

2 須採取措施（如電視監視或漏水探測系統）將船首門、船尾門或會引起特別處所或滾裝貨物處所大量進水的任何其他貨物或車輛的裝載門的任何漏水向駕駛台做出指示。

3 須採取有效措施（如電視監視）對特種處所和滾裝貨物處所進行巡察或監視，以便在船舶行進時能觀察到車輛在惡劣氣候下的運動或旅客的未經許可的進入。”

2 第II-1章，規則第42-1條

在現有的規則第42條後加上下列新的規則第42-1條：

“規則第42-1條

滾裝客運渡船的補充應急照明

（本規則適用於一切具有滾裝貨物處所或規則第II-2/3條定義的特種處所的船舶，但是對於1989年10月22日前建造的船舶，本條規則須在不遲於1990年10月22日適用）。

除規則第42.2條要求的應急照明外，在每一具有滾裝貨物處所或規則II-2/3條定義的特種處所的船上：

.1 所有旅客公共處所和通道均須裝有在所有其他電源均發生故障以及船舶處於任何橫傾狀況時能工作至少三個小時的補充電力照明。所提供的照明須使人易於看到通向逃生裝置的通道。補充照明的電源自置於連續充電的照明裝置內的蓄電池構成。在可行時，應由應急配電板向照明裝置連續充電。或者，主管機關可以接受至少是同樣有效的任何其他照明裝置。補充照明須做到能使人立即發現電燈的任何故障。須根據蓄電池在其工作環境條件下的特定的工作壽命，對提供的任何蓄電池作定期更換；和

.2 除非配有.1段要求的補充應急電源，否則在每一船員處所通道、娛樂處所和通常有人的每一工作處所中均須配有由充電電池供電的便攜式電燈。”

第 35/2014 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；

2 Means shall be arranged, such as television surveillance or a water leakage detection system, to provide an indication to the navigating bridge of any leakage through bow doors, stern doors or any other cargo or vehicle loading doors which could lead to major flooding of special category spaces or ro-ro cargo spaces.

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

2 Chapter II-1, regulation 42-1

The following new regulation 42-1 is added after existing regulation 42:

“Regulation 42-1

Supplementary emergency lighting for ro-ro passenger ships.

(This regulation applies to all passenger ships with ro-ro cargo spaces or special category spaces as defined in regulation II-2/3, except that for ships constructed before 22 October 1989, this regulation shall apply not later than 22 October 1990).

In addition to the emergency lighting required by regulation 42.2, on every passenger ship with ro-ro cargo spaces or special category spaces as defined in regulation II-2/3:

.1 all passenger public spaces and alleyways shall be provided with supplementary electric lighting that can operate for at least three hours when all other sources of electric power have failed and under any condition of heel. The illumination provided shall be such that the approach to the means of escape can be readily seen. The source of power for the supplementary lighting shall consist of accumulator batteries located within the lighting units that are continuously charged, where practicable, from the emergency switchboard. Alternatively, any other means of lighting which is at least as effective may be accepted by the Administration. The supplementary lighting shall be such that any failure of the lamp will be immediately apparent. Any accumulator battery provided shall be replaced at intervals having regard to the specified service life in the ambient conditions that they are subject to in service; and

.2 a portable rechargeable battery operated lamp shall be provided in every crew apace alleyway, recreational space and every working space which is normally occupied unless supplementary emergency lighting, as required by subparagraph .1, is provided.”

Aviso do Chefe do Executivo n.º 35/2014

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;

國際海事組織海上安全委員會於一九八八年十月二十八日透過第MSC.12(56)號決議通過了公約的修正案；

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

基於此，行政長官根據澳門特別行政區第3/1999號法律第六條第一款的規定，命令公佈包含上指修正案的MSC.12(56)號決議的中文及英文正式文本。

二零一四年八月八日發佈。

行政長官 崔世安

海安會決議MSC.12(56)

(1988年10月28日通過)

