made by submitting a document with the shipowner's original signature. The document shall contain the information referred to in Subsection 1 and the contact details of the notifier and shall be submitted on form no.10 as set out in Section I of Appendix 1.

Section 41. Digital notification using the self-service solution of a change to or deletion of a restriction on availability must be digitally signed by the obligor or the person entitled to claim, cf. Subsection 3.

Subsection 2. Amendments concerning the following matters shall be signed by the said parties:

- 1) The deletion of the limitation of availability must be signed by the person entitled to claim.
- 2) Amendments to a limitation of availability must be signed by the obligor or the person entitled to claim or by both the obligor and the person entitled to claim. The signature must be provided by the party or parties disadvantaged by the amendment.

Subsection 3. If the obligor or person entitled to claim to be charged is not obliged to make a digital notification, cf. Section 7(2), they must submit an original signed document, cf. Subsection 4, requesting an amendment or deletion and bearing the signatures of the relevant parties. The document must contain the following information:

- 1) Identification number in DSRG of the right concerned, which is modified.
- 2) The content of the amendment.
- 3) Contact details of the notifier.

Subsection 4. A notification of modification or deletion of a limitation of availability, cf. Subsection 3, may be made on form no.10, cf. Section I of Appendix 1.

Enforcement of limitation of availability

Section 42. The person entitled to claim must consent by digital signature to any notification of new rights or modification of already registered rights which conflict with the limitation of availability of the person entitled to claim in order for the notification to be registered, cf. Subsection 2.

Subsection 2. If the person entitled to claim is not obliged to make a digital notification, cf. Section 7(2), the consent of the person entitled to claim may be submitted on paper with

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

their original signature. The document shall contain information on the person entitled to claim, the limitation of availability and the object of the consent, cf. Subsection 1, as well as the contact details of the notifier.

Chapter 5

Registration, effective date and the ship record in the register

Section 43. Automated registration in DSRG takes place immediately after all required signatures, necessary and approved digitally verifiable documentation, including powers of attorney entered in the digital power of attorney register, cf. Section 52(1), and a request for registration is notified in DSRG. However, notifications concerning technical data of a ship, changes to technical data and new entries must be manually approved by the Danish Maritime Authority before the notification can be finally submitted and automated registration can take place.

Subsection 2. Automated registration, cf. Subsection 1 may not be effected if, for the purpose of registration, original documents of title and notifications are submitted on paper, as well as if documentation or information is submitted which cannot be verified in DSRG, including evidence of authority to bind, special conditions in mortgage documents and restrictions on disposal with content other than that available in DSRG. The same applies if the signatory cannot be verified despite signing with a digital signature. When automated registration is not possible, verification and registration shall be carried out manually by the Registrar of Ships.

Subsection 3. Each ownership right and mortgage must be registered separately and cannot therefore be registered automatically at the same time or with the same registration date. In the case of limitations of availability, several restrictions may be specified in a notification, cf. Section 40(3), in which case all limitations of availability shall be registered at the same time, cf. Subsection 4.

Subsection 4. Where two or more declarations of ownership rights, mortgage rights or limitations of availability are to be registered simultaneously, this must be stated in the declaration of each of the rights concerned. The declarations submitted will then be manually processed and registered simultaneously by the Registrar of Ships.

Section 44. Notifications undergoing manual processing in the DSRG are registered manually by the Registrar of Ships in the DSRG as soon as possible after receipt of the notification.

Subsection 2. In cases where automatic registration is not possible and where the timing of the registration is of particular importance to the parties, the Registrar of Ships may be contacted with a view to agreeing a tentative plan for document submission and registration.

Effective dates and notification dates

Section 45. The registration of rights shall take effect on the date and time on which the registration was notified in DSRG unless otherwise provided in this Order.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 2. Notification of registration of title information such as the registration of a ship, name of the ship, home port, year of construction, construction number, bareboat registration, bareboat de-registration and change of register shall have legal effect from the time when the registration is made in DSRG, cf. Section 48.

Section 46. Notification of registration of rights made on original paper documents sent by ordinary post for registration and received at the Danish Maritime Authority before 2.30 p.m. on business days shall be notified by the Registrar of Ships at DSRG after 2.30 p.m. but before 6 p.m. on the same day. If two rights are subsequently filed on the same ship, on the same day, both documents are given the same filing date. Documents received after 2.30 p.m. on business days or on days which are not business days shall be reported by the Registrar of Ships in DSRG as soon as possible on the next business day before 6 p.m.

Subsection 2. Notification of registration of rights made on original paper documents delivered in person, including delivery by courier or similar means, to the Danish Maritime Authority's reception before 2.30 p.m. on the working days of the Danish Maritime Authority, shall be notified by the Registrar of Ships of the DSRG immediately upon receipt and in the order in which they are received, but not later than 6 p.m. on the same day. Documents received after 2.30 p.m. on business days or on days which are not business days shall be reported by the Registrar of Ships in DSRG as soon as possible on the next business day before 6 p.m.

Subsection 3. Notifications made on original paper documents as referred to in Subsections 1 and 2 shall acquire a notification date corresponding to the date on which the Registrar of Ships makes the notification in DSRG.

Subsection 4. Notifications which are refused notification shall not acquire a notification date.

Subsection 5. Notifications which require correction before registration can take place shall acquire a notification date at the time when the notification is made. If such a notification cannot be rectified, the notification is refused and the notification date obtained is forfeited.

Subsection 6. All documents placed in the Danish Maritime Authority's mailbox shall be deemed to have been sent by post, cf Subsection 1.

Subsection 7. Where conflicting interests in the same ship are notified and the notifications are to have the same date of notification, as referred to in Subsection 1, second indent, each of the documents shall be registered with an indication of the other. If both the rights notified are documents of ownership, both documents are notified in DSRG and the holders of the title are given a period of time, in accordance with Section 34(3) of the Maritime Act, to settle their mutual relations by judicial or other means. If the deadline is exceeded, DSRG will refuse notification.

Subsection 8. If several mortgage documents or limitations of availability on paper relating to the same ship are filed simultaneously, cf. Subsections 1 to 5, they shall be given priority in parallel unless the documents themselves indicate mutual respect. If there is a minor discrepancy between the contents of the documents, this is noted.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 9. Documents sent by post or courier must be submitted to the Danish Maritime Authority. The address and opening hours of the Danish Maritime Authority can be found on the Danish Maritime Authority's website.

Section 47. Paper documents of ownership concerning the notification of the admission of a ship, cf. Sections 8-9, which in signed form are notified by sending an e-mail or by other means to the Registrar of Ships before 2.30 p.m. on the working days of the Danish Maritime Authority, acquire a notification date, cf. Section 46.

Subsection 2. Paper ownership documents relating to the same ship, submitted on the same day and with the same notification time, cf. Section 46(1), (2) and (7), before 14.30, shall be given the same notification time.

Subsection 3. The registration of the document can only take place when the original document is received by the Registrar of Ships within 7 days from the receipt of the document referred to in Subsection 1 or 2. If the original document is not received by the deadline, the registration of the notification will be refused. Any other rights declared on the ship on the basis of the electronic copy will also be refused registration. The notification date obtained is then forfeited.

