

2.1 *Safe and environmentally friendly* means the ship shall have adequate strength, integrity and stability to minimize the risk of loss of the ship or pollution to the marine environment due to structural failure, including collapse, resulting in flooding or loss of watertight integrity.

2.2 *Environmentally friendly* also includes the ship being constructed of materials for environmentally acceptable recycling.

2.3 *Safety* also includes the ship's structure, fittings and arrangements providing for safe access, escape, inspection and proper maintenance and facilitating safe operation.

2.4 *Specified operating and environmental conditions* are defined by the intended operating area for the ship throughout its life and cover the conditions, including intermediate conditions, arising from cargo and ballast operations in port, waterways and at sea.

2.5 *Specified design life* is the nominal period that the ship is assumed to be exposed to operating and/or environmental conditions and/or the corrosive environment and is used for selecting appropriate ship design parameters. However, the ship's actual service life may be longer or shorter depending on the actual operating conditions and maintenance of the ship throughout its life cycle.

3 The requirements of paragraphs 2 to 2.5 shall be achieved through satisfying applicable structural requirements of an organization which is recognized by the Administration in accordance with the provisions of regulation XI-1/1, or national standards of the Administration, conforming to the functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers.

4 A Ship Construction File with specific information on how the functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers have been applied in the ship design and construction shall be provided upon delivery of a new ship, and kept on board the ship and/or ashore and updated as appropriate throughout the ship's service. The contents of the Ship Construction File shall, at least, conform to the guidelines developed by the Organization.

#### 第 90/2015 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二零一零年十二月三日透過第MSC.308(88)號決議通過了經修正的公約修正案，該修正案自二零一二年七月一日起適用於澳門特別行政區；

基於此，行政長官根據第3/1999號法律《法規的公佈與格式》第六條第一款的規定，命令公佈包含上指修正案的MSC.308(88)號決議的中文及英文文本。

二零一五年七月一日發佈。

行政長官 崔世安

#### Aviso do Chefe do Executivo n.º 90/2015

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 3 de Dezembro de 2010, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.308(88), adoptou emendas à Convenção, tal como emendada, e que tais emendas são aplicáveis na Região Administrativa Especial de Macau, a partir de 1 de Julho de 2012;

O Chefe do Executivo manda publicar, nos termos do n.º 1 do artigo 6.º da Lei n.º 3/1999 (Publicação e formulário dos diplomas), a resolução MSC.308(88), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 1 de Julho de 2015.

O Chefe do Executivo, *Chui Sai On*.

## 第 MSC.308 (88) 號決議

(2010 年 12 月 3 日通過)

### 經修正的《1974 年國際海上人命安全公約》修正案

海上安全委員會，

憶及《國際海事組織公約》第 28 (b) 條關於本委員會的職能，

進一步憶及《1974 年國際海上人命安全公約》(《安全公約》)(以下稱“本公約”)第 VIII (b) 條關於除第 I 章規定外本公約附則適用的修正程序，

在其第 88 屆會議上審議了按本公約第 VIII (b) (i) 條提議和散發的本公約修正案，

1. 按本公約第 VIII (b) (iv) 條規定，通過本公約的修正案，其文本載於本決議附件；

2. 按本公約第 VIII (b) (vi) (2) (bb) 條規定，決定上述修正案於 2012 年 1 月 1 日應視為被接受，除非在此日期之前，有三分之一以上的本公約締約國政府或擁有商船合計噸位不少於世界商船總噸位 50% 的締約國政府通知其反對該修正案；

3. 提請《安全公約》各締約國政府注意，按本公約第 VIII (b) (vii) (2) 條規定，該修正案在按上述第 2 段被接受後，應於 2012 年 7 月 1 日生效；

4. 要求秘書長按本公約第 VIII (b) (v) 條規定，將本決議及其附件中的修正案文本的核證無誤副本發送給所有本公約締約國政府；
5. 進一步要求秘書長將本決議及其附件的副本發送給非本公約締約國的本組織會員國。

