

3 Contracting Governments planning and implementing VTS shall, wherever possible, follow the guidelines developed by the Organization. The use of a VTS may only be made mandatory in sea areas within the territorial seas of a coastal State.

4 Contracting Governments shall endeavour to secure participation in, and compliance with the provisions of, VTSs by ships entitled to fly their flags.

5 Nothing in this regulation or the guidelines adopted by the Organization shall prejudice the rights and duties of Governments under international law or the legal regimes of straits used for international navigation and archipelagic sea lanes."

第 59/2014 號行政長官公告

中華人民共和國是國際海事組織的成員國及一九七四年十一月一日訂於倫敦的《國際海上人命安全公約》（下稱“公約”）的締約國；

國際海事組織海上安全委員會於一九九二年四月十日透過第MSC.24(60)號決議通過了公約第II-2章關於現有客船的防火安全措施的修正案；

中華人民共和國於一九九九年十二月十三日以照會通知聯合國秘書長，經修訂的公約自一九九九年十二月二十日起適用於澳門特別行政區；

基於此，行政長官根據澳門特別行政區第3/1999號法律第六條第一款的規定，命令公佈包含上指修正案的MSC.24(60)號決議的中文及英文正式文本。

二零一四年九月十五日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 59/2014

Considerando que a República Popular da China é um Estado Membro da Organização Marítima Internacional e um Estado Contratante da Convenção Internacional para a Salvaguarda da Vida Humana no Mar, concluída em Londres em 1 de Novembro de 1974, adiante designada por Convenção;

Considerando igualmente que, em 10 de Abril de 1992, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.24(60), adoptou emendas ao capítulo II-2 da Convenção, relativas às medidas de segurança contra incêndios em navios de passageiros existentes;

Considerando ainda que a República Popular da China, por nota datada de 13 de Dezembro de 1999, notificou o Secretário-Geral das Nações Unidas sobre a aplicação da Convenção, tal como emendada, na Região Administrativa Especial de Macau, a partir de 20 de Dezembro de 1999;

O Chefe do Executivo manda publicar, nos termos do n.º 1 do artigo 6.º da Lei n.º 3/1999 da Região Administrativa Especial de Macau, a resolução MSC.24(60), que contém as referidas emendas, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 15 de Setembro de 2014.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.24 (60) 號決議

(1992 年 4 月 10 日通過)

通過《1974 年國際海上人命安全公約》

第 II - 2 章的修正案

現有客船的防火安全措施

海上安全委員會，

憶及《國際海事組織公約》有關本委員會職責的第 28 (b) 條，

還憶及《1974 年國際海上人命安全公約》(此後稱為“該公約”)有關該公約附件除第 I 章規定以外的修正程序的第 VIII (b) 條，

關切近來發生的造成人命喪失的嚴重火災事故，

認識到改善現有客船的防火安全措施的緊迫需要，

在其第六十次會議上審議了按該公約第 VIII (b) (i) 條建議和散發的該公約的修正案，

1. 按照該公約第 VIII (b) (iv) 條通過該公約的修正案，其文本載於本決議的附件中；
2. 按照該公約第 VIII (b) (vi) (2) (bb) 條決定：這些修正案在 1994 年 4 月 1 日應視為已獲接受，除非在該日期前，多於三分之一

的該公約締約政府，或其合計商船船隊不少於世界商船船隊 50%總噸位的締約政府通知反對這些修正案；

3. 請各締約政府注意：按照該公約第 VIII (b) (vii) (2) 條，這些修正案在按上述第 2 段得到接受後，應於 1994 年 10 月 1 日生效；

