

ANNEX

AMENDMENTS TO ANNEX B TO THE PROTOCOL OF 1988 RELATING TO
THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966, AS AMENDED

ANNEX I

Regulations for determining load lines

Chapter I

General

Regulation 2-1 – Authorization of recognized organizations

1 The existing text of regulation 2-1 is replaced with the following:

"The Administration shall authorize organizations, including classification societies, referred to in article 13 of the Convention and regulation 1(2) in accordance with the provisions of the present Convention and with the Code for Recognized Organizations (RO Code), consisting of part 1 and part 2 (the provisions of which shall be treated as mandatory) and part 3 (the provisions of which shall be treated as recommendatory), as adopted by the Organization by resolution MSC.349(92), as may be amended by the Organization, provided that:

- (a) amendments to part 1 and part 2 of the RO Code are adopted, brought into force and take effect in accordance with the provisions of article VI of the present Protocol;
- (b) amendments to part 3 of the RO Code are adopted by the Maritime Safety Committee in accordance with its Rules of Procedure; and
- (c) any amendments adopted by the Maritime Safety Committee and the Marine Environment Protection Committee are identical and come into force or take effect at the same time, as appropriate."

第 30/2017 號行政長官公告

國際海事組織海上安全委員會於二零一三年六月二十一日在第九十二屆會議上，透過第MSC.355(92)號決議通過了《國際集裝箱安全公約》（通常稱為“CSC 1972”）的修正案，該修正案於二零一四年七月一日在國際法律秩序上生效，包括對中華人民共和國及澳門特別行政區生效；

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國際海事組織海上安全委員會第MSC.355(92)號決議的中文及英文正式文本。

《1972年國際集裝箱安全公約》公佈於二零一零年九月二十二日第三十八期《澳門特別行政區公報》第二組。

二零一七年七月十日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 30/2017

Considerando que, em 21 de Junho de 2013, na sua 92.ª sessão, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.355(92), adoptou emendas à Convenção Internacional sobre a Segurança dos Contentores (vulgarmente denominada pela sigla «CSC 1972»), e que tais emendas entraram em vigor na ordem jurídica internacional, incluindo a República Popular da China e a sua Região Administrativa Especial de Macau, em 1 de Julho de 2014;

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.355(92) do Comité de Segurança Marítima da Organização Marítima Internacional, que contém as referidas emendas, nos seus textos autênticos em línguas chinesa e inglesa.

A Convenção Internacional sobre a Segurança dos Contentores de 1972 encontra-se publicada no *Boletim Oficial da Região Administrativa de Macau* n.º 38, II Série, de 22 de Setembro de 2010.

Promulgado em 10 de Julho de 2017.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.355 (92) 號決議

(2013 年 6 月 21 日通過)

《1972 年國際集安全裝箱公約 (CSC)》修正案

海上安全委員會，

憶及《國際海事組織公約》關於本委員會職能的第二十八條第(二)款，

注意到《1972 年國際安全集裝箱公約》(以下稱“該公約”)第十條關於修正該公約附則的特別程序，

在其第九十二屆會議上，審議了按照該公約第十條第 1 和 2 款規定的程序提出的該公約修正案，

1. 通過該公約附則的修正案，其文本載於本決議之附件；
2. 按該公約第十條第 3 款規定，決定該修正案將於 2014 年 7 月 1 日生效，除非在 2014 年 1 月 1 日之前，有 5 個或更多的締約國通報秘書長表示反對該修正案；
3. 要求秘書長遵照該公約第十條第 2 款規定，將本決議及其附件中的修正案文本的核證無誤副本分發給所有締約國供其接受；
4. 還要求秘書長將按照該公約第十條提出的任何要求和送交的任何文件以及該修正案生效日期通知所有締約國和本組織會員。

附件

《1972 年國際安全集裝箱公約 (CSC)》修正案

附則一

集裝箱試驗、檢查、認可和保養規則

第一章

所有認可制度的通用規則

- 1 在第一章的標題後加入下列文本：

“一般規定

就本附則而言，下列定義須適用：

字母 g 係指標準重力加速度； g 等於 9.8m/s^2 。

載荷一詞，當用於表示物理數量單位時，用質量表示。

最大營運總質量或額定質量或 R 係指集裝箱和所裝貨物的最大的允許總質量。字母 R 以質量單位表示。當各附則是以從該值得出的重力為依據時，作為慣性力的該力以 Rg 表示。

最大允許有效載荷或 P 係指最大營運總質量或額定質量與空箱質量之差，字母 P 以質量單位表示。當各附則是以從該值得出的重力為依據時，作為慣性力的該力以 Pg 表示。

空箱質量係指包括固定附屬裝置在內的空集裝箱的質量。”

第 1 條 – 安全認可牌

2 第一條第 1 (2) 項修正為：

“ (2) 每只集裝箱上所有的最大營運總質量標誌應與安全認可牌上的最大營運總質量值一致。”

3 第 2 (1) 項修正為：

“ (1) 該牌須載有至少以英文或法文寫成的下述資料：

“集裝箱公約安全認可”

認可國家和認可的查詢號

製造日期 (年、月)

廠商的集裝箱識別號，如為號碼不詳的現有集裝箱，則由主管機關指定號碼最大營運總質量 (kg 和 lbs)

1.8g 的允許堆碼載荷 (kg 和 lbs)