通過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有關委員會職責的第28(b)條，

憶及大會根據決議A.596(15)決定本組織給與其旨在加強滾裝客渡船安全的工作以高度的優先地位，

注意到大會要求委員會採取一切可能的行動來達到這個目標，其中包括儘早地審議和通過1974年安全公約有關滾裝客渡船的修正案並促使其早日生效，

注意到在第五十五屆會議上，委員會根據決議MSC.11(55)按照公約第VIII(b)(iv)條通過了由聯合王國提出的1974年安全公約有關滾裝客渡船的第一套修正案(第一套)；注意到委員會還同意審議由穩性、載重線和漁船安全小組委員會擬定的公約有關客船剩餘破損穩性的建議修正案以便在第五十六屆會議上通過，

審議了聯合王國提出的1974年安全公約的第二套修正案(第二套)和按照公約第VIII(b)(i)條發給各國的有關客船剩餘破損穩性標準的建議修正案，

Considerando igualmente que, em 28 de Outubro de 1988, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.12(56), adoptou emendas 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 MSC.12(56), que contém as referidas emendas, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 8 de Agosto de 2014.

O Chefe do Executivo, *Chui Sai On*.

RESOLUTION MSC.12(56)

(adopted on 28 October 1988)

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

THE MARITIME SAFETY COMMITTEE,

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

RECALLING FURTHER that by resolution A.596(15) the Assembly resolved that the Organization give a high priority to its work aimed at enhancing the safety of passenger ro-ro ferries,

NOTING that the Assembly requested the Committee to take all possible action to meet this objective, including the earliest possible consideration and adoption of amendments to the 1974 SOLAS Convention relating to passenger ro-ro ferries and the facilitation of a rapid entry into force of these amendments,

NOTING FURTHER that at its fifty-fifth session the first set of amendments to the 1974 SOLAS Convention relating to passenger ro-ro ferries proposed by the United Kingdom (package 1) was adopted in accordance with article VIII(b)(iv) of the Convention by resolution MSC.11(55) and further that the Committee agreed to consider with a view to their adoption, at its fifty-sixth session, proposed amendments to that Convention relating to residual damage stability for passenger ships developed by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety,

HAVING CONSIDERED a second set of amendments (package 2) to the 1974 SOLAS Convention, proposed by the United Kingdom, and proposed amendments relating to standards of residual damage stability for passenger ships which were circulated in accordance with article VIII(b)(i) of the Convention,

1. 按照公約第VIII (b) (iv) 條通過公約的修正案，其文本載於本決議的附件中；

2. 按照公約第VIII (b) (vi) (2) (bb) 條決定：修正案在1989年10月28日應被視為已獲接受，除非在此日期之前三分之一以上的締約國政府或其商船隊加在一起不少於世界商船隊總噸位的百分之五十的締約國政府已通知反對修正案，

3. 請各締約國政府注意，按照公約第VIII (b) (vii) (2) 條，修正案按照上述第2款被接受後，應於1990年4月29日生效；

4. 要求秘書長遵照公約第VIII (b) (v) 條將本決議及其附件所載的修正案文本的核證副本分發給1974年國際海上人命安全公約的所有締約國政府；

5. 要求秘書長將本決議的副本分發給本組織的非公約締約國政府的會員國；

附件

1974年國際海上人命安全公約修正案

1 第II-1章，第8條

客船破艙穩性

在此標題後加上下列文字：

“(第2.3、2.4、5和6.2款適用於1990年4月29日或以後建造的客船；第7.2、7.3和7.4款適用於所有客船。)”

2.3 款的現有文字用下文取代：

“2.3破損並達到平衡後最終狀態的穩性應符合下列要求：

2.3.1 剩餘復原力臂曲線在平衡角之後應有15°的最小正值範圍。

2.3.2 從平衡角量至下列角度中的較小角度，其復原力臂曲線下面積至少應為0.015m-rad：

.1 產生進一步進水的角度；

.2 在一艙進水時，22°角（與垂線間夾角），或在兩個或兩個以上的相鄰艙同時浸水時27°角（與垂線間夾角）。

1. ADOPTS in accordance with article VIII(b)(iv) of the Convention the amendments to the Convention, the text of which is set out in the Annex to the present resolution;

2. DETERMINES in accordance with article VIII(b)(vi)(2) (bb) of the Convention that the amendments shall be deemed to have been accepted on 28 October 1989 unless prior to that date more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet have notified their objections to the amendments;

3. INVITES Contracting Governments to note that in accordance with article VIII(b)(vii)(2) of the Convention the amendments shall enter into force on 29 April 1990 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 International Convention for the Safety of Life at Sea, 1974;

5. FURTHER REQUESTS the Secretary-General to transmit copies of the resolution to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

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

1 Chapter II-1 – Regulation 8

Stability of passenger ships in damaged condition

The following text is inserted after the title:

“(Paragraphs 2.3, 2.4, 5 and 6.2 apply to passenger ships constructed on or after 29 April 1990 and paragraphs 7.2, 7.3 and 7.4 apply to all passenger ships)”.