4. 按該公約第 VIII (b) (v) 條，要求秘書長將本決議及其附件中所載的修正案案文的核證無誤副本分發給該公約的所有締約政府；

5. 還要求秘書長將本決議的副本分發給非屬該公約締約政府的本組織會員。

附件

《1974年國際海上人命安全公約》

第 II-2 章的修正案

第 1 條 適用範圍

- 1 現有第 3 款改為 3.1 款，在 3.1 款後插入新的第 3.2 款如下：
“3.2 儘管有第 3.1 款的規定，載客多於 36 人的客船在進行修理、改裝、改建以及與此有關的舾裝時應符合下述規定：
 - .1 這些船舶上採用的所有材料應符合適用於對在 1994 年 10 月 1 日及以後建造的船舶的材料的要求；和
 - .2 其替換材料達 50 噸或大於 50 噸的所有修理、改裝、改建以及與此有關的舾裝，除第 41-1 條要求者外，應符合適用於在 1994 年 10 月 1 日及以後建造的此種船舶的要求。”

第 3 條 定義

- 2 在現有第 22 款後插入下述新的第 22-1 和第 22-2 款：
“22-1 ‘中心控制站’是集中了下述控制和指示職能的控制站：
 - .1 固定式探火和報警系統；
 - .2 自動噴水器、探火和報警系統；
 - .3 防火門指示器面板；
 - .4 防火門關閉；

- .5 水密門指示器面板；
- .6 水密門開啟和關閉；
- .7 排風扇；
- .8 總警報／火災警報；
- .9 包括電話在內的通訊系統；和
- .10 用於廣播系統的話筒。

22-2‘連續有人的控制站’是連續有負責船員的中心控制站。”

第 17 條 消防員的裝備

- 3 在現有第 1.2.2 款末尾加上下述句子：
“在載客多於 36 人的客船上，每一呼吸器至少應有兩個備用充氣量，呼吸器的所有氣應是可互換的”。
- 4 在現有第 3.1.1 款末尾加上下述句子：
“在載客多於 36 人的客船上，每一主垂直區應提供兩套額外的消防員裝備”。
- 5 在現有第 4 款末尾加上下述句子：
“在每一主垂直區中應至少存放兩套消防員裝備”。
- 6 在現有第 41 條後插入下述新的第 41-1 和第 41-2 條：

“第 41-1 條

1994 年 10 月 1 日前建造的載客

多於 36 人的客船的升級

- 1 本條適用於 1994 年 10 月 1 日前建造的載客多於 36 人的客船。

2 未符合適用於在 1980 年 5 月 25 日或以後建造的船舶的第 II-2 章全部要求的客船（1974 年國際海上人命安全會議通過的《1974 年國際海上人命安全公約》第 II-2 章的要求，適用於新客船）應符合下述要求：

- .1 不遲於 1994 年 10 月 1 日：第 41-2 條第 1 款；和
- .2 不遲於 1997 年 10 月 1 日：第 41-2 條第 2、3、4 和 5 款；
和
- .3 不遲於 2000 年 10 月 1 日：第 41-2 條第 6 款；和
- .4 不遲於 2010 年 10 月 1 日：適用於 1980 年 5 月 25 日或以後建造的船舶的第 II-2 章的全部要求（1974 年國際海上人命安全會議通過的《1974 年國際海上人命安全公約》第 II-2 章的要求，適用於新客船）。

3 符合適用於 1980 年 5 月 25 日或以後建造的船舶全部要求（經第 MSC.1（XLV）、MSC.6（48）、MSC.11（55）、MSC.12（56）、MSC.13（57）和 MSC.22（59）號決議修正的《1974 年國際海上人命安全公約》第 II-2 章的適用要求）的客船，應符合下述要求：

- .1 不遲於 1994 年 10 月 1 日：第 41-2 條第 1 款；和
- .2 不遲於 1997 年 10 月 1 日：第 41-2 條第 2 和第 4 款；和
- .3 不遲於 2000 年 10 月 1 日：第 41-2 條第 6 款；和
- .4 不遲於 2005 年 10 月 1 日或在船舶建造之日後 15 年，以遲者為準：第 41-2 條第 5 款。

