

- 4 The existing entries of the following products are amended:
- 1 Nonyl phenol poly(4-12) ethoxylate: the product name is amended to read “Nonyl phenol poly(4+) ethoxylate”; and
 - 2 Sodium silicate solution: the entry in column “i” is amended to read “NF” and “A” in column “I” is replaced by “No”.
- 5 The following new entries are added to chapter 18 of the Code:

a	b	c
Product name	UN number	Pollution category for operational discharge (regulation 3 of Annex II)
Ammonium lignosulphonate solutions		III
Calcium lignosulphonate solutions		III
Caramel solutions		III
2-Ethyl-2-(hydroxymethyl) propane-1,3-diol, C8-C10 ester		D
Glycerol monooleate		D
N-Methylglucamine solution (70% or less)		III
Polybutenyl succinimide		D
Zinc alkenyl carboxamide		D
Ditridecyl Adipate		III

第 76/2014 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；

公約締約政府會議於一九九五年十一月二十九日透過決議1 通過了公約附件修正案；

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，命令公佈包含上指公約附件修正案的公約締約政府會議決議1的中文及英文文本。

二零一四年十月二十一日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 76/2014

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 29 de Novembro de 1995, a Conferência dos Governos Contratantes da Convenção, através da resolução n.º 1, adoptou emendas ao Anexo à Convenção;

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 n.º 1 da Conferência dos Governos Contratantes da Convenção, que contém as referidas emendas ao Anexo à Convenção, nos seus textos em línguas chinesa e inglesa.

Promulgado em 21 de Outubro de 2014.

O Chefe do Executivo, *Chui Sai On*.

《1974 年國際海上人命安全公約》

締約政府會議決議 1

1995 年 11 月 29 日通過

通過《1974 年國際海上人命安全公約》附件修正案

會議，

憶及《1974 年國際海上人命安全公約》（此後稱為本公約）關於由締約政府會議修正本公約的程序的第 VIII（c）條，

注意到國際海事組織（海事組織）大會通過的關於滾裝船舶安全的第 A.596（15）號決議，

還注意到第 MSC.11（55）、MSC.12（56）、MSC.24（60）、MSC.26（60）和 MSC.27（61）號決議；根據上述決議海事組織海上安全委員會視情通過了旨在增進新的和現有滾裝客船的安全的本公約修正案，

對自上述修正案通過以來若干滾裝客船發生了事故，其中一起事故導致了嚴重的生命損失之事表示關注，

認識到急需進一步改進滾裝客船在設計、設備和操作的所有方面的安全標準，以避免重新發生此類事故，

審議了被提議的並向國際海事組織的所有會員和本公約的所有締約政府分發的本公約附件修正案，

1. 按照本公約第 VIII (c) (ii) 條通過本公約附件的修正案，其條文載於本決議的附件中；
2. 按照本公約第 VIII (b) (vi) (2) (bb) 條，決定該修正案應於 1997 年 1 月 1 日視為已被接受，除非在該日期前超過三分之一的本公約締約政府或商船合計噸數不少於世界商船總噸數百分之五十的締約政府通知反對該修正案；
3. 請締約政府注意，按照本公約第 VIII (b) (vii) (2) 條，該修正案應在其按照上述第 2 款被接受後於 1997 年 7 月 1 日生效。

附件

《1974 年國際海上人命安全公約》附件修正案

第 II-1 章

構造—分艙和穩性、機電設備

第 1 條—適用範圍

- 1 在第 3.2 款中，以“第 8.1 條”代替所提及的“第 8.9 條”。

第 2 條—定義

- 2 在現有第 12 款後增加下列新的第 13 款：

“13 滾裝客船係指具有第 II-2/3 條中所定義的滾裝裝貨物處所或特種處所的客船。”

第 8 條—客船破艙穩性

- 3 在標題後圓括號中的條文裏，以“第 8.1 條”代替所提及的“第 9 款”。
- 4 刪棄現有第 2.3.5 款。
- 5 在現有第 7.4 款第一句後增加如下新句：

“船舶穩性應始終由計算確定。”
- 6 刪棄現有第 9 款。
- 7 在現有第 8 條後增加如下新的第 8-1 條和第 8-2 條：

“第 8-1 條**滾裝客船破艙穩性**

1997 年 7 月 1 日前建造的滾裝客船，按照 1991 年 6 月海上安全委員會第五十九次會議（MSC/Circ.574）制定的在使用以第 A.265（VIII）號決議為基礎的簡化方法時用以估價現有滾裝客船的抗沉性的計算程序的附件中所定義的 A/Amax 值，應在不晚於如下所述的符合日期後的第一個定期檢驗日期，符合經第 MSC.12（56）號決議修正的第 8 條：

A/Amax 值	符合日期
小於 85%	1998 年 10 月 1 日
等於或大於 85%但小於 90%	2000 年 10 月 1 日
等於或大於 90%但小於 95%	2002 年 10 月 1 日
等於或大於 95%但小於 97.5%	2004 年 10 月 1 日
等於或大於 97.5%	2005 年 10 月 1 日

第 8-2 條**載運 400 或更多人的滾裝客船的特殊要求**

雖有第 8 條和第 8-1 條的規定，但：

- .1 1997 年 7 月 1 日或以後建造的、經核證可載運 400 或更多人的滾裝客船，在假定船長 L 之內的任何地方有破損時，應符合第 8 條第 2.3 款的規定；和
- .2 1997 年 7 月 1 日前建造的、經核證可載運 400 或更多人的滾裝客船，應在不晚於第.2.1，.2.2 或.2.3 項所述的符合日期（以最晚者為準）後的第一個定期檢驗日期符合第.1 項的要求；

.2.1 A/Amax 值	符合日期
小於 85%	1998 年 10 月 1 日
等於或大於 85%但小於 90%	2000 年 10 月 1 日
等於或大於 90%但小於 95%	2002 年 10 月 1 日
等於或大於 95%但小於 97.5%	2004 年 10 月 1 日
等於或大於 97.5%	2010 年 10 月 1 日

.2.2 准許載運的人數

1500 人或以上	2002 年 10 月 1 日
1000 人或以上但少於 1500 人	2006 年 10 月 1 日
600 人或以上但少於 1000 人	2008 年 10 月 1 日
400 人或以上但少於 600 人	2010 年 10 月 1 日

.2.3 船齡等於或大於 20 年，

船齡係指從安放龍骨的日期或處於類似建造階段的日期或該船改裝為滾裝客船的日期起算的時間。”

第 10 條—客船尖艙和機器處所的艙壁、軸隧等

8 以下述條文代替現有第 3 和 4 款：

“3 如首部設有長的上層建築，所有客船的首尖艙艙壁或防撞艙壁應風雨密地延伸至艙壁甲板之上下一個全通甲板。該延伸部應佈置成在首門受損或分離時能排除首門對其造成損壞的可能性。

4 如果該延伸部的所有部分均不在第 1 款或第 2 款規定的船艙限度之前，則第 3 款所要求的延伸部不必直接安裝在下面的艙壁之上。

但是，對於 1997 年 7 月 1 日前建造的船舶：

.1 如坡道係該延伸部的組成部分，則延伸部高出艙壁甲板 2.3 米的部分在第 1 款或第 2 款規定的船艙限度之前的延伸不可超過 1 米；

.2 如現有坡道不符合被接受為防撞艙壁延伸部的要求並且坡道的位置使此種延伸部無法置於第 1 款或第 2 款規定的限度內，則該延伸部可置於第 1 款或第 2 款規定的後限度之後的有限距離內。該後有限距離僅應為確保坡道不受阻礙所必需者。防撞艙壁的延伸部應向前打開並符合第 3 款的要求；應佈置成在坡道受損或分離時能排除坡道對其造成損壞的可能性。

5 不符合上述要求的坡道不應被視為防撞艙壁的延伸部。

6 對於 1997 年 7 月 1 日前建造的船舶，第 3 款和第 4 款的要求應在不晚於 1997 年 7 月 1 日後的第一個定期檢驗日期適用。”

9 現有第 5 款和第 6 款重新編號為第 7 款和第 8 款。

第 15 條—客船水密艙壁上的開口

10 在現有第 6.4 款後新增如下第 6.5 款：

“6.5 對於 1992 年 2 月 1 日前建造的船舶，不符合第 6.1 至 6.4 款的門應在開航前予以關閉，並在航行中保持關閉；船舶在港時開啟和離港前關閉此種門的時間應記入航海日誌。”

