

Proposed Regulations on lifting appliances, loose lifting gear and lifting operations on ships

Legal basis: Laid down by the Norwegian Maritime Authority on dd mm 2026 under the Act of 16 February 2007 No. 9 relating to ship safety and security (Ship Safety and Security Act) sections 2, 6, 9, 11, 12, 13, 16, 17, 19, 20, 21, 22, 41, 43, 45 and 47, cf. Formal Delegation of 16 February 2007 No. 171 and Formal Delegation of 31 May 2007 No. 590.

Chapter 1. Introductory provisions

Section 1. *Scope of application*

(1) These Regulations apply to lifting appliances, loose lifting gear and lifting operations on Norwegian ships.

(2) These Regulations do not apply to:

- a. davits used for evacuation and life-saving appliances;
- b. capstans and warping ends;
- c. power block systems, unless the power block forms part of a lifting appliance;
- d. winches fitted with gallows or davits used exclusively for purse seining, trawling or

Danish seine fishing;

- e. suspended decks.

Section 2. *Definitions*

For the purposes of these Regulations, the following definitions apply:

- a. lifting appliance: any equipment capable of performing lifting operations;
- b. deck crane: a crane used exclusively for lifting operations on board the ship or for lifting operations in fully sheltered waters (trade area 1);
- c. offshore crane: a crane intended for lifting operations over the ship's side;
- d. other lifting appliances: any equipment capable of performing lifting operations, except deck cranes, offshore cranes and overhead travelling cranes;
- e. loose lifting gear: equipment used for attaching the load, without forming an integral part of the lifting appliance or the load itself;
- f. recognised classification society: a classification society with which the Ministry has entered into an agreement pursuant to section 41 second paragraph of the Ship Safety and Security Act.

Chapter 2. Construction of lifting appliances and loose lifting gear

Section 3. *Foundations for lifting appliances*

(1) For classed ships, the foundation for the lifting appliance shall be approved by a recognised classification society.

(2) For unclassified ships, the foundation for the lifting appliance shall be approved by a competent company in accordance with the rules under which the ship's hull was constructed.

Section 4. *Construction of deck cranes*

(1) Deck cranes shall be designed for their intended use and in accordance with one of the following:

- a. a standard of a recognised classification society;
- b. another recognised standard for deck cranes intended for maritime use.

(2) Before being put into service, deck cranes shall undergo an initial thorough examination.

Section 5. *Construction of offshore cranes*

(1) Offshore cranes shall be designed for their intended use and in accordance with one of the following:

- a. EN 13852-1;
- b. EN 13852-3;
- c. DNV-ST-0378;
- d. another recognised standard for offshore cranes intended for maritime use.

(2) Before being put into service, offshore cranes shall undergo an initial thorough examination.

Section 6. *Construction of overhead travelling cranes*

(1) Overhead travelling cranes shall be designed in accordance with one of the following:

- a. a standard of a recognised classification society;
- b. another recognised maritime standard.

(2) Before being put into service, overhead travelling cranes shall undergo an initial thorough examination.

Section 7. *Construction of loose lifting gear*

Loose lifting gear shall be designed in accordance with one of the following:

- a. a standard of a recognised classification society;
- b. another recognised maritime standard.

Section 8. *Lifts*

(1) Personnel lifts shall be designed in accordance with a recognised classification society's rules for lifts on ships. Additional requirements from ISO 8383 *Lifts on ships – Specific requirements* shall be included.

(2) Cargo lifts shall be designed in accordance with the requirements of the first paragraph or the rules of a recognised classification society for lifts on ships.

(3) Before being put into service, the lift shall be examined in accordance with the manufacturer's recommendations.

(4) The lift shall be operated and maintained in accordance with the manufacturer's recommendations.

(5) The lift shall be certified by a person or company deemed competent by the shipping company.

Section 9. *Lifting arrangement for ROVs*

(1) Lifting arrangements for ROVs shall be designed in accordance with one of the following:

- a. a standard of a recognised classification society;
- b. another recognised maritime standard.

(2) Before being put into service, the lifting arrangement shall be examined in accordance with the chosen standard and the manufacturer's recommendations. If no specific requirements for initial examination are provided by a recognised classification society or the manufacturer, an initial thorough examination shall be carried out.

Section 10. *Heave-compensated gangway*

(1) A heave-compensated gangway shall be designed in accordance with one of the following:

- a. DNV-ST-0358;
- b. another recognised standard providing an equivalent scope and level of safety.

(2) Gangways intended for use in hazardous areas shall be designed and certified for such use.

(3) Before being put into service, the gangway shall be examined in accordance with the chosen standard and the manufacturer's recommendations. If no specific requirements for initial examination are provided by a recognised classification society or the manufacturer, an initial thorough examination shall be carried out.

(4) During gangway operations, the operator shall have sufficient visibility of the operational area.

(5) Where a camera system is used to ensure sufficient visibility of the operational area, it shall be documented that the system has been tested on board and provides sufficient visibility and adequate situational awareness for the operator under all conditions. The camera shall operate continuously throughout the operation, withstand environmental conditions such as temperature, humidity and vibration and have night mode (IR) or equivalent ensuring necessary visibility in darkness.

Section 11. *Excavators on self-unloaders*

(1) The excavator shall:

- a. be designed in accordance with a recognised standard;
- b. have a declaration of conformity;
- c. undergo an annual examination carried out by the manufacturer or a party

recommended by the manufacturer.