橫向扭曲試驗力 (牛頓)” ；

4 在第 3 款的末尾新增如下文本：

“，應在其下次計劃檢查時或之前或主管機關認可的任何其他日期之前，但不遲於 2015 年 7 月 1 日進行標記。” ；

5 在現有第 4 款之後新增第 5 款如下：

“5 在 2014 年 7 月 1 日以前完成製造的集裝箱，只要未進行結構改裝，在該日期之前可保留公約允許的安全認可牌。”

第四章

認可現有集裝箱和在製造時沒經過認可的新集裝箱的規則

第 9 條—認可現有集裝箱

6 第 1 (3) 和 1 (5) 項修正為：

“ (3) 最大營運總質量；”

“ (5) 1.8g 的允許堆碼載荷 (kg 和 lbs)；和”

第 10 條—在製造時沒經過認可的新集裝箱

7 第 (3) 和 (5) 項修正為：

“ (3) 最大營運總質量；”

“ (5) 1.8g 的允許堆碼載荷 (kg 和 lbs)；和”

附錄

8 附錄中轉載的安全認可牌範例的第 4 行、第 5 行和第 6 行修正如下：

“最大營運總質量.....kg.....lbs

1.8g 的允許堆碼載荷.....kg.....lbs

橫向扭曲試驗力.....牛頓”。

9 附錄的 4 至 8 項修正如下：

“4 最大營運總質量 (kg 和 lbs)。

- 5 1.8g 的允許堆碼載荷（kg 和 lbs）。
 - 6 橫向扭曲試驗力（牛頓）。
 - 7 牌上所示端壁強度，僅在端壁的設計承受力小於或大於最大允許有效載荷的重力的 0.4 倍（即 0.4Pg）時，才應在牌照上進行標識。
 - 8 牌上所示側壁強度，僅在側壁的設計承受力小於或大於最大允許有效載荷的重力的 0.6 倍（即 0.6Pg）時，才應在牌照上進行標識。”
- 10 現有 10 和 11 由下列替代：
- “10 只有當認可集裝箱單門營運時，才應在牌照上註明單門的堆碼強度。該標記應為：對 1.8g 的單門允許堆碼載荷（...kg...lbs）。該標記應顯示在緊靠堆碼試驗數值處（參見第 5 行）。
- 11 只有當認可集裝箱單門營運時，才應在牌照上註明單門的扭曲強度。該標記應為：橫向扭曲試驗力（...牛頓）。該標記應顯示在緊靠扭曲試驗數值處（參見第 6 行）。”

附則二

結構安全要求和試驗

- 11 在附則二的標題後加入下列文本：

“一般規定

就本附則而言，須適用下列定義：

字母 g 係指標準重力加速度； g 等於 9.8m/s^2 。

載荷一詞，當用於表示物理數量單位時，用質量表示。

最大營運總質量或額定質量或 R 係指集裝箱及其貨物的最大允許總質量。字母 R 以質量單位表示。當各附則是以從該值得出的重力為依據時，作為慣性力的該力以 Rg 表示。

最大允許有效載荷或 P 係指最大營運總質量或額定質量與空箱質量的差，字母 P 以質量單位表示。當各附則是以從該值得出的重力為依據時，作為慣性力的該力以 Pg 表示。

空箱質量係指包括固定附屬裝置在內的空集裝箱的質量。”

12 附則二（結構安全要求和試驗）序言的第 1 句改為：

“在制定本附則的各項要求時，不言而喻，在集裝箱作業的所有階段，裝有貨物的集裝箱的移動、定位、堆碼和重力影響以及各種外力所產生的效應不會超過該集裝箱的設計強度。”

13 第一節（提升）的一（一）（通過角配件提升），有關試驗載荷和施加力的條文修正為：

“試驗載荷和作用力

內部載荷：

均佈載荷使集裝箱的質量和試驗載荷的總和等於 $2R$ 。對罐櫃集裝箱，當內部載荷加上空箱質量的試驗載荷小於 $2R$ 時，應在集裝箱上增加在罐箱長度上的均佈載荷予以補充。

外部作用力

以規定方式（見“試驗程序”欄）提升總和為 $2R$ 的質量。”

14 第一節“提升”，一（二）（以任何其他另外方式提升）修正為：

“試驗載荷和作用力	試驗程序
內部載荷：	（1） <i>通過叉槽提升：</i>
均佈載荷使集裝箱質量和試驗載荷的總和等於 $1.25R$ 。	集裝箱須置於同一水平面的叉杆上，每一叉杆須置於每一個用來提升滿載集裝箱的叉槽的中心。叉杆的寬度須與用來作業的貨叉相同，叉杆應伸入叉槽長度的 75%。
外部作用力：	
以規定方式（見“試驗程序”欄）提升總和為 $1.25R$ 的質量。	
內部載荷：	（2） <i>從抓臂位置提升：</i>
均佈載荷使集裝箱質量和試驗載荷的總和等於 $1.25R$ 。對於罐櫃集裝箱，當內部載荷加上空箱質量的試驗載荷小於 $1.25R$ 時，應以罐長範圍內的分佈載荷予以補充。	集裝箱須放置於同一水平面的墊塊上，在每一抓臂位置下放一墊塊。墊塊的尺寸須與用來作業的抓臂的提升面大小相同。
外部作用力：	
以規定方式（“試驗程序”欄內）提升總和為 $1.25R$ 的質量。	
	（3） <i>其他方法</i>
	如果所設計的集裝箱以（一）或（二）（1）和（2）所沒有提及的任何其他方法在裝載情況下提升，則這些集裝箱還須以相當於該種方法的加速狀態的箱內負載和外部作用力進行試驗。”