第 19 條—客船和貨船的水密甲板、圍壁通道等的構造和初次試驗

11 在現有第 1 款後新增如下第 2、3 和 4 款：

“2 如穿過某一結構的通風圍壁通道穿過艙壁甲板，按照第 8.5 條，在計及各中間浸水階段的允許最大橫傾角後，該圍壁通道應能經受可能出現於其中水壓。

3 如果全部或部分的艙壁甲板穿透結構位於主滾裝甲板上，該圍壁通道應能經受滾裝甲板積水的內部水運動（晃動）而產生的衝擊壓力。

4 對於 1997 年 7 月 1 日前建造的船舶，應在不晚於 1997 年 7 月 1 日後的第一個定期檢驗日期符合第 2 款的要求。”

12 現有第 2 款重新編號為第 5 款。

第 20 條—客船限界線以上的水密完整性

13 在現有第 2 款後新增加如下第 3 款：

“3 對於 1997 年 7 月 1 日或之後建造的客船，在上層建築裏終止的空氣管開口端，應在橫傾至 15°或至各中間浸水階段的最大橫傾角時（由直接計算確定，取其大者），應至少高於水線 1 米。或者，除油類艙櫃外的其他艙櫃的空氣管，可通過上層建築側面排放。本款的規定不損害現行有《國際船舶載重線公約》的規定。”

14 現有第 3 和 4 款重新編號為第 4 和 5 款。

15 在現有第 20-1 條後新增第 20-2 至 20-4 條：

“第 20-2 條

從滾裝甲板（艙壁甲板）至下方處所的水密完整性

1 對於 1997 年 7 月 1 日或之後建造的滾裝客船：

- .1 以第.2 和.3 項的規定為準，通至艙壁甲板下方處所的所有通道的最低點均應在艙壁甲板以上不少於 2.5 米；
 - .2 如裝有通至艙壁甲板下方處所的車輛坡道，則其開口應能關閉成風雨密，以防從下面進水，並能向駕駛台作出報警和顯示；
 - .3 如圍壁甲板下方處所的特殊通道對於船舶的必要工作（例如機器和物料的搬運）是必要的，則主管機關可允許安裝此種通道，但此種通道應做成水密，並能向駕駛台作出報警和顯示；
 - .4 第.2 和.3 項所述的通道應在船舶離開泊位進行任何航行前予以關閉，並在船舶停靠於下一個泊位前保持關閉；
 - .5 船長應確保監督和報告第.2 和.3 項所述的此種通道的關閉和開啟的有效制度得到實施；和
 - .6 船長應確保在船舶離泊開航前按第 25 條的要求，在航海日誌中記錄最後一次關閉在第.2 和.3 項提及的通道的時間。
- 2 對於 1997 年 7 月 1 日前建造的滾裝客船：
- .1 通向艙壁甲板下方處所的滾裝甲板的所有通道均應是水密狀態，並應在駕駛台配備指示通道處於開閉狀態的裝置；
 - .2 所有此種通道在船舶離開泊位進行任何航行前均應關閉，並在船舶停靠於下個泊位前保持關閉；
 - .3 雖有第.2 項的要求，主管機關仍可允許在航行中開啟一些通道，但時間僅限於直接通過和（如需要）進行必需船舶工作所需者；和

- .4 第.1 項的要求應在不晚於 1997 年 7 月 1 日後的第一個定期檢驗日期適用。

第 20-3 條

滾裝甲板的進入

對於所有滾裝客船，船長或指定的駕駛員應確保，船舶航行時，未經船長或指定的駕駛員的明確同意，任何旅客不得進入圍蔽滾裝甲板。

第 20-4 條

滾裝甲板上艙壁的關閉

1 作為能有效限制滾裝甲板上積聚的海水被計入的所有橫向或縱向艙壁，在船舶離開泊位前均應就位和繫固，並應在船舶停靠於其下一個泊位前保持就位和繫固。

2 雖有第 1 款的要求，主管機關仍可允許在航行中開啟此種艙壁內的一些通道，但時間僅限於直接通過和進行必要船舶工作所需者。”

第 23-2 條—船體和上層建築的完整性

16 以下列條文代替第 23-2 條的現有條文：

“（本條適用於所有滾裝客船，但對於 1997 年 7 月 1 日前建造的船舶，第 2 款應在不晚於 1997 年 7 月 1 日後的第一個定期檢驗日期適用）

1 駕駛台上應配有所有船殼門、裝貨門和主管機關認為在未加關閉和未作正確繫固時能導致特種處所或滾裝裝貨處所浸水的其他關閉設備的指示器。指示器系統應按故障保險原則設計，如果門未完全關閉

或者任何繫固裝置未就位和未完全鎖閉，則以可視警報顯示；如果此種門或關閉設備成開啟狀態或繫固裝置鬆開，應則以聲響警報顯示。駕駛台的指示器板應備有‘港口/海上’航行狀態選擇功能，並被佈置成：如在船舶離港時首門、內門、尾坡道或任何裝置未處於正確位置，則會向駕駛台發出聲響報警。指示器系統的電源應獨立於操縱和繫固門的供電。安裝於 1997 年 7 月 1 日前建造的船舶上、經主管機關認可的指示器系統不必更換。

2 電視監視和漏水探測系統應佈置成能向駕駛台和機艙控制台提供內、外首門、尾門或可能導致特種處所或滾裝裝貨處所浸水的任何其他船殼門有任何漏水的指示。

3 特種處所和滾裝裝貨處所應不斷得到巡查或以有效手段（如電視監視）不斷得到監測，做到能夠探測到船舶在不良氣候條件下航行期間車輛的任何移動和旅客的擅自進入。

4 關閉和繫固所有船殼門、裝貨門和主管機關認為在未加關閉或未作適當繫固時可能導致特種處所或滾裝裝貨處所浸水的其他關閉設備的書面操作程序，應隨船攜帶並張貼於適當的地方。”

第 45 條—觸電、電氣火災及其他電氣災害的預防措施

17 在第 5.3 款現有第 1 句後新增如下句子：

“對於滾裝客船，1998 年 7 月 1 日或以後安裝的緊急警報和廣播系統的電纜須由主管機關在注意到本組織制定的建議書的情況下予以認可。”

第 II-2 章

構造—防火、探火和滅火

第 3 條—定義

18 在現有第 33 款後新增如下第 34 款：

“34 滾裝客船係指具有本條規定的滾裝裝貨處所或特種處所的客船。”

19 在現有第 28 條後新增如下第 28-1 條：

“第 28-1 條

滾裝客船上的脫險路線

1 適用於所有滾裝客船的要求

1.1 本款應適用於所有滾裝客船。對於 1997 年 7 月 1 日前建造的船舶，本規定應在不晚於 1997 年 7 月 1 日後的第一個定期檢驗日期適用。

1.2 在可能時，應在沿通往集合地點和登乘地點的整個脫險路線的所有走廊設置欄杆或其他扶手，以便在途中的每步都有穩固的扶手。此種欄杆應在寬度超過 1.8 米的縱向走廊和寬度超過 1 米的橫向走廊的兩邊均有設置。應特別注意能夠穿越脫險路線上的大廳、甲板天井和其他大型開敞處所的需要。欄杆和其他扶手的強度應為能承受由走廊或處所中心方向施加的 750N/m 的分佈水平荷載和由向下方向施加的 750N/m 的分佈垂直荷載。該兩種荷載不必同時施加。

1.3 脫險路線不得有家具和其他障礙物阻礙。除移開後可以提供開敞處所的桌椅外，在公共場所和脫險路線上放置的廚櫃和其他重家具應繫固定位，防止它們在船舶橫搖或橫傾時位移。地板覆蓋物亦應繫固定位。船舶航行中，脫險路線應始終沒有清潔車、床具、行李和物品箱之類的阻礙物。

1.4 從船上每個通常有人的場所至集合地點之間均應提供脫險路線。它們應被佈置成能提供至集合地點的儘可能最直接路線，並應按本組織建議的符號作出標誌。

1.5 如圍蔽處所與開敞甲板相連，在可行時，圍蔽處所至開敞甲板的開口應能用作緊急出口。

1.6 甲板應按順序編號，從艙櫃頂部甲板或最低甲板以“1”開始。這些編號應醒目地展示在樓梯平台和電梯通道上。甲板也可命名，但甲板編號應總與其名稱一道展示。

1.7 表示“你在此處”和以箭頭標出的脫險路線的簡單“模擬”平面圖應醒目地展示在每一艙室門的內側和公共處所。平面圖應表明脫險方向並應正確標示出其在船上的方位。

1.8 艙室門和大廳的應不需使用鑰匙便可從室內開啟。沿脫險方向行進時，在任何設計的脫險通道上也應沒有任何需要鑰匙才能打開的門。

2 適用於 1997 年 7 月 1 日或以後建造的滾裝客船的要求

2.1 脫險路線上構成垂直分隔的艙壁和其他分隔物的最低 0.5 米處應能承受 750 N/m 的負荷，以使其能在船舶處於大橫傾角時用作脫險路線側面的行走表面。

2.2 從艙室至梯道圍蔽的脫險路線應儘可能是直接的，方向改變應限於最小程量。抵達脫險路線應不需從船舶一舷走到另一舷。從任何旅客處所到某一集合地點或開敞甲板應不需上下多於兩層甲板。