(2) Following installation of the excavator, an initial examination shall be carried out, whereby the gantry, crane runway, crane rail, supporting plates and runway end stops shall be examined by a competent company before the equipment is put into service.

(3) Where the excavator is modified, for example by extension of the boom, auxiliary equipment and load charts shall be updated.

Section 12. *Forklifts, scissor lifts and other mobile lifting appliances*

(1) Forklifts, scissor lifts and other mobile lifting appliances shall be designed in accordance with one of the following:

- a. a standard of a recognised classification society;
- b. another recognised standard.

(2) Forklifts, scissor lifts and other mobile lifting appliances intended for use in hazardous areas shall be designed and certified for such use.

(3) Where restrictions apply to the areas in which forklifts, scissor lifts and other mobile lifting appliances may operate, information on such restrictions shall be displayed on the appliance or marked directly on deck.

Section 13. *Pad eyes and H-beams designed for lifting operations*

(1) Pad eyes and H-beams (lifting beams) shall be designed with a safety factor appropriate to the specified safe working load (SWL):

SWL	Safety factor
Up to 5 tonnes	2.0
From 5 to 20 tonnes	1.75
Above 20 tonnes	1.5

(2) The company shall ensure that the persons examining pad eyes and H-beams have sufficient competence in structural engineering and NDT.

(3) Pad eyes and H-beams shall be examined before their first use and whenever there is reason to suspect deterioration of structure or attachment.

(4) Pad eyes and H-beams with an SWL of three tonnes or less shall be examined by dimensional assessment and a visual inspection of the structure and attachments. Random NDT shall be performed when deemed necessary.

(5) Pad eyes and H-beams with SWL above three tonnes shall be examined by one of the following:

- a. load testing of all pad eyes and H-beams, with NDT on a sampling basis;
- b. NDT of all pad eyes and H-beams, with load testing on a sampling basis.

(6) Where pad eyes and H-beams are to be load tested, the following table shall apply:

SWL	Test loads for load testing
Up to 20 tonnes	1.25 x SWL
From 20 to 50 tonnes	5 tonnes + SWL

Above 50 tonnes	1.10 x SWL
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(7) Pad eyes and H-beams shall be individually marked or group-marked. The marking shall indicate the SWL and may, for example, consist of signage in areas containing multiple identical items or a colour-coding system to differentiate identical items with different SWLs within the same area.

(8) The location, SWL and load direction of the pad eyes shall be documented.

(9) The SWL of H-beams shall be documented.

Section 14. *Other lifting appliances not covered by sections 4 to 13*

(1) Other lifting appliances not covered by sections 4 to 13 shall be designed in accordance with one of the following:

a. a standard of a recognised classification society;

b. another recognised maritime standard covering the intended use.

(2) Lifting appliances other than those covered by sections 4 to 13 shall undergo an initial thorough examination before being put into service.

Chapter 3. Use of wire ropes or fibre ropes

Section 15 *Use of wire ropes*

The use, servicing and replacement of wire ropes used in deck cranes, offshore cranes, other lifting appliances and loose lifting gear shall comply with NS-ISO 4309:2017 *Cranes – Wire ropes – Care and maintenance, inspection and discard*, or a standard providing an equivalent scope and level of safety. Where NS-ISO 4309:2017 refers to a “competent person”, this shall be understood to mean a competent company of type 1 or 2. Where a third party is used to carry out inspection of the wire rope, the competent company shall review and approve the results of the inspection.

Section 16. *Use of fibre ropes*

(1) Fibre ropes used in deck cranes shall be designed and examined in accordance with DNV-ST-0377 or a recognised standard providing an equivalent scope and level of safety.

(2) Fibre ropes used in offshore cranes shall be designed and examined in accordance with DNV-ST-0378 or a recognised standard providing an equivalent scope and level of safety.

(3) Where a lifting appliance is supplied with a wire rope, the wire rope may be replaced with a fibre rope provided that such replacement is recommended by the manufacturer and the fibre rope is certified for its intended application.

(4) Fibre ropes shall be discarded in accordance with the manufacturer’s recommendations and in line with the criteria specified in the company’s safety management system.

(5) Before the fibre rope is put into service, the lifting appliance shall undergo an initial thorough examination.

Chapter 4. Thorough examination

Section 17. *Requirements for type 1 competent companies*

A type 1 competent company shall be approved by the Norwegian Maritime Authority. The competent company shall meet the following requirements:

a. have an in-house professional environment comprising at least three employees who carry out examinations of cranes on board ships, of whom at least two have extensive experience with offshore cranes and have completed inspector course G5K;

b. have adequate competence in deck cranes, offshore cranes and other lifting appliances;

c. have adequate competence in hydraulics, strength and structural engineering, automation and electronics;

d. ensure that all personnel examining loose lifting gear have completed inspector course G11K and use checklists for such examinations;

- e. ensure that field inspectors have documented training in the examination of wire ropes;
- f. have a management system certified in accordance with ISO 9001;
- g. have access to relevant software for strength and structural calculations;
- h. use updated checklists and procedures for the examination of deck cranes, offshore cranes and other lifting appliances.

