

# Technical Regulation No. 7 of 3 July 1997 on passenger lifts in ships

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**Translation: Only the Danish version is authentic**

*Technical Regulation no. 7 of 3 July 1997*

## **Technical regulations on passenger lifts in ships<sup>\*)</sup>**

The following provisions are laid down pursuant to § 2, subsection 5, § 4, § 5, § 11, subsection 2 and § 28 of the Safety of Ships, etc. Act, cf. Consolidation Act No. 596 of 26 June 1996, and by order pursuant to Order No. 694 of 17 August 1995:

<sup>\*)</sup> These regulations are notified in accordance with the Council's Directive 83/189/EEC as last amended in Directive 94/10/EF.

### *Application*

**§ 1** These regulations shall apply to passenger lifts in all ships with a gross tonnage of 20 tons or more, except § 3 which applies exclusively to ships of which the keel was completed or which were in a similar state of completion on 1 November 1997 or thereafter.

### *Definition*

**§ 2.** In these regulations »Passenger lift« shall mean: permanently installed lifting apparatus for the transport of persons and/or cargo between fixed levels by means of a car (cabin), the dimensions and design of which clearly permit access for persons.

### *Construction and installation*

**§ 3.** Construction and installation of passenger lifts shall be carried out in accordance with ISO- 8383 and DS/EN 81-1, and the regulations for lifts of an approved classification society.

(2) Documentation that the above-mentioned stipulations have been observed shall be sent to the Danish Maritime Authority, and new installations shall be inspected by the Danish Maritime Authority, before being taken into operation.

### *Inspection, etc.*

**§ 4.** A yearly inspection of passenger lifts and accessories shall be carried out in accordance with the requirements in ISO-8383 and DS/EN 81-1 on regular inspections and tests. An inspection report shall be completed which must be kept on board.

(2) After a satisfactory inspection, a certificate of approval shall be issued. On passenger ships, the inspection shall be supervised by the Danish Maritime Authority, which will then issue the certificate of approval. In other ships, the certificate of approval shall be issued by the person who has inspected the lift.

(3) The certificate of approval shall be posted in the lift car.

**§ 5.** Furthermore, an inspection of passenger lifts and accessories shall be carried out once a month in accordance with the manufacturer's instructions.

**§ 6.** The Danish Maritime Authority can approve the inspection being performed by the Chief Engineer, provided that the Chief Engineer or one of the ship's engineers has attended a course approved by the Danish Maritime Authority on the maintenance and inspection of lifts.

(2) Similarly, an approved classification society and/or qualified person approved by the Danish Maritime Authority can perform the required inspections.

#### *Equivalence and testing*

**§ 7.** The provisions in these regulations shall not prevent the use on board of other equipment, materials, instruments, apparatus, etc., or implementation of other arrangements which represent at least the same degree of safety as these regulations.

(2) The Danish Maritime Authority accepts testing performed by approved testing institutes, including the testing institutes of other EU member states and countries covered by the EEA agreement and which provide suitable and satisfactory guarantees of a technical, professional and independent nature.

#### *Penalty provisions and entry into force, etc.*

**§ 8.** Contravention of these regulations shall be punished with a fine, mitigated imprisonment or imprisonment for a term not exceeding one year.

(2) The penalty may be increased to simple detention or imprisonment for a term not to exceed two years where the contravention has been committed by an intentional or negligent act and if the contravention

1) has resulted in health damage to young persons of less than 18 years of age, or if a risk of such damage has been provoked, or

2) has produced or been intended to produce financial benefits to the contravener or others, including benefits obtained by cost cutting.

(3) If the financial benefit achieved or intended is not confiscated, special consideration shall be taken to the size of the achieved or intended financial benefit when determining fines, including supplementary fines, cf. subsection 2, No. 2.

(4) Where an offence is committed by a limited liability company, an association, an independent institution, a foundation or similar, liability to pay a fine may be imposed on the corporate body as such. Where the offence is committed by the Danish Government, a municipality or an inter-municipal enterprise covered by section 60 of the Danish Local Government Act, liability to pay a fine may be imposed on the Danish Government, the municipality or the inter-municipal enterprise.

**§ 9.** This order shall enter into force on 1 November 1997.

(2) At that point, the regulations on passenger and cargo lifts in Information from the Danish Maritime Authority B, Chapter II-1C, rule 26, subsection 3.11 and Information from the Danish Maritime Authority E, Chapter VIII, rule 8.145 respectively are revoked.

The Danish Maritime Authority, 3 July 1997

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