

Technical Regulation No. 9 of 29 October 1999 on the Crew's Command of Languages in Passenger Ships

28 May 2001

Translation: Only the Danish version is authentic

Technical regulation No. 9 of 29 October 1999

Technical Regulation on the Crew's Command of Languages in Passenger Ships

In pursuance of section 1 (2), section 3, section 17 (5), and section 32 (4) in Act no. 900 of 16 December 1998 on Safety at Sea, and in pursuance of section 1 (2), section 6, section 11 (2), and section 28 in Act no. 98 of 12 March 1980 on the Safety of Ships, etc., as amended, and after consultation with the Faroese Home Rule and the Greenlandic Home Rule, and on the authority of the Minister of Trade and Industry, the following provisions are laid down:

Section. 1. This regulation applies to Danish passenger ships and foreign passenger ships serving routes to Danish ports or between Danish ports.

Subsection 2. The regulation also applies to passenger ships from the Faeroe Islands, however, where the regulation mentions Danish passenger ships, Danish ports and the Danish language, it should be read as Faroese passengers, Faroese ports and the Faroese/Danish language.

Subsection 3. The regulation also applies to passenger ships from Greenland, however, where the regulation mentions Danish passenger ships, Danish ports and the Danish language, it should be read as Greenland passengers, Greenland ports and the Greenland/Danish language.

Section 2. The owner and the master of the ship shall ensure that all crewmembers have command of languages enabling them to communicate with each other and to comply with the provisions of sections 3-6.

Section 3. In ships sailing between Danish ports,

- 1) it shall be possible to broadcast safety information over the public address system in the Danish and English languages, and
- 2) the crewmembers who are, according to the muster lists, required to guide and assist passengers shall be able to communicate with the passengers in the Danish language.

Section 4. The provisions of section 3 apply to ships sailing between Danish and Nordic ports, however, communication with the passengers may be in the Swedish or Norwegian languages rather than in Danish.

Section 5. In ships sailing between Danish and non-Nordic ports,

- 1) the safety information broadcast over the public address system shall be in the Danish and the English languages as well as in the languages spoken in the

Danish and the English languages as well as in the languages spoken in the countries the ship calls at, and

- 2) the crewmembers who are, according to the muster lists, required to guide and assist passengers shall be able to give directions and assist with information in the English language. In ships sailing between Danish and German ports, the German language may be used instead of English.

Section 6. In Danish ships sailing between foreign ports,

- 1) the safety information broadcast to the passengers shall be in the languages which experience has shown are spoken by the nationalities present on board and the English language, and
- 2) the crewmembers who are, according to the muster lists, required to guide and assist passengers shall be able to give directions and assist with information in the English language.

Subsection 2. If other languages than those mentioned in subsection 1 (2) are natural when communicating with passengers, the Danish Maritime Authority may decide on another language to be spoken on board.

Section 7. The nationality of the ship and the languages spoken on board for safety purposes shall be made known to the passengers before they board.

Section 8. Violations of sections 2-7 shall be punishable by a fine, lenient imprisonment or imprisonment for a term not exceeding one year.

Subsection 2. The penalty may be increased to lenient imprisonment or imprisonment for a term not exceeding two years, if

- 1) the violation has resulted in damage to the health, or risk of such damage,
- 2) an injunction or order has previously been issued in connection with the same or equivalent situations,
- 3) the violation has given or has been intended to give financial benefits to the transgressor or others.

Subsection 3. It shall be considered especially aggravating circumstances if the violation has resulted in damage to the health or risk of such damages to young persons under the age of 18, cf. subsection 2 (1).

Subsection 4. If the financial benefit achieved is not confiscated, special consideration shall be given to the size of the achieved or intended financial benefit when determining the size of the fine, including supplementary fine.

Subsection 5. Companies etc. (legal personalities) may be liable to punishment according to the provisions of Chapter 5 of the penal code.

Subsection 6. If only the Act on Safety of Ships, etc. has been violated, the punishment is limited to a fine or lenient imprisonment.

Section 9. This regulation enters into force on 1 January 2000.

Subsection 2. Technical regulation no. 8 of 4 December 1997 on the crew's command of languages in passenger ships is repealed.

Danish Maritime Authority, 29 October 1999

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