2.3 從第 2.2 款所述開敞甲板至救生艇筏登乘地點應有外部通道。

3 適用於 1999 年 7 月 1 日或以後建造的滾裝客船的要求

對於 1999 年 7 月 1 日或以後建造的滾裝客船，早在設計過程中即應通過撤離分析來評價脫險路線。應使用該分析來確定和在可行時消除棄船時由於旅客和船員沿脫險路線正常運動包括船員可能需要沿該路線與旅客反向而行所造成的擁擠。此外，還應使用該分析證實，脫險佈置具有足夠的靈活性，計及由於意外事故而可能無法使用某些脫險路線、集合地點、登艇地點或救助艇筏的可能性。”

第 37 條—特種處所的保護

20 現有第 2.1 款重新編號為第 2.1.1 款。

21 在重新編號的第 2.1.1 款後新增如下第 2.1.2 款：

“2.1.2 排放

2.1.2.1 在所有客船中，按照現行《國際船舶載重線公約》的要求安裝有可從艙壁甲板以上位置操縱的可靠關閉裝置的流水口排放閥，當船舶在航海途中時，應保持開啟。

2.1.2.2 對第 2.1.2.1 款所述閥的任何操縱均應記入航海日誌。”

第 III 章

救生設備與裝置

第 3 條—定義

22 在現有第 18 款後新增如下第 19 款：

“19 滾裝客船係指具有第 II-2/3 條中所定義的滾裝裝貨處所或特種處所的客船。”

第 6 條—通信

23 在現有第 4 款後新增如下第 5 款：

“5 客船上的廣播系統

5.1 除第 II-2/40.5 條或第 II-2/41-2 條（視情而定）以及第 4.2 款的要求外，所有客船均應安裝廣播系統。對於 1997 年 7 月 1 日前建造的客船，第 5.2、5.3 款和 5.5 款的要求，以第 5.6 款為準，應在不晚於 1997 年 7 月 1 日後的第一個定期檢驗日期適用。

5.2 廣播系統應為由能向通常有船員或/和旅客的所有處所和集合地點同時廣播信息的擴音裝置組成的一個完整系統。廣播系統應提供從駕駛台和主管機關認為需要的船上其他地方廣播信息的措施。

5.3 廣播系統應有防擅自使用的保護，並應在高於第 5.2 款所規定的所有處所的環境噪音下仍能清晰地聽到，應配備從駕駛台的某個位置或主管機關認為需要的船上其他地點控制的超越功能，以便在有關處所的任何揚聲器被關掉、其音量被調小或廣播系統被用於其他目的時仍能播出所有的緊急信息。

5.4 在 1997 年 7 月 1 日或以後建造的客船上：

- .1 廣播系統應至少裝有兩個在整個長度上充分分開的回路和兩個分開和獨立的放大器；和
- .2 廣播系統及其性能標準應由主管機關在注意到本組織制定的建議書的情況下予以認可。

5.5 廣播系統應與應急電源連接。

5.6 已裝有經主管機關認可、基本符合第 5.2、5.3 款和第 5.5 款要求的廣播系統的 1997 年 7 月 1 日前建造的船舶，不需更換其系統。”

24 在現有第 24 條後新增如下第 24-1 至 24-4 條：

“第 24-1 條

對滾裝客船的要求

1 本條適用於所有滾裝客船：

- .1 1998 年 7 月 1 日或以後建造的滾裝客船，應符合第 2.3、2.4、3.1、3.2、3.3、4 和 5 款的要求；
- .2 1986 年 7 月 1 日或以後但 1998 年 7 月 1 日前建造的滾裝客船，應在不晚於 1998 年 7 月 1 日後的第一個定期檢驗符合第 5 款和在不晚於 2000 年 7 月 1 日後的第一個定期檢驗符合第 2.3、2.4、3 和 4 款；和
- .3 1986 年 7 月 1 日前建造的滾裝客船，應在不晚於 1998 年 7 月 1 日後的第一個定期檢驗符合第 5 款和在不晚於 2000 年 7

月 1 日後的第一個定期檢驗符合第 2.1、2.2、2.3、2.4、3 和 4 款。

2 救生筏

2.1 滾裝客船的救生筏應使用符合第 48.5 條的海上撇離系統或符合第 48.6 條等量分佈在船舶每舷的降放設備。

2.2 滾裝客船上的每一救生筏應配備符合第 23 條要求的浮離式存放裝置。

2.3 滾裝客船上的每一救生筏應為裝有視情符合第 39.4.1 條或第 40.4.1 條要求的合乘跳板的筏型。

2.4 滾裝客船的每一救生筏應是自動自扶正的或是不論哪一面向上浮動時在大浪中均是穩定並能安全操作的帶有頂篷的可翻轉使用的救生筏。或者，除正常定員的救生筏外，船舶還應攜帶其累計乘載能力至少為救生艇中未被裝客人員的 50% 的自動自扶正救生筏或帶有頂篷的可翻轉使用的救生筏。應按船上總人數與救生艇裝客人數的差來確定該種救生筏的乘載能力。每一此種救生筏均應由主管機關在考慮到本組織通過的建議書的情況下作出認可。

3 快速救助艇

3.1 滾裝客船的救助艇中，至少應有一艘是由主管機關在考慮到本組織通過的建議書的情況下作出認可的快速救助艇。

3.2 每一快速救助艇均應使用經主管機關認可的適當降放裝置。主管機關在認可此類降放裝置時，應考慮到快速救助艇是用於被降

放和回收的，即使在惡劣氣候狀況下亦然；還應注意到本組織通過的建議書。

3.3 每艘快速救助艇中至少應有兩名船員按《船員培訓、發證和值班規則》（《船員培訓規則》）和本組織通過的建議書定期培訓和操練，包括在各種狀況下救助、使用、操縱、操作這些艇筏的所有事項及其傾覆後的扶正。

3.4 如因 1997 年 7 月 1 日前建造的滾裝客船的佈置或尺寸而不能裝放第 3.1 款所要求的快速救助艇，該快速救助艇可取代某一被當作救助艇的現有救生艇被裝放，或者，對於建造於 1986 年 7 月 1 日前的船舶，取代供應急艇使用的小艇被裝放，但應符合下列所有條件：

- .1 被裝放的快速救助艇應使用符合第 3.2 款規定的降放裝置；
- .2 因上述取代而損失的救生艇筏乘載能力應通過裝放其運載人數至少與被取代的救生艇相同的救生筏作出補償；和
- .3 此種救生筏應使用現有降落設備或船舶撤離系統。

4 救助裝置

4.1 每一滾裝客船均應配備有效裝置，從水中快速救起幸存者並將其從救助裝置或救助艇筏轉移到船舶上。

4.2 向船舶轉移幸存者的設備可以是船舶撤離系統或用於救助目的的系統的組成部分。

4.3 如果船舶撤離系統的滑道是用於向船舶甲板轉移幸存者，則滑道應備有幫助爬過滑道的扶手索或梯子。

5 救生衣

5.1 雖有第 7.2 條和第 21.2 條的規定，集合地點附近仍應存放足夠數量的救生衣，以便旅客無須回到艙室取救生衣。

5.2 在滾裝客船中，每一救生衣均應裝有符合第 32.3 條要求的燈。

第 24-2 條

旅客資料

- 1 離開前應對客船上的所有人員進行清點。
- 2 離開前應將表示在緊急情況下需要特殊照管或幫助的人員的細節作出記錄並向船長通報。
- 3 此外，在不晚於 1999 年 1 月 1 日，為搜尋和救助計，船上所有人員的姓名和性別應按成人、兒童和嬰兒分別加以記錄。
- 4 第 1、2 和 3 款所要求的資料應保存在岸上，在需要時隨時向搜尋與救助部門提供。
- 5 如果客船的預定航行使其無法準備此種記錄，主管機關可免除此種船舶執行第 3 款的要求。

