ประกาศกรมเจ้าท่า

ที่ 4 / ๒๕๖๙

เรื่อง ตราสารที่ไม่ใช่ภาคบังคับขององค์การทางทะเลระหว่างประเทศ (Non-Mandatory Instruments) ที่เกี่ยวข้องกับมาตรฐานสมรรถนะ (Performance Standards) เพิ่มเติมครั้งที่ ๖

ตามที่กรมเจ้าท่าได้ออกประกาศ ที่ ๑๐๐/๒๕๖๓ เรื่อง การนำตราสารที่ไม่ใช่ภาคบังคับขององค์การทางทะเลระหว่างประเทศมาใช้เป็นแนวปฏิบัติ (Non-Mandatory Instruments) เพื่อส่งเสริมให้การดำเนินการทางด้านเทคนิคและทางด้านการบริหารงานเป็นไปอย่างมีระบบและสอดคล้องกับมาตรฐานระหว่างประเทศ โดยล่าสุดได้ออกประกาศกรมเจ้าท่า ที่ ๑๐๓๕/๒๕๖๘ เรื่องตราสารที่ไม่ใช่ภาคบังคับขององค์การทางทะเลระหว่างประเทศ (Non-Mandatory Instruments) ที่เกี่ยวข้องกับมาตรฐานสมรรถนะ (Performance Standards) เพิ่มเติมครั้งที่ ๕ ลงวันที่ ๓๐ กันยายน ๒๕๖๘ เพื่อให้ผู้ที่มีส่วนเกี่ยวข้องได้รับทราบ และสามารถดำเนินการเกี่ยวกับมาตรฐานสมรรถนะของอุปกรณ์บนเรือได้อย่างถูกต้องแล้ว นั้น

เพื่อเป็นการปรับปรุงมาตรฐานสมรรถนะของอุปกรณ์บนเรือ ให้มีความครบถ้วน และทันสมัยสอดคล้องกับมาตรฐานระหว่างประเทศที่เพิ่มเติมขึ้น อธิบดีกรมเจ้าท่าจึงออกประกาศเพิ่มเติมจากประกาศข้างต้น ได้แก่ ตราสารที่ไม่ใช่ภาคบังคับขององค์การทางทะเลระหว่างประเทศ (Non-Mandatory Instruments) ที่เกี่ยวข้องกับมาตรฐานสมรรถนะ (Performance Standards) เพิ่มเติมครั้งที่ ๖ โดยมีรายละเอียดของรายการตามที่แนบท้ายประกาศนี้

ทั้งนี้ กรมเจ้าท่าได้จัดทำช่องทางเพื่อเผยแพร่ประกาศดังกล่าวไว้ทางเว็บไซต์ของกรมเจ้าท่า https://ssbureau.md.go.th ด้วยแล้ว

ประกาศ ณ วันที่ ๒๘ มกราคม พ.ศ. ๒๕๖๙

(นายกริชเพชร ชัยช่วย)
อธิบดีกรมเจ้าท่า

ภาคผนวก

รายการตราสารที่ไม่ใช่ภาคบังคับขององค์การทางทะเลระหว่างประเทศ (Non-Mandatory Instruments)
ที่เกี่ยวข้องกับมาตรฐานอุปกรณ์และการปฏิบัติงาน (Performance Standards) ครั้งที่ ๖

Instruments	Titles
MSC.1/Circ.1682	Unified Interpretations of SOLAS Regulations III/20.8.4 and 20.11, and Resolution MSC.402(96)
MSC.1/Circ.1684	Unified Interpretations of SOLAS Chapter II-2
MSC.1/Circ.1276/Rev.2	Revised Unified Interpretations of SOLAS Chapter II-2
MSC.1/Circ.1685	Unified Interpretation of SOLAS Chapter II-1
MSC.1/Circ.1692	Unified Interpretation of SOLAS Regulation II-1/12.6.2
MSC.1/Circ.1694	Unified Interpretations of SOLAS Chapter II-2, and the 1994 and 2000 HSC Codes
MSC.1/Circ.1696	Unified Interpretation of SOLAS Regulation II-1/3-13.2.4

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MSC.1/Circ.1682
22 January 2025

UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS III/20.8.4 AND 20.11, AND RESOLUTION MSC.402(96)

1 The Maritime Safety Committee, at its 109th session (2 to 6 December 2024), approved, with a view to providing more specific guidance on the applicability of SOLAS regulation III/20.11 and resolution MSC.402(96) to inflated rescue boats, unified interpretations (UIs) of SOLAS regulations III/20.8.4 and 20.11, and resolution MSC.402(96), prepared by the Sub-Committee on Ship Systems and Equipment, at its tenth session (4 to 8 March 2024), as set out in the annex.