Frequent register changes

Section 48. The legal effect of a notified frequent change of register shall take effect upon registration and shall be counted from the time and date specified in the notification. Registration of frequent changes of register shall not take place until after the time specified in the notification.

Subsection 2. The time of registration and the time and date indicated in the notification shall be displayed on the ship record in the register.

The ship record in the register

Section 49. Each ship, including ships under construction and destroyed ships, has its own ship record in the register of ships.

Section 2. The ship record in the register shall display information on reported and recorded conditions, including:

- 1) The ship's register and registration status, registration letter, name, home port, use, dimensions, shipyard and construction number, IMO number if applicable, as well as whether and, if so, from where the ship is registered and a summary of information on any mortgage rights transferred from a foreign register, cf. Section 15(4) of the Maritime Act. For fishing vessels, the port identification number is displayed.
- 2) Name and address of the owner, as well as the owner's share of the vessel and the date of the owner's takeover of the vessel.
- 3) Name of the person(s) fulfilling the activity requirement and the name of the chosen contact person or company, cf. Chapter 12.
- 4) Pledge and mortgage rights, including the amount, currency and type, including whether the document has a recta clause, is indexed or is negotiable, and whether the document exists only physically and is not dematerialised, or exists only electronically

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

and is hence dematerialised. The name and address of the issuer or debtor, and of the creditor or any representative of the creditors or agent are also shown. For title deeds, information on any recipient of legal notices is also shown. Finally, the name and city of the notifier, the ships to which the pledge applies, the current priority position in the ship and the proportion of the ship to which the pledge applies are shown.

5) For mortgage rights, the type of mortgage is shown for each mortgage, as either a title deed, a mortgage, an indemnity bond or a subordinate mortgage, and whether the mortgage amount is indexed (indexed mortgage).

6) Information on seizure and garnishment is displayed under mortgage rights.

7) Restrictions on availability, including type, name and address of the obligor and person entitled to claim, the content of the restriction on availability, the ships to which the restriction on availability applies in its entirety and the current priority position on the ship.

8) Bareboat registration to a foreign flag, including information on the ship's register indicating to which foreign flag the bareboat registration is made, the foreign flag registration letters and the bareboat registration period.

9) Bareboat registration with the Danish register, including the country and registration letters of the ship in the register where it is registered, the name, home port, use, tonnage, shipyard and construction number of the ship in the Danish register, IMO number if applicable, as well as information on the carrier and the bareboat registration period.

10) The notification time and registration time are displayed for all rights. For frequent register changes, the notified effective date is also shown.

11) Technical information on the vessel, including GT, net tonnage, beam, length, depth and engine information.

12) Documents filed and registered, indicating the time and date of filing, the type of document, the name of the notifier, the date of registration and the registration status.

Subsection 3. Information listed as special conditions on underlying loan relationships, additional default provisions, agreed guidelines for the appointment of a new representative, agent, etc., shall not appear in the ship record in the register.

Subsection 4. The ship record in the register shows all historical versions of the ship record in the register for a ship.

Section 50. When a right or cadastral information has been notified to DSRG but not yet registered, the following information shall be entered in the ship record in the register:

- 1) The type of application, which may be a cadastral disclosure, an ownership right, a mortgage right or an availability restriction.
- 2) Time of notification.
- 3) Name and city of the notifier.

Section 51. The ship record in the register may also contain remarks on:

- 1) Appeal against the decision of the Registrar of Ships to the High Court.
- 2) Rights remaining on the ship after deletion.
- 3) Received certificate of liquidation regarding the owner or creditor.
- 4) Received probate certificate regarding the owner or creditor.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

- 5) Received notice of foreclosure regarding the owner or creditor.
- 6) Received notice of summons for amortisation regarding the mortgage.
- 7) Administrative information from the Registrar of Ships.

Chapter 6

Power of attorney and authority to bind

Issuing power of attorneys

Section 52. Anyone can issue a digital power of attorney to a natural person in the self-service solution using a digital signature.

Subsection 2. Any person may issue a power of attorney as a physical document and submit it to the Registrar of Ships in original.

Subsection 3. Powers of attorney authorising legal persons may not be issued digitally in accordance with Subsection 1, but must be lodged with the Registrar of Ships in accordance with Subsection 2.

Subsection 4. No power of attorney may be given to a grantee of a power of attorney who is exempt from the obligation to make a digital notification under Section 7(2).

Authorisation of the grantee of a power of attorney

Section 53. A person who, pursuant to Section 39d(1) of the Maritime Act and the provisions of this Chapter, has been authorised to make dispositions on behalf of another person may make dispositions in accordance with the authorisation in DSRG using their own digital signature.

Power of attorney register

Section 54. A power of attorney registered in DSRG by a granter of the power of attorney or by the Registrar of Ships shall be entered in a digital register of powers of attorney. A power of attorney is deactivated in the register when a specified period of validity expires or the power of attorney is withdrawn.

Subsection 2. A power of attorney that is deactivated in the register of powers of attorney will continue to be visible in the self-service solution for the granter and grantee of the power of attorney. The Registrar of Ships informs the granter and grantee of the power of attorney of the deactivation due to withdrawal.

Subsection 3. When a power of attorney issued as a physical document is entered digitally into DSRG by the Registrar of Ships, the power of attorney shall be returned to the notifier.

Receipt of power of attorneys

Section 55. A power of attorney that has been registered digitally is effective when it has been issued in the self-service solution.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 2. Power of attorneys received on paper before 2.30 p.m. on the Danish Maritime Authority's during business days will be digitised by the Registrar of Ships on an ongoing basis, but no later than 6 p.m. on the same day. Power of attorneys received after 2.30 p.m. will, if possible, be entered on the same day before 6 p.m. and otherwise on the next opening day. However, digitisation of a power of attorney received on paper shall only take place if the power of attorney is acceptable to the Registrar of Ships. If a notified power of attorney cannot be approved, the applicant will be notified by 6 p.m. on the same day or on the following opening day, and approval will not be granted.

A power of attorney issued on paper shall take effect when the Registrar of Ships has registered the power of attorney digitally in DSRG.

Revocation of power of attorneys

Section 56. A power of attorney issued digitally in DSRG may be revoked by the granter of the power of attorney in DSRG by means of a digital signature. Revocation of the power of attorney shall take effect when the revocation has been notified in DSRG.

A power of attorney may also be revoked by the granter of the power of attorney by written request to the Registrar of Ships. The revocation takes effect when the Registrar of Ships has digitally notified the revocation of the power of attorney in DSRG. The revocation of the power of attorney in DSRG by the Registrar of Ships shall be effected as soon as possible after the request for revocation has been received by the Registrar of Ships.

Requirements for power of attorneys issued in the self-service solution using a digital signature

Section 57. A power of attorney issued digitally in the self-service solution using a digital signature must be signed digitally by the granter and grantee of the power of attorney.

Subsection 2. A power of attorney issued digitally in the self-service solution using a digital signature must be drawn up in the format available in DSRG and can only be issued using the actions available for that purpose.

Powers of attorney issued on paper

Section 58. A power of attorney on paper must be notified by the submission of a document and be originally signed by the granter of the power of attorney. The identity of the granter of the power of attorney must be confirmed by two authentic witnesses, a lawyer who has a Danish bar qualification or a notary public.

