



TECHNICAL CIRCULAR No. 194 of 21th May 2014

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
Subject:	New International Legislation of the Ships' Lifting Appliances
Reference:	SOLAS, Lifting Appliances (SLA)

At a joint informal meeting of key industry bodies, ICHCA highlighted the hazards of ships' lifting appliances which have led to many serious accidents and urged industry members to help push for international legislation to prevent cargo and equipment damage, injury and loss of life.

It is the need to amend the Safety of Life at Sea (SOLAS) Convention to include mandatory classification of SLAs.

There is currently no internationally recognized and universally applied legal requirement for ships lifting appliances and only some 3% are voluntarily included in classification society requirements by ship owners. The International Labour Organization's Convention 152 recommends routine inspection, examination and re-test routines for equipment but has only been ratified by a small number of states. However, the legal situation is confusing as there are various legal frameworks that might apply depending on the flag or port state requirements. As a result, bad planning, the poor condition of hoist wires, and a lack of proper co-ordination are commonplace during lifting operations. More commonly, damage is caused by the structural condition of certain SLA components that have been overlooked during safety checks. The result has been injury and loss of life, as well as costly damage to cargo, equipment and even company reputations.

In association with several Maritime Administrations (notably New Zealand and Germany), ICHCA is currently spearheading the industry campaign to amend the Safety of Life at Sea (SOLAS) Convention to include mandatory classification of SLAs. Despite ICHCA's testimony and strong support from UK, Japan, Korea, Norway and The Netherlands and several other NGOs, some delegates at the IMO Sub-Committee asserted that there was not enough compelling evidence to introduce new legislation and that other measures short of legislation may be more appropriate. The meeting did agree, however, to take the work forward with a new inter-sessional correspondence group to analyze more incident data and recommend a course of action.

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REFERENCES:

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Kindest Regards,

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