Section 18. *Requirements for type 2 competent companies*

A type 2 competent company shall be approved by the Norwegian Maritime Authority. The competent company shall meet the following requirements:

- a. have an in-house professional environment comprising at least three employees who carry out examinations of cranes on board ships, of whom at least two have extensive experience with deck cranes and have completed inspector course G20K;
- b. have adequate competence in deck cranes and other lifting appliances;
- c. have adequate competence in hydraulics, strength and structural engineering, automation and electronics;
- d. ensure that all personnel examining loose lifting gear have completed inspector course G11K and use checklists for such examinations;
- e. ensure that field inspectors have documented training in the examination of wire ropes;
- f. have a management system certified in accordance with ISO 9001;
- g. have access to relevant software for structural and strength calculations;
- h. use updated checklists and procedures for the examination of deck cranes and other lifting appliances.

Section 19. *Initial, annual and five-yearly examinations*

(1) Deck cranes fitted with active heave compensation, AOPS, MOPS or having a SWL of 300 tonnes or more shall undergo initial, annual and five-yearly examinations by a type 1 competent company. Other deck cranes shall undergo initial, annual and five-yearly examinations by a type 1 or type 2 competent company.

(2) Offshore cranes shall undergo initial, annual and five-yearly examinations by a type 1 competent company.

(3) Overhead travelling cranes and A-frames fitted with heave compensation or having a SWL of 300 tonnes or more shall undergo initial, annual and five-yearly examinations by a type 1 competent company. Other overhead travelling cranes and A-frames shall undergo initial, annual and five-yearly examinations by a type 1 or type 2 competent company.

(4) Lifting arrangements for ROVs and heave-compensated gangways shall undergo initial, annual and five-yearly examinations by a type 1 competent company, unless specific requirements for initial, annual or five-yearly examinations have been issued by a recognised classification society or the manufacturer.

(5) The gantry, crane runway, crane rail, supporting plates and runway end stops shall undergo an initial examination after installation of the excavator, and thereafter annual and five-yearly examinations by a type 1 or type 2 competent company.

(6) Other lifting appliances not covered by sections 4 to 13 shall undergo initial, annual and five-yearly examinations by a type 1 or type 2 competent company.

Section 20. *Company's responsibilities in relation to thorough examinations*

(1) The company shall ensure that type 1 and type 2 competent companies carrying out examinations are listed in the Norwegian Maritime Authority's register of approved competent companies.

(2) The company shall ensure that any competent person carrying out examinations up to and including 31 December 2030 is listed in the Norwegian Maritime Authority's list of approved competent persons.

Section 21. *Scope of initial examination of lifting appliances*

(1) The initial examination of lifting appliances shall meet the requirements of the selected recognised standard and the manufacturer's recommendations. The examination shall

include a test load using solid weights or water bags. Test loads shall be verified, and the appliances shall be lifted, lowered and slewed at full speed. The crane boom radius shall be varied, and braking tests shall be carried out. The test shall include all relevant crane motions.

(2) Upon completion of installation on board, lifting appliances shall be load tested by a competent company using the following test loads:

Safe Working Load SWL	Test load
Up to 20 tonnes	1.25 x SWL
From 20 to 50 tonnes	SWL + 5 tonnes
Above 50 tonnes	1.1 x SWL

Section 22. *Scope of annual examination of lifting appliances*

(1) The annual examination of lifting appliances shall meet the requirements of the selected recognised standard and the manufacturer's recommendations.

(2) The examination shall, as a minimum, include a functional test of the lifting appliance and a visual inspection for deformation, wear, corrosion, cracks and fractures.

Section 23. *Scope of five-yearly examination of lifting appliances*

(1) The five-yearly examination of lifting appliances shall meet the requirements of the selected recognised standard and the manufacturer's recommendations.

(2) The five-yearly examination shall, as a minimum, ensure that all components can be inspected for deformation, wear, corrosion, cracks and fractures.

(3) After an examination in accordance with the first and second paragraphs, the lifting appliance shall be load tested in accordance with section 21.

Section 24. *Examination of loose lifting gear*

(1) Loose lifting gear shall be tested and inspected before first use and after any significant modification or repair that may affect safety. The test loads used and the scope of the examination shall be in accordance with the recognised standard to which the equipment is certified and with the manufacturer's recommendations.

(2) The initial examination of loose lifting gear shall be carried out by a person holding inspector qualification G11K. It shall be verified that the loose lifting gear is supplied with the necessary documentation.

(3) Use and daily inspection of loose lifting gear shall be in accordance with the manufacturer's recommendations.

(4) Loose lifting gear shall undergo annual and five-yearly examinations carried out by a person holding inspector qualification G11K. The scope of the examination shall be in accordance with the recognised standard to which the equipment is certified and with the manufacturer's recommendations.

(5) All ships shall have at least one dedicated storage area for loose lifting gear not in use. Equipment shall be stored so that it is protected from the weather and other harmful effects.

(6) Loose lifting gear shall be discarded in accordance with the manufacturer's recommendations and the discard criteria set out in recognised standards. The discard criteria shall be documented in the company's safety management system.

(7) Defects or deficiencies in loose lifting gear not subject to discard shall be recorded in ILO Form No. 1, Part II.

Section 25. *Examination of lifting appliances after damage or overloading*

(1) The following lifting appliances shall undergo a new thorough examination in accordance with section 21 if they have been subjected to damage or overloading:

- deck cranes;
- offshore cranes;
- overhead travelling cranes and A-frames;
- excavator crane runway, crane rail, supporting plates and end plates for the crane runway;

e. lifting appliances other than those covered by sections 4 to 13.

