

第 44 期

第二組

澳門特別行政區公報
由第一組及第二組組成

二零一四十月三十一日，星期五



Número 44

II

SÉRIE

do *Boletim Oficial* da Região Administrativa
Especial de Macau, constituído pelas séries I e II

Sexta-feira, 31 de Outubro de 2014

澳門特別行政區公報 BOLETIM OFICIAL DA REGIÃO ADMINISTRATIVA ESPECIAL DE MACAU

副刊 SUPLEMENTO

目 錄

澳門特別行政區

行政長官辦公室：

第70/2014號行政長官公告，命令公佈聯合國安全理事會於二零一四年八月十五日通過的關於恐怖活動對國際和平與安全構成威脅的第2170（2014）號決議。..... 19207

第71/2014號行政長官公告，命令公佈聯合國安全理事會於二零一四年八月二十七日通過的關於利比亞局勢的第2174（2014）號決議。..... 19225

SUMÁRIO

REGIÃO ADMINISTRATIVA ESPECIAL DE MACAU

Gabinete do Chefe do Executivo:

Aviso do Chefe do Executivo n.º 70/2014, que manda publicar a Resolução n.º 2170 (2014), adoptada pelo Conselho de Segurança das Nações Unidas, em 15 de Agosto de 2014, relativa às ameaças à paz e segurança internacionais causadas por actos terroristas. 19207

Aviso do Chefe do Executivo n.º 71/2014, que manda publicar a Resolução n.º 2174 (2014), adoptada pelo Conselho de Segurança das Nações Unidas em 27 de Agosto de 2014, relativa à situação na Líbia. 19225

印務局，澳門官印局街。電話：2857 3822 • 傳真：2859 6802 • 電子郵件：info@io.gov.mo

Imprensa Oficial, Rua da Imprensa Nacional — Macau. Tel.: 2857 3822 • Fax: 2859 6802 • E-mail: info@io.gov.mo
網址 Website: <http://www.io.gov.mo>

第72/2014號行政長官公告，命令公佈一九九六年十二月五日通過的《1974年國際海上人命安全公約》修正案。.....	19233	Aviso do Chefe do Executivo n.º 72/2014, que manda publicar emendas à Convenção Internacional para a Salvaguarda da Vida Humana no Mar de 1974, adoptadas em 5 de Dezembro de 1996.	19233
第73/2014號行政長官公告，命令公佈一九九五年五月十六日通過的《1974年國際海上人命安全公約》修正案。.....	19285	Aviso do Chefe do Executivo n.º 73/2014, que manda publicar emendas à Convenção Internacional para a Salvaguarda da Vida Humana no Mar de 1974, adoptadas em 16 de Maio de 1995.	19285
第74/2014號行政長官公告，命令公佈一九九二年十二月十一日通過的《1974年國際海上人命安全公約》的修正案。.....	19292	Aviso do Chefe do Executivo n.º 74/2014, que manda publicar emendas à Convenção Internacional para a Salvaguarda da Vida Humana no Mar de 1974, adoptadas em 11 de Dezembro de 1992.	19292
第75/2014號行政長官公告，命令公佈國際海事組織海上安全委員會於一九九六年六月四日通過的《國際散裝運輸危險化學品船舶構造和設備規則》修正案。.....	19339	Aviso do Chefe do Executivo n.º 75/2014, que manda publicar emendas ao Código Internacional para a Construção e Equipamento de Navios que Transportam Substâncias Químicas Perigosas a Granel, adoptadas pelo Comité de Segurança Marítima da Organização Marítima Internacional, em 4 de Junho 1996.	19339
第76/2014號行政長官公告，命令公佈一九九五年十一月二十九日通過的《1974年國際海上人命安全公約》附件修正案。.....	19347	Aviso do Chefe do Executivo n.º 76/2014, que manda publicar emendas ao Anexo da Convenção Internacional para a Salvaguarda da Vida Humana no Mar de 1974, adoptadas em 29 de Novembro de 1995.	19347
第77/2014號行政長官公告，命令公佈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通過的《用於檢查的進出通道的技術規定》。.....	19388	Aviso do Chefe do Executivo n.º 77/2014, que manda publicar as Disposições Técnicas relativas aos Meios de Acesso para as Inspeções, adoptadas pelo Comité de Segurança Marítima da Organização Marítima Internacional, em 12 de Dezembro de 2002.	19388

政府機關通告及公告

澳門理工學院佈告：

二零一四年第三季度的資助名單。.....	19403
通告一則，關於修正刊登於二零一四年四月三十日第十八期及七月三十日第三十一期《澳門特別行政區公報》的若干項獲津貼金額。.....	19411

Avisos e anúncios oficiais

Instituto Politécnico de Macau:

Lista dos apoios financeiros referente ao 3.º trimestre de 2014.	19403
Aviso de rectificação dos valores do subsídio publicado no Boletim Oficial da RAEM de n.º 18/2014, de 30 de Abril, e de n.º 31/2014, de 30 de Julho.	19411

澳門特別行政區

REGIÃO ADMINISTRATIVA ESPECIAL DE MACAU

行政長官辦公室

GABINETE DO CHEFE DO EXECUTIVO

第 70/2014 號行政長官公告

Aviso do Chefe do Executivo n.º 70/2014

按照中央人民政府的命令，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，命令公佈聯合國安全理事會於二零一四年八月十五日通過的關於恐怖活動對國際和平與安全構成威脅的第2170（2014）號決議的中文及英文正式文本。

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, por ordem do Governo Popular Central, a Resolução n.º 2170 (2014), adoptada pelo Conselho de Segurança das Nações Unidas, em 15 de Agosto de 2014, relativa às ameaças à paz e segurança internacionais causadas por actos terroristas, nos seus textos autênticos em línguas chinesa e inglesa.

二零一四年十月十四日發佈。

Promulgado em 14 de Outubro de 2014.

行政長官 崔世安

O Chefe do Executivo, *Chui Sai On*.

第 2170 (2014) 號決議

安全理事會 2014 年 8 月 15 日第 7242 次會議通過

安全理事會，

重申第 1267 (1999)、第 1373 (2001)、第 1618 (2005)、第 1624 (2005)、第 2083 (2012)、第 2129 (2013)、第 2133 (2014)、第 2161 (2014) 號決議和各項相關主席聲明，

重申伊拉克共和國和阿拉伯敘利亞共和國的獨立、主權、統一和領土完整，還重申《聯合國憲章》的宗旨和原則，

重申，一切形式和表現的恐怖主義都是對國際和平與安全的最嚴重威脅之一，任何恐怖主義行為，不論其動機為何，在何地、何時發生，由何人所為，都是不可開脫的犯罪行為，

最嚴重地關切有部分伊拉克和敘利亞領土處於伊拉克和黎凡特伊斯蘭國（伊黎伊斯蘭國）和勝利陣線控制之下，關切伊黎伊斯蘭國和勝利陣線的人員、暴力極端主義思想和行動對伊拉克、敘利亞和該區域的穩定產生不利影響，包括對平民產生巨大人道主義影響，致使數百萬人流離失所，並關切它們的暴力行為造成宗教派別關係緊張，

再次譴責伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體目前採用多種恐怖主義犯罪行為，以打死平民和其他受害者，毀壞財產和文化宗教場所，嚴重破壞穩定，回顧第 2161 (2014) 號決議第 1 段有關凍結資產、禁止旅行和武器禁運

的規定適用於伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體，

重申不能也不應將恐怖主義，包括伊黎伊斯蘭國的行動，同任何宗教、國籍或文明聯繫起來，

強調只有採取持久、全面的對策，並有所有國家、國際組織和區域組織的積極參與和協作，以遏止、削弱、孤立恐怖主義威脅並使其喪失能力，才能戰勝恐怖主義，

重申會員國必須確保為反恐採取的任何措施，包括在執行本決議時，都符合國際法，尤其是國際人權法、難民法和人道主義法為其規定的所有義務，着重指出有效的反恐措施與尊重人權、基本自由和法治相輔相成，都是成功的反恐努力的必要組成部分，並指出尊重法治對於有效防止和打擊恐怖主義的重要性，

重申，必須追究以下人的責任：在伊拉克和敘利亞境內有違反國際人道主義法或侵犯或踐踏人權的行為或應對這些行為負責的人，包括根據個人的宗教或信仰或出於政治理由對其進行迫害的人，

嚴重關切有人資助伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體，關切它們獲得金融和其他資源，特別指出這些資源會支持它們今後的恐怖活動，

強烈譴責伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體為任何目的、包括為籌集資金或贏得政治讓步而製造的綁架和劫持人質事件，表示決心根據適用的國際法，防止恐怖團體綁架和劫持人質，在不支付贖金或作出政治讓步的情況下謀求人質安全獲釋，促請所有會員國防止恐怖分子直接或間接得益於

支付的贖金或作出的政治讓步並使人質安全獲釋，重申所有會員國都需要在恐怖團體綁架和劫持人質期間密切開展合作，

表示關切有外國恐怖主義戰鬥人員加入伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體，且加入的人數眾多，

表示關切在日益全球化的社會中，恐怖分子及其支持者越來越多地用新的信息和通信技術，特別是因特網來進行招募和煽動實施恐怖行為，為其活動籌資、規劃和籌備，並着重指出會員國要協力防止恐怖分子利用技術、通信和各種資源來煽動支持恐怖行為，同時須尊重人權和基本自由並遵守其他國際法義務，

最強烈地譴責煽動恐怖行為的行徑，駁斥為恐怖行為辯解或美化（稱頌）這些行為的企圖，這樣做會煽動更多的恐怖行為，

着重指出會員國依照國際法為其規定的義務，負有保護其領土內平民的首要責任，

敦促所有各方保護受伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體暴力活動影響的平民，特別是婦女和兒童，尤其是保護他們不受任何形式性暴力的侵害，

重申需要根據《聯合國憲章》和國際法，包括適用的國際人權法、難民法和人道主義法，採取一切手段抗擊恐怖行為對國際和平與安全造成的威脅，並為此強調聯合國在領導和協調這項努力方面的重大作用，

關切地注意到伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體繼續對國際和平與安全構成威脅，重

申安理會決心在所有方面應對這一威脅，

根據《聯合國憲章》第七章採取行動，

1. 最強烈地反對和譴責伊黎伊斯蘭國的恐怖行為和它的暴力極端主義思想，反對和譴責它繼續有步驟地廣泛嚴重踐踏人權和違反國際人道主義法；

2. 強烈譴責不分皂白地殺害平民和蓄意把平民當作攻擊目標，犯下無數滔天罪行，進行大規模的槍決和法外處決，包括槍決和處決士兵、根據個人和整個社區的宗教或信仰對其進行迫害、綁架平民、強迫少數族群的成員流離失所、殺害和殘害兒童、招募和使用兒童、強姦和其他形式的性暴力、任意羈押、攻擊學校和醫院、毀壞文化宗教場所和阻礙行使經濟、社會和文化權利，包括受教育權利，特別是在敘利亞臘卡省、代爾祖爾省、阿勒頗省和伊德利布省，以及伊拉克的北部，特別是塔米姆省、薩拉赫丁省和尼尼微省；

3. 回顧因族裔或政治背景、宗教或信仰而廣泛或有步驟地對平民發動攻擊可構成危害人類罪，強調一定要追究伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體踐踏人權和違反國際人道主義法的責任，敦促所有各方防止這些侵權違法行為；

4. 要求伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體停止一切暴力和恐怖行為，立即解除武裝和解散；

5. 敦促所有國家按照第 1373 (2001) 號決議規定的義務積極合作，努力緝拿實施、組織和資助恐怖行為的與基地組織、包括與伊黎

伊斯蘭國和勝利陣線有關聯的個人、團體、企業和實體，並將其繩之以法，為此着重指出開展區域合作的重要性；

6. 再次促請所有國家根據它們依國際法承擔的義務，採取一切必要和適當的措施，制止因受與伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人或實體傳播的極端主義和不容忍的挑動而去煽動恐怖行為，防止恐怖分子及其支持者顛覆教育、文化和宗教機構；

外國恐怖主義戰鬥人員

7. 譴責伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體招募外國恐怖主義戰鬥人員，因為他們的存在加劇衝突，助長暴力激進化，要求所有與伊黎伊斯蘭國和其他恐怖團體有關聯的外國恐怖主義戰鬥人員立即撤離，表示願意考慮根據制裁基地組織制度，將那些為伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體招募人員或參加其活動的人，包括為伊黎伊斯蘭國或勝利陣線資助或協助外國恐怖主義戰鬥人員旅行的人，列入制裁名單；

8. 促請所有會員國在本國採取措施，阻止外國恐怖主義戰鬥人員加入伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體，並根據適用的國際法將上述各方的外國恐怖主義戰鬥人員繩之以法，還重申會員國有義務根據適用的國際法，阻止恐怖分子或團體的出行，特別是有效地控制邊界，並為此迅速交換情報，改進有關當局之間的合作以防止恐怖分子和恐怖團體進出其領土，防止向恐怖分子供應武器和提供支持恐怖分子的資助；

9. 鼓勵所有會員國同其領土內有可能被招募和接受暴力激進化的人進行接觸，阻止他們前往敘利亞和伊拉克以支持伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體或為其作戰；

10. 重申安理會決定，各國應阻止從本國境內、或境外本國國民、或使用懸掛本國國旗的船隻或飛機向伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體直接或間接供應、銷售或轉讓軍火和各種有關物資，包括武器和彈藥、軍用車輛和裝備、準軍事裝備及上述物資的備件，以及與軍事活動有關的技術諮詢、援助或培訓；並重申安理會要求各國設法加緊和加速交換武器販運活動的信息，並在國家、次區域、區域和國際一級加強協調工作；

資助恐怖主義

11. 重申第 1373 (2001) 號決議，特別重申安理會決定所有國家都應防止和打擊為恐怖行動提供資助的行為，不向參與恐怖行為或與其有關聯的實體或人提供任何形式的支助，不管是積極還是消極的支助，包括制止招募恐怖主義團體的成員，並制止向恐怖分子提供武器；

12. 回顧安理會在第 2161 (2014) 號決議中決定，所有國家都應確保本國國民或本國領土內的任何人不直接或間接提供受益方為伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體的資金、金融資產或經濟資源，重申它在第 1373 (2001) 號決議中決定，所有國家都應禁止本國國民或本國領土內的任何人和實體直接或間接為實施、企圖實施、協助或參與恐怖行為的人、這些人直接或間接擁有或控制的實體、代表這些人或按其指示行事的人或實體提供任何資金、金融資產或經濟資源或金融服務或其他有關服務；

13. **關切地注意到**，伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體控制的油田和相關基礎設施產生收入，這些收入支持它們的招募工作，加強它們組織和實施恐怖襲擊的行動能力；

14. **譴責**進行任何有伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體參與的直接或間接交易，重申這種交易可構成對第 1267 (1999) 和第 1989 (2011) 號決議所設委員會（“委員會”）指認的實體的財務支持，並可導致委員會對名單進行增列；

15. **強調**所有會員國都必須履行其義務，確保本國國民和本國領土內的人不捐款給委員會指認的個人和實體或代表被指認實體或按其指示行事的個人和實體；

16. **表示關切**從伊黎伊斯蘭國控制的領土上出發的飛機或其他運輸工具可被用來運送黃金或其他有價值物品和經濟資源，以便在國際市場上出售，或作出可能違反資產凍結的其他安排；

17. **確認**第 2161 (2014) 號決議第 1 (a) 段的規定還應適用於向基地組織制裁名單所列個人、團體、企業或實體支付的贖金，而不論贖金的支付方式或支付人為何；

制裁

18. **認為**伊黎伊斯蘭國是一個從基地組織分裂出來的團體，回顧伊黎伊斯蘭國和勝利陣線被列入基地組織制裁名單，為此**表示願意**考慮將為伊黎伊斯蘭國或勝利陣線提供支持的個人、團體、企業和實體，包括利用包括因特網和社交媒體在內的信息和通信技術，或通過

其他任何途徑，為伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體開展籌資、提供武器、規劃或招募工作者，列入名單；

19. 決定，本決議附件列出的個人受第 2161（2014）號決議第 1 段規定的措施的限制並列入基地組織制裁名單；

20. 指示委員會按安理會的商定，在其網站上提供本決議附件列出的個人的列名理由簡述，確認只要附件開列的名字仍在基地組織制裁名單上，第 2161（2014）號決議和其後相關決議的規定就對其適用；

21. 鼓勵會員國向委員會提交把支持伊黎伊斯蘭國、勝利陣線和其他所有與基地組織有關聯的個人、團體、企業和實體的個人和實體列入名單的申請，還鼓勵委員會迅速考慮另外指認支持伊黎伊斯蘭國和勝利陣線的個人和實體；

提交報告

22. 指示監察組在 90 天內向委員會提交報告，說明伊黎伊斯蘭國和勝利陣線造成的威脅、包括對該區域的威脅、它們的武器、資金和人員招募的來源和人口動態，並就另外採取哪些行動來消除威脅提出建議，請委員會主席在委員會對報告進行討論後向安全理事會通報其主要結論；

23. 請聯伊援助團在其任務規定、能力和行動區範圍內，為委員會和第 1526（2004）號決議所設分析支助和制裁監測組提供協助，包括提交第 2161（2014）號決議第 1 段措施執行情況的相關信息；

24. 決定繼續處理此案。

附件

1. Abdelrahman Mouhamad Zafir al Dabidi al Jahani

Abdelrahman Mouhamad Zafir al Dabidi al Jahani 與基地組織或其任何基層組織、下屬機構、從中分裂或衍生出來的團體有關聯，“參與資助、籌劃、協助、籌備或實施”勝利陣線（又稱黎凡特人民勝利陣線）（QE.A.137.14）“所實施、夥同其實施、以其名義實施、代表其實施或為向其提供支持而實施的行動或活動”，並為其“進行招募”。