The existing text of paragraph 2.3 is replaced by the following:

“2.3 The stability required in the final condition after damage, and after equalization where provided, shall be determined as follows:

2.3.1 The positive residual righting lever curve shall have a minimum range of 15° beyond the angle of equilibrium.

2.3.2 The area under the righting lever curve shall be at least 0.015 m-rad, measured from the angle of equilibrium to the lesser of:

.1 the angle at which progressive flooding occurs;

.2 22° (measured from the upright) in the case of one-compartment flooding, or

27° (measured from the upright) in the case of the simultaneous flooding of two or more adjacent compartments.

2.3.3 用下列情況中的最大橫傾力矩，計算出 2.3.1 款中規定範圍內的剩餘復原力臂：

.1 旅客集中於一舷；

.2 在船舶一舷用吊杆降落裝置降放所有滿載的救生艇筏；

.3 風壓作用下產生的力矩按下式計算：

$$GZ(m) = \frac{\text{橫傾力矩}}{\text{排水量}} + 0.04$$

但在任何情況下，復原力臂不應小於 0.10m。

2.3.4 為按 2.3.3 款規定計算橫傾力矩，應做如下假設：

.1 旅客集中一舷產生的橫傾力矩：

.1.1 每平方米 4 位旅客；

.1.2 每位旅客重 75kg；

.1.3 旅客分布在船舶一舷有集合站的各層可到達的甲板區域並使之產生最大的橫傾力矩。

.2 在一舷使用吊杆降落裝置降放所有滿載救生艇筏時產生的橫傾力矩：

.2.1 假設船舶破損後傾斜的一側船舷上的所有滿載救生艇和救助艇均懸掛在舷外，準備降放；

.2.2 由存放位置存放的滿載救生艇，應取用降放過程中最大橫傾力矩；

.2.3 假設船舶破損後傾斜的一側船舷上的每個吊杆上均吊有滿載的可吊救生筏，救生筏已懸掛於舷外，準備降放；

.2.4 不在懸掛於舷外的救生設備中的人員既不增加橫傾力矩也不增加復原力矩；

.2.5 假設船舶另一舷的救生設備處於存放位置。

.3 風壓橫傾力矩：

.3.1 風壓取值為 120N/m²；

.3.2 受風面積應為船舶完整狀態下水線以上的側投影面積；

.3.3 風壓力臂應為船舶完整狀態下平均吃水的中點至側投影面積中心的垂直距離。”

2.3.3 A residual righting lever is to be obtained within the range specified in 2.3.1, taking into account the greatest of the following heeling moments;

.1 the crowding of all passengers towards one side;

.2 the launching of all fully loaded davit-launched survival craft on one side;

.3 due to wind pressure;

as calculated by the formula:

$$GZ(\text{in metres}) = \frac{\text{heeling moment}}{\text{displacement}} + 0.04$$

However, in no case is this righting lever to be less than 0.10 m.

2.3.4 For the purpose of calculating the heeling moments in paragraph 2.3.3, the following assumptions shall be made:

.1 Moments due to crowding of passengers:

.1.1 4 persons per square metre;

.1.2 a mass of 75 kg for each passenger;

.1.3 passengers shall be distributed on available deck areas towards one side of the ship on the decks where muster stations are located and in such a way that they produce the most adverse heeling moment.