15 第二節（堆碼）的 1 和 2 修正為：

“1 如果在國際運輸中出現最大垂直加速度顯著異於 1.8g 的情況，而集裝箱又只限於在這種運輸條件下才能可靠有效地使用，可以按照加速度的適當比例調整堆碼載荷。

2 在成功通過本項試驗後，可核定集裝箱上允許施加的靜力堆碼載荷，並將其填寫在安全認可牌上‘1.8g 的允許堆碼載荷(kg 和 lbs)’項內。”

16 在第二節（堆碼）中，有關試驗載荷和作用力的文字修正為：

“試驗載荷和作用力

內部載荷

均佈載荷使集裝箱質量和試驗載荷的總和等於 $1.8R$ 。罐櫃集裝箱可在空載狀態下試驗。

外部作用力

使 4 個頂部角配件各承受一個垂直向下的力，該力等於 $0.25 \times 1.8 \times$ 允許靜力堆碼載荷重力。”

17 第3節（集中載荷）修正為：

“試驗載荷和作用力

試驗程式

（a）箱頂

內部載荷：

外力應垂直向下作用在集裝箱頂部外表面的最薄弱部位上。

無。

外部作用力：

300kg（660lbs）的集中負荷均勻分佈在600mm×300mm（24in×12in）的面積上。

（b）底部

內部載荷：

四個底角擱置在四個水平支承物上，使集裝箱的底結構能自由撓曲。

2個各為2,730kg（6000lbs）的集中負荷，各通過142cm²（22in²）的接觸面作用在箱底上。

一個試驗裝置，在其總接觸面積為284cm²（44in²）的兩個表面上裝載5,460kg（12,000lbs），即每個接觸面積為142cm²（22in²）的兩個表面上各裝2,730kg（6,000lbs），表面寬為180mm（7in），兩個表面中心的間距為760mm（30in），然後應使其在集裝箱的整個底面積上移動。”

外部作用力

無。

18 第四節“橫向剛性試驗”中有關載荷和作用力的條文的標題和副標題分別改為：

“試驗載荷和作用力”和“內部載荷：”。

19 第五節“縱向約束（靜態試驗）”中，有關試驗載荷和作用力的條文改為：

“試驗載荷和作用力

內部載荷：

均佈載荷使集裝箱質量和試驗載荷的總和等於最大營運總質量或額定質量 R 。對於罐櫃集裝箱，當內部載荷質量加上空箱質量小於最大營運總質量或額定質量 R 時，應對集裝箱增加補充載荷。

外部作用力：

使集裝箱的每側承受等於 Rg 的縱向壓力和縱向拉力，即作為整體而言集裝箱底部的組合力為 $2Rg$ 。”

20 第六節（端壁）的第 1 款修正如下：

“端壁應能承受不小於最大允許有效載荷重力 0.4 倍的力。但如果端壁的設計承受力小於或大於最大允許有效載荷的重力的 0.4 倍，則此種強度係數應按照附則一第 1 條，在安全認可牌上予以標明。”

21 第六節（端壁）中，有關試驗載荷和作用力的內容修正如下：

“試驗載荷和作用力

內部載荷：

使端壁內表面受到 $0.4Pg$ 的均勻分佈力或集裝箱的其他設計承受力。

外部作用力：

無。”

22 第七節（側壁）的第 1 款改為：

“側壁應能承受不小於最大允許有效載荷重力 0.6 倍的力。但如果側壁的設計承受力小於或大於最大允許有效載荷重力 0.6 倍的力，則此種強度係數應按照附則一第 1 條，在安全認可牌上予以標明。”

23 第七節（側壁）中，有關試驗載荷和作用力的條文修正如下：

“試驗載荷和作用力

內部載荷：

使側壁內表面受到 $0.6Pg$ 的均勻分佈力或集裝箱的其他設計承受力。

外部作用力：

無。”

24 現有第八節（單門營運）由下文替代：

“8 單門營運

8.1 卸下一箱門的集裝箱，其承受扭曲力的能力顯著減小並且其堆碼強度也可能減小。將營運集裝箱拆下一箱門視為對集裝箱的改裝。集裝箱單門營運須經批准。該批准應基於下述試驗結果。

8.2 成功完成堆碼試驗後，可核定集裝箱上允許施加的堆碼載荷，並應在安全認可牌的第 5 行下方緊靠該行處註明：對 1.8g 的單門允許堆碼載荷（kg 和 lbs）。

8.3 成功完成扭曲試驗後，橫向扭曲試驗力應在安全認可牌第 6 行：單門的橫向扭曲試驗力（牛頓）下方緊靠該行處註明。

試驗載荷和作用力

試驗程序

堆碼

內部載荷：

均佈載荷使集裝箱質量和試驗載荷的總和等於 $1.8R$ 。試驗程序應按二—堆碼的規定。

外部作用力：

使 4 個頂角配件各承受一個垂直向下的力，該力等於 $0.25 \times 1.8 \times$ 允許靜力堆碼載荷重力。

橫向扭曲

內部載荷：

無。

試驗程序應按四—橫向扭曲的規定。

外部作用力：

從側面推拉集裝箱的端結構。作用的力應與該集裝箱的設計要求一致。”