Subsection 2. A power of attorney on paper may be drawn up on power of attorney form no. 25, cf. Section II of Appendix 1. If a paper power of attorney is submitted in this format and the form is duly completed and signed, the Registrar of Ships shall digitise the power of attorney, cf. Section 55(2).

Subsection 3. A power of attorney notified on paper shall contain the following information:

- 1) Name and address of the granter and grantee of the power of attorney. For legal persons, the CVR number must also be provided, and for natural persons, the date of birth.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

2) The vessel or vessels to which the power of attorney relates.

3) Clear limitation of the grantee's power of attorney.

Subsection 4. The Registrar of Ships may request the rectification or refusal of a power of attorney declared on paper which is not clear and unambiguous. The request for rectification or refusal of the power of attorney shall be notified to the notifier, cf. Section 55(2).

Subsection 5. The Registrar of Ships may, in appropriate circumstances, require the production of documentary evidence for the purpose of uniquely identifying the granter and grantee of the power of attorney.

Authority to bind

Section 59. Digital signature on notifications in DSRG with the employee signature on behalf of a financial institution or company established in the Kingdom may be provided by persons who have the necessary authority to bind in accordance with a signature circular issued in accordance with the power to bind rules of the financial institution or company. Signature regarding authority to bind is not accepted for the sale of vessels owned by the Bank or on documents relating to values exceeding EUR 50 million or equivalent in DKK unless another limit is expressly stated in the authority to bind circular.

Subsection 2. Financial institutions domiciled in an EU/EEA country that have registered an authority to bind and authorised signatories in a national register of companies may, by presenting a digital printout of the register in question, provide evidence of signing authority if the Registrar of Ships deems the limits of the authority to be unambiguous.

Subsection 3. However, in cases where the limits of the authorisation are not clear, the signature in accordance with the authority to bind may be accepted if the authorisation is confirmed by the notary public.

Section 60. As evidence of the authority to sign given under a signature circular referred to in Section 59, the Registrar of Ships shall receive a copy of the circular containing the limits of the authority to bind, the signature rules and information on the named authorised signatories.

Subsection 2. It shall be the responsibility of the financial institution or company vis-à-vis the Registrar of Ships to revoke a signature circular when it is no longer valid and to send a current signature circular.

Chapter 7

General requirements for notifications and documentation, refusal of notifications and rectification of deficiencies, etc.

Requirements for signatures and originality of documents

Section 61. Every notification of registration of a right over a ship, or other notification containing information about a ship, shall be signed by the person entitled to claim in

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

respect of the right, including any parties entitled to make a claim, or by the person entitled to make a declaration in respect of the information.

Subsection 2. When signing on behalf of Danish legal persons, the Registrar of Ships verifies the signatory's authorisation by means of a search in the Central Business Register. Signatures on behalf of Danish legal persons must be provided in accordance with the power to bind rule.

Subsection 3. If the legal person is Danish and power to bind does not appear in the Central Business Register, the authorisation of the signatory must be confirmed by a notary public or documented by providing a copy of the articles of association and the minutes of the general meeting of the legal person, which document the signatory's power to bind.

If the legal person is a foreign entity, the signatory's authorisation must be confirmed by a notary public or, for EU/EEA companies, by the presentation of documentation from an official foreign register of companies confirming the signatory's power to bind.

Subsection 5. The identity of the signatory on digital notifications is confirmed by digital signature and verified in the self-service solution.

Subsection 6. The identity of the signatory must be confirmed by a notary public, a lawyer who has a Danish bar qualification, or two authentication witnesses in the case of notifications on physical documents and other physical documentation requiring originality. In addition, signatures on behalf of natural persons must be accompanied by confirmation that the signatory is of legal age. A witness who is not a Danish-qualified lawyer must state their address of residence. A witness who is not registered in the Central Person Register must provide a copy of a passport or other valid photo identification.

Subsection 7. Endorsements by a notary from an EU/EEA country are accepted without legalisation or apostille, whereas endorsements by a notary from a non-EU/EEA country must be legalised or apostilled by the relevant foreign authority.

Section 62. Applications filed on paper and physically filed documentation requiring originality must be filed with original signatures of the entitled person.

Subsection 2. Digital documents transmitted to the e-mail of the Registrar of Ships which are digitally verifiable may be considered as originals by the Registrar of Ships. Digital documents signed with a digital signature, cf. Section 7(1), shall in all cases be considered as originals.

Notification and registration in the event of system breakdown or operational disruption

Section 63. In the event of a system breakdown or operational disruption of importance for reporting and recording in DSRG, the Registrar of Ships may, upon written and reasoned request and after a concrete assessment of the urgency of the reporting or recording in relation to the extent and expected duration of the breakdown, allow reporting and recording in DSRG to be carried out in a manner other than that prescribed in this Order. This provision allows for the relaxation of digital signature requirements in DSRG, but not for the relaxation of information, physical signature and other documentation requirements.

Section 64. Applications for registration of mortgage documents shall be in Danish.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 2. Notifications for the registration of other rights over, or information about, a ship, as well as documentation for the registration, shall be in Danish, English, Swedish or Norwegian. However, the Registrar of Ships may, in exceptional cases, authorise the registration of such notifications in other languages.

Subsection 3. Documents submitted in a language other than Danish may be required by the Registrar of Ships to be translated into Danish by an approved translator.

Refusal of notifications and rectification of deficiencies

Section 65. Subject to Subsections 2, 4 and 6, if a notification of a right of registration does not comply with the requirements of the Maritime Act and the requirements of this Order for registration, the notification shall be refused.

Subsection 2. If there is a deficiency which is considered capable of being remedied, the Registrar of Ships may fix a time limit for remedying the deficiency.

Subsection 3. If a mortgage document or a limitation of availability does not indicate the priority of the beneficiary or indicates it in contradiction with other securities, or if there are minor inconsistencies between the content of the document and the evidence presented, a remark to this effect shall be communicated.

Subsection 4. The Registrar of Ships may extend the period fixed pursuant to Subsection 2.

Subsection 5. If the deficiency is not remedied within the period prescribed pursuant to Subsection 2 or 4, the application shall be refused registration. Any physical documents are returned to the notifier. The refusal shall be accompanied by the reasons for the refusal. In case of refusal, the notification date of the submitted notification is deleted.

Subsection 6. The Registrar of Ships may, where the Maritime Act so permits, register a notification notwithstanding that one or more of the conditions of this Order are not satisfied.

Registration of ships imported from abroad

Section 66. The Registrar of Ships may register ships imported from abroad and rights over these ships with a time limit, provided that the Registrar of Ships receives the notifications, original documents, copies and other documentation required for registration.

Subsection 2. The requirement for an original certificate under Section 15(1) of the Maritime Act may be waived and registration with a time limit may be made on the basis of a copy of the certificate.

Subsection 3. The notifier shall request in writing that a ship be registered with a deadline.

Subsection 4. Registration with a deadline may be effected only if there is no impediment to registration, cf. Subsection 1. The Registrar of Ships may register rights of ownership, mortgage, limitation of availability, seizure, etc., with a deadline of 7 working days for the production of the original certificate. The Registrar of Ships may, in exceptional cases and on request, extend this period.

