

Amendments to the “Rules for loading and unloading arrangements and for other lifting appliances on board ships”

Effective from 1/1/2026

List of the amendments/corrections:

Chapter/Paragraph amended	Reason
Chapter 1, [1.1.1], [1.2.1]	to specify that the Rules are also mandatory for the purpose of the new SOLAS regulation II-1/3-13 “Lifting appliances and anchor handling winches” and which certificates are issued to demonstrate compliance with the SOLAS requirements (Prop.322)
Chapter 7, [1.1.3], [1.1.4](new)	to introduce the new additional class notation PERSONNEL LIFTING REC191 for cranes or lifting arrangements for personnel lifting that comply with the provisions in IACS Rec.191 (New, July 2025) "Lifting Appliances engaged in Personnel Handling Operations"

CHAPTER 1 GENERAL

1 Introduction

1.1 Application

1.1.1 [\(1/1/2026\)](#)

The requirements of these Rules apply to loading and unloading systems in general (hereafter referred to as systems) and to other new lifting appliances, on board ships or floating vessels, as follows:

- masts and kingposts of conventional type
- masts and kingposts of special design (derrick-cranes)
- union purchase rigs
- fixed and swinging cranes in general
- A-frames and similar
- submersible handling appliances
- lifts and loading ramps
- lifting tackle
- appliances for fish handling and fishing systems.

These Rules are relative to structural scantlings, components and ropes.

The Manufacturer is responsible for the scantlings of the machinery and the handling of the system and their qualification is to be verified as specified in Ch 14.

Irrespective of TASNEEF inspections, the Designer and the Manufacturer of the system are responsible for compliance with applicable specifications and regulations, of the parts supplied and manufactured and of the suitability arrangement and components of the system even where manufactured by subcontractors.

These Rules do not consider design and construction details of structural or machine parts. The Designer and the Manufacturer are responsible for ensuring, on the basis of recognised standards and/or good engineering practice, that such details are appropriate for the static stress and strain foreseen in the environmental conditions where the structures and components are to operate. Where doubts arise, the interested parties are to ask TASNEEF for confirmation of the validity, as far as applicable regulations are concerned, of the estimated design data relative to the load and environmental conditions or of specially adopted solutions. Regulations are relative to the handling of the cargo and/or ship equipment; the movement of personnel is dealt with in Ch 7 "Man Riding Cranes".

At the request of the interested parties and for lifts in accordance with "Rules for the certification of lifts and escalators for passengers and crew members", TASNEEF will issue the relative Quality Certificate.

Additional checks and requirements not specified in these Rules may be required by TASNEEF for special and/or new systems.

Existing systems, for which the interested parties require TASNEEF to issue the relative certificates, are to comply with these Rules, as far as deemed applicable by TASNEEF, according to the procedures as specified in [3.2] and are to undergo the surveys specified in Ch 2, [3].

Application of the Rules to loading and unloading systems or to lifting appliances on board ships not classed by TASNEEF, will be specially considered by TASNEEF.

In this case additional requirements may be laid down in addition or as an alternative to those given in these Rules to take account of special service conditions.

These Rules are mandatory for the purpose of the requirements issued by the Italian Government for loading and unloading systems and for other lifting appliances on board Italian flag ships in compliance with the ILO Convention.

[These Rules are also mandatory for the purpose of SOLAS regulation II-1/3-13 on lifting appliances, introduced by IMO Resolution MSC.532\(107\).](#)

The relative certificates are specified in [1.2].

These Rules are mandatory for the assignment and maintenance of the service notation **lifting unit** as specified in Pt A, Ch 1, Sec 2, Tab 2 of the Rules for the classification of ships, when the lifting appliance is essential for the ship's or floating vessel's service.

These Rules are also mandatory, as far as applicable, for structures and appliances used for the handling and/or supporting of loads. Where such structures and appliances are essential for the service of the ship on which they are installed, they are included in the class characteristics and do not require the assignment of the service notation lifting unit. This applies to ramps and retractable 'tweendecks' of classed **ro-ro cargo ships** or to supporting and positioning systems of dredging components of ships classed as **dredgers**.

Supporting structures of lifting appliances such as masts, posts and crane pedestals, permanently connected to the structure of the ship, and those ship structures that are subjected to the load of these systems when in operation are to be classed. The above-mentioned structures are to comply with these Rules and with the requirements of the various Parts of the Rules for the classification of ships.