2. Hajjaj Bin Fahd Al Ajmi

Hajjaj bin Fahd al Ajmi 與基地組織或其任何基層組織、下屬機構、從中分裂或衍生出來的團體有關聯，“參與資助、籌劃、協助、籌備或實施”黎凡特人民勝利陣線（QE.A.137.14）“所實施、夥同其實施、以其名義實施、代表其實施或為向其提供支持而實施的行動或活動”。

3. Abou Mohamed al Adnani

Abou Mohamed al Adnani 與基地組織或其任何基層組織、下屬機構、從中分裂或衍生出來的團體有關聯，“參與資助、籌劃、協助、籌備或實施”伊拉克和黎凡特伊斯蘭國（伊黎伊斯蘭國）（又稱伊拉克基地組織）（QE.J.115.04）“所實施、夥同其實施、以其名義實施、代表其實施或為向其提供支持而實施的行動或活動”。

4. Said Arif

Said Arif 與基地組織或其任何基層組織、下屬機構、從中分裂或衍生出來的團體有關聯，“參與資助、籌劃、協助、籌備或實施”勝利陣線（又稱黎凡特人民勝利陣線）（QE.A.137.14）“所實施、夥同其實施、以其名義實施、代表其實施或為向其提供支持而實施的行動或活動”。

5. Abdul Mohsen Abdallah Ibrahim al Charekh

Abdul Mohsen Abdallah Ibrahim al Charekh 與基地組織或其任何基層組織、下屬機構、從中分裂或衍生出來的團體有關聯，“參與資助、籌劃、協助、籌備或實施”勝利陣線（又稱黎凡特人民勝利陣線）（QE.A.137.14）“所實施、夥同其實施、以其名義實施、代表其實施或為向其提供支持而實施的行動或活動”。

6. Hamid Hamad Hamid al-Ali

Hamid Hamad Hamid al-‘Ali 與基地組織或其任何基層組織、下屬機構、從中分裂或衍生出來的團體有關聯，“參與資助、籌劃、協助、籌備或實施”伊拉克和黎凡特伊斯蘭國（伊黎伊斯蘭國）（又稱伊拉克基地組織）（QE.J.115.04）和勝利陣線（又稱黎凡特人民勝利陣線）（QE.A.137.14）“所實施、夥同其實施、以其名義實施、代表其實施或為向其提供支持而實施的行動或活動”。

Resolution 2170 (2014)

Adopted by the Security Council at its 7242nd meeting, on 15 August 2014

The Security Council,

Reaffirming its resolutions 1267 (1999), 1373 (2001), 1618 (2005), 1624 (2005), 2083 (2012) 2129 (2013), 2133 (2014), 2161 (2014), and its relevant Presidential Statements,

Reaffirming the independence, sovereignty, unity and territorial integrity of the Republic of Iraq and Syrian Arab Republic, and *reaffirming further* the purposes and principles of the Charter of the United Nations,

Reaffirming that terrorism in all forms and manifestations constitutes one of the most serious threats to international peace and security and that any acts of terrorism are criminal and unjustifiable regardless of their motivations, whenever and by whomsoever committed,

Expressing its gravest concern that territory in parts of Iraq and Syria is under the control of Islamic State in Iraq and the Levant (ISIL) and Al Nusra Front (ANF) and about the negative impact of their presence, violent extremist ideology and actions on stability in Iraq, Syria and the region, including the devastating humanitarian impact on the civilian populations which has led to the displacement of millions of people, and about their acts of violence that foment sectarian tensions,

Reiterating its condemnation of ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida for ongoing and multiple criminal terrorist acts aimed at causing the deaths of civilians and other victims, destruction of property and of cultural and religious sites, and greatly undermining stability, and *recalling* that the asset freeze, travel ban and arms embargo requirements in paragraph 1 of resolution 2161 (2014) apply to ISIL, ANF, and all other individuals, groups, undertakings, and entities associated with Al-Qaida,

Reaffirming that terrorism, including the actions of ISIL, cannot and should not be associated with any religion, nationality, or civilization,

Stressing that terrorism can only be defeated by a sustained and comprehensive approach involving the active participation and collaboration of all States, and

international and regional organizations to impede, impair, isolate and incapacitate the terrorist threat,

Reaffirming that Member States must ensure that any measures taken to combat terrorism, including while implementing this resolution, comply with all their obligations under international law, in particular international human rights, refugee and international humanitarian law, and underscoring that effective counter-terrorism measures and respect for human rights, fundamental freedoms and the rule of law are complementary and mutually reinforcing, and are an essential part of a successful counter-terrorism effort, and notes the importance of respect for the rule of law so as to effectively prevent and combat terrorism,

Reaffirming that those who have committed or are otherwise responsible for violations of international humanitarian law or violations or abuses of human rights in Iraq and Syria, including persecution of individuals on the basis of their religion or belief, or on political grounds, must be held accountable,

Gravely concerned by the financing of, and financial and other resources obtained by, ISIL, ANF and all other individuals, groups, undertakings, and entities associated with Al-Qaida, and underscoring that these resources will support their future terrorist activities,

Strongly condemning incidents of kidnapping and hostage-taking committed by ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida for any purpose, including with the aim of raising funds or gaining political concessions, *expressing its determination* to prevent kidnapping and hostage-taking committed by terrorist groups and to secure the safe release of hostages without ransom payments or political concessions, in accordance with applicable international law, *calling upon* all Member States to prevent terrorists from benefiting directly or indirectly from ransom payments or from political concessions and to secure the safe release of hostages, and *reaffirming* the need for all Member States to cooperate closely during incidents of kidnapping and hostage-taking committed by terrorist groups,

Expressing concern at the flow of foreign terrorist fighters to ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida, and the scale of this phenomenon,

Expressing concern at the increased use, in a globalized society, by terrorists and their supporters of new information and communication technologies, in particular the Internet, for the purposes of recruitment and incitement to commit terrorist acts, as well as for the financing, planning and preparation of their activities, and underlining the need for Member States to act cooperatively to prevent terrorists from exploiting technology, communications and resources to incite support for terrorist acts, while respecting human rights and fundamental freedoms and in compliance with other obligations under international law,

Condemning in the strongest terms the incitement of terrorist acts and *repudiating* attempts at the justification or glorification (*apologie*) of terrorist acts that may incite further terrorist acts,

Underlining the primary responsibility of Member States to protect civilian population on their territories, in accordance with their obligations under international law,

Urging all parties to protect the civilian population, in particular women and children, affected by the violent activities of ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida, especially against any form of sexual violence,

Reaffirming the need to combat by all means, in accordance with the Charter of the United Nations and international law, including applicable international human rights, refugee and humanitarian law, threats to international peace and security caused by terrorist acts, *stressing* in this regard the important role the United Nations plays in leading and coordinating this effort,

Noting with concern the continued threat posed to international peace and security by ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida, and *reaffirming* its resolve to address all aspects of that threat,

Acting under Chapter VII of the Charter of the United Nations,

1. *Deplores and condemns* in the strongest terms the terrorist acts of ISIL and its violent extremist ideology, and its continued gross, systematic and widespread abuses of human rights and violations of international humanitarian law;

2. *Strongly condemns* the indiscriminate killing and deliberate targeting of civilians, numerous atrocities, mass executions and extrajudicial killings, including of soldiers, persecution of individuals and entire communities on the basis of their religion or belief, kidnapping of civilians, forced displacement of members of minority groups, killing and maiming of children, recruitment and use of children, rape and other forms of sexual violence, arbitrary detention, attacks on schools and hospitals, destruction of cultural and religious sites and obstructing the exercise of economic, social and cultural rights, including the right to education, especially in the Syrian governorates of Ar-Raqqa, Deir ez-Zor, Aleppo and Idlib, in northern Iraq, especially in Tamim, Salaheddine and Niniveh provinces;

3. *Recalls* that widespread or systematic attacks directed against any civilian populations because of their ethnic or political background, religion or belief may constitute a crime against humanity, *emphasizes* the need to ensure that ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida are held accountable for abuses of human rights and violations of international humanitarian law, *urges* all parties to prevent such violations and abuses;

4. *Demands* that ISIL, ANF, and all other individuals, groups, undertakings and entities associated with Al-Qaida cease all violence and terrorist acts, and disarm and disband with immediate effect;

5. *Urges* all States, in accordance with their obligations under resolution 1373 (2001), to cooperate in efforts to find and bring to justice individuals, groups, undertakings and entities associated with Al-Qaida including ISIL and ANF who perpetrate, organize and sponsor terrorist acts and in this regard *underlines* the importance of regional cooperation;

6. *Reiterates its call* upon all States to take all measures as may be necessary and appropriate and in accordance with their obligations under international law to counter incitement of terrorist acts motivated by extremism and intolerance perpetrated by individuals or entities associated with ISIL, ANF and

Al-Qaida and to prevent the subversion of educational, cultural, and religious institutions by terrorists and their supporters;

Foreign Terrorist Fighters

7. *Condemns* the recruitment by ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida of foreign terrorist fighters, whose presence is exacerbating conflict and contributing to violent radicalisation, *demands* that all foreign terrorist fighters associated with ISIL and other terrorist groups withdraw immediately, and *expresses its readiness* to consider listing those recruiting for or participating in the activities of ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida under the Al-Qaida sanctions regime, including through financing or facilitating, for ISIL or ANF, of travel of foreign terrorist fighters;

8. *Calls upon* all Member States to take national measures to suppress the flow of foreign terrorist fighters to, and bring to justice, in accordance with applicable international law, foreign terrorist fighters of, ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida, reiterates further the obligation of Member States to prevent the movement of terrorists or terrorist groups, in accordance with applicable international law, by, inter alia, effective border controls, and, in this context, to exchange information expeditiously, improve cooperation among competent authorities to prevent the movement of terrorists and terrorist groups to and from their territories, the supply of weapons for terrorists and financing that would support terrorists;

9. *Encourages* all Member States to engage with those within their territories at risk of recruitment and violent radicalisation to discourage travel to Syria and Iraq for the purposes of supporting or fighting for ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida;

10. *Reaffirms* its decision that States shall prevent the direct or indirect supply, sale, or transfer to ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida from their territories or by their nationals outside their territories, or using their flag vessels or aircraft, of arms and related materiel of all types including weapons and ammunition, military vehicles and equipment, paramilitary equipment, and spare parts for the aforementioned, and technical advice, assistance or training related to military activities, as well as its calls for States to find ways of intensifying and accelerating the exchange of operational information regarding traffic in arms, and to enhance coordination of efforts on national, subregional, regional and international levels;

Terrorist Financing

11. *Reaffirms* its resolution 1373 (2001) and in particular its decisions that all States shall prevent and suppress the financing of terrorist acts and refrain from providing any form of support, active or passive, to entities or persons involved in terrorist acts, including by suppressing recruitment of members of terrorist groups and eliminating the supply of weapons to terrorists;

12. *Recalls* its decision in resolution 2161 (2014) that all States shall ensure that no funds, financial assets or economic resources are made available, directly or indirectly for the benefit of ISIL, ANF, or any other individuals, groups, undertakings and entities associated with Al-Qaida, by their nationals or by persons

within their territory, and *reaffirms* its decision in resolution 1373 (2001) that all States shall prohibit their nationals or any persons and entities within their territories from making any funds, financial assets or economic resources or financial or other related services available, directly or indirectly, for the benefit of persons who commit or attempt to commit or facilitate or participate in the commission of terrorist acts, or for the benefit of entities owned or controlled, directly or indirectly, by such persons and of persons and entities acting on behalf of or at the direction of such persons;

13. *Notes with concern* that oilfields and related infrastructure controlled by ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida, are generating income which support their recruitment efforts and strengthen their operational capability to organise and carry out terrorist attacks;

14. *Condemns* any engagement in direct or indirect trade involving ISIL, ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida, and *reiterates* that such engagement could constitute financial support for entities designated by the Committee pursuant to resolutions 1267 (1999) and 1989 (2011) (“the Committee”) and may lead to further listings by the Committee;

15. *Emphasizes the importance* of all Member States complying with their obligation to ensure that their nationals and persons within their territory do not make donations to individuals and entities designated by the Committee or those acting on behalf of or at the direction of designated entities;

16. *Expresses its concern* that aircraft or other transport departing from territory controlled by ISIL could be used to transfer gold or other valuable items and economic resources for sale on international markets, or to make other arrangements that could result in violations of the asset freeze;

17. *Confirms* that the requirements in paragraph 1 (a) of resolution 2161 (2014) shall also apply to the payment of ransoms to individuals, groups, undertakings or entities on the Al-Qaida Sanctions List, regardless of how or by whom the ransom is paid;

Sanctions

18. *Observes* that ISIL is a splinter group of Al-Qaida, *recalls* that ISIL and ANF are included on the Al-Qaida sanctions list and in this regard, *expresses its readiness* to consider listing individuals, groups, undertakings and entities providing support to ISIL or to ANF, including those who are financing, arming, planning or recruiting for ISIL or ANF and all other individuals, groups, undertakings and entities associated with Al-Qaida through information and communications technologies including the internet and social media or through any other means;

19. *Decides* that the individuals specified in the annex to this resolution shall be subject to the measures imposed in paragraph 1 of resolution 2161 (2014) and added to the Al-Qaida Sanctions List;

20. *Directs* the Committee to make accessible on the Committee’s website the narrative summaries of reasons for listing the individuals specified in the annex to this resolution as agreed by the Council and *confirms* that the provisions of resolution 2161 (2014) and subsequent relevant resolutions shall apply to the names specified in the annex for so long as they remain on the Al-Qaida Sanctions List;

21. *Encourages* the submission of listing requests to the Committee by Member States of individuals and entities supporting ISIL, ANF, and all other individuals, groups, undertakings and entities associated with Al-Qaida and *further encourages* the Committee to urgently consider additional designations of individuals and entities supporting ISIL and ANF;

Reporting

22. *Directs* the Monitoring Team to submit a report to the Committee within 90 days on the threat, including to the region, posed by ISIL and ANF, their sources of arms, funding, recruitment and demographics, and recommendations for additional action to address the threat and *requests* that, after a Committee discussion of this report, the chair of the Committee to brief the Security Council on its principal findings;

23. *Requests* UNAMI, within its mandate, capabilities, and its areas of operation, to assist the Committee and the Analytical Support and Sanctions Monitoring Team established by resolution 1526 (2004), including by passing information relevant to the implementation of the measures in paragraph 1 of resolution 2161 (2014);

24. *Decides* to remain seized of this matter.

Annex**1. Abdelrahman Mouhamad Zafir al Dabidi al Jahani**

Abdelrahman Mouhamad Zafir al Dabidi al Jahani is associated with Al-Qaida or any cell, affiliate, splinter group or derivative thereof for “participating in the financing, planning, facilitating, preparing, or perpetrating of acts or activities by, in conjunction with, under the name of, on behalf of, or in support of” and “recruiting for” Jabhet al-Nusra, an a.k.a. of Al-Nusra Front for the People of the Levant (QE.A.137.14).

2. Hajjaj Bin Fahd Al Ajmi

Hajjaj bin Fahd al Ajmi is associated with Al-Qaida or any cell, affiliate, splinter group or derivative thereof for “participating in the financing, planning, facilitating, preparing, or perpetrating of acts or activities by, in conjunction with, under the name of, on behalf of, or in support of” Al-Nusra Front for the People of the Levant (QE.A.137.14).

3. Abou Mohamed al Adnani

Abou Mohamed al Adnani is associated with Al-Qaida or any cell, affiliate, splinter group or derivative thereof for “participating in the financing, planning, facilitating, preparing, or perpetrating of acts or activities by, in conjunction with, under the name of, on behalf of, or in support of” Islamic State in Iraq and the Levant (ISIL), an a.k.a of Al-Qaida in Iraq (QE.J.115.04).

4. Said Arif

Said Arif is associated with Al-Qaida or any cell, affiliate, splinter group or derivative thereof for “participating in the financing, planning, facilitating, preparing, or perpetrating of acts or activities by, in conjunction with, under the name of, on behalf of, or in support of” and “recruiting for” Jabhet al-Nusra, an a.k.a. of Al-Nusra Front for the People of the Levant (QE.A.137.14).

5. Abdul Mohsen Abdallah Ibrahim al Charekh

Abdul Mohsen Abdallah Ibrahim al Charekh is associated with Al-Qaida or any cell, affiliate, splinter group or derivative thereof for “participating in the financing, planning, facilitating, preparing, or perpetrating of acts or activities by, in conjunction with, under the name of, on behalf of, or in support of” Jabhet al-Nusra, listed as an a.k.a. of Al-Nusra Front for the People of the Levant (QE.A.137.14).

6. Hamid Hamad Hamid al-Ali

Hamid Hamad Hamid al-'Ali is associated with Al-Qaida or any cell, affiliate, splinter group or derivative thereof for “participating in the financing, planning, facilitating, preparing, or perpetrating of acts or activities by, in conjunction with, under the name of, on behalf of, or in support of” Islamic State in Iraq and the Levant (ISIL), an a.k.a. of Al-Qaida in Iraq (QE.J.115.04) and Jabhet al-Nusra, an a.k.a. of Al-Nusra Front for the People of the Levant (QE.A.137.14).