2 Member States are invited to use the annexed UIs as guidance when applying SOLAS regulations III/20.8.4 and 20.11, and resolution MSC.402(96), and to bring the UIs to the attention of all parties concerned.

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ANNEX

UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS III/20.8.4 AND 20.11, AND RESOLUTION MSC.402(96)

RESOLUTION MSC.402(96)

SOLAS CHAPTER III

Life-saving appliances and arrangements

Regulations III/20.8.4 and 20.11 – Operational readiness, maintenance and inspections

SOLAS regulation III/20.11 and resolution MSC.402(96) should also be applicable to inflated rescue boats.

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MSC.1/Circ.1684
22 January 2025

UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2

1 The Maritime Safety Committee, at its 109th session (2 to 6 December 2024), approved, in order to provide specific guidance on the consistent application of SOLAS regulation II-2/11.4.1 on the crown of a machinery space of category A, as well as SOLAS regulations II-2/4.5.3.2.2 and 11.6.3.2 on the secondary means of venting cargo tanks, the unified interpretations (UIs) of SOLAS chapter II-2, prepared by the Sub-Committee on Ship Systems and Equipment, at its tenth session (4 to 8 March 2024), as set out in the annex.

2 Member States are invited to use the annexed UIs as guidance when applying SOLAS regulations II-2/11.4.1, 4.5.3.2.2 and 11.6.3.2, respectively, and to bring them to the attention of all parties concerned.

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ANNEX

UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2

SOLAS regulation II-2/11.4.1 – Machinery spaces of category A, crowns and casings

1 The crown of a machinery space of category A should be understood to mean the underside of the deck and the uppermost horizontal part of the main space of the machinery space. If the upper side bulkheads are sloping, the sloping parts of the bulkheads should be included in the crown.

SOLAS regulations II-2/4.5.3.2.2 and 11.6.3.2 – Cargo areas of tankers; Protection of cargo tank structure against pressure or vacuum in tankers

2 For ships that apply pressure sensors in each tank as an alternative to having the secondary means of venting as per SOLAS regulation II-2/11.6.3.2, the setting of the over-pressure alarm should be above the pressure setting of the P/V valve and the setting of the under-pressure alarm should be below the vacuum setting of the P/V valve. The alarm settings should be within the design pressures of the cargo tanks. The settings should be fixed and should not be arranged for blocking or adjustment in operation.

3 An exception should be permitted for ships that carry different types of cargo and use P/V valves with different settings, one setting for each type of cargo. The settings may be adjusted to account for the different types of cargo.

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MSC.1/Circ.1276/Rev.2
22 January 2025

REVISED UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2

1 The Maritime Safety Committee, at its eighty-fourth session (7 to 16 May 2008), with a view to providing more specific guidance for application of the relevant requirements of the 1974 SOLAS Convention, approved the *Unified interpretations of SOLAS chapter II-2* prepared by the Sub-Committee on Fire Protection, at its fifty-second session (14 to 18 January 2008).

2 The Maritime Safety Committee, at its 107th session (31 May to 9 June 2023), approved *Revised unified interpretations of SOLAS chapter II-2* (MSC.1/Circ.1276/Rev.1), incorporating amendments to the unified interpretations of SOLAS regulations II-2/9.7.2 and 9.7.5 on separation of ducts from spaces, in order to align them with the requirements of the SOLAS Convention, as amended by resolution MSC.365(93), prepared by the Sub-Committee on Ship Systems and Equipment, at its ninth session (27 February to 3 March 2023).

3 The Maritime Safety Committee, at its 109th session (2 to 6 December 2024), approved draft amendments to the revised unified interpretation of SOLAS regulation II-2/9.7.5.1 on separation of ducts from spaces in order to correct the reference to the regulation, prepared by the Sub-Committee on Ship Systems and Equipment, at its tenth session (4 to 8 March 2024), as set out in the annex.