## 附件

### 經修正的《1974年國際海上人命安全公約》修正案

#### 第 II-1 章

#### 構造 — 結構、分艙與穩性、機電設備

#### D 部分

#### 電氣裝置

#### 第 41 條 主電源和照明系統

1 在第 6 款中，在“客船”之前插入“2010 年 7 月 1 日或以後建造的”。

## 第 II-2 章

### 構造 — 防火、探火和滅火

#### A 部分

#### 通則

##### 第 1 條 — 適用範圍

2 在第 1.1 款中，日期“2002 年 7 月 1 日”由“2012 年 7 月 1 日”替代。

3 在第 1.2.2 款中，日期“2002 年 7 月 1 日”由“2012 年 7 月 1 日”替代。

4 現有第 2.1 款由如下內容替代：

“2.1 除另有明文規定外，對 2012 年 7 月 1 日以前建造的船舶，主管機關須確保使之符合經第 MSC.1(XLV)、MSC.6(48)、MSC.13(57)、MSC.22(59)、MSC.24(60)、MSC.27(61)、MSC.31(63)、MSC.57(67)、MSC.99(73)、MSC.134(76)、MSC.194(80)、MSC.201(81)、MSC.216(82)、MSC.256(84)、MSC.269(85) 和 MSC.291(87) 號決議經修正的《1974 年國際海上人命安全公約》第 II-2 章的適用要求。”

5 在第 3.1 款中，日期“2002 年 7 月 1 日”由“2012 年 7 月 1 日”替代。

6 在第 3.2 款中，日期“2002 年 7 月 1 日”由“2012 年 7 月 1 日”替代。

### 第 3 條 – 定義

7 現有第 23 款由如下內容替代：

“23 《耐火試驗程序規則》係指本組織海上安全委員會以第 MSC.307 (88) 號決議通過的《2010 年國際耐火試驗程序應用規則》(2010 年 FTP 規則)，該規則可能經本組織修正，但該修正案應按本公約第 VIII 條有關適用於除第 I 章外的附則修正程序的規定予以通過、生效和實施。”

## C 部分

### 火災的抑制

#### 第 7 條 – 探測和報警

8 在第 4.1 款中，刪除第.1 項末尾的“和”；第.2.2 項末尾的句號“。”由“；和”替代；在現有第.2.2 項後新增第.3 項如下：

“.3 設有焚燒爐的封閉處所”。

## 第 V 章

### 航行安全

#### 第 18 條 — 航行系統和設備以及航行數據記錄儀的認可、檢驗和性能標準

9 在現有第 8 款後新增第 9 款如下：

“9 自動識別系統（AIS）須進行年度檢測。檢測須由經認可的驗船師或經認可的檢測或檢修機構進行。試驗須驗證船舶靜態信息的錄入是否正常，與連接傳感器的數據交換是否正確，並且通過無線電頻率測量和使用船舶交通服務（VTS）等進行廣播檢測驗證無線電性能。船上須保留一份檢測報告的副本。”

#### 第 23 條 — 引航員登離船裝置

10 第 23 條的現有文本由如下文字替代：

##### “1 適用範圍

1.1 航行中可能僱用引航員的船舶須設有引航員登離船裝置。

1.2 在 2012 年 7 月 1 日或以後安裝的供引航員登離船使用的設備和裝置，須符合本條要求並須充分考慮本組織通過的標準。

1.3 除另有規定外，在 2012 年 7 月 1 日以前安裝的供引航員登離船使用的設備和裝置，須至少符合在該日期以前實施的本公約第 17 或 23 條（視情況而定）的要求，並須充分考慮該日期之前本組織通過的標準。

1.4 在 2012 年 7 月 1 日或以後安裝的設備和裝置（其替換在 2012 年 7 月 1 日以前安裝的設備和裝置）須在合理和可行的範圍內盡量符合本條的要求。

1.5 對於 1994 年 1 月 1 日以前建造的船舶，須不遲於 2012 年 7 月 1 日或以後的第一次檢驗適用本條第 5 款。

1.6 本條第 6 款適用於所有船舶。

## 2 通則

2.1 供引航員登離船使用的所有裝置均須有效地達到使引航員安全登船和離船的目的。裝置須保持乾淨，適當維護保養和存放並須定期檢查，以確保其安全使用。這些裝置須專門用於人員的登船和離船。