第 71/2014 號行政長官公告

Aviso do Chefe do Executivo n.º 71/2014

按照中央人民政府的命令，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，命令公佈聯合國安全理事會於二零一四年八月二十七日通過的關於利比亞局勢的第2174 (2014) 號決議的中文及英文正式文本。

二零一四年十月十五日發佈。

行政長官 崔世安

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, por ordem do Governo Popular Central, a Resolução n.º 2174 (2014), adoptada pelo Conselho de Segurança das Nações Unidas em 27 de Agosto de 2014, relativa à situação na Líbia, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 15 de Outubro de 2014.

O Chefe do Executivo, *Chui Sai On*.

第2174（2014）號決議

安全理事會2014年8月27日第7251次會議通過

安全理事會，

回顧安理會第1970（2011）號決議之後關於利比亞的所有決議以及2013年12月16日（S/PRST/2013/21）的主席聲明，

重申對利比亞的主權、獨立、領土完整和國家統一的堅定承諾，

痛惜利比亞境內暴力不斷增加，特別是在的黎波里和班加西周圍地區，譴責武裝團體不斷交戰和煽動暴力行為，深為關切這種情況對利比亞平民和機構的影響及其對利比亞的穩定和民主過渡的威脅，

歡迎利比亞政府和國民代表大會呼籲立即停火，着重指出所有各方需要參加和平的包容性政治對話，尊重民主進程，鼓勵阿拉伯聯盟、非洲聯盟和所有能對各方施加影響的人，特別是鄰國和該區域的國家，支持立即停止敵對行動和積極參加這一對話，

回顧安理會第1970（2011）號決議將利比亞局勢提交國際刑事法院檢察官審理，重申利比亞政府必須同國際刑事法院和檢察官合作，

重申必須追究應對違反或踐踏人權或違反國際人道主義法行為負責的人、包括參加襲擊平民的人的責任，

表示深切關注利比亞境內武器彈藥未得到安全保管和四處擴散，包括移交給恐怖主義分子和暴力極端分子所構成的威脅，因為它危及利比亞和該區域的穩定，着重指出國際社會協助利比亞和該區域處理這些問題的重要性，

關切利比亞境內與基地組織有關聯的恐怖團體和個人不斷增加，重申需要根據《聯合國憲章》和國際法，包括有關國際人權法、難民法和人道主義法，採用一切手段來消除恐怖行為對國際和平與安全的威脅，為此回顧第2161（2014）號決議規定的義務，

表示決心對那些威脅利比亞穩定和阻礙或破壞它順利完成政治過渡的人和實體實行定向制裁，以求利比亞實現穩定，

銘記《聯合國憲章》為其規定的維護國際和平與安全的首要責任，

根據《聯合國憲章》第七章採取行動，

1. 促請所有各方商定立即停火和結束交戰，表示安理會堅決支持聯合國利比亞支助團（聯利支助團）和秘書長特別代表為此做出的努力；

2. 譴責對平民和平民機構實施暴力的行為，要求追究應對這些行為負責的人的責任；

3. 促請國民代表大會和立憲會議本着包容精神開展工作，促請所有各方開展利比亞主導的包容性政治對話，以幫助恢復穩定，就利比亞過渡的下一步達成協商一致；

4. 重申經第2009（2011）號決議第14、15和16段修訂的第1970（2011）號決議第15、16、17、19、20和21段，適用於根據該決議和第1973（2011）號決議指認和由第1970（2011）號決議第24段所設委員會指認的個人和實體，決定它們還應適用於委員會認定的參與威脅利比亞和平、穩定或安全的行為或為其提供支持，或阻礙或破壞利比亞順利完成政治過渡的個人和實體，決定，這些行為包括但不限於：

(a) 在利比亞境內籌劃、指揮或實施違反有關國際人權法或國際人道主義法的行為或踐踏人權的行為；

(b) 對利比亞境內任何航空、陸地或海洋口岸的攻擊，或對利比亞國家機構或設施的攻擊，或對利比亞境內的外國使團的攻擊；

(c) 通過在利比亞境內非法開採原油或其他任何自然資源，支持武裝團體或犯罪網絡；

(d) 代表列入名單的個人或實體或以其名義或按其指示行事；

5. 重申委員會認定違反第1970(2011)號決議規定、包括違反武器禁運或協助他人這樣做的個人和實體，要接受指認，指出這包括那些協助違反第1970(2011)號決議中的資產凍結和旅行禁令的個人和實體；

6. 請第1973(2011)號決議第24段設立的專家小組除其現有任務外，提供符合本決議第4和5段規定的指認標準的個人和實體的信息；

7. 請委員會適當注意關於將不再符合指認標準的個人和實體除名的申請；

8. 決定根據經第2095(2013)號決議第10段修訂的第2009(2011)號決議第13(a)段向利比亞供應、銷售或轉移武器和相關材料，包括彈藥和零配件，必須事先得到委員會的批准；

9. 促請所有國家，特別是利比亞的鄰國，根據本國的授權和立法並遵循國際法，特別是海洋法和相關的國際民用航空協議，在有情報提供合理理由認為貨物中有經第2009(2011)號決議第13段和第2095(2013)號決議第9和10段修訂的第1970(2011)號決議第9或第10

段禁止供應、銷售、轉移或出口的物項時，在其境內，包括在其港口和機場，檢查進出利比亞的所有貨物，以確保此類規定得到嚴格執行；

10. 重申安理會決定授權所有會員國、且所有會員國都應在發現經第2009（2011）號決議第13段和第2095（2013）號決議第9和10段修訂的第1970（2011）號決議第9或第10段所禁止的物項時，予以沒收和處置（例如銷毀、使其無法使用、儲存或移交給原產國或目的地國以外的其他國家處置），還重申安理會決定所有會員國都應為此努力開展合作；

11. 要求任何會員國在按照本決議第9段進行檢查時，立即向委員會提交初步書面報告，特別是說明檢查的理由、這些檢查的結果以及是否獲得合作；如果發現禁止轉移的物項，則進一步要求這些會員國在晚些時候，向委員會提交後續書面報告，提供檢查、沒收和處置的相關細節和轉移的相關細節，包括對物項、其來源和預定目的地進行描述（如果初次報告中沒有這些信息）；

12. 申明安理會願意審查本決議中的措施是否得當，包括加強、修改、暫停或解除這些措施，並願意根據利比亞的事態發展，視需要隨時審查聯利支助團的任務規定；

13. 決定繼續積極處理此案。

Resolution 2174 (2014)

Adopted by the Security Council at its 7251st meeting, on 27 August 2014

The Security Council,

Recalling all its resolutions on Libya since resolution 1970 (2011), as well as the Statement of its President (S/PRST/2013/21) of 16 December 2013,

Reaffirming its strong commitment to the sovereignty, independence, territorial integrity and national unity of Libya,

Deploring the increasing violence in Libya, in particular around Tripoli and Benghazi, *condemning* ongoing fighting by armed groups and incitement to violence, and *expressing* its deep concern at its impact on Libya's civilian population and institutions, as well as the threat it poses to Libya's stability and democratic transition,

Welcoming the calls of the Government of Libya and House of Representatives for an immediate ceasefire, *underlining* the need for all parties to engage in peaceful and inclusive political dialogue and to respect the democratic process, and *encouraging* the Arab League, the African Union and all those with influence on the parties, in particular neighbouring and regional countries, to support an immediate cessation of hostilities and constructive engagement with such a dialogue,

Recalling its decision in resolution 1970 (2011) to refer the situation in Libya to the Prosecutor of the International Criminal Court, and *reaffirming* the importance of the Government of Libya's cooperation with the International Criminal Court and the Prosecutor,

Reaffirming the importance of holding accountable those responsible for violations or abuses of human rights or violations of international humanitarian law, including those involved in attacks targeting civilians,

Expressing deep concern at the threat posed by unsecured arms and ammunition in Libya and their proliferation, which poses a risk to stability in Libya and the region, including through transfer to terrorist and violent extremist groups and *underlining* the importance of coordinated international support to Libya and the region to address these issues,

Concerned at the growing presence of Al-Qaida linked terrorists groups and individuals operating in Libya, *reaffirming* the need to combat by all means, in

accordance with the Charter of the United Nations and international law, including applicable international human rights, refugee and humanitarian law, threats to international peace and security caused by terrorist acts, and recalling, in this regard, the obligations under resolution 2161 (2014),

Expressing its determination to use targeted sanctions in pursuit of stability in Libya, and against those individuals and entities who threaten its stability and obstruct or undermine its successful completion of the political transition,

Mindful of its primary responsibility for the maintenance of international peace and security under the Charter of the United Nations,

Acting under Chapter VII of the Charter of the United Nations,

1. *Calls* on all parties to agree to an immediate ceasefire and an end to fighting, and expresses its strong support for the efforts of the United Nations Support Mission in Libya (UNSMIL) and the Special Representative of the Secretary-General in this regard;

2. *Condemns* the use of violence against civilians and civilian institutions and *calls for* those responsible to be held accountable;

3. *Calls on* the House of Representatives and the Constitutional Drafting Assembly to carry out their tasks in a spirit of inclusiveness, and calls on all parties to engage in an inclusive Libyan-led political dialogue in order to help restore stability, and to forge consensus around the next steps in Libya's transition;

4. *Reaffirms* that the measures specified in paragraphs 15, 16, 17, 19, 20 and 21 of resolution 1970 (2011), as modified by paragraphs 14, 15 and 16 of resolution 2009 (2011), apply to individuals and entities designated under that resolution and under resolution 1973 (2011) and by Committee established pursuant to paragraph 24 of resolution 1970 (2011), *decides* that they shall also apply to individuals and entities determined by the Committee to be engaging in or providing support for other acts that threaten the peace, stability or security of Libya, or obstruct or undermine the successful completion of its political transition, and *decides* that such acts may include but are not limited to:

(a) planning, directing, or committing, acts that violate applicable international human rights law or international humanitarian law, or acts that constitute human rights abuses, in Libya;

(b) attacks against any air, land, or sea port in Libya, or against a Libyan State institution or installation, or against any foreign mission in Libya;

(c) providing support for armed groups or criminal networks through the illicit exploitation of crude oil or any other natural resources in Libya;

(d) acting for or on behalf of or at the direction of a listed individual or entity;

5. *Reiterates* that individuals and entities determined by the Committee to have violated provisions of resolution 1970 (2011), including the arms embargo, or assisted others in doing so, are subject to designation, and *notes* that this includes those who assist in the violation of the assets freeze and travel ban in resolution 1970 (2011);

6. *Requests* the Panel of Experts established pursuant to paragraph 24 of resolution 1973 (2011), in addition to its current mandate, to provide information on individuals and entities who meet the designation criteria specified in paragraphs 4 and 5 of this resolution;

7. *Requests that* the Committee give due regard to requests for delisting of individuals and entities who no longer meet the designation criteria;

8. *Decides* that the supply, sale or transfer of arms and related materiel, including related ammunition and spare parts, to Libya in accordance with paragraph 13 (a) of resolution 2009 (2011) as modified by paragraph 10 of resolution 2095 (2013) must be approved in advance by the Committee;

9. *Calls upon* all States, in particular States neighbouring Libya, to inspect in their territory, including seaports and airports, in accordance with their national authorities and legislation and consistent with international law, in particular the law of the sea and relevant international civil aviation agreements, all cargo to and from Libya, if the State concerned has information that provides reasonable grounds to believe the cargo contains items the supply, sale, transfer, or export of which is prohibited by paragraphs 9 or 10 of resolution 1970 (2011), as modified by paragraph 13 of 2009 (2011) and paragraphs 9 and 10 of 2095 (2013), for the purpose of ensuring strict implementation of those provisions;

10. *Reaffirms its decision* to authorize all Member States to, and that all Member States shall, upon discovery of items prohibited by paragraph 9 or 10 of resolution 1970, as modified by paragraph 13 of 2009 (2011) and paragraphs 9 and 10 of 2095 (2013), seize and dispose (such as through destruction, rendering inoperable, storage or transferring to a State other than the originating or destination States for disposal) of such items and *further reaffirms* its decision that all Member States shall cooperate in such efforts;

11. *Requires* any Member State when it undertakes an inspection pursuant to paragraph 9 of this resolution, to submit promptly an initial written report to the Committee containing, in particular, explanation of the grounds for the inspections, the results of such inspections, and whether or not cooperation was provided, and, if prohibited items for transfer are found, further requires such Member States to submit to the Committee, at a later stage, a subsequent written report containing relevant details on the inspection, seizure, and disposal, and relevant details of the transfer, including a description of the items, their origin and intended destination, if this information is not in the initial report;

12. *Affirms* its readiness to review the appropriateness of the measures contained in this resolution, including the strengthening, modification, suspension or lifting of the measures, and its readiness to review the mandate of UNSMIL, as may be needed at any time in light of developments in Libya;

13. *Decides* to remain actively seized of the matter.

第 72/2014 號行政長官公告**Aviso do Chefe do Executivo n.º 72/2014**

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

國際海事組織海上安全委員會於一九九六年十二月五日透過第MSC.57(67)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.57(67)號決議的中文及英文正式文本。

二零一四年十月十五日發佈。

行政長官 崔世安

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 5 de Dezembro de 1996, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.57(67), 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.57(67), que contém as referidas emendas, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 15 de Outubro de 2014.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.57 (67) 號決議

(1996 年 12 月 5 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》關於本委員會職責的第 28 (b) 條，

還憶及《1974 年國際海上人命安全公約》(以下簡稱“本公約”)關於除本公約附件第 I 章規定外的修正程序的第 VIII (b) 條，

在其第六十七次會議上，審議了根據本公約第 VIII (b) (i) 條提議並分發的本公約修正案，

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

2. 按照本公約第 VIII (b) (vi) (2) (bb) 條決定：這些修正案將於 1998 年 1 月 1 日被視為已獲接受，除非在該日期前，有超過三分之一的本公約締約政府或合計商船隊不少於世界商船隊總噸位 50% 的締約政府通知反對這些修正案；

3. 提請各締約政府注意，按照本公約第 VIII (b) (vii) (2) 條，這些修正案按照上述第 2 段獲得接受後，應於 1998 年 7 月 1 日生效；

4. 要求秘書長按照本公約第 VIII (b) (v) 條，將本決議和附件中所載修正案文本的核證副本轉發給公約的所有締約政府；

5. 還要求秘書長將本決議及其附件的副本轉發給非本公約締約政府的本組織會員。

附件

《1974 年國際海上人命安全公約》修正案

第 II-1 章

構造—分艙和穩性、機電設備

A-1 部分—船舶結構

1 第 II-1 章 A-1 部分新增以下第 3-3 和 3-4 條：

“第 3-3 條

安全通向液貨船船艙

1 就本條和第 3-4 條而言，液貨船包括第 2.12 條所定義的油輪、第 VII/8.2 條所定義的化學品船和第 VII/11.2 條所定義的氣體運輸船。

2 1998 年 7 月 1 日或以後建造的所有液貨船都應提供即使在惡劣的氣候條件下船員仍能安全通向船艙的裝置。對於 1998 年 7 月 1 日以前建造的液貨船，應在 1998 年 7 月 1 日以後的第一次定期塢修時提供這種通向裝置，但不得晚於 2001 年 7 月 1 日。這種通向裝置應由主管機關根據本組織制定的指南予以認可。

第 3-4 條

液貨船上的緊急拖帶裝置

1996 年 1 月 1 日或以後建造的不小於 20,000 載重噸的所有液貨船上都應在兩端裝有緊急拖帶裝置。對於 1996 年 1 月 1 日以前建造的液貨船，應在 1996 年 1 月 1 日以後的第一次定期塢修時安裝這一裝置，但不得晚於 1999 年 1 月 1 日。這種裝置的設計和構造應由主管機關根據本組織制定的指南予以認可。”

B 部分 – 分艙與穩性

2 在現有第 17 條後新增以下第 17-1 條：

“第 17-1 條

客船艙壁甲板和貨船乾舷甲板

以下的外板上的開口

儘管有第 17 條的要求，1998 年 7 月 1 日或以後建造的船舶應符合第 17 條的要求，在提及“限界線”時應被視為是指客船艙壁甲板和貨船乾舷甲板。”

C 部分－機器設備

第 26 條－通則

3 在現有第 8 款後新增以下第 9、10、11 款：

“9 如果管系中的非金屬膨脹接頭位於貫穿船舶側面的系統中，並且該貫穿和非金屬膨脹接頭都位於最深載重水線下，應作為第 I/10 (a) 條中所述檢驗的一部分加以檢查，並視必要或按製造商建議的時間間隔進行更換。

10 對船舶安全操作至關重要的操作和維護須知以及船舶機器和設備的機械圖紙，應以使那些在履行其職責時要求能理解此類信息的高級船員或普通船員能看懂的語言來書寫。

11 燃油供應艙、沉澱艙和潤滑油艙的通風管路的位置和佈置應為萬一通風管路發生破裂時，亦不會直接導致濺起的海水或雨水進入的危險。在每艘新船上都應為船舶推進和關鍵系統或等效裝置所必需的每種船用燃料提供兩個燃料油供應艙，其容量為在推進裝置以最大連續額定功率工作和發電機在海上時的一般工作負荷下至少能使用 8 小時。本款只適用於 1998 年 7 月 1 日以後建造的船舶。”

第 31 條－機器控制

4 在現有第 4 款後新增以下第 5 款：

“5 1998 年 7 月 1 日或以後建造的船舶應符合以下經修正的第 1 到第 4 項的要求：

.1 第 1 款由以下文字代替：

“1 對船舶推進、控制和安全至關重要的主機和輔機應配備有效的操縱和控制裝置。所有對船舶推進、控制和安全起關鍵作用的控制系統應相互獨立，或設計成一個系統失靈不降低另一系統的性能。”；