Subsection 5. The period referred to in Subsection 4 shall be calculated as from the first working day following the day on which the registration with a deadline is made.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 6. Mortgage rights which are to be transferred to the register of ships together with the registration of the ship, cf. Section 15,(4), of the Maritime Act, shall be registered with the same deadline.

Subsection 7. Where subsequent rights are notified within the period referred to in Subsection 1, they shall be registered with the same period as the ship.

Subsection 8. In the case of registration with a deadline, the right shall be provisionally registered in DSRG, indicating that the registration has been made with a deadline and stating the deadline. For vessels to be entered into FTJ with a deadline, the vessel is entered into FTJ in the same way.

Subsection 9. If the original certificate is received within the deadline set, the rights registered with a deadline shall be entered in DSRG with legal effect from the same date as that on which they were registered with a deadline. For notifications on physical documents for registration with a deadline, the notifier may request that the Registrar of Ships indicates on the documents that the registration is final.

Subsection 10. If the original certificate has not been received by the expiry of the deadline, the ship and the registered rights in DSRG shall be deleted, cf. Section 15(2)(3) of the Maritime Act.

Chapter 8

Publicity, issuance of certificates and printouts of mortgage documents and digital verification thereof

Publicity

Section 67. The ship record in the register is publicly available.

Subsection 2. Information on owners of ships in Danish registers and which ships they own or have owned is publicly available in the ship record in the register. Persons who are ex-directory are not published in the Danish shipping registers.

Subsection 3. The contents of the ship's files and the documents entered therein may be ordered in copy by applying to the Registrar of Ships, on payment of a fee.

Subsection 4. The Registrar of Ships shall keep electronic copies of the documents dematerialised in connection with registration in DSRG.

Section 68. Any person may order a printout of digital mortgage documents registered on one or more vessels upon payment of a fee as stipulated in the Act on Court Fees.

Subsection 2. A printout of a digital mortgage document shall contain all recorded information relating to the mortgage document that is current at the time of the printout.

Subsection 3. A printout of a digital mortgage document may be digitally verified. The document shall be verified as valid if it reflects the information currently recorded on the mortgage document, cf. Subsection 2. The printout shall be verified as invalid if, since the printout was issued, any changes have been made to the mortgage document or the mortgage document has been deleted.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Section 69. Any person may order a digital certificate of deletion for a ship by DAS, SKBR, DIS or FTJ on payment of a fee as set in the Act on Court Fees.

Subsection 2. The certificate of deletion shall contain information identifying the ship, the name of the owner or owners at the time of deletion, the reason for the deletion of the ship and whether any liabilities or other rights remained on the ship at the time of deletion and, if so, what they were.

Subsection 3. The certificate of deletion may be verified digitally. The certificate is verified as valid if the ship in question has been, but is not currently, entered in a Danish register. The certificate is verified as invalid if the vessel is not deleted or re-listed.

Section 70. Any person may order a certificate of non-registration for a ship which is not or has not been registered in DAS, SKBR, DIS, or FTJ on payment of a fee as set in the Act on Court Fees.

Subsection 2. When ordering a certificate of non-registration, the ship must be identified with information on the shipyard, construction number, year of construction and the name of the ship's current owner. On that basis, the Registrar of Ships shall verify whether the ship is or has been registered in accordance with Subsection 1. The certificate of non-registration will contain the same information as notified to the Registrar of Ships for the identification of the ship.

Subsection 3. The certificate of non-registration may be verified digitally. The certificate is verified as valid if the ship in question is not or has not been entered in the Danish register. The certificate is verified as invalid if the ship has been entered in the Danish register since it was issued.

Section 71. Any person may order a certificate of registration for a ship registered in DAS, SKBR, DIS, or FTJ on payment of a fee as set in the Act on Court Fees.

Subsection 2. The certificate of registration shall contain information identifying the ship, the name of the registered owner or owners, the register or list in which the ship is entered and whether any mortgage rights or limitations of availability have been registered against the ship. If there are registered mortgage rights on the vessel, indicate the type and amount of mortgage. Where limitation of availability has been recorded, the wording of the limitation of availability and the name of the person or persons entitled to claim shall be indicated.

Subsection 3. The certificate of registration may be verified digitally. The certificate is verified as valid if the ship in question is entered in the Danish register with the information and rights stated. The certificate shall be verified as invalid if the information and rights indicated have changed or the ship has been deleted since the certificate was issued.

Section 72. All the above certificates and printouts can be ordered in the self-service solution using a digital signature. The certificate can be ordered by e-mail to the register of ships if the person ordering is exempt from the requirement to use a digital signature, cf. Section 7(2).

Subsection 2. An order shall not be executed until payment has been received by the Danish Maritime Authority.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Chapter 9

Nationality certificates and markings

Issue and content

Section 73. Nationality certificates are issued by the Registrar of Ships to ships registered in DAS, DIS or FTJ.

Subsection 2. Nationality certificates shall be issued digitally, be digitally verifiable and contain the following information:

- 1) The nationality of the ship as Danish.
- 2) Which Danish register the ship is registered in.
- 3) Period of validity of the nationality certificate for ships registered with a deadline and for bareboat registered ships.

Subsection 3. The certificate shall contain the following information about the ship:

- 1) Name of the ship.
- 2) Registration letters.
- 3) Type of vessel.
- 4) IMO no., if any.
- 5) Port identification number, if applicable.
- 6) Home port.
- 7) Gross and net tonnage.
- 8) Place of marking of registration letters.

Subsection 4. The certificate shall also state the name and address of the owner. For vessels registered as bareboat, the certificate contains the name and address of the carrier in the Danish register instead of the name of the owner.

Subsection 5. Any change to the information referred to in Subsections 3 and 4 shall entail the issue of a new nationality certificate for the ship.

Subsection 6. Nationality certificates for ships registered with a deadline shall be limited in time until the deadline expires. A new certificate of nationality is issued without a deadline when the ship is registered without a deadline and the previously issued certificate is invalidated.

Subsection 7. A nationality certificate shall not be issued for vessels with the temporary use "former fishing vessel".

Section 74. Nationality certificates for ships registered as bareboat are limited to the registered bareboat registration period. If the bareboat registration period is extended, a new nationality certificate is issued for the extension and the previously issued certificate is invalidated.

Subsection 2. Nationality certificates for ships that are bareboat registered from the Danish register are withdrawn upon bareboat de-registration. A new Danish nationality certificate must be issued when the bareboat de-registration ceases and the ship remains Danish.

Marking the ship with registration letters, home port and port identification number

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Section 75. These conditions must be met before a nationality certificate is issued, cf. Sections 73 and 74:

- 1) The registration letters shall be clearly and permanently marked on the ship in an immediately visible place within the ship's permanent structure.
- 2) The owner must indicate the place of marking of the vessel with registration letters digitally in DSRG when issuing the nationality certificate. If the ship is not registered in DSRG using a digital signature, the Registrar of Ships may be informed in writing of the place of marking.

Subsection 2. The ship shall not proceed until the registration letters have been affixed to the ship.