2.2 引航員登離船裝置的安裝和引航員的登船，須由一名高級船員進行監督，該高級船員須有與駕駛室進行聯繫的通信設備，還須安排護送引航員由安全路線前往和離開駕駛室。佈設和操作任何機械設備的人員須接受安全作業程序的指導，且設備在使用前須進行檢測。

2.3 引航員軟梯須具有製造商頒發的證書，以表明其符合本條或本組織接受的國際標準。須按第 I/6、7 和 8 條檢查軟梯。

2.4 供引航員登離船使用的所有引航員軟梯須使用標籤或其他永久性標記清晰地標識，以便在檢驗、檢查和記錄保持時識別每個裝置。船上對於所標識的軟梯投入使用和進行任何修理的日期須保留一份記錄。



2.5 本條所述的舷梯包括作為引航員登離船裝置組成部分的斜梯。

### 3 登離船裝置

3.1 須設有能使引航員從船舶的任一舷安全登船和離船的裝置。

3.2 在所有船舶上，當海平面至登船處或離船處的距離超過 9 m，並欲將舷梯或其他同樣安全方便的裝置與引航員軟梯一起供引航員登船或離船使用時，則須在每舷均裝有這種設備，除非該設備能夠移動以供任一舷使用。

3.3 船舶須配備下列任一裝置，以供安全方便地登船或離船：

- .1 引航員軟梯，所需爬高不小於 1.5 m，離水面高度不超過 9 m，其位置和繫固須做到：
  - .1 避開任何可能的船舶排放口；
  - .2 在平行船體長度範圍內，並儘可能在船中半長範圍內；
  - .3 每級踏板穩固地緊靠在船舷；如果結構特性，例如護舷板妨礙本規定的實施，須作出使主管機關滿意的特別佈置，以確保人員能安全登船和離船；
  - .4 引航員軟梯的單一長度能從登船處或離船處抵達水面，並充分考慮所有裝載狀況和船舶縱傾及 15° 的不利橫傾；安全加固點、卸扣和繫索的強度須至少與扶手索相同；或

.2 當水面至登船處的距離超過 9 m 時，與引航員軟梯相連的舷梯（如組合裝置），或其他同樣安全方便的裝置。舷梯須導向船尾設置。在使用時，須設有將舷梯的下平台繫固在船舷的裝置，從而確保舷梯的下端和下平台穩固地緊靠在平行船體長度範圍內的船舷，並儘可能在船中半長範圍內，且避開所有的排放口。

.1 當組合裝置用於引航員登船時，須確保軟梯和扶手繩繫固於舷梯底層平台以上 1.5 m 處的船舷。當組合裝置中底層平台（即登船平台）帶有活動暗門時，引航員軟梯和扶手繩的安裝須為穿過活動門並延伸至平台以上欄杆的高度。

#### 4 到甲板的通道

須配備供任何人員登船和離船的裝置，以確保在引航員軟梯的上端或任何舷梯或其他設施的上端與船舶甲板之間有安全、方便和無障礙的通道。如果這種通道是：

- .1 在欄杆或舷牆中開門，則須設有足夠的扶手；
- .2 舷牆梯，則須設有兩根扶手支柱，其基部或接近基部處以及較高的幾處應以剛性方式繫固在船舶結構上。舷牆梯須牢固地固定在船舶上，以防翻轉。

#### 5 舷門

供引航員登離船用的舷門不得向外開啟。

## 6 引航員機械升降機

不得使用引航員機械升降機。

## 7 相關設備

7.1 須在易取處配備下列相關設備，以備在人員登離船時即可使用：

- .1 兩根安全繩，直徑不小於 28 mm 且不大於 32 mm，牢固地繫在船上（如引航員有要求）；安全繩的一端須固定在甲板的環板上，當引航員離船或即將登輪的引航員要求時即可使用（在登上甲板處，一端繫於環板的安全繩自支柱或舷牆的最高處的舷外垂下）；
- .2 帶有自亮燈的救生圈；
- .3 拋纜繩。