4 Member Governments are invited to use the annexed revised unified interpretations as guidance when applying relevant requirements of SOLAS chapter II-2 to fire protection construction, installation, arrangements and equipment to be installed on board ships of which the building contract is placed on or after 4 December 2024, and to bring the unified interpretations to the attention of all parties concerned.

5 This circular supersedes MSC.1/Circ.1276/Rev.1.

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ANNEX

REVISED UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2

Regulation II-2/4.3 – Arrangements for gaseous fuel for domestic purposes

1 A portion of open deck, recessed into a deck structure, machinery casing, deckhouse, etc., utilized for the exclusive storage of gas bottles is considered acceptable for the purpose of regulation II-2/4.3 provided that:

.1 such a recess has an unobstructed opening, except for small appurtenant structures, such as opening corner radii, small sills, pillars, etc. The opening may be provided with grating walls and door; and

.2 the depth of such a recess is not greater than 1 m.

2 A portion of open deck meeting the above should be considered as open deck in applying tables 9.1 to 9.8 of SOLAS chapter II-2.

Regulations II-2/9.7.2 and 9.7.5.1 – Separation of ducts from spaces

1 With respect to the application of SOLAS regulations II-2/9.7.2 and 9.7.5.1 for determining fire insulation for trunks and ducts which pass through an enclosed space, the term "pass through" pertains to the part of the trunk/duct contiguous to the enclosed space.

2 The following sketches are given as examples:

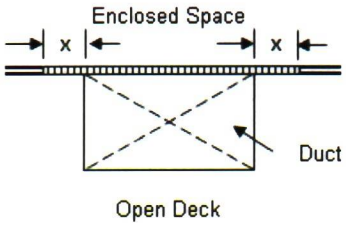


Figure 1

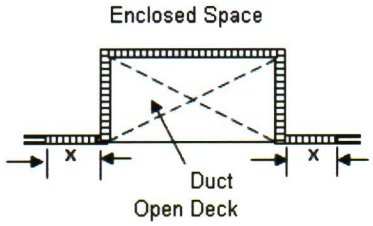


Figure 2

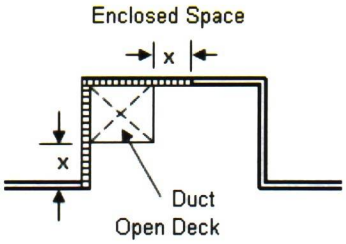


Figure 3

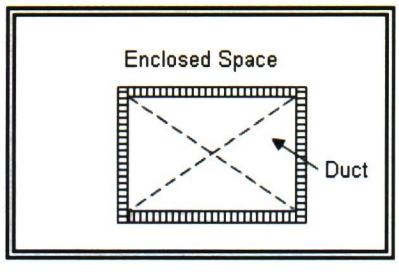


Figure 4

= fire insulation
x = 450 mm

Examples of ducts contiguous to enclosed space
Regulation II-2/10.5.6 – Fixed local application fire-extinguishing systems*

1 The end nozzles of a single line of nozzles should be positioned:

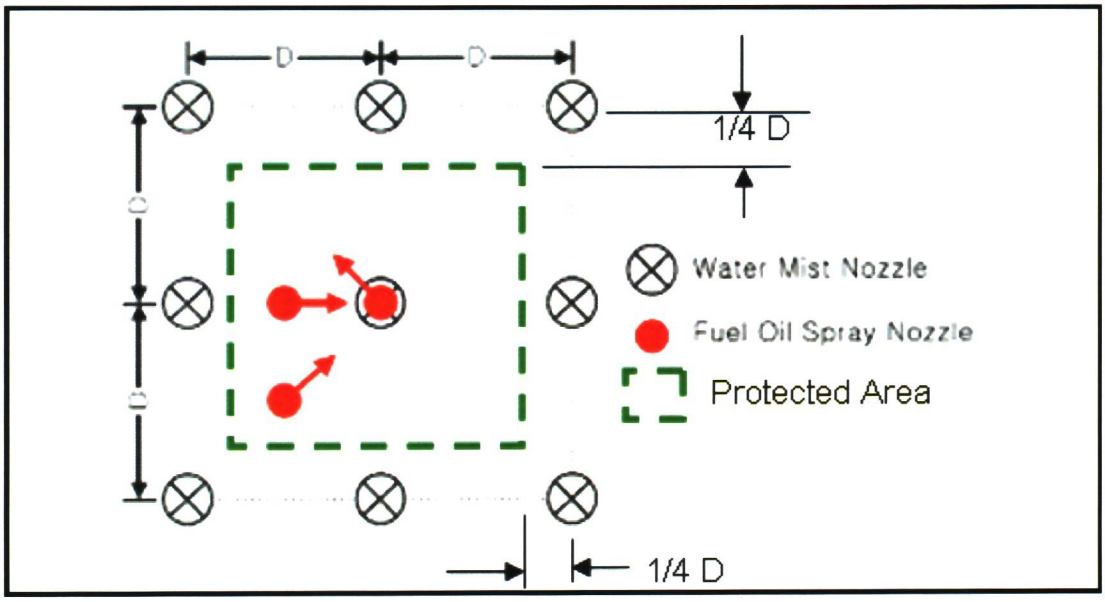
.1 outside the hazard where paragraph 3.4.2.1 of the appendix to the annex to MSC/Circ.913 is applicable, to the distance established in testing; and