4 就本條而言，完全符合本組織大會以第 A.122（V）號決議通過的《1960 年國際海上人命安全公約》修正案中所載的第 II 章 H 部分的全部要求的客船可視為符合適用於在 1980 年 5 月 25 日或其後建造的

客船的要求的客船（1974 年國際海上人命安全會議通過的《1974 年國際海上人命安全公約》第 II-2 章的要求，適用於新客船）。

第 41-2 條

對在 1994 年 10 月 1 日前建造的

載客多於 36 人的客船的要求

1.1 第 20 條所要求的圖和小冊子，應按照本組織制定的指南，提供有關防火、探火和滅火的資料。

1.2 防火巡邏的每一成員應配備雙向手提式無線電電話機。

1.3 應按第 7.6、17.3.2、37.1.5.1 條要求提供水霧槍。

1.4 應按第 7.1.2、7.2.2 和 37.1.5.2 條要求，提供手提式泡沫槍。

1.5 提供的所有軟管噴嘴應是帶有關閉裝置的、經認可的兩用型（即噴霧／噴水型）。

2 所有的居住艙室和服務處所，梯道圍閉和走廊應配備符合第 13 條要求、型號經認可的探煙和警報系統。這種系統不必裝在私人浴室和幾乎沒有或沒有火災危險的處所內，如空位和類似處所。在廚房裏安裝的探測器應是由受熱而不是煙啟動的探測器。

3 在天花板是易燃結構的區域中，連接於探煙和警報系統的探煙器還應安裝在梯道和走廊的天花板之上。

4.1 在梯道圍閉主垂直區艙壁和廚房周沿的、通常保持開放狀態的鉸接防火門，應能自動關閉，並能從中心控制站和門的位置釋放。

4.2 在連續有人的中心控制站應放置一指示器面板，指示在梯道圍閉、主垂直區艙壁和廚房周沿上的防火門是否關閉。

4.3 廚房的爐灶可能聚積油脂和通過居住處所或含有易燃材料的處所的排氣管應為“A”級分隔結構。每一廚房用爐灶的排氣管應裝有：

- .1 易於拿開清洗的集油器，除裝除有替代清洗油脂的裝置；
- .2 位於排氣管下端的擋火板；
- .3 從廚房裏操縱的排氣扇關閉裝置；
- .4 用於熄滅排氣管內失火的固定裝置；和
- .5 供檢查和清洗用的、位置恰當的開口。

4.4 只有公共廁所、電梯、供貯放安全設備的、用非易燃材料製作的儲物櫃和放置公開資料的櫃檯可位於梯道圍欄區域內。在梯道圍閉內的其他現有處所：

- .1 應騰空、永久封閉並與電氣系統斷開；或
- .2 應按照第 26 條，使用“A”級分隔類似的處所。在這些處所有噴水系統的前提下，它們可按第 26 條使用“A”級門直接通入梯道圍閉，但艙室不應直接通到梯道圍閉。

4.5 公共處所、走廊、公共廁所、特種處所、第 28.1.5 條所要求的其他梯道、露天甲板處所和第 4.4.2 款規定的處所以外的其他處所不允許直接通入梯道圍閉。

4.6 第 26.2.2 條中規定的（10）類的現有機器處所和直接通入梯道圍閉的用作資料櫃檯的現有後部辦公室可予保留，但它們應由探煙器加以保護並且用作資料櫃檯的後部辦公室內僅有火災危險較小的傢俱。

4.7 在第 II-1/42 和 III/11.5 條要求的應急照明外，包括梯道和出口的脫險通道應在脫險路線的所有轉彎和交叉點上由在不高於甲板 0.3 米

處放置的照明的或螢光帶的指示器作出標誌。這種標誌應能使旅客識別所有的脫險路線並立即認出脫險出口。如使用電照明，應由應急電源供電，且其佈置應能做到任何單盞燈的故障或照明帶的缺損不會使標誌失去效用。此外，所有脫險路線標誌和消防設備位置標誌應為螢光材料。主管機關應確保這些照明的或螢光的設備已按照本組織制定的指南得到評定、試驗和應用。