(2) Where a lifting arrangement for an ROV or a heave-compensated gangway has been subjected to damage or overloading, and no specific requirements for an initial examination have been laid down by a recognised classification society or the manufacturer, it shall undergo a new thorough examination in accordance with section 21.

(3) Following damage or overloading, lifting appliances not subject to a requirement for thorough examination shall undergo a new examination in accordance with the manufacturer's recommendations. The examination shall be carried out by a person or body deemed competent by the company.

(4) ILO Form No. 1 shall be updated where a thorough examination has been carried out pursuant to the first and second paragraphs.

Section 26. Thorough examination after modification of lifting appliances

(1) Modifications to lifting appliances shall be carried out in accordance with the manufacturer's recommendations.

(2) Where lifting appliances are modified, the operating manual shall be updated accordingly.

(3) The following lifting appliances shall undergo a new examination in accordance with section 21 if they have been modified:

- a. deck cranes
- b. offshore cranes
- c. overhead travelling cranes and A-frames
- d. excavator crane runway, crane rail, supporting plates and runway end stops;
- e. lifting appliances other than those covered by sections 4 to 13.

(4) Where a lifting arrangement for an ROV or a heave-compensated gangway has been modified, and no specific requirements for an initial examination have been laid down by a recognised classification society or the manufacturer, it shall undergo a new examination in accordance with section 21.

(5) Following modification, lifting appliances not subject to a requirement for thorough examination shall undergo a new examination in accordance with the manufacturer's recommendations. The examination shall be carried out by a person or body deemed competent by the company.

(6) ILO Form No. 1 shall be updated where a thorough examination has been carried out pursuant to the third and fourth paragraphs.

Chapter 5. Competence requirements for operators and safe use of lifting appliances

Section 27. Requirements for operators of deck cranes

(1) Operators of deck cranes shall hold a G20 certificate of competence.

(2) Operators of deck cranes designed as bridge or overhead travelling cranes shall hold a G4 certificate of competence.

Section 28. Requirements for operators of offshore cranes

(1) Operators of offshore cranes shall hold a G5 certificate of competence or an equivalent certificate.

(2) Operators of offshore cranes constructed in accordance with EN 13852-3 may hold a G5L certificate of competence as an alternative to a G5 certificate of competence or an equivalent certificate.

Section 29. Requirements for operators of lifting arrangements for ROVs

Operators of lifting arrangements for ROVs shall have equipment-specific, documented training for the lifting arrangement. The documented training shall include a training syllabus and a documented competence assessment.

Section 30. Requirements for operators of heave-compensated gangways

(1) Operators of heave-compensated gangways shall have equipment-specific, documented training for the gangway. The training shall also cover any interaction between the gangway and lifting or cargo-handling equipment. The documented training shall include a training syllabus and a documented competence assessment.

(2) Where a heave-compensated gangway may be used as a lifting appliance with a suspended load, the operator shall hold a G5 certificate of competence or an equivalent certificate. Operators of heave-compensated gangways constructed in accordance with EN 13852-3 may hold a G5L certificate of competence as an alternative to a G5 certificate of competence.

Section 31. Requirements for operators of self-unloaders equipped with an excavator

Operators of self-unloaders equipped with an excavator shall have equipment-specific, documented training. The documented training shall include a training syllabus and a documented competence assessment.

Section 32. Requirement for operators of forklifts, scissor lifts and other mobile lifting appliances

Operators of forklifts, scissor lifts and other mobile lifting appliances shall hold a relevant competence certificate in accordance with the training syllabuses and regulations of the Norwegian Labour Inspection Authority. The training shall include theoretical instruction, practical training and a documented competence assessment.

Section 33. Equipment-specific and vessel-specific training

(1) In addition to any required certificates of competence, the company shall ensure that any person working on board receives equipment-specific and vessel-specific training providing knowledge of the design, operation, intended use, maintenance and examination. Adequate guidance shall be provided on the limitations of the equipment and on any operational limitations in relation to the vessel.

(2) Training shall be documented in the vessel's safety management system.

(3) The company shall have a system in place to maintain and update the competence of all operators of lifting appliances.

Section 34. Safe use of lifting appliances

(1) No person shall stand or pass beneath a suspended load.

(2) Lifting operations shall be properly planned. Hazards and operational challenges shall be identified, and risks shall be reduced or eliminated.

(3) Where lifting operations involve particular risk, adverse weather conditions or other demanding circumstances, additional risk-reducing measures shall be considered. Areas which may be exposed to falling objects shall, where practicable, be cordoned off.

(4) Personnel lifting shall only be carried out using lifting appliances certified for personnel lifting.

(5) Lifting appliances in the stowed position shall be adequately secured.

Chapter 6. Documentation and certificates

Section 35. Requirements for documentation

(1) It shall be verified that lifting appliances are delivered with the necessary documentation, and the intended use shall be described in the user manual.

(2) Initial, annual and five-yearly examinations and all tests and inspections carried out following repairs or modifications of the lifting appliance or lifting equipment shall be documented in the logbook (ILO Form No. 1).

(3) Loose lifting gear shall be delivered with a declaration of conformity or certificate confirming compliance with a standard or regulatory requirement.