.2 at the edge or outside of the protected area where paragraph 3.4.2.2 of the appendix to the annex to MSC/Circ.913 is applicable.

A single nozzle should be located above the fire source and at the centre of an area having dimensions D/2 x D/2.

Sketches of acceptable arrangements are as follows:

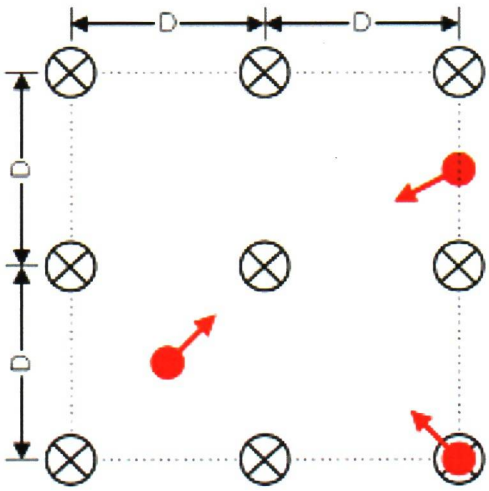
1.1 System (utilizing a 3 x 3 nozzle grid) that extinguishes fires referred to in paragraphs 3.3.2.1 to 3.3.2.3 of the appendix to the annex to MSC/Circ.913



For this system, the outer nozzles should be installed outside of the protected area at a distance of at least one quarter of the maximum nozzle spacing.

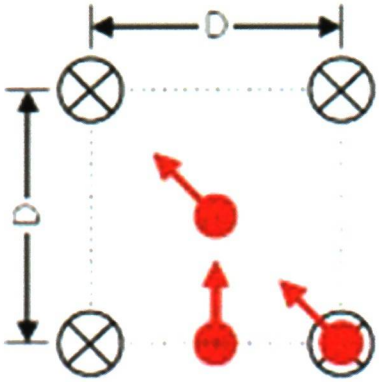
* The fixed local application fire-fighting systems shall be approved based on the standards contained in the Guidelines for the approval of fixed water-based local application fire-fighting systems for use in category A machinery spaces (MSC/Circ.913), as was superseded by MSC.1/Circ.1387 and Corr.1.

1.2 System (utilizing a 3 x 3 nozzle grid) that extinguishes fires referred to in paragraphs 3.3.2.3 to 3.3.2.5 of the appendix to the annex to MSC/Circ.913



For this system, outer nozzles can be located either at the edge of the protected area or outside of the protected area.

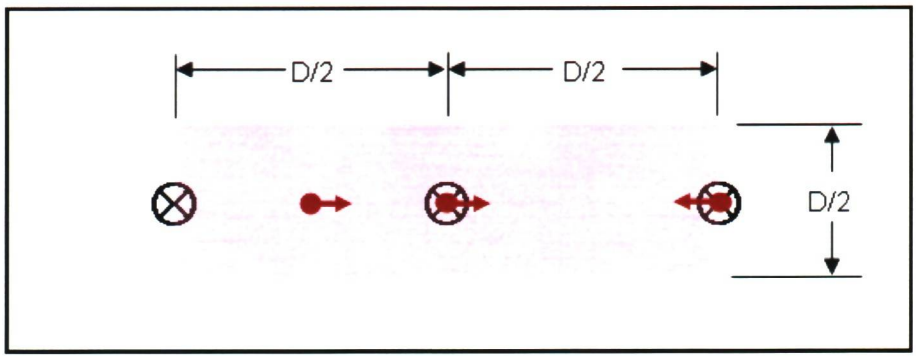
1.3 System (utilizing a 2 x 2 nozzle grid) that extinguishes fires referred to in paragraphs 3.3.2.3 to 3.3.2.5 of the appendix to the annex to MSC/Circ.913



For this system, outer nozzles can be located either at the edge of the protected area or outside of the protected area.

