



## Instruction to RO

### No. 3 - Certification of lifting appliances and loose gear on board of ships based on ILO 152

*Date entry into force: 27 June 2013*

#### 1 *Definitions*

- the term **lifting appliance** covers all stationary or mobile cargo-handling appliances, including shore-based power-operated ramps, used on shore or on board ship for suspending, raising or lowering loads or moving them from one position to another while suspended or supported.  
[This definition is identical to the definition in ILO 152, Article 3 (e)];  
Note: In the English version of Article 7.29 of the Netherlands Working Conditions Decree which is based on the ILO 152 convention, the term '**lifting and hoisting gear**' is used instead of the term 'lifting appliance', however the meanings of the two terms are the same;
- the term **loose gear** covers any gear by means of which a load can be attached to a lifting appliance but which does not form an integral part of the appliance or load.  
[This definition is identical to the definition in ILO 152, Article 3 (f)];  
Note: In the English version of Article 7.29 of the Netherlands Working Conditions Decree which is based on the ILO 152 convention, the term '**lifting and hoisting tools**' is used instead of the term 'loose gear', however the meanings of the two terms are the same;
- the term **ship** covers any kind of ship, vessel, barge, lighter or hovercraft, excluding ships of war.  
[This definition is identical to the definition in ILO 152, Article 3 (h)];
- the term **loading and unloading of ships (=cargo handling)** covers all activities to move the cargo from a position ashore to a position on board the own ship or another ship vice versa, all activities to move the cargo between two positions ashore or between two positions on board ships.
- the term **cargo** covers all kind of goods which are transported or handled by lifting appliances from a commercial point of view.  
In addition to this, the activities of the ships are commercial related.

#### 2 *"Cargo handling"*

##### *Lifting appliances and loose gear<sup>1</sup> used for loading and unloading of ships*

The character of such lifting appliances and loose gear is that they are designed/ intended/meant and actively and mainly used for loading and unloading on board ships.

In accordance with the relevant regulations of the Netherlands Working Conditions Decree (art 7.29) which are based on the ILO 152 convention, the RO is recognized by

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<sup>1</sup> The term lifting appliances and loose gear is in line with ILO 152 and therefore used in this chapter



the Secretary of State for Social Affairs and Employment as certifying institution for lifting appliances and loose gear on board of seagoing ships.

The RO is authorized to:

- perform the initial examination, witness testing and perform certification of cargo handling lifting appliances and loose gear (art 7.29 paragraph 2 and 9);
- perform the examination, witness testing and perform certification of cargo handling lifting appliances and loose gear after any important alteration or repair which may affect the safety (art 7.29 paragraph 3 and 9);
- perform the 5-yearly examination, witness testing and perform certification of cargo handling lifting appliances and loose gear (art 7.29 paragraph 4 and 9);
- perform the periodical thorough examination and perform certification of cargo handling lifting appliances and loose gear. Such examinations shall take place at least once in every 12 months (art 7.29 paragraph 5, 6 and 8);  
The Netherlands Shipping Inspectorate does not require this periodical thorough examination and certification to be carried out exclusively by the RO.  
This periodical thorough examination also may be carried out by a third party such as a person from the ship's crew, shipyard or an independent contractor, possessing the knowledge and experience;
- issue the "Register of Lifting Appliances and Loose Gear" and enter the results of the examinations, testings and certifications (art 7.29 paragraph 10). When the 12 months periodical thorough examination and certification is carried out by a third party, this third party has to enter the results of the examination in the "Register of Lifting Appliances and Loose Gear".

The Netherlands Shipping Inspectorate does not require any lifting appliance or loose gear to be "classed", but only that the relevant regulations<sup>2</sup> of the Netherlands Working Conditions Decree which are based on the ILO 152 convention, must be complied with. It is up to the shipowner to employ any of the recognized RO's to carry out the above-mentioned examination, testing and certification services. Besides it is up to the RO which method and standard of calculation, which examination or testing is carried out, because the RO is recognized as certifying institution.

The construction of the crane, the fixation of the crane on the ship and the stability of the ship during sailing with cranes in stowed position, is part of the certification path of the RO.

The stability of the ship during cargo handling operations is responsibility of the shipowner.

The conditions and reporting procedures that are part of the recognition by the Secretary of State for Social Affairs and Employment remain unchanged.

As guidance the following items may be considered to be "cargo handling":  
(not limitative)

- cargo cranes on cargo ships;
- cargo cranes on offshore ships;
- cargo cranes on anchor handling ships;

<sup>2</sup> Netherlands Working Conditions Decree, Chapter 7, Section 4, § 3, Article 7.24 through Article 7.30



(a heavy crane with enough reach placed on the aft deck can be used for cargo handling; the anchor handling itself is usually carried out by a deck winch and therefore not defined as cargo handling)

- deckcranes on dredgers (such as travelling gantry deckcranes);
- floating sheerlegs;
- cargo cranes on seagoing pontoons;
- spreader beams for cargo handling use (=loose gear);
- blocks, tackle, shackles and hooks for cargo handling use (=loose gear);
- chain slings and wire rope slings for cargo handling use (=loose gear).

### 3 "Non-cargo handling"

#### Other lifting and hoisting gear and tools<sup>3</sup> on board of ships

The character of such lifting and hoisting gear and tools is that they are designed/intended/meant for all kinds of lifting and hoisting activities on board of ships, but not for cargo handling.

"Non-cargo handling" lifting and hoisting gear and tools on board of ships shall be administered according to the relevant regulations<sup>4</sup> of the Netherlands Working Conditions Decree (art 7.18, 7.18a and 7.20).

It is up to the shipowner or master how to comply with the requirements. Any involvement of the RO is not under the Agreement between the Administration and the RO.

As guidance the following items may be considered to be "non-cargo handling":  
(not limitative)

- gantry cranes for moving hatch covers;
- cranes for moving hatch covers and/or equipment on board;
- the system on board dredgers for hoisting and lowering the suction tube or similar gear and accompanying tools;
- provision cranes and davits;
- hose-handling cranes;
- I-beams above machinery and electric wire rope hoists;
- overhead cranes in engine rooms and pump rooms;
- hand and electric chain hoists (to be CE marked);
- spreader beams, lifting eyes or lugs for non-cargo handling use;
- blocks, tackle, shackles and hooks for non-cargo handling use;
- chain slings and wire rope slings for non-cargo handling use.

<sup>3</sup> The term lifting and hoisting gear and tools is in line with the Netherlands Working Conditions Decree and therefore used in this chapter

<sup>4</sup> Netherlands Working Conditions Decree, Chapter 7, Section 4, § 2a, Article 7.18, Article 7.18a and Article 7.20