Subsection 3. The marking of the name and home port shall be effected as follows:

- 1) The name and home port of the vessel must be indicated on the stern. If placement on the stern is not possible, then instead in a suitable location as close to the stern as possible.
- 2) The name of the ship must also be indicated on both sides of the ship. However, this does not apply to vessels designated as "fishing vessels".
- 3) All entries must be made in legible Latin characters in light colour on a dark background or vice versa with the name of the home port. If the name consists of two or more words, there must be a space of at least one letter between each of the words. The height of the letters must be at least 8 cm and the thickness of the line at least 1.2 cm.

Subsection 4. Marking of the port identification number on vessels designated as "fishing vessels" shall be conspicuous and prominent on each side of the bow and, as far as space permits, 8-10 cm below the rail. The number must be painted in white on a black background as follows:

- 1) For fishing vessels with a GT of 15 or more, the letters and numbers shall be at least 45 cm high and the line at least 6 cm wide.
- 2) For fishing vessels with a GT between 5 and up to 15, the letters and numbers must be at least 25 cm high and the line at least 4 cm wide. For ships of this tonnage which are clinker-built, enough side boards are included to allow the mark to be of the prescribed size. However, an undersize of maximum 3 cm is allowed if the mark can fit on two board widths.
- 3) For fishing vessels with a GT less than 5, the letters and numbers must be at least 10 cm high and the line at least 1.2 cm wide. For ships of this tonnage which are clinker-built, the height of the marks shall be in accordance with the breadth of the side board.

Subsection 5. All fishing vessels used for fishing under current Order no. 324 of 9 December 1959 on joint fishing in Flensburg Inner Fjord shall, according to the general port identification number, display the special mark "F. F." in the same size as the port identification number.

Section 2. It shall be the duty of the owner of the ship to ensure that the markings made are properly maintained and that they are not obliterated, altered, obscured or concealed while the ship is registered.

Section 77. The marking of ships with name, home port and port identification number, as well as changes thereto, shall be made as soon as possible after registration and within 30

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

days. On request, a certificate to the effect that the marking has been carried out shall be submitted to the Registrar of Ships. Maintenance of markings shall be carried out regularly.

Subsection 2. Vessels shall not operate as fishing vessels until the port identification number has been affixed to the vessels.

Ships transferred from DAS to DIS or vice versa

Section 78. Ships which are declared transferred from DAS to DIS or vice versa at the request of an owner and ships which are deleted from DIS by the Registrar of Ships, cf. Section 11 (1) or (2) of the Danish International Register of Ships Act and whose owner is Danish pursuant to Section 1(2) and (3) of the Maritime Act shall be transferred to a new register with all registered rights and burdens.

Subsection 2. The ship shall then be assigned new registration letters:

- 1) Ships transferred from DAS to DIS are given a number 2 after the four previously assigned registration letters.
- 2) Ships transferred from DIS to DAS keep the four previously assigned registration letters and the number 2 is removed.

Subsection 3. The vessel shall be marked with the new registration letters, cf. Section 76.

Subsection 4. When the ship is registered in a new register, the previous nationality certificate becomes invalid. A new nationality certificate may be issued when the place where the registration letters were affixed is indicated, cf. Section 75(1).

Subsection 5. The provision shall not apply in the case of frequent changes of register, cf. Section 79.

Ships making frequent register changes

Section 79. It is permitted for ships engaged in voyages involving frequent changes between DAS and DIS to hold nationality certificates for both registers simultaneously. There is no requirement to change the registration letters marked on the ship. It is the owner's responsibility to be able to produce, on request, the nationality certificate corresponding to the current register at the time of presentation.

Subsection 2. If a ship has not made frequent changes in the register during a period of 180 days, the owner of the ship shall, at the request of the Registrar of Ships, demonstrate the need for the ship to continue to hold a valid nationality certificate for both registers. If this is not proved, the ship's single nationality certificate shall be invalidated. The owner shall also, at the request of the Registrar of Ships, bring the ship's registration letters into conformity as soon as possible. A new certificate for a second register can be re-issued when the ship is notified to enter frequent register changes between DIS and DAS.

Temporary nationality certificate

Section 80. The Registrar of Ships may, on request and subject to the conditions set out in Subsections 2 and 3, issue a temporary certificate of nationality for a fixed period to a Danish ship when

- 1) The ship is completed; or

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

2) The ship is under construction and for the purpose of sea trials or transport between shipyards needs a nationality certificate.

Subsection 2. The issuance of a temporary nationality certificate shall be subject to the following conditions:

- 1) The ship has been declared for registration in the Danish register.
- 2) A copy of the document proving that the ship is not registered in a foreign register has been submitted. For bareboat-in registration, a copy of the consent from the ship's owner register for bareboat registration in Denmark must also be attached.
- 3) Copy of proof of ownership or bareboat charter party for the vessel has been provided.

Subsection 3. The Registrar of Ships shall make an overall assessment of the documentation submitted under Subsection 2 and shall assess whether the ship meets the conditions for registration as notified.

Subsection 4. A temporary nationality certificate shall contain at least the following information:

- 1) The ship's registration letters.
- 2) Name and address of the shipowner or bareboat carrier.

Subsection 5. The Registrar of Ships may extend the validity of a temporary nationality certificate.

Subsection 6. If the ship is refused registration, the temporary nationality certificate becomes invalid.

Section 81. If a temporary nationality certificate expires or a final nationality certificate is issued, the temporary nationality certificate shall become invalid.

Changes to information

Section 82. Changes to information contained in a nationality certificate, cf. Section 73(2)(2) and (3) and (3)(1), (3), (5) to (8), must be notified within 30 days of the change taking effect. A new nationality certificate is issued once the changes have been registered.

General

Section 83. A ship which is imported from abroad or which is re-registered in the Danish register may not be marked with information relating to previous registrations, unless the information relating to registration letters, name, home port, port identification number and the like is identical with that currently registered in the Danish register.

Section 84. A ship registered in or notified for registration in DAS, DIS or FTJ may not sail without a certificate of nationality or a temporary certificate of nationality.

Subsection 2. The certificate of nationality shall be available on board in either physical or electronic form and shall be produced to the authorities upon request.

Subsection 3. The shipowner may download the current nationality certificate from the self-service solution at any time.

Translation: Only the Danish document has legal validity.

*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Section 85. A nationality certificate becomes invalid if a ship is deleted from DSRG, registered in the Danish register as bareboat or registered in a foreign register.

Subsection 2. A nationality certificate also becomes invalid when a bareboat registration ceases.

Deletion of ship markings

Section 86. When a ship has been deleted from the register of ships, the registration letters shall be removed immediately.

Subsection 2. When a vessel registered as a fishing vessel changes its use, port identification number or is deleted from the register, the port identification number affixed, including the special mark "F. F. ", cf. Section 75(5), shall be removed immediately.

Chapter 10

Special register of fishing vessels and port identification numbers

Section 87. The Registrar of Ships shall keep a special register of vessels used for commercial fishing and with a home port in Denmark or Greenland.

Subsection 2. It is a condition for entry in the special register and for registration with the use fishing vessel that there is a permit from the Danish Fisheries Agency that the vessel may be used for commercial fishing.

Subsection 3. A fishing vessel shall be deleted from the special register if the Danish Fisheries Agency notifies that the vessel can no longer be used for commercial fishing.