.2 Moments due to launching of all fully loaded davit-launched survival craft on one side:

.2.1 all lifeboats and rescue boats fitted on the side to which the ship has heeled after having sustained damage shall be assumed to be swung out fully loaded and ready for lowering;

.2.2 for lifeboats which are arranged to be launched fully loaded from the stowed position, the maximum heeling moment during launching shall be taken;

.2.3 a fully loaded davit-launched liferaft attached to each davit on the side to which the ship has heeled after having sustained damage shall be assumed to be swung out ready for lowering;

.2.4 persons not in the life-saving appliances which are swung out shall not provide either additional heeling or righting moment;

.2.5 life-saving appliances on the side of the ship opposite to the side to which the ship has heeled shall be assumed to be in a stowed position.

.3 Moments due to wind pressure;

.3.1 a wind pressure of 120N/m² to be applied;

.3.2 the area applicable shall be the projected lateral area of the ship above the waterline corresponding to the intact condition;

.3.3 the moment arm shall be the vertical distance from a point at one half of the mean draught corresponding to the intact condition to the centre of gravity of the lateral area”.

在現有的2.3款後增加新的2.4款：

“2.4 在浸水中間階段，最大復原力臂至少應為0.05m，正復原力臂的範圍至少應為7°，任何情況下只需假設船體僅一處破損和一個自由液面。”

刪去第5款第3句中的“及平衡前的最大傾角”字樣。

在第5款第3句後增加下列新的文字：

“在浸水後平衡前的最大橫傾角不應超過15°。”

以下列文字取代第6.2款的現有文字：

“在不對稱浸水時，一艙浸水的橫傾角不得超過7°，在兩個或兩個以上的相鄰艙同時浸水時，主管機關可允許有12°的橫傾角。”

將現有的第7款改為7.1款。

在新的7.1款後增加新的7.2、7.3和7.4款：

“7.2 7.1款中所述的旨在使船長能保持船舶具有足夠完整穩性的資料應包括指示出在船舶所有營運狀態的各種吃水和排水量情況下，龍骨以上的極限重心高度（KG）或最小穩心高度（GM）的資料。這些資料應顯示出考慮作業範圍的各種縱傾的影響。

7.3在每一船舶的船首和船尾處均要清楚地標出水尺標誌。當水尺標誌標在不易看見的位置上或因特定運務的操作限制使人難於見到水尺標誌時，船舶還應配備一種可靠的能判定船首和船尾吃水的吃水指示系統。

7.4在船舶裝貨完畢、駛離港口之前，船長應測定船舶的縱傾和穩性，也要查明船舶是否符合有關條款的穩性標準並做出記錄。主管機關可允許為此目的使用裝載和穩性電子計算機或等效裝置。”

2 第II-1章，第20-1條

在現有第20條後增加新的第20-1條

“第20-1條

裝貨門的關閉

1 本條適用於所有客船。

The following new paragraph 2.4 is added after the existing paragraph 2.3:

“2.4 In intermediate stages of flooding, the maximum righting lever shall be at least 0.05 m and the range of positive righting levers shall be at least 7°. In all cases, only one breach in the hull and only one free surface need be assumed”.

In the third sentence of paragraph 5 the phrase “as well as the maximum heel before equalization” is deleted.

The following new sentence is added after the third sentence of paragraph 5:

“The maximum angle of heel after flooding but before equalization shall not exceed 15°”.

The existing text of paragraph 6.2 is replaced by the following:

“In the case of unsymmetrical flooding, the angle of heel for one-compartment flooding shall not exceed 7°. For the simultaneous flooding of two or more adjacent compartments, a heel of 12° may be permitted by the Administration.”

Existing paragraph 7 is renumbered as subparagraph 7.1.

The following new subparagraphs 7.2, 7.3 and 7.4 are inserted after new subparagraph 7.1:

“7.2 The data referred to in paragraph 7.1 to enable the master to maintain sufficient intact stability shall include information which indicates the maximum permissible height of the ship’s centre of gravity above keel (KG), or alternatively the minimum permissible metacentric height (GM), for a range of draughts or displacements sufficient to include all service conditions. The information shall show the influence of various trims taking into account the operational limits.

7.3 Each ship shall have scales of draughts marked clearly at the bow and stern. In the case where the draught marks are not located where they are easily readable, or operational constraints for a particular trade make it difficult to read the draught marks, then the ship shall also be fitted with a reliable draught indicating system by which the bow and stern draughts can be determined.