4.8 應提供總緊急警報系統。該警報應能在全部起居處所、通常船員工作處所和露天甲板聽到，其聲壓級應符合本組織制訂的標準。警報在它已被啟動後應繼續鳴響，直至手動關閉或被廣播系統中的通知暫時打斷。

4.9 應備有廣播系統或其他有效的通訊手段，並能在整個起居處所、公共和服務處所、控制站和露天甲板都能聽到。

4.10 梯道圍閉中的家俱應僅限於座具。它應是固定的、每一梯道圍閉的每層甲板上限於六個座位，它們應是低火災危險的，並不應限制旅客脫險路線。主管機關可允許在梯道圍閉內的主要接待區域增加座位，但應是固定的、不燃的，並不限制旅客的脫險路線。在構成住艙區域脫險路線的旅客和船員走廊內不允許有家俱。除上述以外，還可允許裝有不燃材料製作的、用於存放條款要求的安全設備的儲物櫃。

5 居住和服務處所、梯道圍閉和走廊應裝有自動噴水、探火和失火警報系統，它應符合第 12 條的要求或符合本組織為經認可的等效噴水系統所制訂的指南。噴水系統不需安裝在私人浴室和幾乎沒有或沒有火災危險的處所，如空位和類似處所。

6.1 除下述者外，在居住和服務處所內的所有梯道應是鋼架結構，除非主管機關批准使用其他等效材料；在圍閉內應由“A”級分隔構成，在所有開口處均裝有可靠的關閉裝置：

- .1 僅連接兩層甲板的梯道不需圍閉，但需由適當的艙壁或在一甲板間處所內的門保持甲板的完整性。當一梯道在一甲板間處所圍閉時，梯道圍閉應按照第 26 條中的甲板表予以保護；
- .2 梯道可以露天安裝在公共處所，但應整體位於該公共處所內。

6.2 A 類機器處所應裝有符合第 7 條要求的固定消防系統。

6.3 穿過主垂直區間的分隔的通風管應裝有故障保險式的自動關閉擋火板。擋火板還應能從分隔的每一邊手動關閉。此外，供居住和服務處所共用的所有通風管和此種通風管所穿過的梯道圍閉均應裝有可從圍閉中手動操作的故障保險型的自動關閉擋火板。穿過主防火區分隔而不供其兩邊的處所使用的通風管或穿過梯道圍閉而不供該圍閉使用的通風管，不需安裝擋火板，但此種管道的結構和絕熱應符合 A-60 標準並在梯道圍閉中沒有開口或在管弄中不直接供其使用的一側沒有開口。

6.4 特種處所和滾裝貨物處所應分別符合第 37 和 38 條要求。

6.5 梯道圍閉、主垂直區艙壁和廚房周沿上通常保持開啟的所有防火門均應能從中心控制站和門的位置上予以釋放。”

RESOLUTION MSC.24(60)
(adopted on 10 April 1992)

ADOPTION OF AMENDMENTS TO CHAPTER II-2 OF THE INTERNATIONAL
CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

FIRE SAFETY MEASURES FOR EXISTING PASSENGER SHIPS

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea, 1974, hereinafter referred to as "the Convention", concerning the procedures for amending the Annex to the Convention, other than the provisions of chapter I,

BEING CONCERNED about recent serious fire casualties resulting in the loss of human life,

RECOGNIZING that there is a compelling and urgent need to improve the fire safety measures for existing passenger ships,

HAVING CONSIDERED at its sixtieth session amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, the amendments to the Convention, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 April 1994 unless, prior to that date, more than one third of the Contracting Governments to the Convention, or Contracting Governments the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;
3. INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 October 1994 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of the resolution to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