第 24-3 條

直升飛機的着陸和搭乘區域

- 1 所有滾裝客船均應配備由主管機關在考慮到本組織通過的建議書的情況下認可的直升飛機搭乘區域。

2 1997 年 7 月 1 日前建造的滾裝客船應在不晚於 1997 年 7 月 1 日後的第一個定期檢驗日期符合第 1 款的要求。

3 1999 年 7 月 1 日或以後建造的、船長等於或大於 130 米的滾裝客船，應設有由主管機關在考慮到本組織通過的建議書的情況下認可的直升飛機着陸區域。

第 24-4 條

客船船長的決策支持系統

1 本條適用於所有客船。1997 年 7 月 1 日前建造的客船應在不晚於 1999 年 7 月 1 日後的第一個定期檢驗日期符合本條的規定。

2 在所有客船中，應在駕駛台配備一個應急管理的決策支持系統。

3 該系統至少應由一個或多個打印的應急計劃組成。凡可預料的緊急情況均應在應急計劃中指明，包括但不限於下列主要緊急情況組類：

- .1 火災；
- .2 船舶破損；
- .3 污染；
- .4 危及船舶安全及其旅客和船員安全的非法行為；
- .5 人身事故；
- .6 貨物事故；和
- .7 對其他船舶的緊急援助。

4 應急計劃中確定的應急程序應對船長處理任何綜合緊急情況提供決策支持。

5 應急計劃應具有統一的結構並易於使用。如適當，為客船航行穩性而計算的實際裝載情況應被用作破損控制目的。

6 除打印的應急計劃外，主管機關亦可接受在駕駛台使用以電腦為基礎的決策支持系統，只要此種系統提供了應急計劃、程序、檢查表等中所載的全部資料，而此種資料能提供在預見的各種緊急情況下應採取的建議行動清單。”

第 IV 章

無線電通信

第 1 條—適用範圍

25 在第 5 款中，所提及的“第 4 款”由“第 4 款和第 7 款”代替。

26 在第 5.1.2 款末尾現有日期“1992 年”後，增加“但是，客船無論尺寸如何均不得免除該公約第 IV 章第 3 條的要求”一語。

27 在現有第 6 款後新增如下第 7 款：

“7 1997 年 7 月 1 日前建造的客船應在不晚於 1997 年 7 月 1 日後的第一個定期檢驗日期符合第 6.4、6.5、6.6 和 7.5 條的要求（視情而定）。”

28 現有第 7 款重新編號為第 8 款。

第 6 條—無線電裝置

29 在現有第 3 款後新增如下第 4、5 和 6 款：

“4 對於客船，應在駕駛指揮台安裝一個遇險板。該板或者應裝有一個單一按鈕，按動時使用船上所要求的用於該目的的所有無線電通信裝置發出遇險報警，或者每一個別裝置都裝有一個按鈕。每當任何一個或多個按鈕被按動時，該板均應作出清晰的視觀指示。應配備防止按鈕被意外啟動的裝置。如果使用衛星無線電應急示位標作為遇險報警的次級裝置並且是非遙控啟動，則應接受在操舵室靠近駕駛指揮台處安裝一個額外的示位標。

5 對於客船，船位資料應連續和自動地提供給所有有關無線電通信設備，以便在按動遇險板上的按鈕時被納入最初的遇險報警中。

6 對於客船，應在駕駛指揮台安裝一個遇險報警板。遇險報警板應對船上收到的任何報警提供視聽指示，還應指示出該遇險警報係通過哪一無線電通信業務收到的。”

第 7 條—無線電設備：總則

30 在現有第 4 款後新增如下第 5 款：

“5 每一客船應配備用於搜尋與救助目的從船舶的通常駕駛位置操作、使用 121.5 兆赫和 123.1 兆赫航空頻率的雙向現場無線電通信設備。”

第 16 條—無線電人員

31 將現有條文編號為第 1 款。

32 在上述第 1 款後新增如下第 2 款：

“2 對於客船，至少應有一名具有第 1 款規定的資格的人員被指派專門履行遇險事故期間的無線電通信職責。”

第 V 章

航行安全

第 10 條—遇險通信：義務和程序

33 現有 (a) 至 (d) 款的條文由下述條文代替：

“ (a) 在收到任何來源發出的關於人員在海上遇險的信號時處於能夠提供援助的位置的海上船舶的船長，有義務全速前往援救；如有可能，應將該船正前往援救一事通知他們或搜尋和救助部門。如果收到遇險報警的船舶不能夠前往援救，或在特殊情況下認為前往援救為不合理或不必要時，船長必須將未能前往援救遇險人員的原因記入航海日誌，並且根據本組織的建議書向適當的搜尋和救助部門作出相應通知。

(b) 遇險船舶的船長或有關的搜尋和救助部門，在與對遇險報警作出回答的船舶的船長進行可能的協商後，有權徵用遇險船舶的船長或搜尋和救助部門認為最能給予援救的一艘或數艘船舶；被徵用的船舶的船長有義務應徵，繼續全速前往援救遇險人員。

(c) 船舶的船長在得悉他們的船舶未被徵用而其他船舶已被徵用和正待應徵時，應被解除本條第 (a) 款規定的義務。如可能，應將此決定通知其他被應徵的船舶和搜尋和救助部門。

(d) 船舶的船長在收到遇險人員或搜尋和救助部門或業已抵達此種人員處的另一船舶的船長發出的不再需要援救的通知時，應被解除本條第 (a) 款規定的義務；如其船舶已被徵用，則應被解除本條第 (b) 款規定的義務。”

34 在現有第 10 條後新增如下第 10-1 條：

“第 10-1 條

船長對安全航行的自主權

船長在作出根據其職業判斷對安全航行是必需的任何決策時，尤其是在惡劣氣候和海況下，應不受船舶所有人、租賃人或任何其他人的約束。”

第 13 條—配員

35 在現有第 (b) 款後新增如下第 (c) 款：

“ (c) 在第 I 章適用的每一客船上，為確保船員在安全事項上的有效工作，應確定一種工作語言並記入船舶的航海日誌。應視情由公司或船長確定該適當工作語言。每一海員必須懂得以該語言作出的指令和指示，如果適當，以該語言作出指令和指示；和以該語言作出回應報告。如果工作語言不是船舶有權懸掛其國旗的國家的官方語言，要求張貼的所有計劃和清單均應包括該工作語言的譯文。”

第 15 條-搜尋和救助

36 在現有第 (b) 款後新增如下第 (c) 款：

“ (c) 適用於第 I 章、在固定航線上營運的客船應在船上備有在緊急情況下與適當的搜尋和救助部門使用的計劃。該計劃應由船舶和搜尋和救助部門聯合制定並經主管機關認可。該計劃應包括客船和有關的搜尋和救助部門為檢驗其效果而商定的定期演習規定。”

37 在現有第 22 條後新增如下第 23 條：

“第 23 條

營運限制

(本條適用於第 I 章適用的所有客船)

1 1997 年 7 月 1 日前建造的客船應在不晚於 1997 年 7 月 1 日後的第一個定期檢驗日期適用本條的要求。

2 客船所有營運限制的一覽表，包括對任一條款的免除、營運區域限制、氣候限制、海況限制、允許負載限制、縱傾、速度和任何其他限制，無論是主管機關所規定者，還是設計或建造階段所確定者，應在客船投入營運前彙編。該表連同任何必要說明應以主管機關可以接受的形式書面製成文件存放於船上，供船長隨時使用。該表應不斷更新。如果所用語言不是英語或法語，則該表應以其中一種語言提供。”

第 VI 章

貨物裝運

第 5 條—積載和繫固

38 在現有第 5 款後新增如下第 6 款：

“6 在整個航程中，貨物單元包括車輛和集裝箱應按主管機關認可的《貨物繫固手冊》裝船、積載和繫固。對具有第 II-2/3.14 條定義的滾裝裝貨處所的船舶，在船舶離開泊位前應按照《貨物繫固手冊》完成貨物單元的所有繫固工作。制定的《貨物繫固手冊》至少應達到相當於本組織制定的指南的標準。”

**RESOLUTION 1 OF THE CONFERENCE OF CONTRACTING GOVERNMENTS TO THE
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974
ADOPTED ON 29 NOVEMBER 1995**

**ADOPTION OF AMENDMENTS TO THE ANNEX TO THE INTERNATIONAL
CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974**

THE CONFERENCE,

RECALLING article VIII (c) of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as "the Convention") concerning the procedure for amending the Convention by a Conference of Contracting Governments,

NOTING resolution A.596(15) adopted by the Assembly of the International Maritime Organization (IMO), concerning the safety of ro-ro ships,

NOTING FURTHER resolutions MSC.11(55), MSC.12(56), MSC.24(60), MSC.26(60) and MSC.27(61) by which amendments to the Convention were adopted by the Maritime Safety Committee of IMO aimed at enhancing the safety of new and existing ro-ro passenger ships, as appropriate,

EXPRESSING ITS CONCERN that, since the adoption of the aforementioned amendments, a number of ro-ro passenger ships have been involved in casualties, one of which has resulted in severe loss of life,

RECOGNIZING the urgent need to further improve the safety standards in all aspects of the design, equipment and operation of ro-ro passenger ships to avoid recurrence of such casualties,

HAVING CONSIDERED amendments to the Annex to the Convention proposed and circulated to all Members of the International Maritime Organization and all Contracting Governments to the Convention,

1. **ADOPTS**, in accordance with article VIII(c)(ii) of the Convention, amendments to the Annex 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 January 1997, unless, prior to this date, more than one third of Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% 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 July 1997 upon their acceptance in accordance with paragraph 2 above.