7.2 在本條第 4 款要求時，須配備支柱和舷牆梯。

## 8 照明

須配備充足照明，以照亮舷外的登離船裝置和甲板上人員登船和離船位置。”

## 附錄

### 證書

#### 客船安全證書格式

11 在現有第 2.9 款後新增第 2.10 款和第 2.11 款如下：

“2.10 船舶設有/未設<sup>1</sup>符合本公約第 II-1/55 / II-2/17 / III/38<sup>1</sup>條規定的替代設計和佈置；

2.11 機電設備/防火/救生設備<sup>1</sup>的替代設計和佈置的批准文件附於/未附於<sup>1</sup>本證書之後。

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<sup>1</sup> 不適用者劃去。”

#### 貨船構造安全證書格式

12 在現有第 3 款後新增第 4 款和第 5 款如下：

“4 船舶設有/未設<sup>4</sup>符合本公約第 II-1/55 / II-2/17<sup>4</sup>條規定的替代設計和佈置。

5 機電設備/防火<sup>4</sup>的替代設計和佈置的批准文件附於/未附於<sup>4</sup>本證書之後。

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<sup>4</sup> 不適用者劃去。”

### 貨船設備安全證書格式

13 在現有第 2.6 款後新增第 2.7 款和第 2.8 款如下：

“2.7 船舶設有/未設<sup>4</sup>符合本公約第 II-2/17 / III/38<sup>4</sup>條規定的替代設計和佈置；

2.8 防火/救生設備和裝置<sup>4</sup>的替代設計和佈置的批准文件附於/未附於<sup>4</sup>本證書之後。

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<sup>4</sup> 不適用者劃去。”

### 核能客船安全證書格式

14 現有第 2.11 款和第 2.12 款由如下文字替代：

“2.11 船舶設有/未設<sup>1</sup>符合公約第 II-1/55 / II-2/17 / III/38<sup>1</sup>條規定的替代設計和佈置；

2.12 機電設備/防火/救生設備<sup>1</sup>的替代設計和佈置的批准文件附於/未附於<sup>1</sup>本證書之後。

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<sup>1</sup> 不適用者劃去。”

### 核能貨船安全證書格式

15 現有第 2.10 款和第 2.11 款由如下文字替代：

“2.10 船舶設有/未設<sup>3</sup>符合公約第 II-1/55 / II-2/17 / III/38<sup>3</sup>條規定的替代設計和佈置；

2.11 機電設備/防火/救生設備<sup>3</sup>的替代設計和佈置的批准文件附於/未附於<sup>3</sup>本證書之後。

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<sup>3</sup> 不適用者劃去。”

**RESOLUTION MSC.308(88)**  
**(adopted on 3 December 2010)**

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

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 (SOLAS), 1974 (hereinafter referred to as "the Convention"), concerning the amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-eighth 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, 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 said amendments shall be deemed to have been accepted on 1 January 2012, 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% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES SOLAS 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 2012 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 this resolution and its Annex to Members of the Organization which are not Contracting Governments to the Convention.

**ANNEX**

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

**CHAPTER II-1  
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY  
AND ELECTRICAL INSTALLATIONS**

**Part D  
Electrical installations**

**Regulation 41 – Main source of electrical power and lighting systems**

1 In paragraph 6, the words "constructed on or after 1 July 2010" are inserted after the words "In passenger ships".

**CHAPTER II-2  
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION**

**Part A  
General**

**Regulation 1 – Application**

2 In paragraph 1.1, the date "1 July 2002" is replaced by the date "1 July 2012".

3 In paragraph 1.2.2, the date "1 July 2002" is replaced by the date "1 July 2012".

4 The existing paragraph 2.1 is replaced by the following:

"2.1 Unless expressly provided otherwise, for ships constructed before 1 July 2012, the Administration shall ensure that the requirements which are applicable under 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.13(57), MSC.22(59), MSC.24(60), MSC.27(61), MSC.31(63), MSC.57(67), MSC.99(73), MSC.134(76), MSC.194(80), MSC.201(81), MSC.216(82), MSC.256(84), MSC.269(85) and MSC.291(87) are complied with."