7.4 On completion of loading of the ship and prior to its departure, the master shall determine the ship’s trim and stability and also ascertain and record that the ship is in compliance with stability criteria in the relevant regulations. The Administration may accept the use of an electronic loading and stability computer or equivalent means for this purpose”.

2 Chapter II-1 — Regulation 20-1

The following new regulation 20-1 is added after existing regulation 20.

“Regulation 20-1

Closure of cargo loading doors

1 This regulation applies to all passenger ships.

2 位於限界線以上的下列門，在船舶進行任何航行前應當關閉和鎖緊，並應保持關閉和鎖緊，直到停靠在下一泊位上。

- .1 在船體或封閉上層建築邊界上的裝貨門；
- .2 裝在2.1款所述位置上的船首樁門；
- .3 防撞艙壁上的裝貨門；
- .4 構成2.1至2.3款所述門的替代關閉裝置的風雨密船首吊門。

船舶停靠在泊位上時，假定門不能開啓或關閉，而在船舶靠離泊位時可開啓或保持開啓狀態，針對這種情況對該門能即時進行操作可能是必要的，任何情況下，內船首門必須保持關閉狀態。

3 儘管有2.1款和2.4款的要求，主管機關仍可授權船長在船舶停泊在安全錨地而且船舶的安全不會受到影響時，出於船舶操作或旅客上、下船的需要，自行決定打開某些特定的門。

4 船長應確保對第2款中所述的那些門的關閉和開啓狀態進行監視和報告的有效系統予以實施。

5 在船舶進行任何航行前，船長應確保按第II-1/25條要求在航海日誌中記錄下第2款所述的那些門的最後關閉時間和開啓第3款所述某些特定門的時間。”

3 第II-1章，第22條

客船和貨船的穩性資料

在現有的第2款後增加新的第3款：

“3 在不超過五年的間隔期內應對所有的客船進行空船重量檢驗，查明空船排水量和縱向重心位置有無任何變化。經與批准的穩性資料比較，每當發現或估計空載排水量的偏差超過2%或縱向重心位置的偏差超過船長(L)的1%時，該船應重新進行傾斜試驗。”

將現有的第3款第一行中的“免作傾斜試驗”改為：

“免作第1款要求的傾斜試驗”

現有的第3款和第4款分別改為第4款和第5款。

2 The following doors, located above the margin line, shall be closed and locked before the ship proceeds on any voyage and shall remain closed and locked until the ship is at its next berth;

.1 cargo loading doors in the shell or the boundaries of enclosed superstructures;

.2 bow visors fitted in positions, as indicated in paragraph 2.1;

.3 cargo loading doors in the collision bulkhead;

.4 weathertight ramps forming an alternative closure to those defined in paragraphs 2.1 to 2.3 inclusive.

Provided that where a door cannot be opened or closed while the ship is at the berth such a door may be opened or left open while the ship approaches or draws away from the berth, but only so far as may be necessary to enable the door to be immediately operated. In any case, the inner bow door must be kept closed.

3 Notwithstanding the requirements of paragraphs 2.1 and 2.4, the Administration may authorize that particular doors can be opened at the discretion of the master, if necessary for the operation of the ship or the embarking and disembarking of passengers, when the ship is at safe anchorage and provided that the safety of the ship is not impaired.

4 The master shall ensure that an effective system of supervision and reporting of the closing and opening of the doors referred to in paragraph 2, is implemented.

5 The master shall ensure, before the ship proceeds on any voyage, that an entry in the log book, as required in regulation II-1/25, is made of the time of the last closing of the doors specified in paragraph 2 and the time of any opening of particular doors in accordance with paragraph 3”.

3 Chapter II-1 — Regulation 22

Stability information for passenger ships and cargo ships

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

“3 At periodical intervals not exceeding five years, a lightweight survey shall be carried out on all passenger ships to verify any changes in lightship displacement and longitudinal centre of gravity. The ship shall be re-inclined whenever, in comparison with the approved stability information, a deviation from the lightship displacement exceeding 2% or a deviation of the longitudinal centre of gravity exceeding 1% of L is found or anticipated.”

The following words are added at the end of the first line of existing paragraph 3:

“as required by paragraph 1”.

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