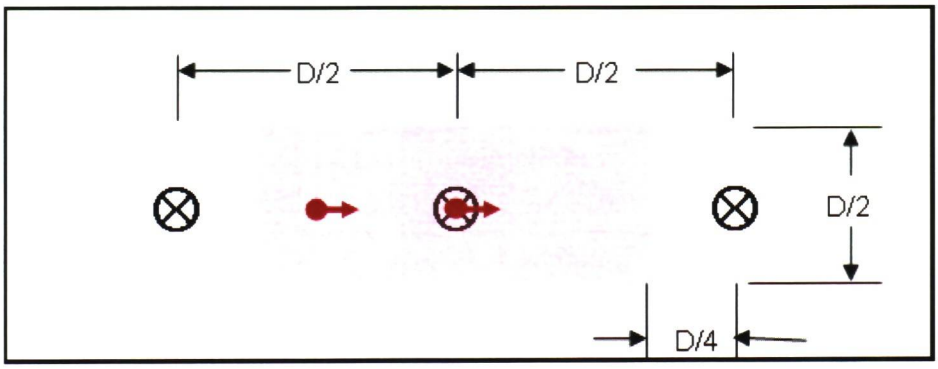
1.4 A single row of nozzles

1.4.1 System that extinguishes fires referred to in paragraphs 3.3.2.3 to 3.3.2.5 of the appendix to the annex to MSC/Circ.913



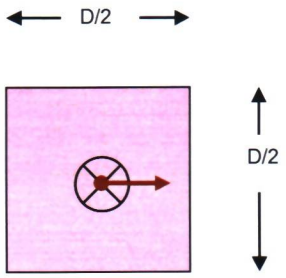
For this system, outer nozzles should be placed at least at the edge of the protected area.

1.4.2 System that extinguishes fires referred to in paragraphs 3.3.2.1 to 3.3.2.3 of the appendix to the annex to MSC/Circ.913



For this system, the outer nozzles should be placed outside of the protected area at a distance of at least one quarter of the maximum nozzle spacing.

1.5 Single nozzle



Regulation II-2/10.8.1 – Fixed deck foam fire-extinguishing systems

Where an enclosed pipe trunk is situated within the cargo tanks deck area:

.1 the pipe trunk should be protected by a fixed fire-extinguishing system in accordance with regulation II-2/10.9; and the extinguishing system should be operated from a readily accessible position outside the pipe trunk;

.2 the pipe trunk is not considered part of the cargo tanks deck area;

.3 the area of the pipe trunk need not be included in the calculation of the foam solution rate of supply for the deck foam system required by regulation II-2/10.8;

.4 the pipe trunk should be adequately ventilated and protected in accordance with regulations II2/4.5.10.1.2 and 4.5.10.1.3; and

.5 the pipe trunk should contain no flammable gas sources other than pipes and flanges. If the pipe trunk contains any other source of flammable gas, i.e. valves and pumps, it should be regarded as a cargo pumproom.

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MSC.1/Circ.1685
22 January 2025

UNIFIED INTERPRETATION OF SOLAS CHAPTER II-1

1 The Maritime Safety Committee, at its 109th session (2 to 6 December 2024), with a view to providing more specific guidance on SOLAS regulation II-1/26, approved the unified interpretation of SOLAS chapter II-1, prepared by the Sub-Committee on Ship Systems and Equipment, at its tenth session (4 to 8 March 2024), as set out in the annex.

2 Member States are invited to use the annexed unified interpretation as guidance when applying SOLAS regulation II-1/26, and to bring the unified interpretation to the attention of all parties concerned.

3 This circular applies to the systems installed on passenger ships, on or after 1 January 2026.

4 The expression *installed on or after 1 January 2026* means:

(a) for passenger ships for which the building contract is placed on or after 1 January 2026, or in the absence of the contract, constructed on or after 1 January 2026, any installation date on the ship; or

(b) for passenger ships other than those ships prescribed in (a) above, a contractual delivery date for the equipment or, in the absence of a contractual delivery date, the actual delivery date of the equipment to the ship on or after 1 January 2026.