5 In paragraph 3.1, the date "1 July 2002" is replaced by the date "1 July 2012".

6 In paragraph 3.2, the date "1 July 2002" is replaced by the date "1 July 2012".

**Regulation 3 – Definitions**

7 The existing paragraph 23 is replaced by the following:

"23 *Fire Test Procedures Code* means the International Code for Application of Fire Test Procedures, 2010 (2010 FTP Code) as adopted by the Maritime Safety Committee of the Organization by resolution MSC.307(88), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I."



**Part C**  
**Suppression of fire**

**Regulation 7 – Detection and alarm**

8 In paragraph 4.1, at the end of subparagraph .1, the word "and" is deleted; at the end of subparagraph .2.2, the period "." is replaced by the word "; and"; and the following new subparagraph .3 is added after the existing subparagraph .2.2:

".3 enclosed spaces containing incinerators".

**CHAPTER V**  
**SAFETY OF NAVIGATION**

**Regulation 18 – Approval, surveys and performance standards of navigation systems and equipment and voyage data recorder**

9 The following new paragraph 9 is added after the existing paragraph 8:

"9 The automatic identification system (AIS) shall be subjected to an annual test. The test shall be conducted by an approved surveyor or an approved testing or servicing facility. The test shall verify the correct programming of the ship static information, correct data exchange with connected sensors as well as verifying the radio performance by radio frequency measurement and on-air test using, e.g., a Vessel Traffic Service (VTS). A copy of the test report shall be retained on board the ship."

**Regulation 23 – Pilot transfer arrangements**

10 The existing text of regulation 23 is replaced by the following:

**"1 Application**

1.1 Ships engaged on voyages in the course of which pilots may be employed shall be provided with pilot transfer arrangements.

1.2 Equipment and arrangements for pilot transfer which are installed on or after 1 July 2012 shall comply with the requirements of this regulation, and due regard shall be paid to the standards adopted by the Organization.

1.3 Except as provided otherwise, equipment and arrangements for pilot transfer which are provided on ships before 1 July 2012 shall at least comply with the requirements of regulation 17 or 23, as applicable, of the Convention in force prior to that date, and due regard shall be paid to the standards adopted by the Organization prior to that date.

1.4 Equipment and arrangements installed on or after 1 July 2012, which are a replacement of equipment and arrangements provided on ships before 1 July 2012, shall, in so far as is reasonable and practicable, comply with the requirements of this regulation.

1.5 With respect to ships constructed before 1 January 1994, paragraph 5 shall apply not later than the first survey on or after 1 July 2012.

1.6 Paragraph 6 applies to all ships.

## **2 General**

2.1 All arrangements used for pilot transfer shall efficiently fulfil their purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.

2.2 The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge and who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.

2.3 A pilot ladder shall be certified by the manufacturer as complying with this regulation or with an international standard acceptable to the Organization. Ladders shall be inspected in accordance with regulations 1/6, 7 and 8.

2.4 All pilot ladders used for pilot transfer shall be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record keeping. A record shall be kept on the ship as to the date the identified ladder is placed into service and any repairs effected.

2.5 Reference in this regulation to an accommodation ladder includes a sloping ladder used as part of the pilot transfer arrangements.

## **3 Transfer arrangements**

3.1 Arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship.

3.2 In all ships, where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 m, and when it is intended to embark and disembark pilots by means of the accommodation ladder, or other equally safe and convenient means in conjunction with a pilot ladder, the ship shall carry such equipment on each side, unless the equipment is capable of being transferred for use on either side.

