



Marine Orders 12 and 32 amendments to introduce new requirements for lifting appliances and anchor handling winches

Consultation Report – February 2026

Contents

1. Introduction	2
2. Consultation approach.....	2
3. Public Consultation	2
Overview	2
Key issues arising from feedback and AMSA’s response	3
Key Issue 1: Offshore Vessels.....	3
Key Issue 2: Competent Persons	3
Key Issue 3: Transition arrangements	3
Key Issue 4: Record keeping.....	4
Summary of submissions	4
4. Further Information	4

1. Introduction

The Maritime Safety Committee adopted Resolution MSC.532(107), introducing new SOLAS Chapter II-1 requirements for lifting appliances and anchor-handling winches. These requirements took effect on 1 January 2026 and are only partially reflected in existing Australian legislation.

This amendment project gives effect to the new SOLAS requirements through updates to *Marine Order 12 (Construction—subdivision and stability, machinery and electrical installations) 2023* (Marine Order 12). Marine Order 12 sets out the requirements for the construction of vessels in relation to machinery installations and gives effect to SOLAS Chapter II-1.

Minor amendments are also proposed to *Marine Order 32 (Cargo handling equipment) 2016* (Marine Order 32) to ensure consistent terminology and avoid duplication.

2. Consultation approach

During public consultation AMSA sought feedback on proposed amendments to:

- introduce a new division in Marine Order 12 covering requirements for lifting appliances, anchor-handling winches and associated loose gear in line with SOLAS Chapter II-1.
- define who is considered a competent person for the testing and examination of lifting appliances and anchor-handling winches
- update Marine Order 32 to align terminology and ensure consistency with the new SOLAS-based requirements for safe working load marking and lifting appliances testing.

The changes apply to owners and operators of regulated Australian vessels (RAVs), foreign-flagged vessels operating in Australian waters and, seafarers and crew.

Targeted consultation lists for MO12 and MO32 were used to ensure stakeholders in lifting appliances, cargo handling equipment and vessel construction standards were included.

3. Public Consultation

Overview

Public consultation took place from 12 January to 8 February 2026. A copy of the draft amendment instrument was published on the AMSA website, and notifications were emailed to approximately 125 stakeholders, including ship operators, port authorities, classification societies, training bodies, seafarer organisations, and government agencies.

The closed consultation page is available on the [AMSA website](#).

AMSA received one submission from the public consultation process. This submission expressed general support for the proposed amendments, noting that the changes are appropriate and non-controversial. Their feedback primarily sought clarification on implementation rather than changes to the draft text.

Key issues arising from feedback and AMSA's response

After reviewing the consultation feedback, AMSA identified four key areas where clarification was sought.

Key Issue 1: Offshore Vessels

Summary

The stakeholder's comments focused primarily on the implications for the offshore industry, particularly the importance of avoiding duplication for offshore construction vessels that already comply with classification society rules, OEM standards and recognised offshore industry frameworks.

AMSA response

In accordance with SOLAS II-1 Regulation 3-13, the new requirements do not apply to lifting appliances used on offshore construction ships—such as pipe-laying, cable-laying, repair or offshore installation vessels—where these ships comply with standards acceptable to the Administration. The exemption is translated in section 13A of the amended Marine Order 12. Relevant requirements under Marine Order 32 continue to apply.

Key Issue 2: Competent Persons

Summary

The stakeholder requested clarity regarding who may be accepted as a competent person for testing and examining lifting appliances and anchor-handling winches. They asked that classification societies, OEM-authorized service agents and internationally recognised inspection bodies continue to be accepted in this role.

AMSA response

Classification societies and integration with existing survey regimes are central to the implementation of the new requirements. For regulated Australian vessels, AMSA's recognised organisations are nominated as competent persons for the examination and testing of lifting appliances and anchor handling winches.

AMSA's Recognised Organisations are aware of the new requirements and will ensure their internal rules and verification processes align with the updated standards. Where an examination is not completed as part of an annual or renewal survey, it is required be verified during that survey.

AMSA also considers the manufacturer of the equipment to be a competent person, and retains the ability to recognise other testing establishments where appropriate, although this has not been exercised to date.

The definition of a competent person may differ between administrations, and foreign flagged vessels will be required to comply with the competent person arrangements set by their respective flag State.

Key Issue 3: Transition arrangements

Summary

The stakeholder sought further information on how the transition to the new requirements would apply, particularly for appliances installed prior to commencement.

AMSA response

AMSA has aligned the transition arrangements with those outlined in SOLAS. Lifting appliances and anchor-handling winches installed prior to 1 January 2026 must be certified as compliant by

the first renewal survey conducted on or after that date. This approach provides consistency with SOLAS while ensuring operators have a practical and achievable transition pathway.

Key Issue 4: Record keeping

Summary of issue

The stakeholder noted that operators, particularly in offshore sectors, already maintain extensive documentation for class and statutory purposes. They sought assurance that the proposed amendments would not create duplicate or conflicting record-keeping obligations.

AMSA response

AMSA acknowledges that operators already maintain extensive documentation to meet class and statutory requirements. Marine Order 12 refers to the relevant IMO guidelines, which do not prescribe specific record formats. Operators may therefore continue using their existing documentation systems, provided these systems include the required information. No duplicative record keeping obligations are introduced through these amendments.

Summary of submissions

Activity	Received	Confidential	Public
Public Consultation	1	1	0

4. Further Information

The amendments to Marine Order 12 and Marine Order 32 will take effect on 1 May 2026.

For further information, please visit [AMSA's website](#). If you require additional information, please contact [AMSA Connect](#).