ANNEX

**AMENDMENTS TO THE ANNEX TO THE INTERNATIONAL CONVENTION
FOR THE SAFETY OF LIFE AT SEA, 1974**

CHAPTER II-1

**CONSTRUCTION - SUBDIVISION AND STABILITY, MACHINERY
AND ELECTRICAL INSTALLATIONS****Regulation 1 - Application**

- 1 In paragraph 3.2, the reference to "regulation 8.9" is replaced by "regulation 8-1".

Regulation 2 - Definitions

- 2 The following new paragraph 13 is added after the existing paragraph 12:

"13 *Ro-ro passenger ship* means a passenger ship with ro-ro cargo spaces or special category spaces as defined in regulation II-2/3."

Regulation 8 - Stability of passenger ships in damaged condition

- 3 In the text in the parenthesis following the title, the reference to "paragraph 9" is replaced by "regulation 8-1".
- 4 Existing paragraph 2.3.5 is deleted.
- 5 The following new sentence is added after the existing first sentence of paragraph 7.4:
"The determination of the ship's stability shall always be made by calculation".
- 6 Existing paragraph 9 is deleted.
- 7 The following new regulations 8-1 and 8-2 are added after existing regulation 8:

"Regulation 8-1**Stability of ro-ro passenger ships in damaged condition**

Ro-ro passenger ships constructed before 1 July 1997 shall comply with regulation 8, as amended by resolution MSC.12(56), not later than the date of the first periodical survey after the date of compliance prescribed below, according to the value of A/A_{max} as defined in the annex of the Calculation procedure to assess the survivability characteristics of existing ro-ro passenger ships when using a simplified method based upon resolution A.265(VIII), developed by the Maritime Safety Committee at its fifty-ninth session in June 1991 (MSC/Circ.574):

Value of A/Amax	Date of compliance
less than 85%	1 October 1998
85% or more but less than 90%	1 October 2000
90% or more but less than 95%	1 October 2002
95% or more but less than 97.5%	1 October 2004
97.5% or more	1 October 2005

Regulation 8-2

Special requirements for ro-ro passenger ships carrying 400 persons or more

Notwithstanding the provisions of regulations 8 and 8-1:

- .1 ro-ro passenger ships certified to carry 400 persons or more constructed on or after 1 July 1997 shall comply with the provisions of paragraph 2.3 of regulation 8, assuming the damage applied anywhere within the ship's length L; and
- .2 ro-ro passenger ships certified to carry 400 persons or more constructed before 1 July 1997 shall comply with the requirements of subparagraph .1 not later than the date of the first periodical survey after the date of compliance prescribed in subparagraph .2.1, .2.2 or .2.3 which occurs the latest:

Date of compliance

.2.1	Value of A/Amax	Date of compliance
	less than 85 %	1 October 1998
	85 % or more but less than 90 %	1 October 2000
	90 % or more but less than 95 %	1 October 2002
	95 % or more but less than 97.5%	1 October 2004
	97.5 % or more	1 October 2010
.2.2	Number of persons permitted to be carried	Date of compliance
	1500 or more	1 October 2002
	1000 or more but less than 1500	1 October 2006
	600 or more but less than 1000	1 October 2008
	400 or more but less than 600	1 October 2010
.2.3	Age of the ship equal to or greater than	Date of compliance
	20 years,	

where the age of the ship means the time counted from the date on which the keel was laid or the date on which it was at a similar stage of construction or from the date on which the ship was converted to a ro-ro passenger ship."

Regulation 10 - Peak and machinery space bulkheads, shaft tunnels, etc., in passenger ships

8 The existing text of paragraphs 3 and 4 is replaced by the following:

"3 Where a long forward superstructure is fitted, the forepeak or collision bulkhead on all passenger ships shall be extended weathertight to the next full deck above the bulkhead deck. The extension shall be so arranged as to preclude the possibility of the bow door causing damage to it in the case of damage to, or detachment of, a bow door.

4 The extension required in paragraph 3 need not be fitted directly above the bulkhead below, provided that all parts of the extension are not located forward of the forward limit specified in paragraph 1 or paragraph 2. However, in ships constructed before 1 July 1997:

- .1 where a sloping ramp forms part of the extension, the part of the extension, which is more than 2.3 m above the bulkhead deck, may extend no more than 1 m forward of the forward limits specified in paragraph 1 or paragraph 2; and
- .2 where the existing ramp does not comply with the requirements for acceptance as an extension to the collision bulkhead and the position of the ramp prevents the siting of such extension within the limits specified in paragraph 1 or paragraph 2, the extension may be sited within a limited distance aft of the aft limit specified in paragraph 1 or paragraph 2. The limited distance aft should be no more than is necessary to ensure non interference with the ramp. The extension to the collision bulkhead shall open forward and comply with the requirements of paragraph 3 and shall be so arranged as to preclude the possibility of the ramp causing damage to it in the case of damage to, or detachment of, the ramp.

5 Ramps not meeting the above requirements shall be disregarded as an extension of the collision bulkhead.

6 In ships constructed before 1 July 1997, the requirements of paragraphs 3 and 4 shall apply not later than the date of the first periodical survey after 1 July 1997".

9 Existing paragraphs 5 and 6 are renumbered as paragraphs 7 and 8.

Regulation 15 - Openings in watertight bulkheads in passenger ships

10 The following new paragraph 6.5 is added after existing paragraph 6.4:

"6.5 In ships constructed before 1 February 1992, doors which do not comply with paragraphs 6.1 to 6.4 shall be closed before the voyage commences, and shall be kept closed during navigation; the time of opening such doors in port and of closing them before the ship leaves port shall be entered into the log-book."

Regulation 19 - Construction and initial tests of watertight decks, trunks, etc., in passenger ships and cargo ships

11 The following new paragraphs 2, 3 and 4 are added after existing paragraph 1:

"2 Where a ventilation trunk passing through a structure penetrates the bulkhead deck, the trunk shall be capable of withstanding the water pressure that may be present within the trunk, after having taken into account the maximum heel angle allowable during intermediate stages of flooding, in accordance with regulation 8.5.

3 Where all or part of the penetration of the bulkhead deck is on the main ro-ro deck, the trunk shall be capable of withstanding impact pressure due to internal water motions (sloshing) of water trapped on the ro-ro deck.

4 In ships constructed before 1 July 1997, the requirements of paragraph 2 shall apply not later than the date of the first periodical survey after 1 July 1997."

- 12 Existing paragraph 2 is renumbered as paragraph 5.

Regulation 20 - Watertight integrity of passenger ships above the margin line

- 13 The following new paragraph 3 is added after existing paragraph 2:

"3 In passenger ships constructed on or after 1 July 1997, the open end of air pipes terminating within a superstructure shall be at least 1 m above the waterline when the ship heels to an angle of 15°, or the maximum angle of heel during intermediate stages of flooding, as determined by direct calculation, whichever is the greater. Alternatively, air pipes from tanks other than oil tanks may discharge through the side of the superstructure. The provisions of this paragraph are without prejudice to the provisions of the International Convention on Load Lines in force."

- 14 Existing paragraphs 3 and 4 are renumbered as paragraphs 4 and 5.