3.3 Safe and convenient access to, and egress from, the ship shall be provided by either:

.1 a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that:

.1 it is clear of any possible discharges from the ship;

- .2 it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship;
  - .3 each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;
  - .4 the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list of 15°; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes; or
- .2 an accommodation ladder in conjunction with the pilot ladder (i.e. a combination arrangement), or other equally safe and convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m. The accommodation ladder shall be sited leading aft. When in use, means shall be provided to secure the lower platform of the accommodation ladder to the ship's side, so as to ensure that the lower end of the accommodation ladder and the lower platform are held firmly against the ship's side within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges.
- .1 when a combination arrangement is used for pilot access, means shall be provided to secure the pilot ladder and manropes to the ship's side at a point of nominally 1.5 m above the bottom platform of the accommodation ladder. In the case of a combination arrangement using an accommodation ladder with a trapdoor in the bottom platform (i.e. embarkation platform), the pilot ladder and man ropes shall be rigged through the trapdoor extending above the platform to the height of the handrail.

#### **4 Access to the ship's deck**

Means shall be provided to ensure safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder or other appliance, and the ship's deck. Where such passage is by means of:

- .1 a gateway in the rails or bulwark, adequate handholds shall be provided;
- .2 a bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points shall be fitted. The bulwark ladder shall be securely attached to the ship to prevent overturning.

**5 Shiplside doors**

Shiplside doors used for pilot transfer shall not open outwards.

**6 Mechanical pilot hoists**

Mechanical pilot hoists shall not be used.

**7 Associated equipment**

7.1 The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred:

- .1 two man-ropes of not less than 28 mm and not more than 32 mm in diameter properly secured to the ship if required by the pilot; man-ropes shall be fixed at the rope end to the ring plate fixed on deck and shall be ready for use when the pilot disembarks, or upon request from a pilot approaching to board (the manropes shall reach the height of the stanchions or bulwarks at the point of access to the deck before terminating at the ring plate on deck);
- .2 a lifebuoy equipped with a self-igniting light;
- .3 a heaving line.

7.2 When required by paragraph 4 above, stanchions and bulwark ladders shall be provided.

**8 Lighting**

Adequate lighting shall be provided to illuminate the transfer arrangements overside and the position on deck where a person embarks or disembarks."

## APPENDIX CERTIFICATES

**Form of Safety Certificate for Passenger Ships**

11 The following new paragraphs 2.10 and 2.11 are added after the existing paragraph 2.9:

"2.10 the ship was/was not<sup>1</sup> subject to alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38<sup>1</sup> of the Convention;

2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances<sup>1</sup> is/is not<sup>1</sup> appended to this Certificate.

<sup>1</sup> Delete as appropriate."

**Form of Safety Construction Certificate for Cargo Ships**

12 The following new paragraphs 4 and 5 are added after the existing paragraph 3:

"4 That the ship was/was not<sup>4</sup> subject to alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17<sup>4</sup> of the Convention.

5 That a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection<sup>4</sup> is/is not<sup>4</sup> appended to this Certificate.

<sup>4</sup> Delete as appropriate."

**Form of Safety Equipment Certificate for Cargo Ships**

13 The following new paragraphs 2.7 and 2.8 are added after the existing paragraph 2.6:

"2.7 the ship was/was not<sup>4</sup> subject to alternative design and arrangements in pursuance of regulation(s) II-2/17 / III/38<sup>4</sup> of the Convention;

2.8 a Document of approval of alternative design and arrangements for fire protection/life-saving appliances<sup>4</sup> is/is not<sup>4</sup> appended to this Certificate.

<sup>4</sup> Delete as appropriate."

**Form of Nuclear Passenger Ship Safety Certificate**

14 The existing paragraphs 2.11 and 2.12 are replaced by the following:

"2.11 the ship was/was not<sup>1</sup> subject to alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38<sup>1</sup> of the Convention;

2.12 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances<sup>1</sup> is/is not<sup>1</sup> appended to this Certificate.

<sup>1</sup> Delete as appropriate."

**Form of Nuclear Cargo Ship Safety Certificate**

15 The existing paragraphs 2.10 and 2.11 are replaced by the following:

"2.10 the ship was/was not<sup>3</sup> subject to alternative design and arrangements in pursuance of regulation(s) II-1/55 / II-2/17 / III/38<sup>3</sup> of the Convention;

2.11 a Document of approval of alternative design and arrangements for machinery and electrical installations/fire protection/life-saving appliances<sup>3</sup> is/is not<sup>3</sup> appended to this Certificate.

<sup>3</sup> Delete as appropriate."