(4) On ships with multiple lifting appliances, a dedicated rig record book may be kept instead of completing part I of the logbook (ILO Form No. 1). The log shall include columns

for the overhauled or replaced component's designation (name, dimensions, markings, SWL, quantity, certificate number), space for explanatory remarks, date and signatures.

(5) Drawings and calculations of lifting appliances and their foundations demonstrating compliance with the applicable standard shall be documented.

(6) The checklist used in connection with initial, annual and five-yearly examinations shall indicate which regulations and standards formed the basis of the examination.

(7) Lifting appliances shall have a user manual containing information on:

- a. intended use;
- b. safety systems;
- c. limitations;
- d. recommendations for safe operation;
- e. preparation for operation;
- f. maintenance;
- g. repair.

(8) The documentation shall be readily available on board.

Section 36. *Electronic documentation*

(1) Electronic documentation, including historical records, shall be protected against overwriting, deletion and other alterations.

(2) Electronic documentation shall:

- a. clearly identify the date of the record and the person who performed the examination;
- b. include an electronic signature;
- c. ensure secure data storage;
- d. provide functionality for data recovery.

(3) Electronic certificates shall be prepared in accordance with the Norwegian Maritime Authority's templates (ILO forms).

Section 37. *Certificates for lifting appliances and loose lifting gear*

(1) Lifting appliances and loose lifting gear shall have a certificate or a declaration of conformity.

(2) Certificates of test and thorough examination of deck cranes, offshore cranes and other lifting appliances requiring thorough examination shall be issued on ILO Form No. 2.

(3) Certificates of test and thorough examination of loose lifting gear shall be issued on ILO Form No. 3.

(4) Certificates of test and thorough examination of wire ropes used as loose lifting gear shall be issued on ILO Form No. 4.

Section 38. *Validity of certificates and examination dates for lifting appliances*

(1) A lifting appliance that has not yet undergone its first five-yearly examination shall undergo annual examinations within three months before or after the date of the initial examination.

(2) A lifting appliance that has undergone a five-yearly examination shall undergo annual examinations within three months before or after each anniversary date of the certificate.

(3) The five-yearly examination shall be carried out not earlier than three months before the due date. The new five-year certificate shall be issued with a validity of five years, calculated from one of the following dates:

- a. the new date of issue;
- b. the date of issue of the previous five-year certificate;
- c. the date of issue of the initial examination, where the lifting appliance has not previously undergone a five-yearly examination;
- d. the expiry date of an approved exemption in cases where the validity of the five-year certificate has been extended to harmonise with the ship's main statutory certificates.

Chapter 7. Alternative requirements for passenger ships, cargo ships and fishing vessels

§ 39. Alternative requirements for ships holding a passenger ship safety certificate or a cargo ship safety certificate

(1) As an alternative to the requirements set out in section 24 fourth paragraph, the annual inspection of loose lifting gear on ships holding a passenger ship safety certificate or a cargo ship safety certificate may be carried out by a person deemed competent by the company and trained to perform such examinations.

(2) As an alternative to the certificate of competence requirements in sections 27 and 32, documented training on ships holding a passenger ship safety certificate or a cargo ship safety certificate may be provided by a person deemed competent by the company.

Section 40. Cargo ships engaged in aquaculture operations

(1) On cargo ships engaged in aquaculture operations, a deck crane may be used beyond the ship's side provided that the deck crane:

a. is designed to utilise its full working capacity in all operating positions at angles of heel and trim of 5° and 2°, respectively, including where manual boom extensions form part of the deck crane arrangement;

b. is fitted with a load indicator;

c. is designed for all loads in all operating positions. Any operational limitations shall be protected by electronic overload protection, with particular regard to steep boom angles.

(2) If the load moment of the deck crane is significant in relation to the ship's displacement, it shall be verified that the ship does not heel beyond the limits for which the deck crane is designed.

(3) The deck crane shall undergo an initial thorough examination before being put into service.

(4) Operators of deck cranes under the first paragraph shall hold a G20, G5L or G5 certificate of competence.

Section 41. Lifting of fish pumps beyond the ship's side on fishing vessels

(1) For lifting fish pumps beyond the ship's side on fishing vessels, a deck crane designed to utilise its full working load in all positions at the vessel's actual heel and trim may be used. Where the fish pump is attached to fishing gear, the winch shall be fitted with a load-monitoring system that is activated in the event of overload and pays out the wire rope in a controlled manner.

(2) The deck crane shall undergo an initial thorough examination before being put into service.

(3) Operators of deck cranes shall hold a G20, G5L or G5 certificate of competence.

Section 42. Alternative requirements for fishing vessels of less than 15 metres in overall length

(1) As an alternative to the requirement set out in section 19 that the annual examination shall be carried out by a competent company, the annual examination of lifting appliances on fishing vessels of less than 15 metres in overall length may be carried out by the master, provided that the company considers that person competent. The scope of the examination shall be in accordance with section 22.

(2) On fishing vessels of 10.67 to 15 metres in overall length, a competent company shall carry out either the second or the third annual examination if the master has carried out the annual examination pursuant to the first paragraph.

(3) As an alternative to the requirement set out in section 24 fourth paragraph, that loose lifting gear shall undergo annual examination by a person holding inspector qualification G11K, the annual examination of loose lifting gear on fishing vessels of less than 15 metres in overall length may be carried out by the master, provided that the company considers that person competent.