附則三

監督與驗證

25 現有第四節由下文替代：

“4 結構敏感部件

4.1 下列部件具有結構敏感性，應按下表檢查是否有缺陷：

(1)	(2)	(3)	(4)	(5)	(6)	(7)
結構敏感部件	需立即決定停止使用的嚴重缺陷	需通知箱主並對運輸採取限制措施的措施的缺陷	空集裝箱	第(3)欄中缺陷出現時應採取的限制措施	載貨集裝箱	
頂樑	頂樑的局部變形長度超過 60mm，或頂樑部件的裂口或裂紋或開裂長度超過 45mm (見註 1)	頂樑的局部變形長度超過 40mm，或頂樑材料的裂口或裂紋或開裂長度超過 10mm (見註 1)	海上運輸	其他模式	海上運輸	其他模式 不允許底部提升，只有使用無鏈吊具方可允許頂部提升
底樑	底樑的局部垂直變形長度超過 100mm，或底樑部件的裂口或裂紋或開裂長度超過 75mm (見註 2)	底樑的局部垂直變形長度超過 60mm，或底樑部件：a) 上緣的裂口或裂紋或開裂長度超過 25mm；或 b) 腹板上任何長度的裂口或裂紋或開裂 (見註 2)	無限制	無限制	不允許使用 (任何一個) 角配件提升	不允許使用 (任何一個) 角配件提升
門楣	門楣的局部變形長度超過 80mm，或裂紋或開裂長度超過 80mm	門楣的局部變形長度超過 50mm，或裂紋或開裂長度超過 10mm	該集裝箱上不應堆放他箱	無限制	該集裝箱上不應堆放他箱	無限制
門檻	門檻的局部變形長度超過 100mm，或裂紋或開裂長度超過 100mm	門檻的局部變形長度超過 60mm，或裂紋或開裂長度超過 10mm	該集裝箱上不應堆放他箱	無限制	該集裝箱上不應堆放他箱	無限制
角柱	角柱的局部變形長度超過 50mm，或裂紋或開裂長度超過 50mm	角柱的局部變形長度超過 30mm 或任何長度的裂紋或開裂	該集裝箱上不應堆放他箱	無限制	該集裝箱上不應堆放他箱	無限制

註 1：對罐櫃集裝箱的某些設計而言，頂樑不是重要的結構部件。

註 2：底樑部件不包括底樑下緣。

(1)	(2)	(3)	(4)	(5)	(6)	(7)
結構敏感部件	需立即決定停止使用的嚴重缺陷	需通知箱主並對運輸採取限制措施的缺陷	第 (3) 欄中缺陷出現時應採取的限制措施			
	角配件和中間配件	角配件缺失;角配件的任何穿透裂紋或開裂;角配件的任何妨礙緊固或提升的變形(見註3)或角配件周圍部件的焊縫裂口長度超過 50mm	空集裝箱 海上運輸 如果破損的角配件妨礙安全提升或緊固,集裝箱不應提升裝箱 提升和搬運集裝箱時應特別注意	其他模式 提升和搬運集裝箱時應特別注意	載貨集裝箱	
角配件	角配件缺失;角配件的任何穿透裂紋或開裂;角配件的任何妨礙緊固或提升的變形(見註3)或角配件周圍部件的焊縫裂口長度超過 50mm	角配件周圍部件的焊縫裂口長度不大於 50mm	海上運輸 如果破損的角配件妨礙安全提升或緊固,集裝箱不應提升裝箱	其他模式 提升和搬運集裝箱時應特別注意	海上運輸 集裝箱不應裝船	其他模式 提升和搬運集裝箱時應特別注意
和中間配件	角配件的任何穿透裂紋或開裂;角配件的任何妨礙緊固或提升的變形(見註3)或角配件周圍部件的焊縫裂口長度超過 50mm	角配件孔面的厚度減少至小於 25mm	提升和搬運集裝箱時應特別注意。當必須使用扭鎖時,該集裝箱上不應堆放他箱	提升和搬運集裝箱時應特別注意	集裝箱不應由頂角配件提升	提升和搬運集裝箱時應特別注意
配件	角配件周圍部件的焊縫裂口長度超過 50mm	角配件孔面的厚度減少至小於 26mm	當使用全自動扭鎖時,該集裝箱上不應堆放他箱	提升和搬運集裝箱時應特別注意	集裝箱不應使用全自動扭鎖	提升和搬運集裝箱時應特別注意
結構	兩個或以上相鄰底橫樑缺失或從側面脫落。底橫樑總數的 20%或以上缺失或脫落(見註4)	一個或兩個底橫樑缺失或脫落(見註4)	無限制	無限制	無限制	無限制
底橫樑	兩個或以上相鄰底橫樑缺失或從側面脫落。底橫樑總數的 20%或以上缺失或脫落(見註4)	一個或兩個底橫樑缺失或脫落(見註4)	無限制	無限制	最大有效載荷應不大於 $0.5 \times P$	最大有效載荷應不大於 $0.5 \times P$
鎖杆	一個或多個中間鎖杆失效(見註6)	一個或多個外側鎖杆失效(見註6)	該集裝箱上不應堆放他箱	無限制	該集裝箱上不應堆放他箱。貨物應利用集裝箱框架進行緊固,箱門不應作為慣性力的承力部件—否則,最大有效載荷應不大於 $0.5 \times P$	貨物應利用集裝箱框架進行緊固,箱門不應作為慣性力的承力部件—否則,最大有效載荷應不大於 $0.5 \times P$
注 3	注 3: 如果角配件的任何超過原平面 5mm 的變形,角配件孔寬度超過 66mm,角配件孔長度超過 127mm,角配件孔面的厚度減少至小於 23mm,則緊固或提升受到妨礙。					
注 4	注 4: 如允許繼續運輸,必須防止已脫落的底橫樑自由晃動。					
注 5	注 5: 由於底部結構進行叉舉的能力可能受限,需小心卸貨。					
注 6	注 6: 某些集裝箱為在打開或卸下一箱門營運而設計和經批准(並在安全認可牌上記明)。					