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ANNEX

UNIFIED INTERPRETATION OF SOLAS CHAPTER II-1

CHAPTER II-1

Construction – Structure, subdivision and stability, machinery and electrical installations

Regulation II-1/26.2 – General

1 The possibility of failures in electric machines should be considered. Sufficient propulsion capacity should be maintained or restored within due time for the following failure modes of electric machines, as a minimum:

.1 winding insulation failures; and

.2 excitation failures.

2 Single electric propulsion motors (both single and dual winding with a single rotor) for main propulsion should not be considered to provide the reliability required for a single essential propulsion component. A separate propulsion unit sufficient to give the ship a navigable speed should be required for such arrangements.

3 Propulsion arrangements with two independent rotors on a single shaft should be considered to provide the required reliability, provided it is possible to de-excite or de-flux each of the rotors individually and to supply the stators independently.

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MSC.1/Circ.1692
28 August 2025

UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/12.6.2

1 The Maritime Safety Committee, at its 110th session (18 to 27June 2025), approved a unified interpretation of SOLAS regulation II-1/12.6.2, to clarify the term "remotely operated valve", with a view to building uniform and universal implementation, as set out in the annex.

2 Member States are invited to use the annexed unified interpretation as guidance when applying SOLAS regulation II-1/12.6.2, and to bring it to the attention of all parties concerned.

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ANNEX

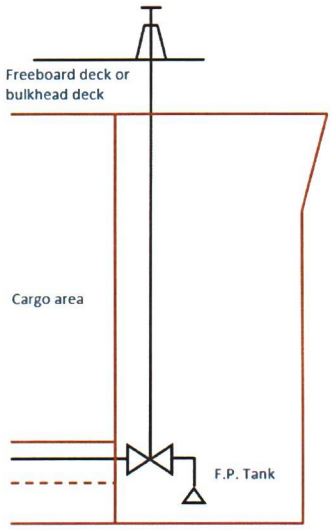
UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/12.6.2

The following unified interpretation clarifies the term "remotely controlled valve" used in SOLAS regulation II-1/12.6.2:

.1 for compliance with SOLAS regulation II-1/12.6.2, as amended by resolution MSC.474(102), the valve fitted on the pipe piercing a ship's collision bulkhead below the bulkhead deck of passenger ships and the freeboard deck of cargo ships may be either a deck standing manual type or a mechanically powered type with a fail-close arrangement; and

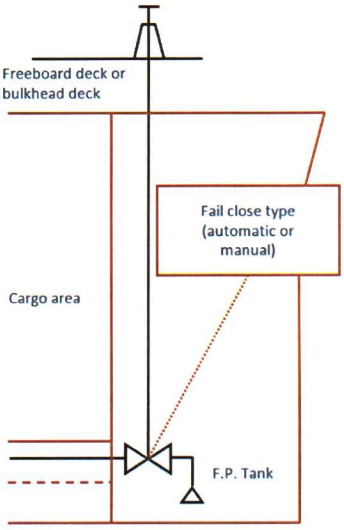
.2 for the purpose of the fail-close arrangement, the valve should be of an automatic fail-close type or should have an additional manual-closing function activated from a position above the bulkhead deck of passenger ships and the freeboard deck of cargo ships.

Illustration of allowable and not allowable arrangements



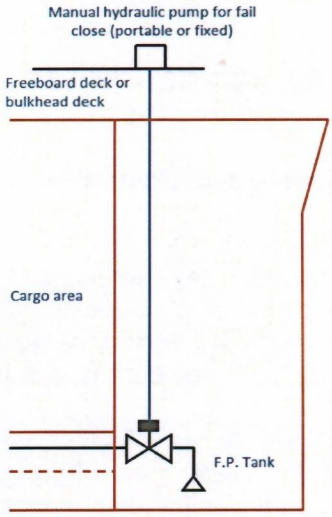
Case 1 (Not allowable)

- Manual deck stand controlled from the freeboard deck or bulkhead deck
- When fail, the valve remains at its current position