(4) On fishing vessels of 10.67 to 15 metres in overall length, a person holding the inspector qualification G11K shall carry out either the second or the third annual examination

of loose lifting gear if the master has carried out the annual examination pursuant to paragraph 3.

(5) On fishing vessels of less than 15 metres in overall length, no certificate of competence pursuant to sections 27 or 28 is required for operators of lifting appliances with a lifting capacity of up to 500 kg and 2 tonne-metres.

(6) A checklist shall be completed following all examinations carried out by the master, clearly stating what has been examined. The checklists shall be made available to competent companies when they carry out examinations.

Chapter 8. Concluding provisions

Section 43. Exemptions

(1) The Norwegian Maritime Authority may, upon written application, permit solutions other than those required by these Regulations if it can be demonstrated that such solutions are equivalent to the requirements of the Regulations.

(2) The Norwegian Maritime Authority may grant an exemption from one or more provisions of these Regulations if the company submits a written application demonstrating that at least one of the following conditions is met:

a. Specific circumstances render the requirement for which exemption is sought less critical for the ship in question, and the exemption is otherwise justifiable in terms of safety.

b. Compensating measures ensure that the overall level of safety is maintained.

Section 44. Entry into force

(1) The Regulations shall enter into force immediately.

(2) As from the same date, the following regulations are repealed:

a. Regulations of 17 January 1978 No. 4 on cargo-handling appliances in ships;

b. Regulations of 13 January 1986 No. 31 on cranes used on ships in open waters for loading and unloading.

Section 45. Transitional provisions

(1) Competent persons approved by the Norwegian Maritime Authority may, until 31 December 2030, carry out examinations of lifting appliances where these Regulations require a thorough examination to be performed by a type 1 or type 2 competent company. Where competent persons carry out examinations until 31 December 2030, such examinations shall be performed in accordance with the requirements of these Regulations. The transitional arrangement applies only to competent persons who have up-to-date checklists and carry out examinations in accordance with the construction standard and the manufacturer's recommendations. Individual competent persons may carry out the following examinations:

a. Type A-1 competent persons may carry out initial examinations, annual examinations and five-yearly examinations where these Regulations require a thorough examination to be performed by a type 1 or type 2 competent company.

b. Type A competent persons may carry out initial examinations of deck cranes where these Regulations require a thorough examination to be performed by a type 2 competent company, and may perform annual and five-yearly examinations where these Regulations require the examination to be carried out by a type 2 competent company.

c. Type B-1 competent persons may perform annual and five-yearly examinations where these Regulations require a thorough examination to be performed by a type 1 or type 2 competent company.

d. Type B competent persons may perform annual and five-yearly examinations where these Regulations require the examinations to be carried out by a type 2 competent company.

(2) Crew members whom the company previously deemed competent to perform annual examinations may continue to carry out annual examinations of lifting appliances on board until the first five-yearly examination after 1 January 2026.

(3) Operators of lifting appliances shall, no later than (date of entry into force + 3 years), hold relevant certificates of competence and have completed equipment- and vessel-specific training.

(4) Updated ILO Forms Nos. 1 to 4 shall be issued in accordance with these Regulations at the first initial examination or five-yearly examination carried out after 1 January 2026.

Section 46. *Amendments to other regulations*

Upon entry into force of these Regulations, the following amendments are made to other regulations:

1. Regulations of 15 June 1987 No. 507 on safety measures, etc. on passenger ships, cargo ships and barges are amended as follows:

Section 7 second paragraph is repealed.

Existing section 7 third paragraph becomes section 7 second paragraph.

Section 9 eighth paragraph is repealed.

Section 19 is repealed.

2. Regulations of 1 July 2014 No. 1072 on the construction of ships are amended as follows:

Section 10 should read:

Section 10. *Access to cargo holds, tanks and deck, bulwarks or guard rails on ships and barges*

(1) On ships and barges the access to cargo holds, tanks and to decks with cargo shall consist of permanent stairways, or where this is not possible, a fixed ladder or cleats of suitable dimensions, sufficient strength and appropriate constructions.

(2) The access shall as far as practicable be separate from hatch openings.

(3) In lieu of requirements pursuant to a recognised classification society's rules for bulwarks and guard rails, cf. sections 3 or 4, the Norwegian Maritime Authority may permit ships of less than 15 metres in overall length to have bulwarks or equivalent fixed guard rails with a height of 750 millimetres on all exposed parts of the freeboard and superstructure decks when it is established that compensating measures will maintain the same level of safety.

(4) A manned barge shall have fixed guard rails in exposed places where people move.

3. Regulations of 22 November 2013 No. 1404 on fishing vessels of less than 15 metres in overall length are amended as follows:

Section 2 subparagraph i is repealed.

Section 4 fifth and sixth paragraphs are repealed.

Section 5a second paragraph should read:

(2) *Blocks, shackles and other loose equipment shall be dimensioned in accordance with the Regulations on lifting appliances, loose lifting gear and lifting operations on ships.*

Section 99a is repealed.