.2 在第 2 項的第 2 和第 3 行，刪掉“而機器處所擬有人值班”幾個字；

.3 第 2.2 項的第一句話由以下文字代替：

“.2 每個獨立推進器應由一單獨控制裝置進行控制，自動控制所有相關的作業，必要時還應包括防止推進機械過載的裝置。”；

.4 第 2.4 項由以下文字代替：

“.4 來自駕駛室的推進機械指令應在主機控制室和操縱台上顯示；”；

.5 在第 2.6 項末尾新增如下一句：

“還應能在有關機器上或機器附近控制對船舶推進和安全起關鍵作用的輔機”；和

.6 第 2.8、2.8.1 和 2.8.2 項由以下文字代替：

“.8 在駕駛室、主機控制室內和操縱台上應安裝顯示器，以指示：

.8.1 固定螺距推進器的轉速和轉動方向；和

.8.2 可調螺距推進器的轉速和螺距位置；”。

D 部分－電氣設備

第 41 條－主電源和照明系統

5 在現有第 4 款後新增以下第 5 款：

“5 1998 年 7 月 1 日或以後建造的船舶：

- .1 除應符合第 1 到第 3 款的規定以外，還應符合以下要求：
 - .1.1 如果主電源為船舶推進和操舵裝置之必需，該系統應佈置成：能向推進和操舵裝置和保證船舶安全所必需的設備保持供電，或當正在工作的任何發電機發生故障時，能立即恢復供電；
 - .1.2 應提供卸載或其他等效裝置，以防止本條所要求的發電機持續過載；
 - .1.3 如果主電源是船舶推進所必需，主匯流排應至少分成兩個部分，它們通常應由斷路繼電器或其他經認可的裝置加以連接；只要可能，發電機組和其他雙套設備的連接應在這些部件之間平均分配；和
- .2 不必符合第 4 款的要求。”

第 42 條 – 客船應急電源

6 在現有第 3.3 款後新增以下第 3.4 款：

“3.4 對於 1998 年 7 月 1 日或以後建造的船舶，如果電源為恢復推進所必需，其能量應足以與其他機器一起，在停電後 30 分鐘內使死船狀態下的船舶恢復推進。”

第 43 條 – 貨船應急電源

7 在現有第 3.3 款後新增以下第 3.4 款：

“3.4 對於 1998 年 7 月 1 日或以後建造的船舶，如果電源為恢復推進所必需，其能量應足以與其他機器一起，在停電後 30 分鐘內使死船狀態下的船舶恢復推進。”

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

8 現有第 1.1 款由以下文字代替：

“1.1 除另有明文規定外，本章應適用於 1998 年 7 月 1 日或以後安放龍骨或處於相應建造階段的船舶。”

9 現有第 1.3.2 款由以下文字代替：

“.2 所有船舶係指 1998 年 7 月 1 日以前或以後建造的船舶。”

10 現有第 2 款由以下文字代替：

“2 除另有明文規定外，對於 1998 年 7 月 1 日以前建造的船舶，主管機關應確保其符合經第 MSC.1(XLV)、MSC.6(48)、MSC.13(57)、MSC.22(59)、MSC.24(60)、MSC.27(61)、MSC.31(63) 號決議修正的《1974 年國際海上人命安全公約》第 II-2 章中適用的要求。”

11 在第 3.1 款中，“1986 年 7 月 1 日”的表述改為“1998 年 7 月 1 日”。

第 3 條 一定義

12 現有第 1 款由以下文字代替：

“1 不燃材料係指某種材料在加熱至約 750°C 時，既不燃燒，也不發出足以造成自燃的易燃蒸氣，此係根據《耐火試驗程序規則》確定。任何其他材料均為可燃材料。”

13 現有第 2 款由以下文字代替：

“2 標準耐火試驗係指將需要試驗的艙壁或甲板的樣品置於試驗爐內，接近似於標準的時間—溫度曲線的温度進行加熱。試驗方法應符合《耐火試驗程序規則》。”

14 把第 3.4 款中的“139°C”換成“140°C”。

15 現有第 3.5 款由以下文字代替：

“.5 主管機關應要求按《耐火試驗程序規則》進行一次艙壁或甲板原型試驗，以確保其滿足上述完整性及溫升的要求。”

16 把第 4.2 款中的“139°C”換成“140°C”。

17 現有第 4.4 款由以下文字代替：

“.4 主管機關應要求按《耐火試驗程序規則》進行一次原型分隔試驗，以確保其滿足上述完整性及溫升的要求。”

18 現有第 8 款由以下文字代替：

“8 低播焰性係指所述表面能有效地限制火焰的蔓延，此係根據《耐火試驗程序規則》確定。”

19 現有第 22-1 款由以下文字代替：

“22-1 中心控制站是集中以下控制和指示功能的控制站：

- .1 固定探火和警報系統；
- .2 自動噴水器、探火和警報系統；
- .3 防火門指示板；
- .4 防火門封閉；
- .5 水密門指示板；
- .6 水密門封閉；
- .7 通風扇；
- .8 通用/火災報警器；

.9 包括電話在內的通信系統；和

.10 公共廣播系統的麥克風。”

20 現有第 23.3 款由以下文字代替：

“.3 所有帷幔、窗簾和其他懸掛織物材料具有不低於每平方米重 0.8 公斤的毛織品的阻止火焰蔓延的特性，此係根據《耐火試驗程序規則》確定。”

21 現有第 23.4 款由以下文字代替：

“.4 所有地板覆蓋物具有低播焰性。”

22 現有第 23.6 款由以下文字代替：

“.6 所有裝飾家具具有阻燃和阻止火焰蔓延的特性，此係根據《耐火試驗程序規則》確定。”

23 新增以下第 23.7 款：

“.7 所有卧具材料具有阻燃和阻止火焰蔓延的特性，此係根據《耐火試驗程序規則》確定。”

24 新增以下第 34 款：

“34 《耐火試驗程序規則》係指本組織海上安全委員會以第 MSC.61 (67) 號決議通過的《國際耐火試驗程序應用規則》；此規則可由本組織修正，只要此種修正案係按本公約關於適用於除附件第 I 章外的修正程序的第 VIII 條的規定通過、生效和實施。”

第 12 條 – 自動噴水器、探火和失火報警系統

25 現有第 1.2 款由以下文字代替：

“1.2 噴水器的每一分區均應包括聲視報警信號裝置，當任一噴水器動作時，能在一個或幾個指示裝置中自動發出信號。這種報警系統應能夠顯示出系統中發生的任何故障。這種裝置應能夠顯示出該系統所服務的哪一分區發生了火災，並應在駕駛室內集中顯示，此外，該裝置所發出的聲視報警還應設置在駕駛室以外的某一處所，以確保火警指示能立即被船員收到。”

26 刪去現有第 1.2.1 和 1.2.2 款。

第 16 條 – 載客超過 36 人客船以外船舶的通風系統

27 現有第 1.1 款由以下文字代替：

“.1 這些導管應為具有低播焰性的材料。”

28 新增以下第 11 款：

“11 下列裝置應按《耐火試驗程序規則》進行試驗：

- .1 擋火閘，包括有關操作設備；和
- .2 穿過“A”級分隔的導管，若鋼套管係通過鉚接或螺栓法蘭或焊接的方式直接與通風管連接，則不需試驗。”

第 17 條 – 消防員裝備

29 在第 3.1.1 款結尾增加以下內容：

“但是，對於構成單獨主豎區的梯道圍壁和不包含第 26.2.2

(6)、(7)、(8) 或 (12) 類處所的船舶前、後端主豎區，不需要額外的消防員裝備。”

第 18 條—雜項

30 刪去該條標題下括號內第一句話中的“和 8”兩個字，而增加下面一句話：

“本條第 8 款適用於 1998 年 7 月 1 日或以後建造的船舶。”

31 現有第 8 款由以下文字代替：

“8 有關直升飛機設施的規定應與本組織制訂的標準相一致。”

B 部分—客船的消防安全措施

第 24 條—主豎區和水平區

32 現有第 1.1 款的第三句話用以下文字代替：

“如果第 26.2.2 (5)、(9) 或 (10) 類處所位於分隔的一側或燃油艙位於分隔的兩側，標準可降低到 A-0。”

第 26 條—載客超過 36 人的客船艙壁和甲板的耐火完整性

33 將第 1 款中的“26.1 至 26.4”換成“26.1 和 26.2”，並在表 26.1 的第 6、7、8 和 9 欄下第四行加上角註符號“d”，並增加如下
一條註釋：

“^d 如果 6、7、8 和 9 類處所完全位於集合地點範圍之外，這些處所的艙壁允許具有“B-0”級完整性。聲、視和光裝置的控制位置可以被看作是集合地點的一部分。”

第 28 條 – 脫險通道

34 將第 1.10 款結尾的“。”換成“；和”。

35 新增第.11 款如下：

“.11 在所有載客超過 36 人的客船上，第 1.10 款和第 41-2.4.7 條的要求還應適用於船員居住區域。”

第 30 條 – “A”級分隔上的開口

36 現有第 4 款由以下文字代替：

“4 除動力操縱的水密門和經常封閉的水密門以外，主豎區艙壁、廚房邊壁和梯道圍壁上的防火門，應滿足以下要求：

- .1 這些門應為自閉式，且在朝關閉的相反方向傾斜達 3.5° 時能夠關閉；
- .2 鉸鏈防火門在船舶處於豎直位置時從動作開始到關閉的大約時間應不超過 40 秒，且不少於 10 秒。滑動防火門在船舶處於豎直位置時從動作開始到關閉的大約平均關閉速度應不高於每秒 0.2 米，且不低於每秒 0.1 米；
- .3 這些門應能夠從連續有人的中央控制站同時或成組地遙控開啟，也能從門的兩側單個地開啟。開啟用的栓銷應具有防止該系統自動復位的開 - 關功能；

- .4 禁止使用不能由中央控制站開啟的速脫鉤；
- .5 從中央控制站關閉的門應能夠從門的兩側通過現場控制器重新打開。現場打開以後，門應再次自動關閉；
- .6 在連續有人的中央控制站防火門指示板上應指示出是否每一遙控開啟的門都是關閉的；
- .7 開啟裝置應設計成在控制系統或主動力源出現故障時，門將自動關閉；
- .8 對於動力操縱門系統，應在緊靠門的附近提供現場蓄電裝置，以使門在控制系統或主動力源故障後使用現場控制器至少能夠操作(全開和全關)十次；
- .9 某一門的控制系統或主動力源故障時，不應妨礙其他門的安全運作；
- .10 遙控開啟滑動或動力操縱門應裝有聲音警報，在門由中央控制站開啟後和門開始動作前至少發聲 5 秒，但不超過 10 秒，直到門完全關閉；
- .11 被設計成在行程中遇到障礙時能重新開啟的門，其重新開啟從接觸點開始應不超過 1 米；
- .12 由於防火完整性的需要而裝有門的雙葉門，在使用控制系統開啓時，應具有隨門的操作自動啓動的門；
- .13 動力操縱和自動關閉的直接通向特殊類別處所的門，不需裝備.3 和.10 要求的報警和遙控開啟裝置；
- .14 現場控制系統的構件應易於進行維護和調整；

- .15 動力操縱門應配有在發生火災時能夠操作的經認可的控制系統，此係依照《耐火試驗程序規則》確定。該系統應滿足以下要求：
 - .15.1 在有動力供應時，控制系統應能使門在至少 200°C 的溫度中運作至少 60 分鐘；
 - .15.2 所有沒受火災影響的其他門的動力供應不受到妨礙；
和
 - .15.3 在溫度超過 200°C 時，控制系統應自動脫離動力供應並能夠在至少 945°C 時使門保持關閉。”

37 現有第 6 款的第二句話由以下文字代替：

“船舶外部限界的“A”級完整性要求，除位於上層建築和面對救生設備的甲板室、登乘和外部集合區、外面樓梯和用作逃生通道的開敞甲板上的門以外，不適用於外部門。梯道圍壁門無需滿足這一要求。”

第 32 條 – 通風系統

38 現有第 1.1 款由以下文字代替：

“1.1 載客超過 36 人的客船的通風系統除應滿足本條這一部分的要求外，還應符合第 16.2 至 16.6、16.8、16.9 和 16.11 條的要求。”

39 現有第 1.4.3.1 款由以下文字代替：

“.3.1 此導管用具有低播焰性的材料建造；”

第 34 條—易燃材料的限制使用

40 現有第 2 款由以下文字代替：

“2 用於冷卻系統的與隔熱物一併使用的防潮層和黏合劑及管系裝置的隔熱物，毋須是不燃的，但其應保持在實際可行的最低數量，並且它們的外露表面應具有低播焰性。”

41 現有第 7 款由以下文字代替：

“7 用於外露的內部表面的油漆、清漆和其他表面塗料不應產生過量的煙和毒性物，此係根據《耐火試驗程序規則》確定。”

42 現有第 8 款由以下文字代替：

“8 如果在起居處所、服務處所及控制站內採用甲板基層敷料，這些敷料應為在高溫時不易着火或產生毒性或爆炸性危險物的經認可的材料，此係根據《耐火試驗程序規則》確定。”

第 37 條—特種處所的保護

43 在第 1.2.1 款增加如下第三句話：

“如果燃油艙位於特種處所之下，這些處所間甲板的完整性可降至“A-0”標準。”

44 新增如下第 4 款：

“4 永久性通風開口

位於特種處所側壁板、端壁或艙壁上的永久性開口的位置，應使發生在特種處所的火災不致威脅積載區域和救生艇筏的

登乘站以及起居處所、服務處所、上層結構中的控制站和特種處所之上的甲板室。”

第 38 條 – 除特種處所外，用於載運油箱中備有自用燃料的機動車輛的貨物處所的保護

45 新增如下第 5 款和第 6 款：

“5 永久性通風開口

位於貨物處所側壁板、端壁或艙壁上的永久性開口的位置，應使發生在貨物處所的火災不致威脅積載區域和救生艇筏的登乘站以及起居處所、服務處所、上層結構中的控制站和貨物處所之上的甲板室。

6 結構保護

1998 年 7 月 1 日或以後建造的船舶的滾裝貨物處所，應符合第 38-1 條第 1.1、1.2 和第 1.3 款的要求。”

46 新增如下第 38-1 條：

“第 38-1 條

除特種處所和用於載運油箱中備有燃料的機動車輛的滾裝貨物處所外，對封閉和開敞滾裝貨物處所的保護

1 通則

1.1 第 37.1.1 條規定的基本原則也適用於本條。

1.2 在載客超過 36 人的客船上，邊界艙壁及封閉和開敞滾裝貨物處所的甲板應按“A-60”級標準隔熱。但是，如果第 26.2.2(5)、(9) 或(10)類處所位於分隔的一側，該標準可降至“A-0”。如果燃油艙位於滾裝貨物處所之下，這些處所間甲板的完整性可降至“A-0”標準。

1.3 在載客不超過 36 人的客船上，邊界艙壁及封閉和開敞滾裝貨物處所的甲板應具有表 27.1 第(8)類處所所要求的防火完整性和表 27.2 第(8)類處所所要求的水平邊界。

1.4 位於開敞和封閉滾裝貨物處所側壁板、端壁或艙壁上的永久性開口的位置，應使發生在貨物處所的火災不致威脅積載區域和救生艇的登乘站及起居處所、服務處所、上層結構中的控制站和特種處所之上的甲板室。

2 封閉滾裝貨物處所

封閉滾裝貨物處所應符合第 38 條的要求，該條第 4 款除外。

3 開敞滾裝貨物處所

開敞滾裝貨物處所應符合第 37.1.3、37.2.1、38.1（除不允許使用取樣探煙系統外）和第 38.2.3 條的要求。”

C 部分 – 貨船消防安全措施

第 49 條 – 可燃材料的限制使用

47 現有第 2 款由以下文字代替：

“2 用於外露的內部表面的油漆、清漆和其他表面塗料不應產生過量的煙和毒性物，此係根據《耐火試驗程序規則》確定。”

48 現有第 3 款由以下文字代替：

“3 如果在起居處所、服務處所及控制站內採用甲板基層敷料，這些敷料應為在高溫時不易着火或產生毒性或爆炸性危險物的經認可的材料，此係根據《耐火試驗程序規則》確定。”

第 50 條 – 構造細節

49 現有第 3.1 款由以下文字代替：

“3.1 除在裝貨處所或服務處所的冷藏庫內以外，隔熱材料應是不燃的。用於冷卻系統的與隔熱物一併使用的防潮層和黏合劑及管系裝置的隔熱物，毋須用不燃材料，但應保持在實際可行的最低數量，並且它們的外露表面應具有低播焰性。”

第 53 條 – 貨物處所內的防火裝置

50 現有第 1.2 款和 1.3 款由以下文字代替：

“1.2 儘管有第 1.1 款的規定，從事在甲板上或貨物處所載運危險貨物的船舶的任何貨物處所內都應設置符合第 5 條規定

的固定式氣體滅火系統或主管機關認為能對所載貨物起同等保護作用的滅火系統。

1.3 任何專門為裝運礦、煤、穀物、未乾燥的木材、不燃貨物或主管機關認為失火危險小的貨物而建造的船舶，主管機關可對其貨物處所免除上述第 1.1 和 1.2 款的要求。這種免除只在船舶裝設有鋼質艙口蓋和具有能關閉所有通風導管和其他通向貨物處所的開口的有效設施時方可允許。在允許這種免除時，主管機關應根據第 I/12 (a) (vi) 條發給一份《免除證書》，無論有關船舶為何時建造，並應確保《免除證書》後面附有船舶允許載運的貨物清單。”