- 15 The following new regulations 20-2 to 20-4 are added after existing regulation 20-1:

"Regulation 20-2

Watertight integrity from the ro-ro deck (bulkhead deck) to spaces below

- 1 In ro-ro passenger ships constructed on or after 1 July 1997:
- .1 subject to the provisions of subparagraphs .2 and .3, all accesses that lead to spaces below the bulkhead deck shall have a lowest point which is not less than 2.5 m above the bulkhead deck;
 - .2 where vehicle ramps are installed to give access to spaces below the bulkhead deck, their openings shall be able to be closed weathertight to prevent ingress of water below, alarmed and indicated to the navigation bridge;
 - .3 the Administration may permit the fitting of particular accesses to spaces below the bulkhead deck provided they are necessary for the essential working of the ship, e.g. the movement of machinery and stores, subject to such accesses being made watertight, alarmed and indicated to the navigation bridge;

- .4 the accesses referred to in subparagraphs .2 and .3 shall be closed before the ship leaves the berth on any voyage and shall remain closed until the ship is at its next berth;
 - .5 the master shall ensure that an effective system of supervision and reporting of the closing and opening of such accesses referred to in subparagraphs .2 and .3 is implemented; and
 - .6 the master shall ensure, before the ship leaves the berth on any voyage, that an entry in the log-book, as required by regulation 25, is made of the time of the last closing of the accesses referred to in subparagraphs .2 and .3.
- 2 In ro-ro passenger ships constructed before 1 July 1997:
- .1 all accesses from the ro-ro deck that lead to spaces below the bulkhead deck shall be made weathertight and means shall be provided on the navigation bridge, indicating whether the access is open or closed;
 - .2 all such accesses shall be closed before the ship leaves the berth on any voyage and shall remain closed until the ship is at its next berth;
 - .3 notwithstanding the requirements of subparagraph .2, the Administration may permit some accesses to be opened during the voyage but only for a period sufficient to permit through passage and, if required, for the essential working of the ship; and
 - .4 the requirements of subparagraph .1 shall apply not later than the date of the first periodical survey after 1 July 1997.

Regulation 20-3

Access to ro-ro decks

In all ro-ro passenger ships, the master or the designated officer shall ensure that, without the expressed consent of the master or the designated officer, no passengers are allowed access to an enclosed ro-ro deck when the ship is underway.

Regulation 20-4

Closure of bulkheads on the ro-ro deck

- 1 All transverse or longitudinal bulkheads which are taken into account as effective to confine the seawater accumulated on the ro-ro deck shall be in place and secured before the ship leaves the berth and remain in place and secured until the ship is at its next berth.
- 2 Notwithstanding the requirements of paragraph 1, the Administration may permit some accesses within such bulkheads to be opened during the voyage but only for sufficient time to permit through passage and, if required, for the essential working of the ship."

Regulation 23-2 - Integrity of the hull and superstructure, damage prevention and control

16 The existing text of regulation 23-2 is replaced by the following:

"(This regulation applies to all ro-ro passenger ships, except that for ships constructed before 1 July 1997, paragraph 2 shall apply not later than the date of the first periodical survey after 1 July 1997)

1 Indicators shall be provided on the navigation bridge for all shell doors, loading doors and other closing appliances which, if left open or not properly secured, could, in the opinion of the Administration, lead to flooding of a special category space or ro-ro cargo space. The indicator system shall be designed on the fail-safe principle and shall show by visual alarms if the door is not fully closed or if any of the securing arrangements are not in place and fully locked and by audible alarms if such door or closing appliances become open or the securing arrangements become unsecured. The indicator panel on the navigation bridge shall be equipped with a mode selection function "harbour/sea voyage" so arranged that an audible alarm is given on the navigation bridge if the ship leaves harbour with the bow doors, inner doors, stern ramp or any other side shell doors not closed or any closing device not in the correct position. The power supply for the indicator system shall be independent of the power supply for operating and securing the doors. The indicator systems, approved by the Administration, which were installed on ships constructed before 1 July 1997 need not be changed.

2 Television surveillance and a water leakage detection system shall be arranged to provide an indication to the navigation bridge and to the engine control station of any leakage through inner and outer bow doors, stern doors or any other shell doors which could lead to flooding of special category spaces or ro-ro cargo spaces.

3 Special category spaces and ro-ro cargo spaces shall be continuously patrolled or monitored by effective means, such as television surveillance, so that any movement of vehicles in adverse weather conditions and unauthorized access by passengers thereto can be detected whilst the ship is underway.

4 Documented operating procedures for closing and securing all shell doors, loading doors and other closing appliances which, if left open or not properly secured, could, in the opinion of the Administration, lead to flooding of a special category space or ro-ro cargo space, shall be kept on board and posted at an appropriate place."

Regulation 45 - Precautions against shock, fire and other hazards of electrical origin

17 The following new sentence is added after the existing first sentence of paragraph 5.3:

"In ro-ro passenger ships, cabling for emergency alarms and public address systems installed on or after 1 July 1998 shall be approved by the Administration having regard to the recommendations developed by the Organization."

CHAPTER II-2**CONSTRUCTION - FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION****Regulation 3 - Definitions**

18 The following new paragraph 34 is added after existing paragraph 33:

"34 *Ro-ro passenger ship* means a passenger ship with ro-ro cargo spaces or special category spaces as defined in this regulation."

19 The following new regulation 28-1 is added after existing regulation 28:

"Regulation 28-1**Escape routes on ro-ro passenger ships****1 Requirements applicable to all ro-ro passenger ships**

1.1 This paragraph shall apply to all ro-ro passenger ships. For ships constructed before 1 July 1997 the requirements of the regulation shall apply not later than the date of the first periodical survey after 1 July 1997.

1.2 Handrails or other handholds shall be provided in all corridors along the entire escape route, so that a firm handhold is available every step of the way, where possible, to the assembly stations and embarkation stations. Such handrails shall be provided on both sides of longitudinal corridors more than 1.8 m in width and transverse corridors more than 1 m in width. Particular attention shall be paid to the need to be able to cross lobbies, atriums and other large open spaces along escape routes. Handrails and other handholds shall be of such strength as to withstand a distributed horizontal load of 750 N/m applied in the direction of the centre of the corridor or space, and a distributed vertical load of 750 N/m applied in the downward direction. The two loads need not be applied simultaneously.

1.3 Escape routes shall not be obstructed by furniture and other obstructions. With the exception of tables and chairs which may be cleared to provide open space, cabinets and other heavy furnishings in public spaces and along escape routes shall be secured in place to prevent shifting if the ship rolls or lists. Floor coverings shall also be secured in place. When the ship is underway, escape routes shall be kept clear of obstructions such as cleaning carts, bedding, luggage and boxes of goods.

1.4 Escape routes shall be provided from every normally occupied space on the ship to an assembly station. These escape routes shall be arranged so as to provide the most direct route possible to the assembly station, and shall be marked with symbols in accordance with the recommendations of the Organization.

1.5 Where enclosed spaces adjoin an open deck, openings from the enclosed space to the open deck shall, where practicable, be capable of being used as an emergency exit.

1.6 Decks shall be sequentially numbered, starting with "1" at the tank top or lowest deck. These numbers shall be prominently displayed at stair landings and lift lobbies. Decks may also be named, but the deck number shall always be displayed with the name.

1.7 Simple "mimic" plans showing the "you are here" position and escape routes marked by arrows, shall be prominently displayed on the inside of each cabin door and in public spaces. The plan shall show the directions of escape, and shall be properly oriented in relation to its position on the ship.

1.8 Cabin and stateroom doors shall not require keys to unlock them from inside the room. Neither shall there be any doors along any designed escape route which require keys to unlock them when moving in the direction of escape.

2 Requirements applicable to ro-ro passenger ships constructed on or after 1 July 1997

2.1 The lowest 0.5 m of bulkheads and other partitions forming vertical divisions along escape routes shall be able to sustain a load of 750 N/m to allow them to be used as walking surfaces from the side of the escape route with the ship at large angles of heel.

2.2 The escape route from cabins to stairway enclosures shall be as direct as possible, with a minimum number of changes in direction. It shall not be necessary to cross from one side of the ship to the other to reach an escape route. It shall not be necessary to climb more than two decks up or down in order to reach an assembly station or open deck from any passenger space.

2.3 External routes shall be provided from open decks, referred to in paragraph 2.2, to the survival craft embarkation stations.

3 Requirements applicable to ro-ro passenger ships constructed on or after 1 July 1999

For ro-ro passenger ships constructed on or after 1 July 1999, escape routes shall be evaluated by an evacuation analysis early in the design process. The analysis shall be used to identify and eliminate, as far as practicable, congestion which may develop during an abandonment, due to normal movement of passengers and crew along escape routes, including the possibility that crew may need to move along these routes in a direction opposite the movement of passengers. In addition, the analysis shall be used to demonstrate that escape arrangements are sufficiently flexible to provide for the possibility that certain escape routes, assembly stations, embarkation stations or survival craft may not be available as a result of a casualty."