Section 102 second paragraph subparagraph c should read:

c. Vessels of 6 to 15 metres in overall length shall have on board a record book *and other documentation in accordance with the Regulations on lifting appliances, loose lifting gear and lifting operations on ships.*

Appendix 2 should read:

Appendix 2. List of documentation to be kept on board the vessel

Vessel size	Legal basis	Document type	Remark
All vessels of less than 15 metres			
	Section 102	Certificate of installation, declaration of survey or report form for electrical installations	Depending on vessel size and date of the first complete inspection by an approved company
	Section 102	<i>Record book for deck cranes, offshore cranes, other lifting appliances and loose lifting gear on ships</i>	If such equipment is provided on board
	Section 102	Certificate of installation for gas-fired installations	If such equipment is provided on board
	Section 102	Description of the fire-extinguishing system with instructions for use and maintenance	If such equipment is provided on board
	Section 36	Posters or placards with information about the placement, treatment and use of lifejackets	
	Section 102	Documentation of pressure-testing/tightness-testing of immersion suits	If such equipment is provided on board
	Section 102	Declaration of conformity for liferaft from the manufacturer.	If such equipment is provided on board
6 to 8 metres	Section 102	Confirmation of construction	Applies new and existing vessels constructed after 1 July 2014
6 to 15 metres	Section 102	Stability documentation	If stability calculations are required pursuant to section 26
8 to 15 metres	Section 92	Valid vessel instructions	
	Section 102	Form for complete inspection	
9 to 10.67 metres	Section 102	Form for company's periodic control	

4. Regulations of 13 June 2000 No. 660 on the construction, equipment and operation of fishing vessels of 15 m in length and over are amended as follows:

Section 2-20 second paragraph should read:

(2) Loose equipment such as blocks, shackles, chains, wire ropes, etc. shall be certified and inspected in accordance with the Regulations on lifting appliances, loose lifting gear and lifting operations on ships. Initial, annual and five-yearly examinations shall be recorded in the record book for deck cranes, offshore cranes, other lifting appliances and loose lifting gear on ships.

Section 2-21 is repealed.

Section 6-7 fourth paragraph is repealed.

Appendix 2 should read:

Appendix 2

	Section	IMO Res. and MSC/Circ.	Conventions and Codes	Standards
<i>Chapter 2</i> Weather-tight doors Spraytight doors	Section 2-4 (2) Section 2-4 (2)			ISO 6042/ NS 6090 NS 6091
Hatchways closed by wood covers	Section 2-5 (3)		The International Convention on Load Lines, 1966 regulations 14 and 15	
Side scuttles and windows	Section 2-12 (6)			NS 6141 (ISO 1751, 1977 side scuttles) NS 6149 (ISO 3903, 1977 windows)
<i>Chapter 3</i> <i>General</i>	Section 3-1 (2)	The International Code on Intact Stability 2008 (IS Code of 2008) adopted by MSC.267(85).		
Stability criteria	Section 3-2 (1) item 4	The International Code on Intact Stability 2008 (IS Code of 2008) adopted by MSC.267(85), Part B		

		paragraphs 2.4.5.2.1- 2.4.5.2.4.		
Severe wind and rolling	Section 3-5	IMO Res. A.749 (18) paragraph 4.2.4. Vessels constructed on or after 1 July 2022 must comply with the International Code on Intact Stability 2008 (IS Code of 2008) adopted by MSC.267(85), Part A paragraph 2.3 and Part B paragraph 2.1.4.		
Subdivision and damage stability	Section 3-14		1993 Torremolinos Protocol, Annex 3 recommendation 5	
<i>Chapter 4</i> Arrangements for oil fuel, lubrication oil and other flammable oils	Section 4-10 (7) item 1	MSC/Circ. 647 and annex MSC/Circ. 851		
Protection against noise	Section 4-12	IMO Res. A.468(XII)		
<i>Chapter 5</i> Definitions	Section 5-2 (1) Section 5-2 (2) Section 5-2 (3) item 5 Section 5-2 (4) item 4 Section 5-2 (6) item 3 Section 5-2 (9)		IMO FTP Code* IMO FTP Code IMO FTP Code IMO FTP Code IMO FTP Code IMO FTP Code	

Details of construction	Section 5-8.3 item 1		IMO FTP Code	
Ventilation systems	Section 5-9 (1) item 1a Section 5-9 (1) item 7d		IMO FTP Code SOLAS II-2	
Use of materials, penetrations	Section 5-11 (2) Section 5-11 (3) Section 5-11 (4)		IMO FTP Code IMO FTP Code IMO FTP Code	
Automatic sprinkler, fire alarm and fire detection systems	Section 5-14 (4)	IMO Res. A.800 (19)		
Fixed fire-extinguishing arrangements in cargo spaces of high fire risk	Section 5-16		SOLAS, II-2	
Fire-extinguishing arrangements over deep fryers	Section 5-16a		SOLAS, II-2	
Fire extinguishers	Section 5-20.4			NS 3910
Fire-extinguishing arrangements in machinery spaces	Section 5-22 (1) item 1a item 1b item 1c Section 5-22 (5)	MSC/Circ.848 MSC/Circ.1267 MSC/Circ.1165	SOLAS, II-2 SOLAS, II-2 SOLAS, II-2	
Fire-fighter's outfits	Section 5-24 (2)		SOLAS II-2 For vessels constructed after 1 January 2003, IMO Fire Safety Systems Code also applies	
Fire control and safety plan	Section 5-25 (1)	IMO Res. A.1116(30), IMO Res. A.952(23)		