51 新增如下第 2.5 款：

“2.5 位於封閉滾裝貨物處所側壁板、端壁或開敞和艙壁上的永久性開口的位置，應使發生在貨物處所的火災不致威脅積載區域和救生艇筏的登乘站及起居處所、服務處所、上層結構中的控制站和貨物處所之上的甲板室。”

第 54 條—載運危險貨物船舶的特殊要求

52 新增如下第 2.4.3 款：

“2.4.3 在沒有機械通風的情況下，用於裝運散裝固體危險貨物的封閉貨物處所，應有自然通風。”

53 新增如下第 2.10 和 2.11 款：

“2.10 在有滾裝貨物處所的船舶上，應在封閉滾裝貨物處所和相鄰的開敞滾裝貨物處所之間加以分隔。該分隔應使這些

處所間危險蒸汽和液體的通路減至最小。如果認為滾裝貨物處所在其整個長度上為封閉處所，則不必進行分隔，但應完全符合本條的有關特殊要求。

2.11 在有滾裝貨物處所的船舶上，應在封閉滾裝貨物處所和相鄰的露天甲板之間加以分隔。該分隔應使這些處所間危險蒸汽和液體的通路減至最小。如果封閉滾裝貨物處所的佈置符合對在相鄰露天甲板上載運的危險貨物的要求，則不必進行分隔。”

表 54.1—要求對於船舶和貨物處所中危險貨物不同載運方式的適用

54 現有的表 54.1 由下表代替：

“表 54.1 中凡出現 X 時，則其表示這一要求適用於表 54.3 相應行中所列的所有類別的危險貨物，有註釋標示者除外。

第 54.1.2 條 第 54.2 條	包括 .1 到 .5 的露天甲板	.1 非特別設計的	.2 集裝箱貨物處所	.3		.4 散裝固體危險貨物	.5 船載駁船
				封閉滾裝貨物處所 ⁵	開敞滾裝貨物處所		
.1.1	X	X	X	X	X	關於不同級別的危險貨物適用第 54 條的要求，見表 54.2	X
.1.2	X	X	X	X	X		-
.1.3	-	X	X	X	X		X
.1.4	-	X	X	X	X		X
.2	-	X	X	X	X		X ⁴
.3	-	X	X	X	-		X ⁴
.4.1	-	X	X ¹	X	-		X ⁴
.4.2	-	X	X ¹	X	-		X ⁴
.5	-	X	X	X	-		-
.6.1	X	X	X	X	X		-
.6.2	X	X	X	X	X		-
.7	X	X	-	-	X		-
.8	X	X	X ²	X	X		-
.9	-	-	-	X ³	X		-

註：

1 對於 4 類和 5.1 類，不適用於封閉貨物集裝箱。

對於裝載在封閉貨物集裝箱內的 2 類、3 類、6.1 和 8 類，其通風率可以減至不少於換氣 2 次。就此要求而言，一個可移動式罐櫃是一個封閉貨物集裝箱。

2 僅適用於甲板。

3 僅適用於不能密封的封閉滾裝貨物處所。

- 4 在駁船能夠容納可燃蒸汽或它們能夠通過與駁船相連接的通風管道將可燃蒸汽排到載駁船的艙室以外的安全處所的特殊情況下，經主管機關同意可以降低或取消這些要求。
- 5 在載運危險貨物時，特種處所應按封閉滾裝貨物處所對待。”

表 54.2—要求對於載運散裝固體危險貨物的船舶和貨物處所危險貨物不同類別的適用

55 現有的表 54.2 由下表代替：

“

類別	4.1	4.2	4.3 ⁶	5.1	6.1	8	9
條序							
54.2.1.1	X	X	-	X	-	-	X
54.2.1.2	X	X	-	X	-	-	X
54.2.2	X	X ⁷	X	X ⁸	-	-	X ⁸
54.2.4.1	-	X ⁷	X	-	-	-	-
54.2.4.2	X ⁹	X ⁷	X	X ^{7,9}	-	-	X ^{7,9}
54.2.4.3	X	X	X	X	X	X	X
54.2.6	X	X	X	X	X	X	X
54.2.8	X	X	X	X ⁷	-	-	X ¹⁰

註：

- 6 可以散貨形式運輸的此類危險貨物除需滿足本表所列的要求外，主管機關必須對有關船舶的構造和設備予以特殊考慮。
- 7 僅適用於含有溶劑萃取物的種子餅、硝酸氨和硝酸氨化肥。
- 8 僅適用於硝酸氨和硝酸氨化肥。但是，依照國際電工技術委員會的出版物 79 號 - 《爆炸性氣體環境的電氣設備》所列標準的保護程度是足夠的。
- 9 只需要合適的金屬網保護。
- 10 經修正的以第 A.434 (XI) 號決議通過的《固體散貨安全操作規則》的要求是足夠的。”

表 54.3 – 要求對於除散裝固體危險貨物外的危險貨物不同類別的適用
56 現有的表 54.3 由下表代替：

類別	1.1-1.6	1.4S	2.1	2.2	2.3	3.1 3.2	3.3	4.1	4.2	4.3	5.1	5.2	6.1 液體	6.1 液體 ≤23°C	6.1 液體 >23°C ≤61°C	6.1 固體	8 液體	8 液體 ≤23°C	8 液體 >23°C ≤61°C	8 固體	9
條序																					
54.2.1.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
54.2.1.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
54.2.1.3	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
54.2.1.4	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
54.2.2	X	-	X	-	-	X	-	-	-	-	-	-	-	X	-	-	-	X	-	-	-
54.2.3	X	X	X	X	X	X	X	X	X	X	X	-	X	X	X	X	X	X	X	X	-
54.2.4.1	-	-	X	-	X	X	-	X ¹¹	X ¹¹	X	X ¹¹	-	-	X	X	X ¹¹	-	X	X	-	X ¹¹
54.2.4.2	-	-	X	-	-	X	-	-	-	-	-	-	-	X	X	-	-	X	-	-	-
54.2.5	-	-	-	-	-	X	-	-	-	-	-	-	X	X	X	-	-	X	-	-	-
54.2.6	-	-	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X ¹⁴
54.2.7	-	-	-	-	-	X	X	X	X	X	X	-	-	X	X	-	-	X	-	-	-
54.2.8	X ¹²	-	X	X	X	X	X	X	X	X	X ¹³	-	-	X	X	-	-	X	-	-	-
54.2.9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

註：

- 11 在經修正的《國際海運危險貨物規則》要求“機械通風處所”時。
- 12 在所有情況下，於距機器處所限界的水平距離為 3 米處積載。
- 13 參閱《國際海運危險貨物規則》。
- 14 視所載運的貨物而定。”

D 部分—液貨船消防安全措施

第 56 條—各處所的位置和分隔

57 標題下面的句子由以下文字代替：

“（除第 9 款適用於 1998 年 7 月 1 日或以後建造的船舶外，本條適用於 1992 年 2 月 1 日或以後建造的船舶）。”

58 現有第 7 條由以下文字代替：

“7 圍繞起居處所的上層建築和甲板室的外部限界和包括支撐這些起居處所的任何懸伸甲板，應使用鋼材建造，且其面向貨物區域的所有部分及距面向貨物區域的端部限界 3 米的外部側面上的所有部分，應隔熱至“A-60”級標準。對於這種上層建築和甲板室的各個側面，此種隔熱物應達到主管機關的認為必要的高度。”

59 現有第 8.3 款的第二句由以下文字代替：

“此種窗和舷窗，除操舵室的窗子以外，應按“A-60”級標準建造。”

60 新增如下第 9 款：

“9 對於適用於本條的所有船舶，如果從管隧到主泵艙有永久性通道，應安裝符合第 II-1/25-9.2 條要求的水密門，並且：

- .1 除能從駕駛室操作外，該水密門應能從主泵艙入口外側手動關閉；和

- .2 在船舶正常操作期間，水密門應保持關閉，需要進入管隧時方能打開。”

第 59 條 – 透氣、驅氣、除氣和通風

61 新增如下第 1.2.3 款：

“.3 如果第 1.2.2 款提到的裝置發生故障時，應有第二種裝置允許蒸汽、空氣或惰性氣體混合物充分流動釋放，避免超壓或負壓。作為代替，也可以在每個由第 1.2.2 款要求的裝置所保護的液艙內安裝壓力傳感器，將其監視系統設在船舶的貨物控制室或通常進行貨物作業的地方。該監視設備還應帶有報警裝置，在探測到艙內出現超壓或負壓時啟動。”

62 現有第 1.3.2 款由以下文字代替：

“1.3.2 如該裝置與其他液貨艙連在一起，則應裝有截止閥或其他可接受的裝置，以隔絕每一液貨艙。若安裝截止閥，應為其配備鎖閉裝置，由負責的高級船員控制。截止閥或其他可接受的裝置的工作狀況應有清楚的可視指示。若液貨艙已被隔離，應確保有關隔離閥在這些液貨艙開始進行裝貨或壓載或卸載之前被打開。任何隔離措施都必須按第 1.2.1 款的規定繼續允許由於液貨艙內溫度變化而引起的氣體流動。”

63 新增如下第 1.3.3 款：

“1.3.3 如果一個或一組與普通通風系統隔離的液貨艙要進行裝載和壓載或卸載，該液貨艙或該組液貨艙應按第 1.2.3 款的要求安裝超壓或負壓保護裝置。”

64 新增如下第 1.11 款：

“1.11 1998 年 7 月 1 日以前建造的船舶在 1998 年 7 月 1 日以後的第一次定期塢修時應符合第 1.2.3 和 1.3.3 款的要求，但不得晚於 2001 年 7 月 1 日。”

65 新增如下第 5 款：

“5 可燃氣體指示器

所有液貨船都應至少備有一個用於測量可燃蒸氣密度的便攜儀器和充分的系列備件。應為這些儀器提供適當的校準裝置。”

第 62 條—惰性氣體系統

66 在第 11.2.1 款結尾增加下面一句話：

“使用的控制系統應明確地指示出此種閥的工作狀況。”

第 V 章

航行安全

67 刪去現有第 15-1 條。

第 VII 章

危險貨物的裝運

第 2 條 – 分類

68 “第 6.1 類 – 有毒（毒性）物質” 由以下文字代替：

“第 6.1 類 – 毒性物質。”

69 第 9 類現有條文中“雜類危險物質，即” 由以下文字代替：

“雜類危險物質和物品，即”

第 7 條 – 客船上的爆炸品

70 新增如下第 1.5 款：

“.5 只有在每艘客船上相容類 N 物品總淨重不超過 50 公斤，且除相容類 S 的 1.4 分類以外無其他爆炸品時，才允許載運。”

RESOLUTION MSC.57(67)
(adopted on 5 December 1996)

**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 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 procedures for amending the Annex to the Convention, other than the provisions of chapter I thereof,

HAVING CONSIDERED, at its sixty-seventh 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 amendments shall be deemed to have been accepted on 1 January 1998, 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 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 1998 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

CHAPTER II-1

CONSTRUCTION - SUBDIVISION AND STABILITY, MACHINERY
AND ELECTRICAL INSTALLATIONS

PART A-1 - STRUCTURE OF SHIPS

- 1 The following new regulations 3-3 and 3-4 are added to part A-1 of Chapter II-1:

"Regulation 3-3
Safe access to tanker bows

1 For the purpose of this regulation and regulation 3-4, tankers include oil tankers as defined in regulation 2.12, chemical tankers as defined in regulation VII/8.2 and gas carriers as defined in regulation VII/11.2.

2 Every tanker constructed on or after 1 July 1998 shall be provided with the means to enable the crew to gain safe access to the bow even in severe weather conditions. For tankers constructed before 1 July 1998, such means of access shall be provided at the first scheduled dry-docking after 1 July 1998, but not later than 1 July 2001. Such means of access shall be approved by the Administration based on the guidelines developed by the Organization.

Regulation 3-4
Emergency towing arrangements on tankers

Emergency towing arrangements shall be fitted at both ends on board every tanker of not less than 20,000 tonnes deadweight, constructed on or after 1 January 1996. For tankers constructed before 1 January 1996, such an arrangement shall be fitted at the first scheduled dry-docking after 1 January 1996 but not later than 1 January 1999. The design and construction of the towing arrangements shall be approved by the Administration, based on the guidelines developed by the Organization."

PART B - SUBDIVISION AND STABILITY

- 2 The following new regulation 17-1 is added after existing regulation 17:

"Regulation 17-1**Openings in the shell plating below the bulkhead deck of passenger ships
and the freeboard deck of cargo ships**

Notwithstanding the requirements of regulation 17, ships constructed on or after 1 July 1998 shall comply with the requirements of regulation 17 where a reference to "margin line" shall be deemed to mean a reference to the bulkhead deck of passenger ships and the freeboard deck of cargo ships."

PART C - MACHINERY INSTALLATIONS**Regulation 26 - General**

- 3 The following new paragraphs 9, 10 and 11 are added after existing paragraph 8:

"9 Non-metallic expansion joints in piping systems, if located in a system which penetrates the ship's side and both the penetration and the non-metallic expansion joint are located below the deepest load waterline, shall be inspected as part of the surveys prescribed in regulation I/10(a) and replaced as necessary, or at an interval recommended by the manufacturer.

10 Operating and maintenance instructions and engineering drawings for ship machinery and equipment essential to the safe operation of the ship shall be written in a language understandable by those officers and crew members who are required to understand such information in the performance of their duties.

11 Location and arrangement of vent pipes for fuel oil service, settling and lubrication oil tanks shall be such that in the event of a broken vent pipe this shall not directly lead to the risk of ingress of seawater splashes or rainwater. Two fuel oil service tanks for each type of fuel used on board necessary for propulsion and vital systems or equivalent arrangements shall be provided on each new ship, with a capacity of at least 8 h at maximum continuous rating of the propulsion plant and normal operating load at sea of the generator plant. This paragraph applies only to ships constructed on or after 1 July 1998."

Regulation 31 - Machinery controls

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

"5 Ships constructed on or after 1 July 1998 shall comply with the requirements of paragraphs 1 to 4, as amended, as follows:

.1 paragraph 1 is replaced by the following:

"1 Main and auxiliary machinery essential for the propulsion, control and safety of the ship shall be provided with effective means for its operation and control. All control systems essential for the propulsion, control and safety of the ship shall be independent or designed such that failure of one system does not degrade the performance of another system.";

.2 in the second and third lines of paragraph 2, the words "and the machinery spaces are intended to be manned" are deleted;

.3 the first sentence of paragraph 2.2 is replaced by the following:

"2 the control shall be performed by a single control device for each independent propeller, with automatic performance of all associated services, including, where necessary, means of preventing overload of the propulsion machinery.";

.4 paragraph 2.4 is replaced by the following:

"4 propulsion machinery orders from the navigation bridge shall be indicated in the main machinery control room and at the manoeuvring platform;"

.5 a new sentence is added at the end of paragraph 2.6 to read as follows:

"It shall also be possible to control the auxiliary machinery, essential for the propulsion and safety of the ship, at or near the machinery concerned"; and

.6 paragraphs 2.8, 2.8.1 and 2.8.2 are replaced by the following:

".8 indicators shall be fitted on the navigation bridge, the main machinery control room and at the manoeuvring platform, for:

.8.1 propeller speed and direction of rotation in the case of fixed pitch propellers; and

.8.2 propeller speed and pitch position in the case of controllable pitch propellers;"

PART D - ELECTRICAL INSTALLATIONS**Regulation 41 - Main source of electrical power and lighting systems**

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

"5 Ships constructed on or after 1 July 1998:

.1 in addition to paragraphs 1 to 3, shall comply with the following:

.1.1 where the main source of electrical power is necessary for propulsion and steering of the ship, the system shall be so arranged that the electrical supply to equipment necessary for propulsion and steering and to ensure safety of the ship will be maintained or immediately restored in the case of loss of any one of the generators in service;

.1.2 load shedding or other equivalent arrangements shall be provided to protect the generators required by this regulation against sustained overload;

.1.3 where the main source of electrical power is necessary for propulsion of the ship, the main busbar shall be subdivided into at least two parts which shall normally be connected by circuit breakers or other approved means; so far as is practicable, the connection of generating sets and other duplicated equipment shall be equally divided between the parts; and

.2 need not comply with paragraph 4,"

Regulation 42 - Emergency source of electrical power in passenger ships

6 The following new paragraph 3.4 is added after existing paragraph 3.3:

"3.4 For ships constructed on or after 1 July 1998, where electrical power is necessary to restore propulsion, the capacity shall be sufficient to restore propulsion to the ship in conjunction with other machinery, as appropriate, from a dead ship condition within 30 min after blackout."

Regulation 43 - Emergency source of electrical power in cargo ships

7 The following new paragraph 3.4 is added after existing paragraph 3.3:

"3.4 For ships constructed on or after 1 July 1998, where electrical power is necessary to restore propulsion, the capacity shall be sufficient to restore propulsion to the ship in conjunction with other machinery, as appropriate, from a dead ship condition within 30 min after blackout."

CHAPTER II-2**CONSTRUCTION - FIRE PROTECTION, FIRE DETECTION
AND FIRE EXTINCTION****PART A - GENERAL****Regulation 1 - Application**

8 Existing paragraph 1.1 is replaced by the following:

"1.1 Unless expressly provided otherwise, this chapter shall apply to ships the keels of which are laid or which are at a similar stage of construction on or after 1 July 1998."

9 Existing paragraph 1.3.2 is replaced by the following:

"2 the expression *all ships* means ships constructed before, on or after 1 July 1998".

10 Existing paragraph 2 is replaced by the following:

"2 Unless expressly provided otherwise, for ships constructed before 1 July 1998 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) and MSC.31(63), are complied with."

