Instruction to RO

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

Date entry into force: 01 September 2017

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**^1 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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^1 The term lifting appliances and loose gear is in line with ILO 152 and therefore used in this chapter
the Minister of 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 any lifting appliance or loose gear to be “classed”, but only that the relevant regulations 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.

Further to the above the Netherlands flag State Administration accepts* that the annual/5 yearly certification of the lifting gear as detailed in ILO C134/C32 Art.9(4)/152(25) can be carried out within the survey window as detailed in the IMO harmonized system of surveys and certification. This includes the provisions under SOLAS Chapter I Reg. 14(e).

In case the five yearly survey needs to be extended, for reasons as detailed in SOLAS Ch. I Reg. 14(e), the annual survey has to be carried out as a minimum. Based on this survey the load test can be postponed accordingly. From the anniversary date of the five yearly load test until the planned load test has been done, the SWL shall be downgraded with 20 per cent. (max. three months) This shall be recorded in the cargo gear record book and indicated at the relevant operational places on board the ship.

It is a ship owners responsibility to provide 3rd parties with evidence that these provisions are met.

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2 Netherlands Working Conditions Decree, Chapter 7, Section 4, § 3, Article 7.24 through Article 7.30
Furthermore the relevant parts of Instruction to RO 'ships layed up' shall be adhered to as well as the relevant procedure as stipulated in annex 1 of the RO agreement: *With regards to the "restore date" of a certificate it is emphasized that in case a required survey has not been carried out or has been carried out outside the "window", an additional survey is mandatory. The scope and the depth of the survey is to be decided by the Administration/RO. After this survey has been carried out to the satisfaction of the Administration or RO, the certificate shall be provided with the following note: "at the request of the Netherlands Administration a more thorough and stringent survey has been carried out, after which the validity of this certificate has been restored".*

* This acceptance lasts until the IMO finalized its planned output to bring this particular ILO subject under SOLAS Chapter II. Including the statutory certification of lifting appliances, winches and loose gear. Pending progress of the SSE (OLAW) working group this is foreseen in January 2024, although early implementation by flag States may reduce this date towards January 2020.

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;
- (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 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.

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3 The term lifting and hoisting gear and tools is in line with the Netherlands Working Conditions Decree and therefore used in this chapter
"Non-cargo handling" lifting and hoisting gear and tools on board of ships shall be administered according to the relevant regulations 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.

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