



Antigua and Barbuda Maritime Administration

ILO Circular
No. 2022-003
29 November 2022

SUBJECT: Testing and Certification of Lifting Appliances

REFERENCE:

- a) [ILO No. 152](#) *Occupational Safety and Health (Dock Work) Convention, 1979*
- b) Directive 001-2022 *The Antigua and Barbuda Merchant Shipping (Testing of Lifting Appliances) Directive 2022*

TO: Ship-owners, operators, masters and officers of Antigua and Barbuda flagged ships, and recognized organisations.

1. PURPOSE

This Circular provides further information on the Merchant Shipping (Testing of Lifting Appliances) Directive 2022 and sets out guidance on the requirements for inspection and testing of lifting appliances for Antigua and Barbuda ships. It supersedes SOLAS Circular 2012-009.

2. APPLICATION

This Circular applies to all Antigua and Barbuda flagged Ships.

3. BACKGROUND

ILO No. 152 sets out the general standards for the examination and testing of lifting appliances. Antigua and Barbuda has not ratified this Convention but believes that as it is the accepted international standard for this subject, Antigua and Barbuda ships should comply with its requirements.

To ensure clarity for Antigua and Barbuda ships, the Administration has therefore issued Directive 001-2022 which sets out the essential legal requirements giving effect to this Convention for Antigua and Barbuda ships. This is also an important part of the overall protection of a seafarer's health and safety to meet the Maritime Labour Convention standards.

4. OBLIGATIONS AND RESPONSIBILITIES

1. Lifting appliances

1. The term lifting appliances covers any equipment used on board to lift or suspend weights and includes:
 1. Cranes,
 2. Derricks,
 3. Gantries,
 4. Davits,
 5. Accommodation ladder suspension arrangements,
 6. Hose handling cranes,
 7. Hatch and pontoon elevating rigs, and
 8. Similar equipment whether portable or fixed.

2. The term does not include davits and related equipment associated with the ship's lifesaving appliances, so that rescue boat davits, lifeboat davits, free-fall lifeboat recovery frames etc. which are covered by the annual thorough examination and five-year dynamic load testing requirements in SOLAS Chapter III Regulation 20 are not included in lifting appliances.

2. Basic requirements:

The ILO No.152 Convention and recommendations require the following for lifting appliances and loose gear:

1. Initial examination and certification

- (1) Every lifting appliance shall be certified by a competent person before being taken into use for the first time to ensure that it is of good design and construction and of adequate strength for the purpose of which it is intended.
- (2) Before being taken into use for the first time a competent person shall supervise and witness testing and shall thoroughly examine every lifting appliance.
- (3) Every item of loose gear shall, before being taken into use for the first time be tested, thoroughly examined, and certified by a competent person

2. Periodic examinations and re-testing

- (1) All lifting appliances and every item of loose gear shall be thoroughly examined by a competent person at least once in every 12 months.
- (2) Re-testing and thorough examination of all lifting appliances and every item of loose gear is to be carried out:
 - i. After any substantial alteration or renewal, or after repair of any stress bearing part; and
 - ii. In the case of lifting appliances at least once in every five years.
- (3) The re-testing referred to in paragraph 2(2)(1) may be omitted provided the part which has been renewed or repaired is subjected by separate test, to the same stress as would have been imposed on to it if it had been tested in situ during testing of the lifting appliance.

3. Inspections

Regular visual inspections of every item of loose gear shall be carried out by a responsible person before use. The responsible person maybe a ship's crew member determined by the Master to be qualified and experienced in the examination of loose gear.

4. Register of all lifting appliances

Additionally, the Directive requires that a register of all lifting appliances, accessories for lifting, and loose gear is maintained. The ILO has a standard model for this register and there are commercial products that are available using the standard model which may be used.

Alternatively, the ILO standard model is available in the Annex to Convention No. 152 on the ILO Conventions website at https://www.ilo.org/global/industries-and-sectors/shipping-ports-fisheries-inland-waterways/WCMS_214586/lang--en/index.htm

Any format which is similar to the ILO model, and which contains the same records is acceptable and may be used.