11 In paragraph 3.1, the expression "1 July 1986" is replaced by "1 July 1998".

Regulation 3 - Definitions

12 Existing paragraph 1 is replaced by the following:

"1 *Non-combustible material* is a material which neither burns nor gives off flammable vapours in sufficient quantity for self-ignition when heated to approximately 750°C, this being determined in accordance with the Fire Test Procedures Code. Any other material is a combustible material."

13 Existing paragraph 2 is replaced by the following:

"2 *A standard fire test* is one in which the specimens of the relevant bulkheads and decks are exposed in a test furnace to temperatures corresponding approximately to the standard time-temperature curve. The test methods shall be in accordance with the Fire Test Procedures Code."

14 In paragraph 3.4, "139°C" is replaced by "140°C".

- 15 Existing paragraph 3.5 is replaced by the following:
- ".5 the Administration shall require a test of a prototype bulkhead or deck in accordance with the Fire Test Procedures Code to ensure that it meets the above requirements for integrity and temperature rise."
- 16 In paragraph 4.2, "139°C" is replaced by "140°C".
- 17 Existing paragraph 4.4 is replaced by the following:
- ".4 the Administration shall require a test of a prototype division, in accordance with the Fire Test Procedures Code, to ensure that it meets the above requirements for integrity and temperature rise."
- 18 Existing paragraph 8 is replaced by the following:
- "8 *Low flame spread* means that the surface thus described will adequately restrict the spread of flame, this being determined in accordance with the Fire Test Procedures Code."
- 19 Existing paragraph 22-1 is replaced by the following:
- "22-1 *Central control station* is a control station in which the following control and indicator functions are centralized:
- .1 fixed fire detection and alarm systems;
 - .2 automatic sprinklers, fire detection and alarm systems;
 - .3 fire door indicator panels;
 - .4 fire door closures;
 - .5 watertight door indicator panels;
 - .6 watertight door closures;
 - .7 ventilation fans;
 - .8 general/fire alarms;
 - .9 communication systems including telephones; and
 - .10 microphones to public address systems."
- 20 Existing paragraph 23.3 is replaced by the following:
- ".3 all draperies, curtains and other suspended textile materials have qualities of resistance to the propagation of flame not inferior to those of wool of mass 0.8 kg/m², this being determined in accordance with the Fire Test Procedures Code."
- 21 Existing paragraph 23.4 is replaced by the following:
- ".4 all floor coverings have low flame spread characteristics."
- 22 Existing paragraph 23.6 is replaced by the following:
- ".6 all upholstered furniture has qualities of resistance to the ignition and propagation of flame, this being determined in accordance with the Fire Test Procedures Code."

23 The following new paragraph 23.7 is added:

"7 all bedding components have qualities of resistance to the ignition and propagation of flame, this being determined in accordance with the Fire Test Procedures Code."

24 The following new paragraph 34 is added:

"34 *Fire Test Procedures Code* means the International Code for Application of Fire Test Procedures, as adopted by the Maritime Safety Committee of the Organization by resolution MSC.61(67), 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."

Regulation 12 - Automatic sprinkler, fire detection and fire alarm systems

25 Existing paragraph 1.2 is replaced by the following:

"1.2 Each section of sprinklers shall include means for giving a visual and audible alarm signal automatically at one or more indicating units whenever any sprinkler comes into operation. Such alarm systems shall be such as to indicate if any fault occurs in the system. Such units shall indicate in which section served by the system fire has occurred and shall be centralized on the navigation bridge and in addition, visible and audible alarms from the unit shall be located in a position other than on the navigation bridge, so as to ensure that the indication of fire is immediately received by the crew."

26 Existing paragraphs 1.2.1 and 1.2.2 are deleted.

Regulation 16 - Ventilation systems in ships other than passenger ships carrying more than 36 passengers

27 Existing text of paragraph 1.1 is replaced by the following:

".1 these ducts shall be of a material which has low flame spread characteristics."

28 The following new paragraph 11 is added:

"11 The following arrangements shall be tested in accordance with the Fire Test Procedures Code:

- .1 fire dampers, including relevant means of operation; and
- .2 duct penetrations through "A" class divisions. Where steel sleeves are directly joined to ventilation ducts by means of rivetted or screwed flanges or by welding, the test is not required."

Regulation 17 - Fireman's outfit

29 At the end of paragraph 3.1.1 the following sentence is added:

"however, for stairway enclosures which constitute individual main vertical zones and for the main vertical zones in the fore or aft end of a ship which do not contain spaces of categories 26.2.2(6), (7), (8) or (12), no additional fireman's outfits are required."

Regulation 18 - Miscellaneous items

30 In the parenthesis below the title of the regulation, the words "and 8" in the first sentence are deleted and the following sentence is added:

"Paragraph 8 of this regulation applies to ships constructed on or after 1 July 1998."

31 Existing paragraph 8 is replaced by the following:

"8 Provisions for helicopter facilities shall be in accordance with the standards developed by the Organization."

PART B - FIRE SAFETY MEASURES FOR PASSENGER SHIPS**Regulation 24 - Main vertical zones and horizontal zones**

32 The third sentence of existing paragraph 1.1 is replaced by the following:

"Where a category 26.2.2(5), (9) or (10) space is on one side or where fuel oil tanks are on both sides of the division, the standard may be reduced to A-0."

Regulation 26 - Fire integrity of bulkheads and decks in ships carrying more than 36 passengers

33 The words "26.1 to 26.4" in paragraph 1 are replaced by "26.1 and 26.2" and the superscript "d" is added in the fourth row under columns 6, 7, 8 and 9 of table 26.1 and the following note is added to table 26.1:

^d Where spaces of category 6, 7, 8 and 9 are located completely within the outer perimeter of the muster station, the bulkheads of these spaces are allowed to be of "B-0" class integrity. Control positions for audio, video and light installations may be considered as part of the muster station."

Regulation 28 - Means of escape

34 At the end of paragraph 1.10, "." is replaced by "; and".

35 The following new subparagraph .11 is added:

".11 In all passenger ships carrying more than 36 passengers, the requirements of 1.10 and regulation 41-2.4.7 shall also apply to the crew accommodation areas."

Regulation 30 - Openings in "A" class divisions

36 Existing paragraph 4 is replaced by the following:

"4 Fire doors in main vertical zone bulkheads, galley boundaries and stairway enclosures other than power-operated watertight doors and those which are normally locked, shall satisfy the following requirements:

- .1 the doors shall be self-closing and be capable of closing against an angle of inclination of up to 3.5° opposing closure;
- .2 the approximate time of closure for hinged fire doors shall be no more than 40 s and no less than 10 s from the beginning of their movement with the ship in upright position. The approximate uniform rate of closure for sliding fire doors shall be of no more than 0.2 m/s and no less than 0.1 m/s with the ship in the upright position;
- .3 the doors shall be capable of remote release from the continuously manned central control station, either simultaneously or in groups and shall be capable of release also individually from a position at both sides of the door. Release switches shall have an on-off function to prevent automatic resetting of the system;
- .4 hold-back hooks not subject to central control station release are prohibited;
- .5 a door closed remotely from the central control station shall be capable of being re-opened at both sides of the door by local control. After such local opening, the door shall automatically close again;
- .6 indication shall be provided at the fire door indicator panel in the continuously manned central control station whether each of the remote-released doors are closed;
- .7 the release mechanism shall be so designed that the door will automatically close in the event of disruption of the control system or main source of electric power;
- .8 local power accumulators for power-operated doors shall be provided in the immediate vicinity of the doors to enable the doors to be operated after disruption of the control system or main source of electric power at least ten times (fully opened and closed) using the local controls;
- .9 disruption of the control system or main source of electric power at one door shall not impair the safe functioning of the other doors;
- .10 remote-released sliding or power-operated doors shall be equipped with an alarm that sounds for at least 5 s but no more than 10 s after the door is released from the central control station and before the door begins to move and continue sounding until the door is completely closed;

- .11 a door designed to re-open upon contacting an object in its path shall re-open not more than 1 m from the point of contact;
 - .12 double-leaf doors equipped with a latch necessary to their fire integrity shall have a latch that is automatically activated by the operation of the doors when released by the control system;
 - .13 doors giving direct access to special category spaces which are power-operated and automatically closed need not be equipped with the alarms and remote-release mechanisms required in .3 and .10;
 - .14 the components of the local control system shall be accessible for maintenance and adjusting; and
 - .15 power-operated doors shall be provided with a control system of an approved type which shall be able to operate in case of fire, this being determined in accordance with the Fire Test Procedures Code. This system shall satisfy the following requirements:
 - .15.1 the control system shall be able to operate the door at the temperature of at least 200°C for at least 60 min, served by the power supply;
 - .15.2 the power supply for all other doors not subject to fire shall not be impaired; and
 - .15.3 at temperatures exceeding 200°C the control system shall be automatically isolated from the power supply and shall be capable of keeping the door closed up to at least 945°C."
- 37 The second sentence of existing paragraph 6 is replaced by the following:
- "The requirements for "A" class integrity of the outer boundaries of the ship shall not apply to exterior doors, except for those in superstructures and deckhouses facing life-saving appliances, embarkation and external muster station areas, external stairs and open decks used for escape routes. Stairway enclosure doors need not meet this requirement."

Regulation 32 - Ventilation systems

- 38 Existing paragraph 1.1 is replaced by the following:
- "1.1 The ventilation system of a passenger ship carrying more than 36 passengers shall, in addition to this part of this regulation, also be in compliance with the requirements of regulations 16.2 to 16.6, 16.8, 16.9 and 16.11."
- 39 Existing paragraph 1.4.3.1 is replaced by the following:
- ".3.1 the duct is constructed of a material which has low flame spread characteristics;"

Regulation 34 - Restricted use of combustible materials

40 Existing paragraph 2 is replaced by the following:

"2 Vapour barriers and adhesives used in conjunction with insulation, as well as insulation of pipe fittings, for cold service systems need not be non-combustible, but they shall be kept to the minimum quantity practicable and their exposed surfaces shall have low flame spread characteristics."

41 Existing paragraph 7 is replaced by the following:

"7 Paints, varnishes and other finishes used on exposed interior surfaces shall not be capable of producing excessive quantities of smoke and toxic products, this being determined in accordance with the Fire Test Procedures Code."

42 Existing paragraph 8 is replaced by the following:

"8 Primary deck coverings, if applied within accommodation and service spaces and control stations, shall be of an approved material which will not readily ignite or give rise to toxic or explosive hazards at elevated temperatures, this being determined in accordance with the Fire Test Procedures Code."

Regulation 37 - Protection of special category spaces

43 In paragraph 1.2.1, the following third sentence is added:

"Where fuel oil tanks are below a special category space, the integrity of the deck between such spaces may be reduced to "A-0" standard."

44 The following new paragraph 4 is added:

"4 Permanent openings for ventilation

Permanent openings in the side plating, the ends or deckhead of special category spaces shall be so situated that a fire in the special category space does not endanger stowage areas and embarkation stations for survival craft and accommodation spaces, service spaces and control stations in superstructures and deckhouses above the special category spaces."

Regulation 38 - Protection of cargo spaces, other than special category spaces, intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion

45 The following new paragraphs 5 and 6 are added:

"5 Permanent openings for ventilation

Permanent openings in the side plating, the ends or deckhead of cargo spaces shall be so situated that a fire in the cargo space does not endanger stowage areas and embarkation stations for survival craft and accommodation spaces, service spaces and control stations in superstructures and deckhouses above the cargo spaces.

6 Structural protection

For ro-ro cargo spaces of ships constructed on or after 1 July 1998, the requirements of paragraphs 1.1, 1.2 and 1.3 of regulation 38-1 shall be complied with."

46 The following new regulation 38-1 is added:

"Regulation 38-1

Protection of closed and open ro-ro cargo spaces, other than special category spaces and ro-ro cargo spaces intended for the carriage of motor vehicles with fuel in their tanks

1 General

1.1 The basic principles underlying regulation 37.1.1 also apply to this regulation.

1.2 In passenger ships carrying more than 36 passengers, the boundary bulkheads and decks of closed and open ro-ro cargo spaces shall be insulated to "A-60" class standard. However, where a category 26.2.2(5), (9) or (10) space is on one side of the division, the standard may be reduced to "A-0". Where fuel oil tanks are below a ro-ro cargo space, the integrity of the deck between such spaces may be reduced to "A-0" standard.

1.3 In passenger ships carrying not more than 36 passengers the boundary bulkheads and decks of closed and open ro-ro cargo spaces shall have a fire integrity as required for category (8) spaces in table 27.1 and the horizontal boundaries as required for category (8) spaces in table 27.2.

1.4 Permanent openings in the side plating, the ends or deckhead of open and closed ro-ro cargo spaces shall be so situated that a fire in the cargo space does not endanger stowage areas and embarkation stations for survival craft and accommodation spaces, service spaces and control stations in superstructures and deckhouses above the cargo spaces.

2 Closed ro-ro cargo spaces

Closed ro-ro cargo spaces shall comply with the requirements of regulation 38, except for paragraph 4 of that regulation.

3 Open ro-ro cargo spaces

Open ro-ro cargo spaces shall comply with the requirements of regulations 37.1.3, 37.2.1, 38.1, except that a sample extraction smoke detection system is not permitted, and 38.2.3."

PART C - FIRE SAFETY MEASURES FOR CARGO SHIPS**Regulation 49 - Restricted use of combustible materials**

47 Existing paragraph 2 is replaced by the following:

"2 Paints, varnishes and other finishes used on exposed interior surfaces shall not be capable of producing excessive quantities of smoke and toxic products, this being determined in accordance with the Fire Test Procedures Code."

48 Existing paragraph 3 is replaced by the following:

"3 Primary deck coverings, if applied within accommodation and service spaces and control stations, shall be of approved material which will not readily ignite, or give rise to toxic or explosive hazards at elevated temperatures, this being determined in accordance with the Fire Test Procedures Code."

Regulation 50 - Details of construction

49 Existing paragraph 3.1 is replaced by the following:

"3.1 Except in cargo spaces or refrigerated compartments of service spaces, insulating materials shall be non-combustible. Vapour barriers and adhesives used in conjunction with insulation, as well as the insulation of pipe fittings, for cold service systems, need not be of non-combustible materials, but they shall be kept to the minimum quantity practicable and their exposed surfaces shall have low flame spread characteristics."

Regulation 53 - Fire protection arrangements in cargo spaces

50 Existing paragraphs 1.2 and 1.3 are replaced by the following:

"1.2 Notwithstanding the provisions of paragraph 1.1, any cargo space in a ship engaged in the carriage of dangerous goods on deck or in cargo spaces shall be provided with a fixed gas fire-extinguishing system complying with the provisions of regulation 5 or with a fire-extinguishing system which, in the opinion of the Administration, gives equivalent protection for the cargoes carried.

1.3 The Administration may exempt from the requirements of paragraphs 1.1 and 1.2 cargo spaces of any ship if constructed and solely intended for the carriage of ore, coal, grain, unseasoned timber, non-combustible cargoes or cargoes which, in the opinion of the Administration, constitute a low fire risk. Such exemptions may be granted only if the ship is fitted with steel hatch covers and effective means of closing all ventilators and other openings leading to the cargo spaces. When such exemptions are granted, the Administration shall issue an Exemption Certificate, irrespective of the date of construction of the ship concerned, in accordance with regulation I/12(a)(vi), and shall ensure that the list of cargoes the ship is permitted to carry is attached to the Exemption Certificate."

51 The following new paragraph 2.5 is added:

"2.5 Permanent openings in the side plating, the ends or deckhead of open and closed ro-ro cargo spaces shall be so situated that a fire in the cargo space does not endanger stowage areas and embarkation stations for survival craft and accommodation spaces, service spaces and control stations in superstructures and deckhouses above the cargo spaces."

Regulation 54 - Special requirements for ships carrying dangerous goods

52 The following new paragraph 2.4.3 is added:

"2.4.3 Natural ventilation shall be provided in enclosed cargo spaces intended for the carriage of solid dangerous goods in bulk, where there is no provision for mechanical ventilation."

53 The following new paragraphs 2.10 and 2.11 are added:

"2.10 In ships having ro-ro cargo spaces, a separation shall be provided between a closed ro-ro cargo space and an adjacent open ro-ro cargo space. The separation shall be such as to minimize the passage of dangerous vapours and liquids between such spaces. Alternatively, such separation need not be provided if the ro-ro cargo space is considered to be a closed cargo space over its entire length and shall fully comply with the relevant special requirements of this regulation.

2.11 In ships having ro-ro cargo spaces, a separation shall be provided between a closed ro-ro cargo space and the adjacent weather deck. The separation shall be such as to minimize the passage of dangerous vapours and liquids between such spaces. Alternatively, a separation need not be provided if the arrangements of the closed ro-ro cargo spaces are in accordance with those required for the dangerous goods carried on the adjacent weather deck."

Table 54.1 - Application of the requirements to different modes of carriage of dangerous goods in ships and cargo spaces

54 Existing table 54.1 is replaced by the following:

"Wherever X appears in table 54.1 it means that this requirement is applicable to all classes of dangerous goods as given in the appropriate line of table 54.3, except as indicated by the notes.