Regulation 37 - Protection of special category spaces

20 Existing paragraph 2.1 is renumbered as paragraph 2.1.1.

21 The following new paragraph 2.1.2 is added after the renumbered paragraph 2.1.1:

"2.1.2 Discharges

2.1.2.1 In all ro-ro passenger ships discharge valves for scuppers, fitted with positive means of closing operable from a position above the bulkhead deck in accordance with the requirements of the International Convention on Load Lines in force, shall be kept open while the ships are at sea.

2.1.2.2 Any operation of the valves referred to in paragraph 2.1.2.1 shall be recorded in the log-book."

CHAPTER III

LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Regulation 3 - Definitions

22 The following new paragraph 19 is added after existing paragraph 18:

"19 *Ro-ro passenger ship* means a passenger ship with ro-ro cargo spaces or special category spaces as defined in regulation II-2/3."

Regulation 6 - Communications

23 The following new paragraph 5 is added after existing paragraph 4:

"5 Public address systems on passenger ships

5.1 In addition to the requirements of regulation II-2/40.5 or regulation II-2/41-2, as appropriate, and of paragraph 4.2, all passenger ships shall be fitted with a public address system. With respect to passenger ships constructed before 1 July 1997 the requirements of paragraphs 5.2, 5.3 and 5.5, subject to the provisions of paragraph 5.6, shall apply not later than the date of the first periodical survey after 1 July 1997.

5.2 The public address system shall be one complete system consisting of a loudspeaker installation which enables simultaneous broadcast of messages to all spaces where crew members or passengers, or both, are normally present and to assembly stations. The public address system shall provide for the broadcast of messages from the navigation bridge and such other places on board as the Administration deems necessary.

5.3 The public address system shall be protected against unauthorized use and be clearly audible above the ambient noise in all spaces, prescribed by paragraph 5.2, and shall be provided with an override function controlled from one location on the navigation bridge and such other places on board as the Administration deems necessary, so that all emergency messages will be broadcast if any loudspeaker in the spaces concerned has been switched off, its volume has been turned down or the public address system is used for other purposes.

5.4 On passenger ships constructed on or after 1 July 1997:

- .1 the public address system shall have at least two loops which shall be sufficiently separated throughout their length and have two separate and independent amplifiers; and
- .2 the public address system and its performance standards shall be approved by the Administration having regard to the recommendations adopted by the Organization.

5.5 The public address system shall be connected to the emergency source of power.

5.6 Ships constructed before 1 July 1997 which are already fitted with the public address system approved by the Administration which complies substantially with those required by paragraphs 5.2, 5.3 and 5.5 are not required to change their system."

24 The following new regulations 24-1 to 24-4 are added after existing regulation 24:

"Regulation 24-1

Requirements for ro-ro passenger ships

1 This regulation applies to all ro-ro passenger ships. Ro-ro passenger ships constructed:

- .1 on or after 1 July 1998 shall comply with the requirements of paragraphs 2.3, 2.4, 3.1, 3.2, 3.3, 4 and 5;
- .2 on or after 1 July 1986 and before 1 July 1998 shall comply with paragraph 5 not later than the first periodical survey after 1 July 1998 and with paragraphs 2.3, 2.4, 3 and 4 not later than the first periodical survey after 1 July 2000; and
- .3 before 1 July 1986 shall comply with paragraph 5 not later than the first periodical survey after 1 July 1998 and with paragraphs 2.1, 2.2, 2.3, 2.4, 3 and 4 not later than the first periodical survey after 1 July 2000.

2 Liferafts

2.1 The ro-ro passenger ship's liferafts shall be served by marine evacuation systems complying with regulation 48.5 or launching appliances complying with regulation 48.6, equally distributed on each side of the ship.

2.2 Every liferaft on ro-ro passenger ships shall be provided with float-free stowage arrangements complying with the requirements of regulation 23.

2.3 Every liferaft on ro-ro passenger ships shall be of a type fitted with a boarding ramp complying with the requirements of regulation 39.4.1 or regulation 40.4.1, as appropriate.

2.4 Every liferaft on ro-ro passenger ships shall either be automatically self-righting or be a canopied reversible liferaft which is stable in a seaway and is capable of operating safely whichever way up it is floating. Alternatively, the ship shall carry automatically self-righting liferafts or canopied reversible liferafts, in addition to its normal complement of liferafts, of such aggregate capacity as will accommodate at least 50% of the persons not accommodated in lifeboats. This additional liferaft capacity shall be determined on the basis of the difference between the total number of persons on board and the number of persons accommodated in lifeboats. Every such liferaft shall be approved by the Administration having regard to the recommendations adopted by the Organization.

3 Fast rescue boats

3.1 At least one of the rescue boats on a ro-ro passenger ship shall be a fast rescue boat approved by the Administration having regard to the recommendations adopted by the Organization.

3.2 Each fast rescue boat shall be served by a suitable launching appliance approved by the Administration. When approving such launching appliances, the Administration shall take into account that the fast rescue boat is intended to be launched and retrieved even under severe adverse weather conditions, and also shall have regard to the recommendations adopted by the Organization.

3.3 At least two crews of each fast rescue boat shall be trained and drilled regularly having regard to the Seafarers' Training, Certification and Watchkeeping (STCW) Code and recommendations adopted by the Organization, including all aspects of rescue, handling, manoeuvring, operating these craft in various conditions, and righting them after capsize.

3.4 In the case where the arrangement or size of a ro-ro passenger ship, constructed before 1 July 1997, is such as to prevent the installation of the fast rescue boat required by paragraph 3.1, the fast rescue boat may be installed in place of an existing lifeboat which is accepted as a rescue boat or, in the case of ships constructed prior to 1 July 1986, boats for use in an emergency, provided that all of the following conditions are met:

- .1 the fast rescue boat installed is served by a launching appliance complying with the provisions of paragraph 3.2;
- .2 the capacity of the survival craft lost by the above substitution is compensated by the installation of liferafts capable of carrying at least an equal number of persons served by the lifeboat replaced; and
- .3 such liferafts are served by the existing launching appliances or marine evacuation systems.

4 Means of rescue

4.1 Each ro-ro passenger ship shall be equipped with efficient means for rapidly recovering survivors from the water and transferring survivors from rescue units or survival craft to the ship.

4.2 The means of transfer of survivors to the ship may be part of a marine evacuation system, or may be part of a system designed for rescue purposes.

4.3 If the slide of a marine evacuation system is intended to provide the means of transfer of survivors to the deck of the ship, the slide shall be equipped with handlines or ladders to aid in climbing up the slide.

5 Lifejackets

5.1 Notwithstanding the requirements of regulations 7.2 and 21.2, a sufficient number of lifejackets shall be stowed in the vicinity of the assembly stations so that passengers do not have to return to their cabins to collect their lifejackets.

5.2 In ro-ro passenger ships, each lifejacket shall be fitted with a light complying with the requirements of regulation 32.3.

Regulation 24-2

Information on passengers

- 1 All persons on board passenger ships shall be counted prior to departure.
- 2 Details of persons who have declared a need for special care or assistance in emergency situations shall be recorded and communicated to the master prior to departure.

3 In addition, not later than 1 January 1999, the names and gender of all persons on board, distinguishing between adults, children and infants shall be recorded for search and rescue purposes.

4 The information required by paragraphs 1, 2 and 3 shall be kept ashore and made readily available to search and rescue services when needed.

5 Administrations may exempt passenger ships from the requirements of paragraph 3, if the scheduled voyages of such ships render it impracticable for them to prepare such records.

Regulation 24-3

Helicopter landing and pick-up areas

1 All ro-ro passenger ships shall be provided with a helicopter pick-up area approved by the Administration having regard to the recommendations adopted by the Organization.

2 Ro-ro passenger ships constructed before 1 July 1997 shall comply with the requirements of paragraph 1 not later than the date of the first periodical survey after 1 July 1997.

3 Passenger ships of 130 m in length and upwards, constructed on or after 1 July 1999, shall be fitted with a helicopter landing area approved by the Administration having regard to the recommendations adopted by the Organization.

Regulation 24-4

Decision support system for masters of passenger ships

1 This regulation applies to all passenger ships. Passenger ships constructed before 1 July 1997 shall comply with the requirements of this regulation not later than the date of the first periodical survey after 1 July 1999.

2 In all passenger ships, a decision support system for emergency management shall be provided on the navigation bridge.

3 The system shall, as a minimum, consist of a printed emergency plan or plans. All foreseeable emergency situations shall be identified in the emergency plan or plans, including, but not limited to, the following main groups of emergencies:

- .1 fire;
- .2 damage to ship;
- .3 pollution;
- .4 unlawful acts threatening the safety of the ship and the security of its passengers and crew;
- .5 personnel accidents;
- .6 cargo-related accidents; and
- .7 emergency assistance to other ships.