Subsection 4. A fishing vessel shall be deleted from the special register if the owner declares that the vessel is no longer used for commercial fishing.

Subsection 5. A fishing vessel which is no longer used for commercial fishing may be registered with a temporary use as "former fishing vessel" for up to 6 months. The owner must notify the change of use in accordance with Section 14. No nationality certificate shall be issued to a vessel registered as a "former fishing vessel" and, as long as it is registered as a "former fishing vessel", the vessel shall not be allowed to operate.

Subsection 6. The marked port identification number shall be permanently removed when the vessel is deleted from the special register, cf. Subsections 3 and 4, or changes use to "former fishing vessel", cf. Subsection 5.

Section 88. The owner must state in the notification for registration that the vessel is to be used for commercial fishing.

Subsection 2. The Registrar of Ships shall assign to the ship a port identification number consisting of one or two letters followed by a number when the authorisation referred to in Section 87(2) has been granted. A voluntary port identification number may be issued upon written request to the registrar of ships if the number is available, cf. Subsection 3.

Subsection 3. The port identification number is assigned according to the district in which the ship has its home port. Denmark is divided into the following districts, with the following letters:

- 1) Esbjerg E.

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

- 2) Fredericia FA.
- 3) Frederikshavn FN.
- 4) Haderslev HV.
- 5) Hanstholm HM.
- 6) Helsingør H.
- 7) Hirtshals HG.
- 8) Holstebro L.
- 9) Horsens HO.
- 10) Kalundborg KA.
- 11) Korsør KR.
- 12) Copenhagen K.
- 13) Køge KE.
- 14) Middelfart MI.
- 15) Nykøbing F. NF.
- 16) Næstved ND.
- 17) Odense O.
- 18) Randers RS.
- 19) Ringkøbing RI.
- 20) Rønne R.
- 21) Skagen S.
- 22) Skive SK.
- 23) Svendborg SG.
- 24) Sønderborg SØ.
- 25) Thisted T.
- 26) Aalborg A.
- 27) Aarhus AS.

Subsection 4. The geographical location of the districts is shown on the sketch map in Appendix 2 or can be obtained from the Registrar of Ships.

Chapter 11

Registration in the Vessel Register

Section 89. The Registrar of Ships shall keep a register of vessels. Ships referred to in Section 90(1) must be notified for inclusion in FTJ if the ship has not been notified to or included in DAS.

Subsection 2. Ships entered in FTJ shall be assigned a number consisting of the letters FTJ followed by a number. The number shall be marked on the ship, cf. Section 75.

Section 90. The following vessels are included in FTJ when their GT is less than 20:

- 1) Passenger vessels, which are required by maritime legislation to be licenced for the carriage of passengers.
- 2) Cargo vehicles fitted with full-width decks or measured to a BT of 4 or more, when used commercially for the carriage of goods or in any other manner equivalent thereto.
- 3) Fishing vessels entered in the special register of fishing vessels, cf. Section 87(1).

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

(4) Barges, lighters, dredgers, floating cranes and similar vessels used for commercial purposes and fitted with full-width decks or measured to a BT of 4 or more. Such vessels, whose GT is 20 or more and which are not fitted with propulsion machinery, shall also be notified to FTJ.

Subsection 2. No vessel may be registered with more than one of the types referred to in Subsection 1. If there is any doubt about the type of vessel, the matter will be decided by the Danish Maritime Authority.

Section 91. A vessel may be entered in FTJ when the owner proves that the nationality conditions in Section 1 of the Maritime Act or requirements laid down pursuant to Section 2 of the Maritime Act are met.

Subsection 2. If there is doubt as to whether an owner meets the nationality conditions, the Registrar of Ships may require proof thereof.

Section 92. The provisions of Sections 8 and 9 on the notification of the admission of newly built and second-hand ships shall apply *mutatis mutandis* to vessels to be notified to FTJ, cf. Subsection 4.

Subsection 2. If the owner of the vessel is not obliged to make a digital notification, cf. Section 7(2), the owner of the vessel shall notify the vessel on form no. 4 of the Registrar of Ships, cf. Appendix 1, Section II.

Subsection 3. The owner of a vessel that is to be notified to FTJ shall be obliged to notify the entry, cf. Subsection 1. The vessel may not be used for commercial purposes until it is registered in FTJ.

Subsection 4. The Registrar of Ships may relax the documentation requirements in Sections 8 and 9 for ships registered in FTJ.

Subsection 5. If the ownership of a ship cannot be proven by providing evidence of previous transfers of the ship, declarations of ownership and transfer from previous owners may be provided. Declarations may be made on form no. 5, cf. Section II of Appendix 1.

Section 93. Chapter 2 of the Order shall apply *mutatis mutandis* to FTJ, with the necessary relaxations, with the exception of Section 17 concerning frequent changes of register between DIS and DAS.

Section 94. When a ship registered in FTJ is no longer used for commercial purposes, it is deleted from FTJ.

Chapter 12

Ships whose owner is not considered Danish

Section 95. This chapter concerns the registration in DAS, DIS or FTJ of ships belonging to natural persons, legal persons and partner shipping companies which are not regarded as Danish within the meaning of Section 1 of the Maritime Act.

Subsection 2. The rules of this Chapter concerning natural persons, legal persons and shipping companies which are subject to the rules of the European Union on the right of establishment and the provision of services shall apply *mutatis mutandis* to natural persons,

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

legal persons and shipping companies from countries which are parties to the Agreement on the European Economic Area (EEA Agreement).

Non Danish owner - merchant ship

Section 96. Registration in DAS, DIS or FTJ of merchant ships belonging to natural persons, legal persons and partner shipping companies which are not considered Danish within the meaning of Section 1 of the Maritime Act may take place when the requirements set out in Sections 97-99 are met.

Subsection 2. Unless otherwise stated, the provisions of this Order and of other legislation relating to the notification and registration of ships in DAS, DIS and FTJ shall apply mutatis mutandis to ships covered by this Chapter.

Contact condition

Section 97. Every owner of a merchant ship registered under Section 96 shall, in accordance with this Order, designate a natural or legal person in Denmark who may be approached for inspection or similar purposes and who may be summoned on behalf of the owner or the shipowner.

Subsection 2. For partner shipping companies, it also applies that the managing shipowner chosen must be either a citizen from or a legal person in Denmark or in a country that is a member of the European Union.

Activity condition

Section 98. It is a condition for the registration of merchant vessels under Section 96 that it is documented to the Registrar of Ships that economic activity in connection with the vessel is carried on in Denmark in at least one of the following ways:

- 1) The technical or commercial operation of the vessel is carried out from Denmark.
- 2) The company, organisation or person holding or applying for the ship's document of compliance is established in Denmark.

Subsection 2. In addition, the Registrar of Ships may, on the basis of a specific assessment, consider that a number of activities and measures constitute such economic activity in Denmark that the conditions for registration pursuant to Subsection 1 may be deemed to be met.

Notification

Section 99. Notification of owners of merchant vessels not considered Danish pursuant to Section 1 of the Maritime Act shall be made on the relevant form no. 17-20, cf. Appendix 1, Section II.