RESOLUTION MSC.355(92)
(Adopted on 21 June 2013)

**AMENDMENTS TO THE INTERNATIONAL CONVENTION
FOR SAFE CONTAINERS (CSC), 1972**

THE MARITIME SAFETY COMMITTEE,

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

NOTING article X of the International Convention for Safe Containers, 1972 (hereinafter referred to as "the Convention"), concerning the special procedure for amending the annexes to the Convention,

HAVING CONSIDERED, at its ninety-second session, proposed amendments to the Convention in accordance with the procedure set forth in paragraphs 1 and 2 of article X of the Convention,

1. ADOPTS the amendments to the annexes of the Convention, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with paragraph 3 of article X of the Convention, that the said amendments shall enter into force on 1 July 2014 unless, prior to 1 January 2014, five or more of the Contracting Parties notify the Secretary-General of their objection to the amendments;
3. REQUESTS the Secretary-General, in conformity with paragraph 2 of article X of the Convention, to communicate the certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Parties for their acceptance;
4. ALSO REQUESTS the Secretary-General to inform all Contracting Parties and Members of the Organization of any request and communication under article X of the Convention and of the date on which the amendments enter into force.

ANNEX

AMENDMENTS TO
THE INTERNATIONAL CONVENTION FOR SAFE CONTAINERS (CSC), 1972ANNEX I
REGULATIONS FOR THE TESTING, INSPECTION, APPROVAL
AND MAINTENANCE OF CONTAINERSChapter I
Regulations common to all systems of approval

- 1 After the heading of chapter I, the following text is inserted:

"General Provisions

The following definitions shall be applied for the purpose of this annex:

The letter *g* means the standard acceleration of gravity; *g* equals 9.8 m/s².

The word *load*, when used to describe a physical quantity to which units may be ascribed, signifies mass.

Maximum operating gross mass or Rating or R means the maximum allowable sum of the mass of the container and its cargo. The letter *R* is expressed in units of mass. Where the annexes are based on gravitational forces derived from this value, that force, which is an inertial force, is indicated as *Rg*.

Maximum permissible payload or P means the difference between maximum operating gross mass or rating and tare. The letter *P* is expressed in units of mass. Where the annexes are based on the gravitational forces derived from this value, that force, which is an inertial force, is indicated as *Pg*.

Tare means the mass of the empty container, including permanently affixed ancillary equipment."

Regulation 1 – Safety Approval Plate

- 2 Subparagraph 1(b) is amended as follows:

"(b) On each container, all maximum operating gross mass markings shall be consistent with the maximum operating gross mass information on the Safety Approval Plate.";

- 3 Subparagraph 2(a) is amended as follows:

"(a) The plate shall contain the following information in at least the English or French language:

"CSC SAFETY APPROVAL"

Country of approval and approval reference

Date (month and year) of manufacture

Manufacturer's identification number of the container or, in the case of existing containers for which that number is unknown, the number allotted by the Administration

Maximum operating gross mass (kg and lbs)
 Allowable stacking load for 1.8 g (kg and lbs)
 Transverse racking test force (newtons)"

4 At the end of paragraph 3, the symbol "." is deleted and a new text is added as follows:

", at or before their next scheduled examination or before any other date approved by the Administration, provided this is not later than 1 July 2015."

5 After the existing paragraph 4, a new paragraph 5 is added as follows:

"5 A container, the construction of which was completed prior to 1 July 2014, may retain the Safety Approval Plate as permitted by the Convention prior to that date as long as no structural modifications occur to that container."

Chapter IV **Regulations for approval of existing containers** **and new containers not approved at time of manufacture**

Regulation 9 – Approval of existing containers

6 Subparagraphs 1(c) and 1(e) are amended as follows:

"(c) maximum operating gross mass capability;"

"(e) allowable stacking load for 1.8 g (kg and lbs); and"

Regulation 10 – Approval of new containers not approved at time of manufacture

7 Subparagraphs (c) and (e) are amended as follows:

"(c) maximum operating gross mass capability;"

"(e) allowable stacking load for 1.8 g (kg and lbs); and"

Appendix

8 The fourth, fifth and sixth lines of the model of the Safety Approval Plate reproduced in the appendix are amended as follows:

"MAXIMUM OPERATING GROSS MASS kg lbs
 ALLOWABLE STACKING LOAD FOR 1.8 g kg lbs
 TRANSVERSE RACKING TEST FORCE newtons"

9 Items 4 to 8 of the appendix are amended as follows:

"4 Maximum operating gross mass (kg and lbs).