AMENDMENTS TO CHAPTER II-2 OF THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974Regulation 1 - Application

1 Existing paragraph 3 is renumbered as paragraph 3.1 and the following new paragraph 3.2 is inserted after paragraph 3.1:

"3.2 Notwithstanding the provisions of paragraph 3.1, passenger ships carrying more than 36 passengers when undergoing repairs, alterations, modifications and outfitting related thereto shall comply with the following:

- .1 all materials introduced to these ships shall comply with the requirements with regard to material applicable to ships constructed on or after 1 October 1994; and
- .2 all repairs, alterations, modifications and outfitting related thereto involving the replacement of material of 50 tonnes or above, other than that required by regulation 41-1, shall comply with the requirements applicable to such ships constructed on or after 1 October 1994."

Regulation 3 - Definitions

2 The following new paragraphs 22-1 and 22-2 are inserted after existing paragraph 22:

"22-1 "Central control station" is a control station in which the following control and indicator functions are centralized:

- .1 fixed fire detection and alarm system;
- .2 automatic sprinklers, fire detection and alarm system;
- .3 fire door indicator panel;
- .4 fire door closure;
- .5 watertight door indicator panel;
- .6 watertight door opening and closing;
- .7 ventilation fans;
- .8 general/fire alarm;
- .9 communication systems including telephones; and
- .10 microphone to public address system.

22-2 "Continuously manned central control station" is a central control station which is continuously manned by a responsible member of the crew."

Regulation 17 - Fireman's outfit

3 The following sentence is added at the end of existing paragraph 1.2.2:

"In passenger ships carrying more than 36 passengers, at least two spare charges for each breathing apparatus shall be provided, and all air cylinders for breathing apparatus shall be interchangeable".

- 4 The following sentence is added at the end of existing paragraph 3.1.1:
"In passenger ships carrying more than 36 passengers, two additional fireman's outfit shall be provided for each main vertical zone".
- 5 The following sentence is added at the end of existing paragraph 4:
"At least two fireman's outfits shall be stored in each main vertical zone".
- 6 The following new regulations 41-1 and 41-2 are inserted after existing regulation 41:

"Regulation 41-1

Upgrading of passenger ships carrying more than 36 passengers
constructed before 1 October 1994

- 1 This regulation shall apply to passenger ships carrying more than 36 passengers constructed before 1 October 1994.
- 2 Passenger ships which do not comply with all the requirements of chapter II-2 applicable to ships constructed on or after 25 May 1980 (requirements of chapter II-2 of the International Convention for the Safety of Life at Sea, 1974, as adopted by the International Conference on Safety of Life at Sea, 1974, applicable to new passenger ships) shall comply with the following:
- .1 paragraph 1 of regulation 41-2 not later than 1 October 1994; and
 - .2 paragraphs 2, 3, 4 and 5 of regulation 41-2, not later than 1 October 1997; and
 - .3 paragraph 6 of regulation 41-2 not later than 1 October 2000; and
 - .4 all the requirements of chapter II-2 applicable to ships constructed on or after 25 May 1980 (requirements of chapter II-2 of the International Convention for the Safety of Life at Sea, 1974, as adopted by the International Conference on Safety of Life at Sea, 1974, applicable to new passenger ships), not later than 1 October 2010.
- 3 Passenger ships which comply with all the requirements applicable to ships constructed on or after 25 May 1980 (applicable requirements of chapter II-2 of the International Convention for the Safety of Life at Sea, 1974, as amended by resolutions MSC.1(XLV), MSC.6(48), MSC.11(55), MSC.12(56), MSC.13(57) and MSC.22(59)) shall comply with the following:
- .1 paragraph 1 of regulation 41-2 not later than 1 October 1994; and
 - .2 paragraphs 2 and 4 of regulation 41-2 not later than 1 October 1997; and
 - .3 paragraph 6 of regulation 41-2 not later than 1 October 2000; and
 - .4 paragraph 5 of regulation 41-2 not later than 1 October 2005 or 15 years after the date of construction of the ships, whichever is later.