Subsection 2. The notification shall contain information on the owner or the group of owners and on the person who fulfils the contact condition, cf. Section 97(1) and the activity condition, cf. Section 98. The notification must be signed by both the shipowner and the person or persons fulfilling the contact condition and the activity condition.

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Subsection 3. The notification of non-national legal persons shall be accompanied by evidence of compliance with the requirements for the formation and registration of companies, firms, etc., in the country where the legal person has its registered office, central administration or principal place of business.

Subsection 4. When notifying natural persons, including partnerships, proof of the nationality of each person or partnership shall be attached.

Non Danish owner - fishing vessel and recreational vessel

Section 100. Registration in DAS or FTJ of fishing vessels and recreational vessels belonging to natural persons, legal persons and partner shipping companies which are not considered Danish within the meaning of Section 1 of the Maritime Act may take place when the conditions in Sections 101-105 are met.

Subsection 2. Unless otherwise stated, the provisions of this Order and of other legislation relating to the notification and registration of ships in DAS and FTJ shall apply mutatis mutandis to ships covered by this Chapter.

Condition of establishment - fishing vessel

Section 101. Owners of fishing vessels registered pursuant to Section 100 must have a connection to Denmark in one or more of the following ways:

- 1) For natural persons by
 - a) Primary establishment from which the person concerned carries on its economic activity from a fixed establishment in Denmark or in a country which is a member of the European Union.
- 2) For legal persons by
 - (a) Primary establishment by locating the owner's registered office, central administration or principal place of business in Denmark; or
 - b) Secondary establishment through either the establishment of a subsidiary or branch in Denmark or of an agency in this country staffed by personnel with permanent authority to act on behalf of the owner.
- 3) For partner shipping companies by
 - a) The election of a managing shipowner who is either a citizen of or a legal person in Denmark or in a country that is a member of the European Union.

Activity condition - fishing vessel

Section 102. It is a condition for registration of fishing vessels, cf. Section 100, that it is documented to the ship registrar that the fishing vessel is effectively administered, controlled and directed from Denmark.

Subsection 2. In order for a fishing vessel to be registered in DAS or FTJ pursuant to this Chapter, authorisation to register the vessel must be obtained from the Danish Fisheries Agency, cf. Section 87(2).

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Recreational craft

Section 103. Recreational craft belonging to natural persons, legal persons and shipping companies which are not subject to the rules of the European Union on the right of establishment and the provision of services may not be registered in DAS.

Section 104. Recreational craft with a GT of 20 or more, whose owner is not considered Danish pursuant to Section 1 of the Maritime Act, may be registered in DAS if the owner

- 1) is a worker who either works in or resides in Denmark, or
- 2) is established in Denmark, in accordance with Article 45 and Article 49 respectively of the Treaty on the Functioning of the European Union.

Subsection 2. The right to registration under Subsection 1 shall also extend to an owner who has previously been an employee or has been established in Denmark and who is resident in Denmark.

Notification

Section 105. Notification of foreign shipowners of fishing vessels and recreational craft not considered Danish pursuant to Section 1 of the Maritime Act shall be made using the relevant form no. 17-20, cf. Appendix 1, Section II.

Subsection 2. The notification shall contain information on the owner or the group of owners and, in the case of fishing vessels, on the person who fulfils the condition of activity and establishment, cf. Sections 101 to 102. The notification must be signed by both the shipowner and the person(s) fulfilling the activity and establishment condition.

Subsection 3. When notifying non-Danish legal persons, evidence shall be attached of compliance with the requirements for the formation and registration of companies, etc., in the country in which the legal person has its registered office, central administration or principal place of business.

Subsection 4. When notifying natural persons, including partnerships, proof of the nationality of each person or partnership shall be attached.

Common rules for the registration of ships whose owner is not considered Danish

Section 106. Any amendment to information communicated to the Registrar of Ships pursuant to this Chapter shall, within 30 days of the amendment occurring, be notified to the Registrar of Ships for the purpose of assessing whether the conditions for registration continue to be met after the implementation of the amendments.

Section 107. Proof of compliance with the requirements of this Chapter shall be provided for each ship notified for registration.

Subsection 2. The Registrar of Ships shall keep under review the validity of the information provided on the activity and contact person of merchant vessels and the effective management, control and direction of fishing vessels from Denmark. This applies until the ship is destroyed or transferred to a Danish owner, cf. Section 1 of the Maritime Act.

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Chapter 13

Specific for vessels under 20 GT registered before 1 March 2018

Section 108. Recreational vessels with a GT of at least 5 and less than 20 in which mortgages, rights of use or other rights were registered on 1 March 2018 shall be deleted by DAS when such rights are no longer registered in the vessel.

Section 109. For recreational craft with a GT of at least 5 and less than 20, no new rights or amendments to existing rights may be registered, cf. Subsection 2.

Subsection 2. For rights already registered in the ship record in the register of ships, cancellations, notifications of creditor's succession, amended provision for the receipt of judicial notices and information on bankruptcy or public or private succession and other circumstances limiting the registered owner's right of disposal, including seizure and garnishment, may be registered.

Subsection 3. If, after 1 March 2018, the owner of the vessel notifies that the vessel has been transferred to another person, a note shall be made in the ship record in the register that the registered owner is no longer entitled to dispose of the vessel.

Subsection 4. It shall be noted in the ship record in the register that no registrations may be made on the vessel other than those referred to in Subsections 2 and 3, and that rights may have been created over the vessel after 28 February 2018 which are not shown on DAS.

Section 110. When notifying the register of ships that a recreational craft is to be used for commercial purposes, an informative note shall be made to the effect that rights may have been created prior to the entry of the craft in the Register of Ships.

Section 111. If a commercial vessel of less than 20 GT is no longer used for commercial purposes, this must be declared in DSRG as a change to the vessel, cf. Section 14.

Subsection 2. If a pledge, seizure, right of use or similar right is registered in the vessel, the use of the vessel is changed to a recreational vessel and registered in DAS. A note is also made in the ship record in the register that rights may have been created over the ship after 28 February 2018 which are not reflected in DAS.

Subsection 3. If no pledge, seizure, right of use or other right is registered on the ship, it shall be deleted in DAS.

Subsection 4. Ships registered in FTJ shall be deleted upon cessation of commercial use, cf. Subsection 1.

Section 112. When vessels previously entered in FTJ are entered in DAS, an informative note is made to the effect that rights may have been created over vessels with a GT of less than 20, which are not shown in DAS, prior to the vessel's entry in DAS.

Chapter 14

Annual fee for ships entered in Danish shipping registers, including the Vessel Register

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Section 113. The annual fee for registration of ships in the Danish Register of Ships, cf. Sections 15a and 15b of the Maritime Act, shall be paid to the Danish Maritime Authority, which shall fix a payment date after the due date stipulated in Section 15b(4) of the Maritime Act. The Danish Maritime Authority will issue a payment demand stating the payment deadline.

Subsection 2. Payment of the annual fee may only be made in accordance with the guidelines set out in the invoices issued by the Danish Maritime Authority.

Section 114. If the deadline for payment is exceeded, a fee shall be charged to cover the costs incurred by the Danish Maritime Authority in connection with the reminder procedure. The fee is set in accordance with the Danish Ministry of Finance's rules on price calculation and is published on the Danish Maritime Authority's website. However, this provision shall not apply to annual fees due on 1 March 2013.