5 Allowable stacking load for 1.8 g (kg and lbs).

6 Transverse racking test force (newtons).

- 7 End-wall strength to be indicated on plate only if end-walls are designed to withstand a force of less or greater than 0.4 times the gravitational force by maximum permissible payload, i.e. $0.4Pg$.
- 8 Side-wall strength to be indicated on plate only if the side-walls are designed to withstand a force of less or greater than 0.6 times the gravitational force by maximum permissible payload, i.e. $0.6Pg$."
- 10 The existing paragraphs 10 and 11 are replaced as follows:
- "10 One door off stacking strength to be indicated on plate only if the container is approved for one door off operation. The marking shall show: ALLOWABLE STACKING LOAD ONE DOOR OFF FOR 1.8 g (... kg ... lbs). This marking shall be displayed immediately near the stacking test value (see line 5).
- 11 One door off racking strength to be indicated on plate only if the container is approved for one door off operation. The marking shall show: TRANSVERSE RACKING TEST FORCE ONE DOOR OFF (... newtons). This marking shall be displayed immediately near the racking test value (see line 6)."

ANNEX II

STRUCTURAL SAFETY REQUIREMENTS AND TESTS

- 11 After the heading of annex II, the following text is inserted:

"General Provisions

The following definitions shall be applied for the purpose of this annex:

The letter g means the standard acceleration of gravity; g equals 9.8 m/s^2 .

The word *load*, when used to describe a physical quantity to which units may be ascribed, signifies mass.

Maximum operating gross mass or Rating or R means the maximum allowable sum of the mass of the container and its cargo. The letter R is expressed in units of mass. Where the annexes are based on gravitational forces derived from this value, that force, which is an inertial force, is indicated as Rg .

Maximum permissible payload or P means the difference between maximum operating gross mass or rating and tare. The letter P is expressed in units of mass. Where the annexes are based on the gravitational forces derived from this value, that force, which is an inertial force, is indicated as Pg .

Tare means the mass of the empty container, including permanently affixed ancillary equipment."

12 The first sentence of the Introduction to annex II (Structural safety requirements and tests) is amended as follows:

"In setting the requirements of this annex, it is implicit that, in all phases of the operation of containers, the forces as a result of motion, location, stacking and gravitational effect of the loaded container and external forces will not exceed the design strength of the container."

13 In section 1 (Lifting), subsection 1(A) (Lifting from corner fittings), the text concerning test loadings and applied forces is amended as follows:

"TEST LOAD AND APPLIED FORCES

Internal load:

A uniformly distributed load such that the sum of the mass of container and test load is equal to 2R. In the case of a tank container, when the test load of the internal load plus the tare is less than 2R, a supplementary load, distributed over the length of the tank, is to be added to the container.

Externally applied forces:

Such as to lift the sum of a mass of 2R in the manner prescribed (under the heading TEST PROCEDURES)."

14 In section 1 (Lifting), subsection 1(B) (Lifting by any other additional methods) is replaced with the following:

"TEST LOAD AND APPLIED FORCES

TEST PROCEDURES

Internal load:

A uniformly distributed load such that the sum of the mass of container and test load is equal to 1.25R.

Externally applied forces:

Such as to lift the sum of a mass of 1.25R in the manner prescribed (under the heading TEST PROCEDURES).

Internal load:

A uniformly distributed load such that the sum of the mass of container and test load is equal to 1.25R. In the case of a tank container, when the test load of the internal load plus the tare is less than 1.25R, a supplementary load, distributed over the length of the tank, is to be added to the container.

(i) *Lifting from fork-lift pockets:*

The container shall be placed on bars which are in the same horizontal plane, one bar being centred within each fork-lift pocket which is used for lifting the loaded container. The bars shall be of the same width as the forks intended to be used in the handling, and shall project into the fork pocket 75% of the length of the fork pocket.

(ii) *Lifting from grappler-arm positions:*

The container shall be placed on pads in the same horizontal plane, one under each grappler-arm position. These pads shall be of the same sizes as the lifting area of the grappler arms intended to be used.

Externally applied forces:

Such as to lift the sum of a mass of 1.25R in the manner prescribed (under the heading TEST PROCEDURES).

iii) *Other methods:*

Where containers are designed to be lifted in the loaded condition by any method not mentioned in (A) or (B)(i) and (ii) they shall also be tested with the internal load and externally applied forces representative of the acceleration conditions appropriate to that method."

15 Paragraphs 1 and 2 of section 2 (STACKING) are amended as follows:

"1 For conditions of international transport where the maximum vertical acceleration varies significantly from 1.8 g and when the container is reliably and effectively limited to such conditions of transport, the stacking load may be varied by the appropriate ratio of acceleration.

2 On successful completion of this test, the container may be rated for the allowable superimposed static stacking load, which should be indicated on the Safety Approval Plate against the heading ALLOWABLE STACKING LOAD FOR 1.8 g (kg and lbs)."

16 In section 2 (STACKING), the text concerning test loadings and applied forces is amended as follows:

"TEST LOAD AND APPLIED FORCES

Internal load:

A uniformly distributed load such that the sum of the mass of container and test load is equal to 1.8R. Tank containers may be tested in the tare condition.

Externally applied forces:

Such as to subject each of the four top corner fittings to a vertical downward force equal to 0.25 x 1.8 x the gravitational force of the allowable superimposed static stacking load."

17 Section 3 (CONCENTRATED LOADS) is amended as follows:

"TEST LOAD AND APPLIED FORCES

TEST PROCEDURES

(a) On roof

Internal load:

None.

The externally applied forces shall be applied vertically downwards to the outer surface of the weakest area of the roof of the container.

Externally applied forces:

A concentrated gravitational force of 300 kg (660 lbs) uniformly distributed over an area of 600 mm x 300 mm (24 in x 12 in).