Units provided with lifting arrangements complying with these Rules may be assigned with the following additional class notations, according to Pt A, Ch 1, Sec 2, [6.14.30] of the Rules for the Classification of Ships:

- **CARGO HANDLING (H)** when the unit is provided with cranes for handling loads in harbours and in a sheltered water environment;
- **CARGO HANDLING (O)** when the unit is provided with cranes designed to operate in offshore conditions (i.e. open sea environment);

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- **CARGO HANDLING (T)** when the unit is provided with cranes used for unit-to-unit handling (transshipping operation) of dry bulk loads in environmental conditions causing significant wave induced motions of the unit on which the crane is mounted or from which the crane is off loading;
- **CARGO HANDLING (S)** when the unit is provided with lifting appliances intended to perform subsea lifting operations at sea;
- **CARGO HANDLING (SW)** when the unit is provided with lifting appliances including the related hoisting winches intended to perform subsea lifting operations at sea;
- **PERSONNEL LIFTING, PERSONNEL LIFTING ADV and PERSONNEL LIFTING ADV PLUS** when the unit is provided with a crane or lifting arrangements intended to be used for personnel lifting.

1.2 Certification and validity

1.2.1 (1/1/2026)

The following certificates relative to the system are issued by TASNEEF:

- a) "Register of ship's cargo handling machinery and gear" ("ILO Register") as provided for by the ILO Convention for Italian flag ships or floating vessels, in accordance with the Italian Administration regulations, or for other ships on behalf of the flag Administrations signatory of the ILO Convention.
- b) "Certificate of ship's lifting appliances and gear" ("Lifting Appliances TASNEEF Certificate") as provided by these Rules:
 - 1) issued upon the request of the interested parties on voluntary basis for lifting appliances intended for lifting, suspending and handling cargoes when the Flag Administration does not require their certification under ILO Convention; and/or
 - 2) issued upon the request of the interested parties on voluntary basis for lifting appliances intended for lifting, suspending and handling loads other than cargo and not subject to ILO Convention.
- c) Certificate for loading and unloading arrangements, other lifting appliances and handling nets on board ships (Form LA5) (see Ch 2, [7.3]) in compliance with the Italian Regulations for the safety of navigation and life at sea, for Italian flag ships or floating vessels.
- d) Declarations at the request of the interested parties, for purposes other than those mentioned in items (a), (b) and (c) above, certifying the type and result of the tests and inspections performed on the basis of these Rules.

The certificate(s) under paragraph (b) above is (are) to be harmonized with the Class Certificate.

For SOLAS ships, the certificates referred to in paragraphs (a) and (b) are issued to demonstrate compliance with SOLAS regulation II-1/3-13 for lifting appliances falling within its scope, as follows:

- certificate under paragraph (b) above, when the Flag Administration adopted harmonized certification allowing survey windows; in this case, the certificate

will be named "Register of lifting appliances and cargo handling gear (Harmonized)"; and

- certificate under paragraph (a) above when harmonization has not been adopted; in this case, the certificate will be named "Register of lifting appliances and cargo handling gear".

The certificates mentioned in (a), (b) and (c) above are issued following successful initial survey and are complemented by the following certificates:

- "Form LA2 "Testing and Survey Certificate for loading and unloading arrangements";
- "Form LA3 "Testing and Survey Certificate for fittings and loose gear";
- "Form LA4 "Testing and Survey Certificate for wire ropes".

The above-mentioned certificates do not exempt interested parties from the obligation of meeting other more onerous requirements and regulations issued by the flag Administration of the ship and any other requirements stipulated for the same purpose.

The duration of the validity of the certificates in (a), (b) and (c) above cannot be extended by TASNEEF except as specified in Ch 2, [6]. In the case of shortcomings, no instructions can be given to the interested parties before noting on the certificates that the system concerned is "out of order" or has a "lower working load" until the defect is removed.

1.3 Equivalent

1.3.1 In general, the equivalence of regulations is accepted; i.e. regulations, design and installation criteria that comply with other recognised standards equivalent to these Rules are accepted unless otherwise specified by national laws or international conventions.

In general, if fittings are correctly certified they are accepted as equivalent when in compliance with national or international standards.