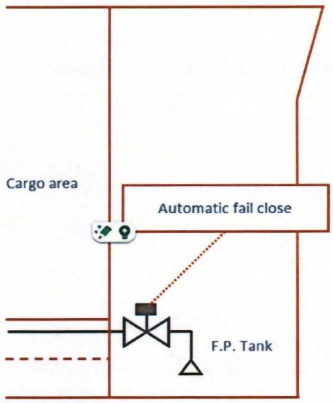
Case 2 (Allowable)

- Manual deck stand controlled from the freeboard deck or bulkhead deck
- Fail-close type valve (automatic close, or manual close from the freeboard deck or bulkhead deck)



Case 3 (Allowable)

- Actuated mechanically and controlled remotely from cargo control room, etc.
- Manual fail-close from above the freeboard deck or bulkhead deck



Case 4 (Allowable)

- Actuated mechanically and controlled remotely from cargo control room, etc.
- Automatic fail-close

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MSC.1/Circ.1694
4 July 2025

UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2, AND THE 1994 AND 2000 HSC CODES

1 The Maritime Safety Committee, at its 110th session (18 to 27 June 2025), approved the *Unified interpretations of SOLAS chapter II-2, and the 1994 and 2000 HSC Codes*, prepared by the Sub-Committee on Ship Systems and Equipment, at its eleventh session (24 to 28 February 2025), in order to provide the necessary clarity on how compliance with the requirements to prohibit PFOS will be demonstrated for both new and existing ships, as set out in the annex.

2 Member States are invited to use the annexed unified interpretations as guidance from 1 January 2026 when applying SOLAS regulations II-2/1.2.10 and 10.11.2.2, and regulation 7.9.4 of the 1994 and 2000 HSC Codes, respectively, and to bring them to the attention of all parties concerned.

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ANNEX

UNIFIED INTERPRETATIONS OF SOLAS CHAPTER II-2, AND THE 1994 AND 2000 HSC CODES

SOLAS regulations II-2/1.2.10 and 10.11.2.2, as amended by resolution MSC.532(107), and regulation 7.9.4 of the 1994 and 2000 HSC Codes

1 The phrase "fire-extinguishing media" should include the fire-fighting foams.

2 The phrase "containing perfluorooctane sulfonic acid (PFOS)" should mean present in concentrations of PFOS above 10 mg/kg (0.001% by weight).

3 Verification that "extinguishing media containing perfluorooctane sulfonic acid (PFOS)" are not used or stored on ships should require the Administration or its recognized organization to review the maker's declaration or laboratory test reports for the extinguishing media covered by the SOLAS Convention, which should be provided to the Administration or to its recognized organization by shipyards, repair yards and equipment makers.

4 The declaration issued by the foam maker should contain information about the foam such as, but not limited to: foam type, production period, batch number, reference to type approval/Marine Equipment Directive (MED) Certificate for the foam.

5 For extinguishing media installed before 1 January 2026, where the maker's declaration or laboratory test reports are not available, sampling and testing of the extinguishing media on board should be required to be conducted in accordance with a recognized standard.

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MSC.1/Circ.1696
28 August 2025

UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/3-13.2.4

1 The Maritime Safety Committee, at its 110th session (18 to 27 June 2025), in order to facilitate uniform documentation of load testing and thorough examination for existing non-certified lifting appliances, approved the unified interpretation of SOLAS regulation II-1/3-13.2.4, prepared by the Sub-Committee on Ship Systems and Equipment, at its eleventh session (24 to 28 February 2025), as set out in the annex.

2 Member States are invited to use the annexed unified interpretation as guidance when applying SOLAS regulation II-1/3-13.2.4 and to bring the unified interpretation to the attention of all parties concerned.

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ANNEX

UNIFIED INTERPRETATION OF SOLAS REGULATION II-1/3-13.2.4

SOLAS regulation II-1/3-13.2 – Design, construction and installation
MSC.1/Circ.1663 *Guidelines for lifting appliances*

1 For existing lifting appliances installed before 1 January 2026 without valid certificates of the test and thorough examination under another international instrument (e.g. ILO Convention concerning Occupational Safety and Health in Dock Work (No. 152)) acceptable to the Administration, compliance with SOLAS regulation II-1/3-13.2.4 could be demonstrated by means of a "factual statement" (also known as a "statement of fact"), issued by the competent person approved by the Administration, or the recognized organization (RO).