4 For the purpose of this regulation, passenger ships complying in their entirety with all the requirements of part H of chapter II contained in amendments to the International Convention for the Safety of Life at Sea, 1960, adopted by the Assembly of the Organization by resolution A.122(V), may be regarded as passenger ships complying with the requirements applicable to passenger ships constructed on or after 25 May 1980 (requirements of chapter II-2 of the International Convention for the the Safety of Life at Sea, 1974, as adopted by the International Conference on Safety of Life at Sea, 1974, applicable to new passenger ships).

Regulation 41-2

Requirements for passenger ships carrying more than 36 passengers
constructed before 1 October 1994

- 1.1 Plans and booklets required by regulation 20 shall provide the information regarding fire protection, fire detection and fire extinction based on the guidelines developed by the Organization.
- 1.2 Each member of the fire patrol shall be provided with a two-way portable radiotelephone apparatus.
- 1.3 Water fog applicators shall be provided as required in regulations 7.6, 17.3.2 and 37.1.5.1.
- 1.4 Portable foam applicators shall be provided as required in regulations 7.1.2, 7.2.2 and 37.1.5.2.
- 1.5 All hose nozzles provided shall be of an approved dual-purpose type (i.e. spray/jet type) incorporating a shutoff.
- 2 All accommodation and service spaces, stairway enclosures and corridors shall be equipped with a smoke detection and alarm system of an approved type and complying with the requirements of regulation 13. Such system need not be fitted in private bathrooms, and spaces having little or no fire risk such as voids and similar spaces. Detectors operated by heat instead of smoke shall be installed in galleys.
- 3 Smoke detectors connected to the smoke detection and alarm system shall also be fitted above ceilings in stairways and corridors in the areas where ceilings are of combustible construction.
- 4.1 Hinged fire doors in stairway enclosures, main vertical zone bulkheads and galley boundaries which are normally kept open shall be self-closing and be capable of release from a central control station and from a position at the door.
- 4.2 A panel shall be placed in a continuously manned central control station to indicate whether the fire doors on stairway enclosures, main vertical zone bulkheads and galley boundaries are closed.
- 4.3 Exhaust ducts from galley ranges where grease or fat is likely to accumulate and which pass through accommodation spaces or spaces containing combustible materials shall be constructed of "A" class divisions. Each galley range exhaust duct shall be fitted with:

- .1 a grease trap readily removable for cleaning, unless an alternative grease removal process is fitted;
- .2 a fire damper located in the lower end of the duct;
- .3 arrangements operable from within the galley for shutting off the exhaust fans;
- .4 fixed means for extinguishing a fire within the duct; and
- .5 suitably located hatches for inspection and cleaning.

4.4 Only public toilets, lifts, lockers of non-combustible materials providing storage for safety equipment and open information counters may be located within the stairway enclosure boundaries. Other existing spaces within the stairway enclosure:

- .1 shall be emptied, permanently closed and disconnected from the electrical system; or
- .2 shall be separated from the stairway enclosure by the provision of "A" class divisions in accordance with regulation 26. Such spaces may have direct access to stairway enclosures by the provision of "A" class doors in accordance with regulation 26, and subject to a sprinkler system being provided in these spaces. However, cabins shall not directly open into the stairway enclosure.

4.5 Spaces other than public spaces, corridors, public toilets, special category spaces, other stairways required by regulation 28.1.5, open deck spaces and spaces covered by paragraph 4.4.2 are not permitted to have direct access to stairway enclosures.

4.6 Existing machinery spaces of category (10) described in regulation 26.2.2 and existing back offices for information counters which open directly into the stairway enclosure may be retained, provided that they are protected by smoke detectors and that back offices for information counters contain only furniture of restricted fire risk.