Subsection 2. If the fee plus the fee referred to in Subsection 1 is still not paid, the entire claim shall be transferred to the debt recovery authority for recovery in accordance with the rules laid down in the Act on the Recovery of Debts owed to the Public Authorities.

Section 115. The Danish Maritime Authority may waive or remit claims for payment of the annual fee. This may be the case in particular where there are particular difficulties in tracing the registered owner.

Subsection 2. The Danish Maritime Authority may also waive or remit the requirement to pay the annual fee in cases where the owner wishes the ship to be deleted but it proves impossible or involves special difficulties in obtaining the necessary documentation for deletion to take place. However, remission may not take place before the owner has applied to the Danish Maritime Authority for remission.

Subsection 3. Where a ship is registered for deletion and the registration of the deletion depends solely on the execution of the amortisation of one or more mortgage documents on the ship, the Registrar of Ships may, upon request, suspend the collection of the annual fee, cf. Subsection 2. This can be done at the earliest from the time when the Registrar of Ships has received notification that the courts have initiated proceedings for the amortisation of the mortgage documents. The Danish Maritime Authority may then waive claims for annual fees due after the date of receipt of the notification and until the title deed has been declared deleted as amortised.

Chapter 15

Dematerialisation

Section 116. All registered mortgage rights, including title deeds, indemnity bonds and mortgage deeds, shall be dematerialised and converted into digital documents. The conversion shall start for paper documents and amendments to paper documents notified for registration or dematerialisation as from 16 January 2023.

Subsection 2. Paper documents shall be submitted to the register of ships in original. If the original document is a mortgage, title deed, deed of indemnity without a recta clause or similar, and cannot be produced, an action for amortisation must be brought before the

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

courts. Indemnity bonds that cannot be produced in the original may be cancelled on notification of cancellation on a loose receipt in the original.

Subsection 3. The Registrar of Ships shall convert title deeds into digital title deeds on their own initiative 5 years after the date of entry into force of the Order, cf. Subsection 5. After this date, title deeds may be amended or cancelled by digital notification of the notifier.

Subsection 4. Mortgages, title deeds and indemnity bonds registered or notified for registration on the basis of paper documents before 16 January 2023 shall be converted into digital documents the first time any change to the already registered is notified, including notification solely for the purpose of dematerialisation.

Subsection 5. Rights in registered title deeds that have obtained protection against agreements and against legal proceedings pursuant to the rules of the Debenture Act must be notified for registration as a mortgage within a period of 5 years in order to retain this protection. The period of 5 years shall run from the date of entry into force of the Order.

Subsection 6. Exceeding the 5-year period implies that rights over a paper-based title deed secured by a ship are no longer protected against third parties, that the Registrar of Ships ex officio converts the title deed into a digital document and that the physical document after conversion has no legal force.

Subsection 7. Other rights of pledge, including seizure and garnishment, shall not be converted.

Subsection 8. When a document is dematerialised, the physical document has no legal effect in relation to DSRG and ship registration.

Section 117. When a registered mortgage document containing a limitation of availability is dematerialised, the restriction or limitation of availability contained in the document is also dematerialised.

Chapter 16

Penalties

Section 118. Violation of Section 76, Section 84(1) and (2), Section 86 and Section 87(6), are punishable by a fine.

Subsection 2. Violation of Section 16(1) of the Maritime Act as put into force for ships in DIS, cf. Section 4 of the Order, is punishable by a fine.

Subsection 3. Criminal liability may be imposed on companies, etc. (legal persons) in accordance with the provisions of Chapter 5 of the Criminal Code.

Chapter 17

Entry into force and transitional provisions

Section 119. The Order shall enter into force on 16 January 2023.

Subsection 2. The following Orders are repealed:

- 1) Order no. 41 of 22 January 1999 on ship registration.
- 2) Order no. 1053 of 26 August 2013 on Danish bareboat registration.

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

- 3) Order no. 1157 of 1 October 2013 on the Danish International Register of Ships.
- 4) Order no. 1258 of 5 November 2013 on the annual fees for ships entered in the Danish shipping registers.
- 5) Order no.1654 of 20 December 2017 on the registration of merchant ships whose owner is not considered to be Danish.
- 6) Order no. 1655 of 20 December 2017 on the registration of fishing vessels and recreational craft whose owner is not considered to be Danish.

Subsection 3. Ships which have been assigned port identification numbers before the entry into force of Order no. 41 of 22 January 1999 on the registration of ships may, notwithstanding the provisions of Sections 86 and 87(6), retain the assigned numbers until they change ownership or home port with a different port identification number.

Section 120. The Order shall not apply to Greenland.

The Danish Maritime Authority, 13 January 2023

Mette Eghoff Poulsen

/ Kristina Ravn

Appendix 1

Forms

This Appendix contains a summary of forms for notifications to

DSRG, when the signatory is exempt from digital signature notification in DSRG and does not have

an issued power of attorney. The overview also contains notification forms which

cannot be completed digitally in DSRG because the system does not support the notification.

The forms can be found on the Danish Maritime Authority's website.

I. Forms with rights

Ownership

- 1) Deed
- 2) Bill of Sale
- 3) Builder's certificate

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

Pledges

- 4) Title deeds with general conditions
- 5) Mortgages in the title deed
- 6) Mortgage with general conditions
- 7) Indemnity bond with general conditions
- 8) Index title deed with general conditions
- 9) Allonge to an already registered mortgage document

Limitation of availability

- 10) Limitation of availability

II. Forms

Notifications concerning ships

Admission or change of register

- 1) Ship to DAS with GT at or above 20
- 2) Ship to DAS with BT from 5 and up to 20
- 3) Ship to DIS
- 4) Ship to FTJ
- 5) Declaration of previous ownership
- 6) Ship under construction to SKBR

Deletion of a ship

- 7) Deletion of a ship due to transfer to a non-Danish owner
- 8) Deletion of a ship due to wreck
- 9) Deletion of a ship due to scrapping

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

10) Deletion of a ship as unfit for repair

Bareboat registration

11) Bareboat registration notification

12) Bareboat de-registration notification

Notifications concerning a Danish shipping company as the owner of a ship

13) Sole proprietorship shipping company

14) Partnership

15) Joint stock company or limited liability company

16) Partnership, limited partnership, association, foundation or trust

Notifications concerning a foreign shipping company as the owner of ship

17) Sole proprietorship shipping company (not Danish)

18) Partnership (not Danish)

19) Limited liability company (not Danish)

20) Company without limited liability (not Danish)

Forms for use with notifications not supported in DSRG

21) Frequent register changes between DAS and DIS. The form can be signed with a digital signature on Virk.dk

22) Danish owner's declaration of deletion of or failure to notify ship to Danish register by simultaneous entry in EU/EEA register (Section 17(5) of the Maritime Act). The form can be signed with a digital signature on Virk.dk

23) Notification of a commercial vessel to a Danish register

24) Continuous Synopsis Record forms (CSR forms)

Forms that can be used

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*Order no. 35 of 13 of January 2023
issued by the Danish Maritime Authority*

25) Power of attorney form. The form can be signed with a digital signature on Virk.

Appendix 2

Sketch map of port identification number districts and certain ports