5. Retention of Certificates

Ships should also retain certificates associated with each piece of equipment for at least 7 years and longer if the equipment remains in service beyond 7 years.

3. Timing of annual inspections.

Recognising that shipboard operations often place tight time constraints on the use of cargo equipment while schedules often make the arranging of dates for inspections and testing hard to assign precisely, the Antigua and Barbuda administration will accept a period of 3 months after the annual due date for the annual thorough inspection.

This is intended to allow effective planning of inspections; it is not intended to create a 15-month inspection regime and evidence that inspections are routinely occurring at 15-month intervals will be regarded as a deficiency at an annual safety inspection. Any equipment and appliances that are in use beyond 12 months from the last annual thorough inspection should be checked very carefully before use on each occasion.

4. Competent persons

A competent person is defined as; “a person possessing the knowledge and experience required for the performance of a specific duty or duties and acceptable as such to the competent authority”. (Art 3.).

This definition can cover a variety of persons depending on the equipment involved and the knowledge and experience may be obtained in a variety of ways ranging from thorough training by a manufacturer of equipment to “on the job” training provided on the vessel.

A member of the crew may be a competent person for some equipment if they have the appropriate knowledge and experience for carrying out routine inspections, but possession of a certificate of competency (STCW) does not automatically make a crew member a competent person.

The person should have a background, experience and training that is appropriate to the equipment that he is examining. On the other hand, for the testing or examination of complex equipment, it may be necessary to consider a competent person as a specialised company in that field.

It is for owners and managers to decide the optimum competent person for any piece of equipment. The choice should consider the complexity of the equipment, the ease with which it can be examined, the experience of the person with that equipment and its components, the availability of any manufacturer's guidance on it and any other factors that apply in choosing the competent person.

Surveyors employed by the authorised Recognised Organisations (ROs) will be regarded as "competent persons" for most appliances and all the ROs have expertise in certification of lifting appliances. These Guidelines apply to all ships and describe the minimum level of maintenance and inspections for fire protection systems and appliances. This information should be used as a basis for the ship's onboard maintenance plan required by SOLAS regulation II-2/14.

The Recognised Organisations are available in many cases to undertake annual thorough examinations of equipment and may be engaged for that purpose and will often be the ones supervising testing. There are many other organisations and companies that will undertake annual examinations of equipment. It is for each owner and manager to assess the competence and ability of the chosen organisation for the purpose, and if organisations other than the ROs are engaged, owners should establish that they are authorised for the examination of lifting appliances in their country.

ADOMS is not required to approve "Competent Persons" and does not intend to undertake this work. Therefore, any company or organisation properly authorised in its own country may be used.

Owners and managers should also note that Section 10 of the ISM Code provides that:

1. *"The Company should identify equipment and technical systems the sudden operational failure of which may result in hazardous situations. The Safety Management System should provide for specific measures aimed at promoting the reliability of such equipment or systems."*

ADOMS is of the view that a lifting appliance is a piece of equipment which, if it failed suddenly, would cause a hazardous situation for any seafarers using it and hence would fall within Section 10.3 of the ISM Code. As such, the register of equipment and the annual inspections and five yearly testing required in the Directive and described here is a specific measure aimed at meeting Section 10.3.

Similarly, Standard A.4.3 of the MLC requires the flag State to adopt laws and other measures covering, amongst other things, "reasonable precautions to prevent occupational accidents, injuries etc." (Standard AS.4.3.1(b)); Requirements for inspecting, reporting, and correcting unsafe conditions..." (Standard A.4.3.1(d)) all these are related to the requirement to take account of relevant international

instruments. The arrangements for inspecting and testing lifting appliances address several the areas in MLC Standard A.4.3

Issued by

Antigua and Barbuda
Department of Marine Services and Merchant Shipping
(ADOMS) St. John's