4 The emergency procedures established in the emergency plan or plans shall provide decision support to masters for handling any combination of emergency situations.

5 The emergency plan or plans shall have a uniform structure and be easy to use. Where applicable, the actual loading condition as calculated for the passenger ship's voyage stability shall be used for damage control purposes.

6 In addition to the printed emergency plan or plans, the Administration may also accept the use of a computer-based decision support system on the navigation bridge which provides all the information contained in the emergency plan or plans, procedures, checklists, etc., which is able to present a list of recommended actions to be carried out in foreseeable emergencies."

CHAPTER IV

RADIOCOMMUNICATIONS

Regulation 1 - Application

25 In paragraph 5, the reference to "paragraph 4" is replaced by "paragraphs 4 and 7".

26 At the end of paragraph 5.1.2, after the existing date "1992", the phrase "; however, passenger ships irrespective of size shall not be granted any exemption from the requirements of regulation 3 of chapter IV of that Convention" is added.

27 The following new paragraph 7 is added after existing paragraph 6:

"7 Passenger ships constructed before 1 July 1997 shall, as appropriate, comply with the requirements of regulations 6.4, 6.5, 6.6 and 7.5 not later than the date of the first periodical survey after 1 July 1997."

28 Existing paragraph 7 is renumbered as paragraph 8.

Regulation 6 - Radio installations

29 The following new paragraphs 4, 5 and 6 are added after existing paragraph 3:

"4 In passenger ships, a distress panel shall be installed at the conning position. This panel shall contain either one single button which, when pressed, initiates a distress alert using all radiocommunication installations required on board for that purpose or one button for each individual installation. The panel shall clearly and visually indicate whenever any button or buttons have been pressed. Means shall be provided to prevent inadvertent activation of the button or buttons. If the satellite EPIRB is used as the secondary means of distress alerting and is not remotely activated, it shall be acceptable to have an additional EPIRB installed in the wheelhouse near the conning position.

5 In passenger ships, information on the ship's position shall be continuously and automatically provided to all relevant radiocommunication equipment to be included in the initial distress alert when the button or buttons on the distress panel is pressed.

6 In passenger ships, a distress alarm panel shall be installed at the conning position. The distress alarm panel shall provide visual and aural indication of any distress alert or alerts received on board and shall also indicate through which radiocommunication service the distress alerts have been received."

Regulation 7 - Radio equipment: General

30 The following new paragraph 5 is added after existing paragraph 4:

"5 Every passenger ship shall be provided with means for two-way on-scene radiocommunications for search and rescue purposes using the aeronautical frequencies 121.5 MHz and 123.1 MHz from the position from which the ship is normally navigated."

Regulation 16 - Radio personnel

31 The existing paragraph is numbered as paragraph 1.

32 The following new paragraph 2 is added after the renumbered paragraph 1:

"2 In passenger ships, at least one person qualified in accordance with paragraph 1 shall be assigned to perform only radiocommunication duties during distress incidents."

CHAPTER V**SAFETY OF NAVIGATION****Regulation 10 - Distress messages: Obligations and procedures**

33 The existing text of paragraphs (a) to (d) is replaced by the following:

"(a) The master of a ship at sea which is in a position to be able to provide assistance, on receiving a signal from any source that persons are in distress at sea, is bound to proceed with all speed to their assistance, if possible informing them or the search and rescue service, that the ship is doing so. If the ship receiving the distress alert is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, the master must enter in the log-book the reason for failing to proceed to the assistance of the persons in distress and, taking into account the recommendations of the Organization, inform the appropriate search and rescue service accordingly.

(b) The master of a ship in distress or the search and rescue service concerned, after consultation, so far as may be possible, with the masters of ships which answer the distress alert, has the right to requisition one or more of those ships such as the master of the ship in distress or the search and rescue service considers best able to render assistance, and it shall be the duty of the master or masters of the ship or ships so requisitioned to comply with the requisition by continuing to proceed with all speed to the assistance of persons in distress.

(c) Masters of ships shall be released from the obligation imposed by paragraph (a) of this regulation on learning that their ships have not been requisitioned and that one or more other ships have been requisitioned and are complying with the requisition. This decision shall, if possible, be communicated to the other requisitioned ships and to the search and rescue service.

(d) The master of a ship shall be released from the obligation imposed by paragraph (a) of this regulation, and, if the ship has been requisitioned, from the obligation imposed by paragraph (b) of this regulation, on being informed by the persons in distress or by the search and rescue service or by the master of another ship which has reached such persons that assistance is no longer necessary."

34 The following new regulation 10-1 is added after existing regulation 10:

"Regulation 10-1

Master's discretion for safe navigation

The master shall not be constrained by the shipowner, charterer or any other person from taking any decision which, in the professional judgement of the master, is necessary for safe navigation, in particular in severe weather and in heavy seas."

Regulation 13 - Manning

35 The following new paragraph (c) is added after existing paragraph (b):

"(c) On every passenger ship to which chapter I applies, to ensure effective crew performance in safety matters, a working language shall be established and recorded in the ship's log-book. The company or the master, as appropriate, shall determine the appropriate working language. Each seafarer shall be required to understand and, where appropriate, give orders and instructions and to report back in that language. If the working language is not an official language of the State whose flag the ship is entitled to fly, all plans and lists required to be posted shall include a translation into the working language".

Regulation 15 - Search and rescue

36 The following new paragraph (c) is added after existing paragraph (b):

"(c) Passenger ships to which chapter I applies, trading on fixed routes, shall have on board a plan for co-operation with appropriate search and rescue services in event of an emergency. The plan shall be developed in co-operation between the ship and the search and rescue services and be approved by the Administration. The plan shall include provisions for periodic exercises to be undertaken as agreed by the passenger ship and the search and rescue services concerned to test its effectiveness".

37 The following new regulation 23 is added after existing regulation 22:

"Regulation 23

Operational limitations

(This regulation applies to all passenger ships to which chapter I applies)

1 On passenger ships constructed before 1 July 1997, the requirements of this regulation shall apply not later than the date of the first periodical survey after 1 July 1997.

2 A list of all limitations on the operation of a passenger ship including exemptions from any of these regulations, restrictions in operating areas, weather restrictions, sea state restrictions, restrictions in permissible loads, trim, speed and any other limitations, whether imposed by the Administration or established during the design or the building stages, shall be compiled before the passenger ship is put in service. The list, together with any necessary explanations, shall be documented in a form acceptable to the Administration, which shall be kept on board readily available to the master. The list shall be kept updated. If the language used is not English or French, the list shall be provided in one of the two languages."

CHAPTER VI

CARRIAGE OF CARGOES

Regulation 5 - Stowage and securing

38 The following new paragraph 6 is added after existing paragraph 5:

"6 Cargo units, including vehicles and containers, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. In ships with ro-ro cargo spaces, as defined in regulation II-2/3.14, all securing of cargo units, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves the berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to the guidelines developed by the Organization."

第 77/2014 號行政長官公告

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《1974年國際海上人命安全公約》（下稱“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；

國際海事組織海上安全委員會於二零零二年十二月十二日修正公約時加入了新的第II-1/3-6條，將用於檢查的進出通道的技術規定作為公約的強制性規定，並透過第MSC.133(76)號決議通過了《用於檢查的進出通道的技術規定》，且該技術規定自二零零五年一月一日起對澳門特別行政區生效；

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，命令公佈包含上指技術規定的第MSC.133(76)號決議的中文及英文文本。

二零一四年十月二十一日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 77/2014

Considerando 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 Internacional para a Salvaguarda da Vida Humana no Mar de 1974, adiante designada por Convenção, tal como emendada, na Região Administrativa Especial de Macau a partir de 20 de Dezembro de 1999;

Considerando igualmente que, em 12 de Dezembro de 2002, o Comité de Segurança Marítima da Organização Marítima Internacional procedeu a emendas à Convenção inserindo o novo regulamento II-1/3-6, que torna as Disposições Técnicas relativas aos Meios de Acesso para as Inspeções obrigatórias nos termos da Convenção, que, através da resolução MSC.133(76), adoptou as Disposições Técnicas relativas aos Meios de Acesso para as Inspeções, e que, tais disposições técnicas entraram em vigor, em relação à Região Administrativa Especial de Macau, a partir de 1 de Janeiro de 2005;

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.133(76), que contém as referidas disposições técnicas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 21 de Outubro de 2014.

O Chefe do Executivo, *Chui Sai On*.