2 The factual statement should confirm that the lifting appliance has been subjected to a load test (the value of the test load is to be taken as per table 1 of paragraph 3.2.1.5 of the *Guidelines for lifting appliances* (MSC.1/Circ.1663) and subsequently been thoroughly examined by the competent person approved by the Administration, or an RO, satisfying the requirements in SOLAS regulation II-1/3-13.2.4 only. The criteria against which the load test and thorough examination have been carried out, should be clearly stated in the factual statement. It should further be stated that the factual statement does not confirm compliance with SOLAS regulations II-1/3-13.2.1 and 3-13.2.3. A sample factual statement is provided in the appendix to this unified interpretation.

3 Where, as described in paragraph 3.2.1.6 of the Guidelines (MSC.1/Circ.1663), the safe working load (SWL) has been nominated by the company (see definition SOLAS regulation IX/1), it should be made clear in the factual statement that the competent person approved by the Administration, or an RO, has confirmed that the test load has been calculated based on a SWL nominated by the company, to the satisfaction of the Administration. Further, it should be made clear in the factual statement, that the SWL is not confirmed by the competent person.

4 To avoid misinterpretation of the extent of the confirmation of compliance, the factual statement form should be different from the form used to confirm compliance with SOLAS regulations II-1/3-13.2.1 and 3-13.2.3. The Sample Certificate in appendix 1 of the Guidelines, should not be used also as a factual statement form to confirm compliance with SOLAS regulation II-1/3-13.2.4.

5 In order to document the history of the test and thorough examination and to comply with paragraph 3.2.2.1.1 of the Guidelines, the factual statement may be attached to the form "Register of lifting appliances and cargo handling gear" in appendix 3 of the Guidelines, as long as the factual statement clearly refers to documenting the compliance with SOLAS regulation II-1/3-13.2.4 only.

6 In order to comply with paragraph 3.2.2.1.2 of the Guidelines, the annual thorough examination may be documented (as 12-monthly, with reference to Note 2 (b)) in the form "Register of lifting appliances and cargo handling gear" in appendix 3 of the Guidelines.

APPENDIX*

SAMPLE FORM OF THE FACTUAL STATEMENT OF THE TEST AND THOROUGH EXAMINATION OF NON-CERTIFIED EXISTING LIFTING APPLIANCES INSTALLED BEFORE 1 JANUARY 2026

Factual Statement
of the test and thorough examination of non-certified existing lifting appliances
installed before 1 January 2026

Issued under the provisions of paragraph 3.2.3.2 of the *Guidelines for lifting appliances* (MSC.1/Circ.1663).

(Official seal) Document No.: .....

Name of Ship: .....

IMO Number: .....

Call Sign: .....

Port of Registry: .....

Name of Owner: .....

THIS FACTUAL STATEMENT:

.1 is to confirm that the lifting appliance(s) described herein, has/have been load tested and thoroughly examined and, on examination, found free from defects, as far as could be seen;

.2 may be used to document compliance with SOLAS regulation II-1/3-13.2.4;

.3 does not confirm compliance with SOLAS regulations II-1/3-13.2.1 and 3-13.2.3;

.4 does not confirm the safe working load (SWL) of the lifting appliance(s) nominated by the Company, to the satisfaction of Administration;

.5 is to confirm that the lifting appliance(s) listed below has/have been subjected to a load test followed by thorough examination carried out by a competent person; and

.6 is to confirm that the test load of _____ (tonnes) has been calculated in accordance with paragraphs 3.2.1.5 and 3.2.1.6 of the *Guidelines for lifting appliances* (MSC.1/Circ.1663), based on the safe working load (SWL) of _____ (tonnes) nominated by the Company to the satisfaction of the Administration (attached to this factual statement).

* The sample Factual Statement provided in the appendix represents only a possible form of a factual statement. Other forms can also be used provided that all necessary information is contained.

Situation and description of lifting appliance (with distinguishing number or mark, if any) which has been tested and thoroughly examined	Angle to the horizontal or radius at which test load is applied		Test load (tonnes)
	Angle (degrees)	Radius (metres)	
Lifting appliance A (e.g. description, serial number, etc.)			
Lifting appliance B (e.g. description, serial number, etc.)			

This factual statement is valid until: ..... (dd/mm/yyyy)

Date of load test and thorough examination: ..... (dd/mm/yyyy)

Issued at: ..... (place of issue of the statement)

Date of issue: ..... (dd/mm/yyyy)

Signature of the competent person issuing the factual statement: .....