Regulation 54.1.2	Weather decks .1 to .5 inclusive	.1 Not specifically designed	.2 Container cargo spaces	.3		.4 Solid dangerous goods in bulk	.5 Shipborne barges
				Closed ro-ro cargo spaces ³	Open ro-ro cargo spaces		
Regulation 54.2							
.1.1	X	X	X	X	X	For application of requirements of regulation 54 to different classes of dangerous goods, see table 54.2	X
.1.2	X	X	X	X	X		-
.1.3	-	X	X	X	X		X
.1.4	-	X	X	X	X		X
.2	-	X	X	X	X		X ⁴
.3	-	X	X	X	-		X ⁴
.4.1	-	X	X ¹	X	-		X ⁴
.4.2	-	X	X ¹	X	-		X ⁴
.5	-	X	X	X	-		-
.6.1	X	X	X	X	X		-
.6.2	X	X	X	X	X		-
.7	X	X	-	-	X		-
.8	X	X	X ²	X	X		-
.9	-	-	-	X ³	X	-	

Notes

- 1 For classes 4 and 5.1 not applicable to closed freight containers.
For classes 2, 3, 6.1 and 8 when carried in closed freight containers the ventilation rate may be reduced to not less than two air changes. For the purpose of this requirement a portable tank is a closed freight container.
- 2 Applicable to decks only.
- 3 Applies only to closed ro-ro cargo spaces, not capable of being sealed.
- 4 In the special case where the barges are capable of containing flammable vapours or alternatively if they are capable of discharging flammable vapours to a safe space outside the barge carrier compartment by means of ventilation ducts connected to the barges, these requirements may be reduced or waived to the satisfaction of the Administration.
- 5 Special category spaces shall be treated as closed ro-ro cargo spaces when dangerous goods are carried."

Table 54.2 - Application of the requirements to different classes of dangerous goods for ships and cargo spaces carrying solid dangerous goods in bulk

55 Existing table 54.2 is replaced by the following:

"

Class	4.1	4.2	4.3 ⁶	5.1	6.1	8	9
Regulation							
54.2.1.1	X	X	-	X	-	-	X
54.2.1.2	X	X	-	X	-	-	X
54.2.2	X	X ⁷	X	X ⁸	-	-	X ⁸
54.2.4.1	-	X ⁷	X	-	-	-	-
54.2.4.2	X ⁹	X ⁷	X	X ^{7,9}	-	-	X ^{7,9}
54.2.4.3	X	X	X	X	X	X	X
54.2.6	X	X	X	X	X	X	X
54.2.8	X	X	X	X ⁷	-	-	X ¹⁰

Notes

- 6 The hazards of substances in this class which may be carried in bulk are such that special consideration must be given by the Administration to the construction and equipment of the ship involved in addition to meeting the requirements enumerated in this table.
- 7 Only applicable to Seedcake containing solvent extractions, to Ammonium nitrate and to Ammonium nitrate fertilizers.
- 8 Only applicable to Ammonium nitrate and to Ammonium nitrate fertilizers. However, a degree of protection in accordance with standards contained in the International Electrotechnical Commission, publication 79 - Electrical Apparatus for Explosive Gas Atmospheres, is sufficient.
- 9 Only suitable wire mesh guards are required.
- 10 The requirements of the Code of Safe Practice for Solid Bulk Cargoes adopted by resolution A.434(XI), as amended, are sufficient."

Table 54.3 - Application of the requirements to different classes of dangerous goods except solid dangerous goods in bulk

56 Existing table 54.3 is replaced by the following:

Class	1.1-1.6	1.48	2.1	2.2	2.3	3.1 3.2	3.3	4.1	4.2	4.3	5.1	5.2	6.1 liquids	6.1 liquids ±23°C	6.1 liquids >23°C ≤61°C	6.1 solids	8 liquids	8 liquids ±23°C	8 liquids >23°C ≤61°C	8 solids	9
Regulation																					
54.2.1.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
54.2.1.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	-
54.2.1.3	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
54.2.1.4	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
54.2.2	X	-	X	-	-	X	-	-	-	-	-	-	-	X	-	-	-	X	-	-	-
54.2.3	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	-
54.2.4.1	-	-	X	-	X	X	-	X ¹¹	X ¹¹	X	X ¹¹	-	-	X	X	X ¹¹	-	X	X	-	X ¹¹
54.2.4.2	-	-	X	-	-	X	-	-	-	-	-	-	-	X	X	-	-	X	X	-	-
54.2.5	-	-	-	-	-	X	-	-	-	-	-	-	X	X	X	-	-	X	-	-	-
54.2.6	-	-	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X ¹⁴
54.2.7	-	-	-	-	-	X	X	X	X	X	X	-	-	X	X	-	-	X	X	-	-
54.2.8	X ¹²	-	X	X	X	X	X	X	X	X	X ¹³	-	-	X	X	-	-	X	X	-	-
54.2.9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Notes

- 11 When "mechanically-ventilated spaces" are required by the International Maritime Dangerous Goods Code, as amended.
- 12 Stow 3 m horizontally away from the machinery space boundaries in all cases.
- 13 Refer to the International Maritime Dangerous Goods Code.
- 14 As appropriate to the goods being carried.¹⁰

PART D - FIRE SAFETY MEASURES FOR TANKERS**Regulation 56 - Location and separation of spaces**

57 The sentence below the title is replaced by the following:

"(This regulation applies to ships constructed on or after 1 February 1992, except that paragraph 9 applies to ships constructed on or after 1 July 1998)."

58 Existing paragraph 7 is replaced by the following:

"7 Exterior boundaries of superstructures and deckhouses enclosing accommodation and including any overhanging decks which support such accommodation, shall be constructed of steel and insulated to "A-60" standard for the whole of the portions which face the cargo area and on the outward sides for a distance of 3 m from the end boundary facing the cargo area. In the case of the sides of those superstructures and deckhouses, such insulation shall be carried as high as is deemed necessary by the Administration."

59 The second sentence in existing paragraph 8.3 is replaced by the following:

"Such windows and sidescuttles, except wheelhouse windows, shall be constructed to "A-60" class standard."

60 The following new paragraph 9 is added:

"9 On every ship to which this regulation applies, where there is permanent access from a pipe tunnel to the main pump-room, a watertight door shall be fitted complying with the requirements of regulation II-1/25-9.2 and in addition with the following:

- .1 in addition to bridge operation, the watertight door shall be capable of being manually closed from outside the main pump-room entrance; and
- .2 the watertight door shall be kept closed during normal operations of the ship except when access to the pipe tunnel is required."

Regulation 59 - Venting, purging, gas-freeing and ventilation

61 The following new paragraph 1.2.3 is added:

"3 a secondary means of allowing full flow relief of vapour, air or inert gas mixtures to prevent over-pressure or under-pressure in the event of failure of the arrangements in 1.2.2. Alternatively, pressure sensors may be fitted in each tank protected by the arrangement required in 1.2.2, with a monitoring system in the ship's cargo control room or the position from which cargo operations are normally carried out. Such monitoring equipment shall also provide an alarm facility which is activated by detection of over-pressure or under-pressure conditions within a tank."

62 Existing paragraph 1.3.2 is replaced by the following:

"1.3.2 Where the arrangements are combined with other cargo tanks, either stop valves or other acceptable means shall be provided to isolate each cargo tank. Where stop valves are fitted, they shall be provided with locking arrangements which shall be under the control of the responsible ship's officer. There shall be a clear visual indication of the operational status of the valves or other acceptable means. Where tanks have been isolated, it shall be ensured that relevant isolating valves are opened before cargo loading or ballasting or discharging of those tanks is commenced. Any isolation must continue to permit the flow caused by thermal variations in a cargo tank in accordance with paragraph 1.2.1."

63 The following new paragraph 1.3.3 is added:

"1.3.3 If cargo loading and ballasting or discharging of a cargo tank or cargo tank group is intended, which is isolated from a common venting system, that cargo tank or cargo tank group shall be fitted with a means for over-pressure or under-pressure protection as required in paragraph 1.2.3"

64 The following new paragraph 1.11 is added:

"1.11 Ships constructed before 1 July 1998 shall comply with the requirements of paragraphs 1.2.3 and 1.3.3 by the date of the first scheduled dry-docking after 1 July 1998, but not later than 1 July 2001."

65 The following new paragraph 5 is added:

"5 Combustible gas indicators

All tankers shall be equipped with at least one portable instrument for measuring flammable vapour concentrations, together with a sufficient set of spares. Suitable means shall be provided for the calibration of such instruments."

Regulation 62 - Inert gas systems

66 In paragraph 11.2.1, the following sentence is added at the end:

"The control system operated shall provide positive indication of the operational status of such valves."

CHAPTER V**SAFETY OF NAVIGATION**

- 67 Existing regulation 15-1 is deleted.

CHAPTER VII**CARRIAGE OF DANGEROUS GOODS****Regulation 2 - Classification**

- 68 "Class 6.1 - Poisonous (toxic) substances" is replaced by the following:

"Class 6.1 - Toxic substances".

- 69 The words "Miscellaneous dangerous substances, that is" in the existing text for Class 9 are replaced by the following:

"Miscellaneous dangerous substances and articles, i.e."

Regulation 7 - Explosives in passenger ships

- 70 The following new paragraph 1.5 is added:

".5 articles in compatibility group N shall only be allowed in passenger ships if the total net explosive mass does not exceed 50 kg per ship and no other explosives, apart from division 1.4 compatibility group S, are carried."

第 73/2014 號行政長官公告**Aviso do Chefe do Executivo n.º 73/2014**

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

國際海事組織海上安全委員會於一九九五年五月十六日透過第MSC.46(65)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.46(65)號決議的中文及英文文本。

二零一四年十月十五日發佈。

行政長官 崔世安

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 16 de Maio de 1995, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.46(65), 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.46(65), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 15 de Outubro de 2014.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.46 (65) 號決議

1995 年 5 月 16 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》有關本委員會職責的第 28 (b) 條，

還憶及《1974 年國際海上人命安全公約》(以下簡稱“本公約”)有關修正本公約附件的程序的第 VIII (b) 條，

在其第六十四屆會議上批准了根據其第 VIII (b) (i) 條建議和分發的本公約修正案，

1. 根據本公約第 VIII (b) (iv) 條，通過了本公約的修正案，其條文載於本決議的附件中；
2. 根據本公約第 VIII (b) (vi) (2) (bb) 條，決定：附件中所載修正案應於 1996 年 7 月 1 日視為已被接受，除非在此日期之前，本公約三分之一以上締約國政府或其合計商船隊總噸位不少於世界商船隊總噸位的 50% 的締約國政府通知反對這些修正案；
3. 請各締約國政府注意，根據本公約第 VIII (b) (vii) (2) 條，附件中所載修正案應在其根據上述第 2 款被接受後於 1997 年 1 月 1 日生效；

4. **請**秘書長按本公約第 VIII (b) (v) 條將本決議和附件中所載修正案條文的核正的副本發送本公約所有締約國政府；
5. **還請**秘書長將本決議及其附件的副本發送非屬本公約締約國政府的本組織成員。

附件

《1974 年國際海上人命安全公約》修正案

第 V/8 條 — 定線

本條現有標題和條文由下文代替：

“船舶定線

- (a) 船舶定線制度有利於海上人命安全、航行安全和效率，和／或海洋環境保護。當根據本組織制定的指南和標準通過和實施時，船舶定線制度被建議，供所有船舶、某些類型的船舶或載運某些貨物的船舶使用並可能對這種船舶成為強制性規定。
- (b) 本組織被認為是在國際上制訂船舶定線制度的指南、標準和規則的唯一國際機構。本組織將對涉及任何業已通過的船舶定線制度的所有有關資料進行匯編並將其分發給各締約國政府。
- (c) 本條及其相關指南和標準不適用於軍艦，或由締約國政府擁有或經營、目前僅用於政府非商業業務的海軍輔助船舶和其他船舶；但應鼓勵此類船舶參加根據本條通過的船舶定線制度。
- (d) 發起制定船舶定線制度的行動是有關政府的責任。在制定供本組織通過的此類系統時，應考慮本組織制定的指南和標準。

- (e) 船舶定線制度應提交本組織通過。但鼓勵實施不準備提交本組織供通過或本組織尚未通過的船舶定線制度的政府凡可能時均遵循本組織制定的指南和標準。
- (f) 如兩個或多個政府對特定區域有共同利益，它們應以其之間的協議為基礎，擬定該區域內定線制度的劃定和使用的聯合提案。在收到此種提案後但在開始對其進行審議以備通過前，本組織應確保該提案的詳情被分發給對該區域有共同利益的政府，包括擬議的船舶定線制度附近的國家。
- (g) 締約國政府應堅持本組織通過的有關船舶定線的措施。它們應發佈安全和有效使用所通過的船舶定線制度的所必要的信息。有關的一國或多國政府可監察這些制度內的交通情況。各締約國政府要盡力保證恰當地使用本組織通過的船舶定線制度。
- (h) 船舶應按現行有關規定，使用本組織通過的對其船型或所載貨物所要求的強制性船舶定線制度，除非有令人信服的理由不採用某一特定船舶定線制制度。任何此種理由均應記入航海日誌。
- (i) 強制性船舶定線制度應由有關的一個或多個締約國政府根據本組織制定的指南和標準進行審核。
- (j) 所通過的所有船舶定線制度和為遵守制度而採取的行動應與國際法，包括《1982年聯合國海洋法公約》一致。
- (k) 本條或其相關的指南和標準的任何規定不得損害各國政府根據國際法或國際海峽法律制度享有的權利和義務。”

RESOLUTION MSC.46(65)
adopted on 16 May 1995

**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 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 procedures for amending the Annex to the Convention,

HAVING APPROVED, at its sixty-fourth session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, the amendments to the Convention the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments set out in the Annex shall be deemed to have been accepted on 1 July 1996 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 fifty 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 set out in the Annex shall enter into force on 1 January 1997 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annex to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of the resolution 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, 1974Regulation V/8 - Routeing

The existing heading and text of the regulation are replaced by the following:

"Ship's routeing

- (a) Ships' routeing systems contribute to safety of life at sea, safety and efficiency of navigation, and/or protection of the marine environment. Ships' routeing systems are recommended for use by, and may be made mandatory for, all ships, certain categories of ships or ships carrying certain cargoes, when adopted and implemented in accordance with the guidelines and criteria developed by the Organization.
- (b) The Organization is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ships' routeing systems. Contracting Governments shall refer proposals for the adoption of ships' routeing systems to the Organization. The Organization will collate and disseminate to Contracting Governments all relevant information with regard to any adopted ships' routeing systems.
- (c) This regulation, and its associated guidelines and criteria, does not apply to warships, naval auxiliary or other vessels owned or operated by a Contracting Government and used, for the time being, only on government non-commercial service; however, such ships are encouraged to participate in ships' routeing systems adopted in accordance with this regulation.
- (d) The initiation of action for establishing a ships' routeing system is the responsibility of the Government or Governments concerned. In developing such systems for adoption by the Organization, the guidelines and criteria developed by the Organization shall be taken into account.
- (e) Ships' routeing systems should be submitted to the Organization for adoption. However, a Government or Governments implementing ships' routeing systems not intended to be submitted to the Organization for adoption or which have not been adopted by the Organization are encouraged to follow, wherever possible, the guidelines and criteria developed by the Organization.
- (f) Where two or more Governments have a common interest in a particular area, they should formulate joint proposals for the delineation and use of a routeing system therein on the basis of an agreement between them. Upon receipt of such proposal and before proceeding with the consideration of it for adoption, the Organization shall ensure details of the proposal are disseminated to the Governments which have a common interest in the area, including countries in the vicinity of the proposed ships' routeing system.

- (g) Contracting Governments shall adhere to the measures adopted by the Organization concerning ships' routing. They shall promulgate all information necessary for the safe and effective use of adopted ships' routing systems. A Government or Governments concerned may monitor traffic in those systems. Contracting Governments will do everything in their power to secure the appropriate use of ships' routing systems adopted by the Organization.
- (h) A ship shall use a mandatory ships' routing system adopted by the Organization as required for its category or cargo carried and in accordance with the relevant provisions in force unless there are compelling reasons not to use a particular ships' routing system. Any such reason shall be recorded in the ship's log.
- (i) Mandatory ships' routing systems shall be reviewed by the Contracting Government or Governments concerned in accordance with the guidelines and criteria developed by the Organization.
- (j) All adopted ships' routing systems and actions taken to enforce compliance with those systems shall be consistent with international law, including the relevant provisions of the 1982 United Nations Convention on the Law of the Sea.
- (k) Nothing in this regulation nor its associated guidelines and criteria shall prejudice the rights and duties of Governments under international law or the legal regime of international straits."