(b) On floor

Internal load:

Two concentrated loads each of 2,730 kg (6,000 lbs) and each added to the container floor within a contact area of 142 cm² (22 sq in).

The test should be made with the container resting on four level supports under its four bottom corners in such a manner that the base structure of the container is free to deflect.

Externally applied forces:

None.

A testing device loaded to a mass of 5,460 kg (12,000 lbs), that is, 2,730 kg (6,000 lbs) on each of two surfaces, having, when loaded, a total contact area of 284 cm² (44 sq in), that is, 142 cm² (22 sq in) on each surface, the surface width being 180 mm (7 in) spaced 760 mm (30 in) apart, centre to centre, should be manoeuvred over the entire floor area of the container.

"

18 The heading and subheading of the text concerning test loadings and applied forces in section 4 (TRANSVERSE RACKING) are replaced with the following respectively:

"TEST LOAD AND APPLIED FORCES" and "**Internal load:**".

19 In section 5 (LONGITUDINAL RESTRAINT (STATIC TEST)), the text concerning test loadings and applied forces is amended as follows:

"TEST LOAD AND APPLIED FORCES

Internal load:

A uniformly distributed load, such that the sum of the mass of a container and test load is equal to the maximum operating gross mass or rating R. In the case of a tank container, when the mass of the internal load plus the tare is less than the maximum gross mass or rating, R, a supplementary load is to be added to the container.

Externally applied forces:

Such as to subject each side of the container to longitudinal compressive and tensile forces of magnitude R_g , that is, a combined force of $2R_g$ on the base of the container as a whole."

- 20 The first paragraph of section 6 (END-WALLS) is amended as follows:

"The end-walls should be capable of withstanding a force of not less than 0.4 times the force equal to gravitational force by maximum permissible payload. If, however, the end-walls are designed to withstand a force of less or greater than 0.4 times the gravitational force by maximum permissible payload, such a strength factor shall be indicated on the Safety Approval Plate in accordance with annex I, regulation 1."

- 21 In section 6 (END-WALLS), the text concerning test loadings and applied forces is amended as follows:

"TEST LOAD AND APPLIED FORCES

Internal load:

Such as to subject the inside of an end-wall to a uniformly distributed force of $0.4P_g$ or such other force for which the container may be designed.

Externally applied forces:

None."

- 22 The first paragraph of section 7 (SIDE-WALLS) is amended as follows:

"The side-walls should be capable of withstanding a force of not less than 0.6 times the force equal to the gravitational force by maximum permissible payload. If, however, the side-walls are designed to withstand a force of less or greater than 0.6 times the gravitational force by maximum permissible payload, such a strength factor shall be indicated on the Safety Approval Plate in accordance with annex I, regulation 1."

- 23 In section 7 (SIDE-WALLS), the text concerning test loadings and applied forces is amended as follows:

"TEST LOAD AND APPLIED FORCES

Internal load:

Such as to subject the inside of a side-wall to a uniformly distributed force of $0.6P_g$ or such other force for which the container may be designed.

Externally applied forces: None."

24 The existing section 8 (ONE DOOR OFF OPERATION) is replaced with the following:

"8 ONE DOOR OFF OPERATION

8.1 Containers with one door removed have a significant reduction in their ability to withstand racking forces and, potentially, a reduction in stacking strength. The removal of a door on a container in operation is considered a modification of the container. Containers must be approved for one door off operation. Such approval shall be based on test results as set forth below.

8.2 On successful completion of the stacking test the container may be rated for the allowable superimposed stacking load, which shall be indicated on the Safety Approval Plate immediately below line 5: ALLOWABLE STACKING LOAD FOR 1.8 g (kg and lbs) ONE DOOR OFF.

8.3 On successful completion of the racking test the transverse racking test force shall be indicated on the Safety Approval Plate immediately below line 6: TRANSVERSE RACKING TEST FORCE ONE DOOR OFF (newtons).

TEST LOAD AND APPLIED FORCES TEST PROCEDURES

Stacking

Internal load:

A uniformly distributed load such that the sum of the mass of container and test load is equal to 1.8R.

The test procedures shall be as set forth under **2 STACKING**

Externally applied forces:

Such as to subject each of the four top corner fittings to a vertical downward force equal to 0.25 x 1.8 x the gravitational force of the allowable superimposed static stacking load.

Transverse racking

Internal load:

None.

The test procedures shall be as set forth under **4 TRANSVERSE RACKING**

Externally applied forces:

Such as to rack the end structures of the container sideways. The forces shall be equal to those for which the container was designed."

ANNEX III
CONTROL AND VERIFICATION

25 The existing section 4 is replaced with the following:

"4 Structurally sensitive components

4.1 The following components are structurally sensitive and should be examined for deficiencies in accordance with the following table:

(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
Structurally sensitive component	Serious deficiency requiring immediate out-of-service determination	Deficiency requiring advice to owner and restrictions for transport	Restrictions to be applied in case of deficiencies according to column (iii)			
			Empty container		Loaded container	
			Sea transport	Other modes	Sea transport	Other modes
Top rail	Local deformation to the rail in excess of 60 mm or separation or cracks or tears in the rail material in excess of 45 mm in length. (see Note 1)	Local deformation to the rail in excess of 40 mm or separation or cracks or tears in the rail material in excess of 10 mm in length. (see Note 1)	No restriction	No restriction	Bottom lifting not allowed, Top lifting allowed only by use of spreaders without chains	Bottom lifting not allowed, Top lifting allowed only by use of spreaders without chains
Note 1: On some designs of tank containers the top rail is not a structurally significant component.						
Bottom rail	Local deformation perpendicular to the rail in excess of 100 mm or separation cracks or tears in the rail's material in excess of 75 mm in length (see Note 2)	Local deformation perpendicular to the rail in excess of 60 mm or separation cracks or tears in the rail's material of the upper flange in excess of 25 mm in length; or of web in any length (see Note 2)	No restriction	No restriction	Lifting at (any) corner fitting not allowed	Lifting at (any) corner fitting not allowed
Note 2: The rails material does not include the rail's bottom flange.						
Header	Local deformation to the header in excess of 80 mm or cracks or tears in excess of 80 mm in length	Local deformation to the header in excess of 50 mm or cracks or tears in excess of 10 mm in length	Container shall not be overstowed	No restriction	Container shall not be overstowed	No restriction
Sill	Local deformation to the sill in excess of 100 mm or cracks or tears in excess of 100 mm in length.	Local deformation to the sill in excess of 60 mm or cracks or tears in excess of 10 mm in length	Container shall not be overstowed	No restrictions	Container shall not be overstowed	No restrictions

(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
Structurally sensitive component	Serious deficiency requiring immediate out-of-service determination	Deficiency requiring advice to owner and restrictions for transport	Restrictions to be applied in case of deficiencies according to column (iii)			
			Empty container		Loaded container	
			Sea transport	Other modes	Sea transport	Other modes
Corner posts	Local deformation to the post in excess of 50 mm or cracks or tears in excess of 50 mm in length	Local deformation to the post in excess of 30 mm or cracks or tears of any length	Container shall not be overstowed	No restrictions	Container shall not be overstowed	No restrictions
Corner and intermediate fittings	Missing corner fittings, any through cracks or tears in the fitting, any deformation of the fitting that precludes full engagement of the securing or lifting fittings (see Note 3) or any weld separation of adjoining components in excess of 50 mm in length	Weld separation of adjoining components of 50 mm or less	Container shall not be lifted on board a ship if the damaged fittings prevent safe lifting or securing	Container shall be lifted and handled with special care	Container shall not be loaded on board a ship	Container shall be lifted and handled with special care
		Any reduction in the thickness of the plate containing the top aperture that makes it less than 25 mm thick	Container shall be lifted and handled with special care Container shall not be overstowed when twistlocks have to be used	Container shall be lifted and handled with special care	Container shall not be lifted by the top corner fittings	Container shall be lifted and handled with special care
		Any reduction in the thickness of the plate containing the top aperture that makes it less than 26 mm thick	Container shall not be overstowed when fully automatic twistlocks are to be used	Container shall be lifted and handled with special care	Container shall not be used with fully automatic twistlocks	Container shall be lifted and handled with special care
		<p>Note 3 The full engagement of securing or lifting fittings is precluded if there is any deformation of the fitting beyond 5 mm from its original plane, any aperture width greater than 66 mm, any aperture length greater than 127 mm or any reduction in thickness of the plate containing the top aperture that makes it less than 23 mm thick.</p>				

(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
Structurally sensitive component	Serious deficiency requiring immediate out-of-service determination	Deficiency requiring advice to owner and restrictions for transport	Restrictions to be applied in case of deficiencies according to column (iii)			
			Empty container		Loaded container	
			Sea transport	Other modes	Sea transport	Other modes
Understructure	Two or more adjacent cross members missing or detached from the bottom rails. 20% or more of the total number of cross members missing or detached. (see Note 4)	One or two cross members missing or detached (see Note 4)	No restrictions	No restrictions	No restrictions	No restrictions
		More than two cross members missing or detached (see Notes 4 and 5)	No restrictions	No restrictions	Maximum payload shall be restricted to 0.5 x P	Maximum payload shall be restricted to 0.5 x P
<p>Note 4: If onward transport is permitted, it is essential that detached cross members are precluded from falling free.</p> <p>Note 5: Careful cargo discharge is required as forklift capability of the understructure might be limited.</p>						
Locking rods	One or more inner locking rods are non-functional (see Note 6)	One or more outer locking rods are non-functional (see Note 6)	Container shall not be overstowed	No restriction	Container shall not be overstowed. Cargo shall be secured against the container frame and the door shall not be used to absorb acceleration forces – otherwise maximum payload shall be restricted to 0.5 P	Cargo shall be secured against the container frame and the door shall not be used to absorb acceleration forces – otherwise maximum payload shall be restricted to 0.5 P
<p>Note 6: Some containers are designed and approved (and so recorded on the CSC Plate) to operate with one door open or removed.</p>						

第 31/2017 號行政長官公告

按照中央人民政府的命令，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，命令公佈聯合國安全理事會於二零一七年二月二十三日通過的關於中東局勢的第2342 (2017) 號決議的中文、英文正式文本及以該決議各正式文本為依據的葡文譯本。

二零一七年七月十日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 31/2017

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), por ordem do Governo Popular Central, a Resolução n.º 2342 (2017), adoptada pelo Conselho de Segurança das Nações Unidas em 23 de Fevereiro de 2017, relativa à situação no Médio Oriente, nos seus textos autênticos em línguas chinesa e inglesa, acompanhados da tradução para a língua portuguesa efectuada a partir dos seus diversos textos autênticos.

Promulgado em 10 de Julho de 2017.

O Chefe do Executivo, *Chui Sai On*.