4.7 In addition to the emergency lighting required by regulations II-1/42 and III/11.5, the means of escape including stairways and exits shall be marked, at all points of the escape route including angles and intersections, by lighting or photoluminescent strip indicators placed not more than 0.3 m above the deck. The marking must enable passengers to identify all routes of escape and readily identify the escape exits. If electric illumination is used, it shall be supplied by the emergency source of power and it shall be so arranged that the failure of any single light, or cut in a lighting strip, will not result in the marking being ineffective. Additionally, all escape route signs and fire equipment location markings shall be of photoluminescent material. The Administration shall ensure that such lighting or photoluminescent equipment has been evaluated, tested and applied in accordance with the guidelines developed by the Organization.

4.8 A general emergency alarm system shall be provided. The alarm shall be audible throughout all the accommodation and normal crew working spaces and

open decks, and its sound pressure level shall comply with the standard developed by the Organization. The alarm shall continue to function after it has been triggered until it is manually turned off or is temporarily interrupted by a message on the public address system.

4.9 A public address system or other effective means of communication shall be available and audible throughout the accommodation, public and service spaces, control stations and open decks.

4.10 Furniture in stairway enclosures shall be limited to seating. It shall be fixed, limited to six seats on each deck in each stairway enclosure, be of restricted fire risk, and shall not restrict the passenger escape route. The Administration may permit additional seating in the main reception area within stairway enclosures, if it is fixed, non-combustible, and does not restrict the passenger escape route. Furniture shall not be permitted in passenger and crew corridors forming escape routes in cabin areas. In addition to the above, lockers of non-combustible material, providing storage for safety equipment required by regulations, may be permitted.

5 Accommodation and service spaces, stairway enclosures and corridors shall be fitted with an automatic sprinkler, fire detection and fire alarm system complying with the requirements of regulation 12 or the guidelines developed by the Organization for an approved equivalent sprinkler system. A sprinkler system need not be fitted in private bathrooms and spaces having little or no fire risk such as voids and similar spaces.

6.1 All stairways in accommodation and service spaces shall be of steel frame construction except where the Administration sanctions the use of other equivalent material, and shall be within enclosures formed of "A" class divisions, with positive means of closure at all openings, except that:

- .1 a stairway connecting only two decks need not be enclosed, provided the integrity of the deck is maintained by proper bulkheads or doors in one 'tween-deck space. When a stairway is closed in one 'tween-deck space, the stairway enclosure shall be protected in accordance with the tables for decks in regulation 26;
- .2 stairways may be fitted in the open in a public space, provided they lie wholly within such public space.

6.2 Machinery spaces of category A shall be fitted with a fixed fire-extinguishing system complying with the requirements of regulation 7.

6.3 Ventilation ducts passing through divisions between main vertical zones shall be equipped with a fail-safe automatic closing fire damper which shall also be capable of being manually closed from each side of the division. In addition, fail-safe automatic closing fire dampers with manual operation from within the enclosure shall be fitted to all ventilation ducts serving both accommodation and service spaces and stairway enclosures where they pierce such enclosures. Ventilation ducts passing through a main fire zone division without serving spaces on both sides or passing through a stairway enclosure

without serving that enclosure need not be fitted with dampers provided that the ducts are constructed and insulated to A-60 standard and have no openings within the stairway enclosure or in the trunk on the side which is not directly served.

6.4 Special category spaces and ro-ro cargo spaces shall comply with the requirements of regulations 37 and 38, respectively.

6.5 All fire doors in stairway enclosures, main vertical zone bulkheads and galley boundaries which are normally kept open shall be capable of release from a central control station and from a position at the door."

二零一四年九月十五日於行政長官辦公室

Gabinete do Chefe do Executivo, aos 15 de Setembro de
2014. — O Chefe do Gabinete, *Alexis, Tam Chon Weng*.

辦公室主任 譚俊榮



印務局
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