Use of materials, penetrations	Section 5-31 (1) Section 5-31 (3)		IMO FTP Code IMO FTP Code	
Fire-extinguishing arrangements in machinery spaces	Section 5-40 (1) item 1a. Paragraph 1b. Paragraph 1c.	MSC/Circ.848 MSC/Circ.1267 MSC/Circ.1165	SOLAS, II-2 SOLAS, II-2	
Doors sections 5-6, 5-28, 5-45 IMO FTP Code Surface materials, piping	Section 5-48 (1) Section 5-48 (2)		IMO FTP Code IMO FTP Code	
Fire-extinguishing arrangements in machinery spaces	Section 5-57 (1) item 1 item 2 item 3	MSC/Circ.848 MSC/Circ.1267 MSC/Circ.1165	SOLAS, II-2 SOLAS, II-2	
<i>Chapter 6</i> General requirements	Section 6-2 (3)		ILO Convention No. 152	NS 6200
Means of access for pilots, etc.	Section 6-6 (1) (pilot ladder)	IMO Res. A.1045(27) MSC.1/Circ.1375	SOLAS Chapter V regulation 23	NS 6248 ISO standard 799
Gangways and accommodation ladders	Section 6-7 (2)			ISO standard 7061, 5488, NS 6249
Suspension arrangement requirements for accommodation ladders, etc.	Section 6-8 (1) Section 6-8 (2) Section 6-8 (5)			NS 6249 paragraph 6.1.4 NS 6249 paragraph 6.1.3 NS 6249

Danger charts, etc.	Section 6-13 (1)			NS 6033, NS 4210
Signs and notices	Section 6-21 (2)			NS 6033, NS 4210
<i>Chapter 7</i> Evaluation, testing and approval of life-saving appliances and arrangements	Section 7-3 (2) item 1 and item 3 Section 7-3 (4)	IMO Res. A.699(17), IMO Res. MSC.54 (66)	SOLAS Chapter III, cf. Life-Saving Appliance Code	
Radio life-saving appliances	Section 7-13 (4)	IMO Res. A.694(17) IMO Res. A.762(18) I-ETS 300.225 IEC 945		
Radar transponders	Section 7-14 (1)	IMO Res. A.530(13), IMO Res. A.694(17), IMO Res. A.802(19), IMO Res. A.813(19), ITU-R M628-5		
Retro-reflective materials on life-saving appliances	Section 7-15	IMO Res. A.658(16) IMO Res. MSC.48(66)	SOLAS Chapter III regulation 34, cf. LSA Code, Chapter 1, paragraph 1.2.2.7	
General requirements for lifeboats	Section 7-17 (8) , item 18		SOLAS V/16	
General requirements for liferafts	Section 7-20 (5) item 1p		SOLAS V/16	
<i>Chapter 10</i> Shipborne navigational equipment	Section 10-3 (1) item 6 (compasses)	IMO Res. A.382 (X) IMO Res. A.694 (17)	SOLAS Chapter V regulation 19.2.1	ISO-standard 449 ISO-standard 2269 ISO-standard 10316
	Section 10-3 (2) item 1c	IMO Res. A.694 (17)	SOLAS Chapter V	ISO standard

	(gyro)	IMO Res. A.424 (X) IMO Res. A.813(19)	regulation 19 2. 2	8728
	Section 10-3 (3) item 1 (radar installation)	IMO Res. A.477 (XII) IMO Res. A.694 (17) IMO Res. A.813 (19)	SOLAS Chapter V regulation 12 (g) and (h)	
	Section 10-3 (4) item 1 (echo-sounding device)	IMO Res. A.224 (VII) IMO Res. A.694 (17) IMO Res. A.813 (19)	SOLAS Chapter V regulation 12 (k)	ISO standard 9875
	Section 10-3 (5) (speed and distance measuring device)	IMO Res. A.478(XII) IMO Res. A.694(17) IMO Res. A.813(19) IMO Res. A.824(19)	SOLAS Chapter V regulation 12 (l)	
	Section 10-3 (8) (radio direction-finding apparatus)	IMO Res. A.529(13) IMO Res. A.694(17) IMO Res. A.813(19)	SOLAS Chapter V regulation 12 (p)	
	Section 10-3 (9) (automatic pilot)	IMO Res. A.342 (IX) IMO Res. A.694(17) IMO Res. A.813(19)	SOLAS V/19	ISO/TR A.674
	Section 10-3 (9) (rousing and calling-up installation)	IMO Res. A.481(XII) IMO Res. A.574(14)		
Automatic Identification System (AIS)	Section 10-4a	Res. MSC.74 (69) IEC 61993-2 SN/Circ.227		
Voyage data recorder (VDR)	Section 10-4b	IMO Res. A.861 (20)		

		IEC 61996		
Simplified voyage data recorder (S-VDR)	Section 10-4b	IMO Res. MSC. 214(81) and 163(78)		
Navigating bridge visibility	Section 10-6 (1)	IMO Res. A.708 (17) MSC/Circ.403		ISO standard 8468
<i>Chapter 11</i> Construction	Section 11-3 (1) Section 11-3 (5)	IMO Res. A.468(XII)		NS 6033 and NS 6033 T
Size and furnishings of sleeping rooms	Section 11-9 (5) 1			NS 2761

* International Code for Application of Fire Test Procedure.