TASNEEF reserves the right to apply additional conditions for the approval of the above-mentioned equivalent components.

1.4 Calculations

1.4.1 As far as the examination of drawings is concerned, TASNEEF may also require calculations relative to the scantlings of structures and components.

Calculations are to be performed in accordance with recognised methods appropriate to sound engineering principles.

When a computer analysis is carried out, information relative to the program and criteria used is to be submitted in order to facilitate inspection of the design.

1.5 Modifications of systems

1.5.1 When systems having the certificates mentioned in [1.1.2] (a), (b) and (c) are modified, the interested party is to notify TASNEEF without delay.

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CHAPTER 7 PERSONNEL LIFTING (MAN RIDING OPERATIONS)

1 General

1.1 Application

1.1.1 (1/7/2023)

This Chapter applies to cranes intended for lifting or moving of personnel.

1.1.2 (1/7/2023)

The requirements of Ch 4 are to be complied with in addition to the specific requirements in the present Chapter.

1.1.3 (1/1/2026)

Units provided with cranes complying with the requirements in this Chapter may be assigned with the additional class notation **PERSONNEL LIFTING**, **PERSONNEL LIFTING ADV** and **PERSONNEL LIFTING ADV PLUS** according to Pt A, Ch 1, Sec 2, [6.14.30] of the Rules for the Classification of Ships, as follows:

- a) the additional class notation **PERSONNEL LIFTING** is assigned to crane or lifting arrangements for personnel lifting that comply with the requirements in this Chapter, except for those in [2.3];
- b) the additional class notation **PERSONNEL LIFTING ADV** may be assigned when the crane is also fitted with an emergency recovery system which permits through its own independent means to control slew, luff down, and lowering operations in the event of a single failure in the power or control system. Such means is to provide controlled slewing of the crane and lowering and stopping of the winch drums and cylinders under all load conditions.
- c) the additional class notation **PERSONNEL LIFTING ADV PLUS** may be assigned when the crane is also fitted with an emergency recovery system which permits through its own independent means for perform all main functions, such as slewing, luffing up and down, hoisting up and down, folding and unfolding, telescoping in and out, etc., in the event of a single failure in the power or control system, under all load conditions.
- d) [the additional class notation **PERSONNEL LIFTING RECI91** may be assigned to cranes or lifting arrangements for personnel lifting that comply with the requirements in IACS Recommendation I91.](#)

1.1.4 (1/1/2026)

[The requirements in IACS Recommendation I91 may be applied as alternative to the specific ones in the present Chapter.](#)

[Reference to UR E22 in IACS Recommendation I91 is to be read as Pt C, Ch3, Sec3 of the Rules for the Classification of Ships.](#)

2 Design criteria

2.1 General

2.1.1 Rated capacity

The rated capacity are not to exceed 50% of the rated capacity for lifting of loads at the actual radius and wave height. This information are to be given in the instructions, load chart and by the rated capacity indicator whenever the mode for lifting of personnel is selected (see [2.2])

2.1.2 Secondary brake

In addition to the normal working brake, hoisting and luffing winches are to be equipped with a mechanically and operationally independent secondary brake, with separate control circuits.

The secondary brake is to, preferably, act directly on the winch drum being, however, a fully independent load path considered acceptable. Means are to be provided for the user to conduct an individual test of the secondary brake. The secondary brake is to fulfil the requirements given in Ch 14, [6.2] for the rated capacity for lifting of personnel.

2.1.3 Cylinders

Where cylinders are used for luffing, folding or telescoping they are to be provided with a "mechanical" brake in accordance with Ch 14, [6.2].

Alternatively each motion is to be allowed by two independent cylinders where each cylinder is independently able to hold the rated capacity for personnel lifting.

2.1.4 Basket

Lifting of personnel is to be only performed using equipment especially designed for the purpose, e.g. baskets according to EN 14502-1 or equivalent standards.

Specifications of baskets are to be according to following provisions:

- Baskets are to be preferably of soft type construction
- The rated load of the basket is calculated as:
 - 165 kg for the first person
 - 100 kg for the following ones
- The design of the basket is to be such that personnel can stand on the periphery and can hold the basket
- The dimensions of the basket are to be such that it is stable when lowered on the deck
- The allowed number of persons is to be affixed on the basket.