第 74/2014 號行政長官公告

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

國際海事組織海上安全委員會於一九九二年十二月十一日透過第MSC.27(61)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.27(61)號決議的中文及英文正式文本。

二零一四年十月二十日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 74/2014

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 11 de Dezembro de 1992, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.27(61), 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.27(61), que contém as referidas emendas, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 20 de Outubro de 2014.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.27 (61) 號決議

(1992 年 12 月 11 日通過)

通過《1974 年國際海上人命安全公約》的修正案

海上安全委員會，

憶及《國際海事組織公約》有關本委員會職責的第 28 (b) 條，

還憶及《1974 年國際海上人命安全公約》(此後稱為本公約)有關修正該公約第 I 章規定的程序的第 VIII (b) 條，

在其第六十一次會議上審議了按本公約第 VIII (b) (i) 條提出和分發的本公約修正案，

1. 按本公約第 VIII (b) (iv) 條通過了本公約修正案，其條文載於本決議的附件中；
2. 按本公約第 VIII (b) (vi) (2) (bb) 條決定：除非在 1994 年 4 月 1 日前有超過三分之一的本公約締約政府作出反對這些修正案的
通知，或其合計商船隊的總噸位不少於全球商船隊 50% 的締約政府作出了此種通知，否則這些修正案在該日期應視為已獲接受；
3. 請締約政府注意，按本公約第 VIII (b) (vii) (2) 條，這此修正案，在按第 2 款獲得接受後，將於 1994 年 10 月 1 日生效；
4. 要求秘書長按照本公約第 VIII (b) (v) 條，將本決議的核證副本和附件中所載的修正案條文轉發本公約的所有締約政府；

5. 還要求秘書長將本決議的副本轉發非本公約締約政府的本組織會員。

附件

《1974 年安全公約》修正案

油輪貨物區域內各處所的通道

1 在第 II-1/2 條第 11 款後加入下列條款：

“12 油輪係指《1973 年國際防止船舶造成海洋污染公約》的《1978 年議定書》附件 I 第 1 條中作出定義的油輪。”

2 加入新的第 II-1/12-2 條：

“第 12-2 條油輪貨物區域內各處所的通道

1 本條適用於在 1994 年 10 月 1 日或以後建造的油輪。

2 貨物區域內的空隔艙、壓載艙、貨艙和其他處所的通道應直通露天甲板並應保證得到完整的檢查。雙層底處所的通道可以穿過貨泵艙、泵艙、深空隔艙、管隧或類似艙室，但應考慮到通風問題。

3 對於穿過開口、艙口或人孔的通道，其尺寸應足以使帶有獨立呼吸器和保護設備的人員能無障礙地爬上和爬下任何梯子，也足以提供無障礙的開口以便利將受傷人員從處所底部吊起，最小的無障礙開口不應小於 600 毫米×600 毫米。

4 對於穿過垂直開口的通道或用作提供穿越整個處所的通道的人孔，其最小無障礙開口應不小於 600 毫米×800 毫米；除裝有格子板或其他踏板者外，其在底殼板之上的高度不應大於 600 毫米。

5 對於不足 5,000 載重噸的油輪，如能證明通過較小開口的能力或轉移受傷人員的能力達到主管機關要求，則主管機關在特殊情況下可以認可此種較小尺寸的開口。

第 II-1/37 條—駕駛台與機械處所間的通信

3 將現有條款編為第 1 款，並加上下列條款：

“2. 對於在 1994 年 10 月 1 日及以後建造的船舶，以下列要求代替第 1 款的規定：

至少應提供兩個獨立的裝置將指令從駕駛台傳送到機器處所或控制室中對航速和推進器的推進方向進行控制的位置。其中之一應是機艙車鐘，它在機械處所和駕駛台上都對指令和回應作出視覺指示。應提供適當通訊裝置供從駕駛台和機艙向可對航速和推進器推進方向進行控制的任何位置發佈指令。”

第 II-1/42 條—客船上的應急電源

4 在第 II-1/42 條第 3.2 款後插入下款：

“3.3 第 3.1.2 款中的下述規定不適用於在 1994 年 10 月 1 日或以後建造的船舶：

除非配有用以起動應急發電機組的第二個獨立裝置，否則應對單一的儲存能源作出保護，防止自動起動系統將其完全耗竭。”

第 II-1/43 條—貨船上的應急電源

5 在第 II-1/43 條第 3.2 款後插入下款：

“3.3 第 3.1.2 款中的下述規定不適用於在 1994 年 10 月 1 日或以後建造的船舶：

除非配有用以起動應急發電機組的第二個獨立裝置，否則應對單一的儲存能源作出保護，防止自動起動系統將其完全耗竭。”

第 II-1/44 條—應急發電機組的起動裝置

6 在第 II-1/44 條第 2 款後插入下款：

“2.1 在 1994 年 10 月 1 日或以後建造的船舶，應符合取代第 2 款第 2 句規定的下列要求：

除非配有第二個獨立起動裝置，否則應對儲存能源作出保護，防止自動起動系統將其嚴重耗竭。此外，除非證明手動起動是有效的，否則應配有第二個能源，供在 30 分鐘內進行另外三次起動。”

第 II-1/45 條—防止電擊、失火和其他電氣危險的措施

7 在第 II-1/45 條第 3.2 款後插入下述條文：

“3.2-1 對於在 1994 年 10 月 1 日或以後建造的船舶，第 3.1 款的要求不排除使用有限的並有局部接地的系統，但可能產生的任何電流不應直接通過任何危險處所。”

8 在第 4.2 款後插入下款：

“4.3 在 1994 年 10 月 1 日或以後建造的船舶應符合取代第 4.1 款規定的下列要求：

- .1 除第 4.3.2 款允許者外，不應在液貨船中使用接地的分配系統。

- .2 第 4.3.1 款的要求不排除使用接地的、有內在安全性的電路；在主管機關認可的條件下也不排除使用下列接地的系統：
- .2.1 因技術或安全原因而不能使用無接地系統的帶電的控制線路和儀錶線路，但在正常和故障狀況下，船體中的電流應限於不超過 5 安培；或
- .2.2 有限的局部接地系統，但由此產生的任何可能的電流不應直接通過任何危險處所；或
- .2.3 1,000 伏均方根（線對線）和更大的交流電電網，但由此產生的任何可能的電流不應直接通過任何危險處所。”

第 II-2 章關於新船防火保護要求的修正案

第 II-2/1 條—適用範圍

9 將第 1.1 條更改為：

“1.1 除另有明文規定者外，本章 A、C 和 D 部分應適用於在 1986 年 7 月 1 日或以後鋪設龍骨或處於相似建造階段的船舶；本章 B 部分應適用於在 1994 年 10 月 1 日或以後鋪設龍骨或處於相似建造階段的船舶。”

10 在第 2 款的原句後加上下列條文：

“對 1994 年 10 月 1 日前建造的船舶，主管機關應確保其符合經第 MSC.1 (XLV)、MSC.6 (48)、MSC.13 (57)、MSC.22 (59) 和 MSC.24 (60) 號決議修正的《1974 年國際海上人命安全公約》第 II-2 章 B 部分的適用要求。”

第 II-2/3 號決議 – 定義

11 增加新的第 33 款，條文如下：

“33 對在 1994 年 10 月 1 日或以後建造的船舶，應使用下列定義取代第 9 款中規定的對主垂直區域的定義：

主垂直區域是船體、上層建築和甲板室中由 A 級分隔隔開的部分；其在任何甲板上的寬度一般不應超過 40 米。”

消防總管和消防泵的尺寸

第 II-2/4.4.2 條

12 在第 4.2 款後加上下列新條文：

“4.2.1 在 1994 年 10 月 1 日或以後建造的客船，應符合取代第 4.2 款規定的下列要求：

在兩個泵同時通過第 8 款規定的噴嘴進行輸送並有足夠消防栓供第 4.1 款中規定的水量使用時，所有消防栓應保持的最小壓力，對於 4,000 總噸和更大的船舶為 0.4 牛／毫米²；對於不足 4,000 總噸的船舶為 0.3 牛／毫米²。”

第 II-2/4.3.3.3

13 在第 3.3.3 款後加上下列條文：

“3.3.3.1 對在 1994 年 10 月 1 日或以後建造的船舶，按第 3.3.3 款規定提供的替代裝置應是獨立驅動的電動應急消防泵，其電源和通海接頭應位於機器處所之外。”

第 II-2/4.3.3.2.9 條

14 在第 3.3.2.8 款後加上下列條文：

“3.3.2.9 在 1994 年 10 月 1 日或以後建造的船舶，應符合取代第 3.3.2.6 款規定的下列要求：

有消防泵的處所應與 A 類機器處所或有主消防泵的處所的邊界鄰接。在這樣做行不通時，兩個處所的共用艙壁應按第 44 條中對控制位置所要求者相等的結構性防火保護標準進行絕緣。”

二氧化碳的釋放裝置

15 在第 II-2/5 條第 2.4 款後加上下述各款：

“2.5 在 1994 年 10 月 1 日或以後安裝的二氧化碳系統，應符合下列要求：

- .1 應配有兩個分開的控制裝置將二氧化碳釋放到作出保護的處所內並應確保激發警報器。一個控制裝置應用於將氣體從儲藏容器中釋放。第二個控制裝置應用於打開將氣體輸入到作出了保護的處所的管道的閥門。
- .2 這兩個控制裝置應位於釋放箱內，箱上應標明它們所控制的特定處所。如果裝有控制裝置的箱子是鎖閉的，則應將開箱的鑰匙放在位於箱子附近易見處的打碎玻璃便能取出鑰匙的封閉物中。”

禁止鹵化物系統的新裝置

16 由下列條款取代第 II-2/5 條第 3.1 款：

“3.1 鹵代烴作為滅火劑只允許在機器處所、泵艙和僅用於裝載未載有任何貨物的車輛的貨物處所中使用。在所有船上均應禁止鹵代烴系統的新裝置。”

第 II-2/13 條 – 固定式探火和火警系統

17. 由下列條文取代第 1.6 款：

“1.6 指示裝置至少應指示出探測器或手動呼叫點正在運作的部位。除船舶不在營運時外，在海上或港口時，至少有一個裝置應位於負責船員隨時易於接近的地方。如果控制板位於主消防控制位置，則有一個指示裝置應位於駕駛台。”

18 以下列條文取代第 1.8 款：

“1.8 如果探火系統不包含從遠距離分別對每一指示器作出識別的裝置，則除含有圍閉梯道的部位外，通常不應允許在居住、工作和控制位置內的任何部位有多於一層的甲板，為了避免遲延對火源的識別，每一部位中所含的圍蔽處所應限於主管機關規定的數目。在任何情況下，任何部位內的圍蔽處所不允許超過 50 個。如果探測系統裝有可以從遠距離分別進行識別的探火裝置，則此種部位可含有多層甲板並為任何數目的圍蔽處所服務。”

19 由下列條文取代第 1.9 款：

“1.9 在客船上，如果沒有能從遠距離分別對每一探測器作出識別的探測系統，則一個探測部位不應同時為在船舶兩舷的處所服務，不應包含多層甲板，也不應位於多個主垂直區內，除非主管機關確信這樣做不會降低船舶的防火保護而允許一個此

種探測部位同時為船舶兩舷和多層甲板服務。在裝有可分別進行識別的探測裝置的客船上，一個部位可同時為船舶兩舷服務並包括多層甲板，但不可位於多個主垂直區內。”

20 增加下列 1.15 款：

“1.15 在 1994 年 10 月 1 日或以後安裝的具有區域地址識別能力的深火系統應佈置成：

- 電路能被火損壞之處不超過一點；
- 配有裝置確保電路中發生的任何故障（如斷電、短路、接地）不會使整個電路無效；
- 作出一切佈置，使在出現故障（電氣、電子、信息故障）時能恢復該系統的初始位形；
- 首先觸發的火警不會阻礙任何其他探測裝置觸發新的火警。”

第 20 條

防火控制圖和消防演習

21 增加新的第 20.4 條，條文如下：

“載客超過 36 人的船上，本條要求的圖和手冊應根據本組織發表的指南，提供有關防火、探火和滅火的資料。”

第 II-2/24 條—主垂直區和水平區

22 將第 1.1 款改為：

“1.1 載客超過 36 人的船上，應以 A-60 級分隔將船體、上層建

築和甲板室分為多個主垂直區。梯階和凹入處應保持在最小數量，但如為必需者，它們也應是 A-60 級分隔。如有 26.2.2(5)、26.2.2(9) 或 26.2.2(10) 類的處所位於該分隔的一側，則可將標準降為 A-0。”

23 將第 2 款改為：

“2 凡可行時，構成艙壁甲板之上的主垂直區邊界的艙壁應與艙壁甲板緊下方的水密分艙艙壁處在一條線上。為使主垂直區的端部與水密分艙艙壁吻合，或為使主垂直區能容納延展於其整個長度的大型處所，主垂直區的長度和寬度最大可達 48 米，但主垂直區在任何甲板上的總面積不應大於 1,600 米²。主垂直區的長度或寬度係指構成其邊界的各艙壁最遠點之間的最大距離。”

24 刪去提及表 26.3 的文字。

第 II-2/25 條—主垂直區內的艙壁

25 在第 2 款首句句首加上下列文字：

“載客超過 36 人的船上，”

26 以下列條文取代第 3 款：

“3 除第 2 款中規定的走廊艙壁外，所有的要求為“B”級分隔的艙壁均應從甲板延至甲板或延至船殼或其他邊界；除非在艙壁兩側安裝的“B”級連續天花板或襯料至少與艙壁具有相同的耐火能力；在後種情況下，艙壁可在連續天花板或襯料處終止。”

第 II-2/26 條—載客超過 36 人的船舶的艙壁和甲板的耐火完整性

27 將第 2.1 款修正如下：

“2.1 表 26.1 應適用於不與主垂直區或水平區交界的艙壁。表 26.2 應適用於既不構成主垂直區內的梯級也不與水平區交界的甲板。”

28 在第 2.2 (3) 款中，刪去“和前室”等詞。

29 將第 2.2 (4) 款改為：

“(4) 撤離位置和外部逃離路線。

救生艇筏的存放區域。

構成救生艇和救生筏登乘和降放位置的露天甲板處所和圍蔽散步甲板。

內外集合位置。

用作逃離路線的外部樓梯和露天甲板。

空載航海水線之上的船舶側部、位於救生筏和撤離滑梯登乘區域之下並與其相鄰的上層建築和甲板室的側部。”

30 在第 2.2 (7) 款線結尾處加上“手術室”。

31 在第 2.2 (9) 款中刪去“手術室”。

32 在第 2.2(11)款中，刪去“驅動的”和“發電機”之間的“應急”一詞；在第一、二、和十一行中刪去“特種處所”。

33 刪去第 2.4 和 2.5 款，將原有的 2.6 款重新編號為 2.4 款。

34 刪去現有的 2.7 款，增加一個新的 2.5 款，條文如下：

“5 對於（5）類處所，主管機關應確定表 26.1 中的絕緣值是否應適用於甲板室和上層建築的端部；表 26.2 中的絕緣值是否應適用於風雨甲板。在任何情況下，表 26.1 或表 26.2 對（5）類的要求均不應使主管機關認為不需要圍蔽的處所必需為圍蔽處所。”

35 以下列表格取代表 26.1 和表 26.2：

表 26.2 — 不構成主垂直區中的梯級也不與水平區交界的甲板

下面的處所	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
控制站	(1)	A-30	A-30	A-15	A-0	A-0	A-15	A-30	A-0	A-0	A-0	A-60	A-0	A-60
梯道	(2)	A-0	A-0	-	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-30	A-0	A-30
走廊	(3)	A-15	A-0	A-0 ^a	A-60	A-0	A-15	A-15	A-0	A-0	A-0	A-30	A-0	A-30
撤離位置和外部逃離路線	(4)	A-0	A-0	A-0	-	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
露天甲板處所	(5)	A-0	A-0	A-0	A-0	-	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
失火危險小的居住處所	(6)	A-60	A-15	A-0	A-60	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
有中等失火危險的居住處所	(7)	A-60	A-15	A-15	A-60	A-0	A-15	A-15	A-0	A-0	A-0	A-0	A-0	A-0
有較大失火危險的居住處所	(8)	A-60	A-15	A-15	A-60	A-0	A-15	A-30	A-0	A-0	A-0	A-0	A-0	A-0
衛生和類似處所	(9)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
絕少或沒有失火危險的液艙、空位和輔機處所	(10)	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0 ^a	A-0	A-0	A-0	A-0
有中等失火危險的輔機處所、液貨艙和其他油艙及其他類似處所	(11)	A-60	A-60	A-60	A-60	A-0	A-15	A-30	A-0	A-0	A-0 ^a	A-0	A-0	A-30
機器處所和主廚房	(12)	A-60	A-60	A-60	A-60	A-0	A-60	A-60	A-0	A-0	A-30	A-30 ^a	A-0	A-60
儲藏室、工作間、配膳間等等	(13)	A-60	A-30	A-15	A-60	A-0	A-15	A-30	A-0	A-0	A-0	A-0	A-0	A-0
儲藏易燃液體的其他處所	(14)	A-60	A-60	A-60	A-60	A-0	A-30	A-60	A-0	A-0	A-0	A-0	A-0	A-0

註：用於表 26.1 和表 26.2 (見反面)

- a 如相鄰處所為同一數字的類別並且右上角上有 a 出現時，則在主管機關認為不必要時，不需在此種處所之間安裝艙壁或甲板。例如，在（12）類中，只要配膳間的艙壁和甲板能保持廚房界面的完整性，則在廚房與其配膳間之間不要求裝有艙壁。但在廚房與機器處所之間要求裝有艙壁，即使兩者均為（12）類亦然。
- b 空載航海水線以上的船舶側部、在救生筏和撤離滑梯之下並與其相鄰的上層建築和甲板室的側部可降為 A-30。
- c 若公共廁所整個安裝在梯道圍蔽內，則在梯道圍蔽內的公共廁所艙壁可以是“B”級完整性。”

36 刪去表 26.3 和表 26.4。

第 II-2/28 條—脫險通道

37 從 1.1 款最後一句中刪去“居住或”。

38 以下列者取代第 1.4 款：

“1.4 應禁止僅有一個逃離路線的走廊、門廊或部分走廊。”

39 以下列者取代第 1.5 款：

“.5 在 1.1 款要求的脫險通道中，至少有一個應由隨時可使用的圍蔽梯道構成，該梯道應從其起點高度至適當的救生艇和救生筏登乘甲板或如果登乘甲板未延至有關的主垂直區，至最高的風雨甲板提供連續防火遮蔽。在後種情況下，應配有通過外部露天梯道和走道進入登乘甲板的直接通道。此種直接通道應配有第 III/11.5 條要求的應急照明

和防滑表面。朝向作為逃離路線的組成部分的外部露天梯道和走道的邊界和在失火時不能使用便會妨礙逃到登乘甲板的邊界應有符合第 II-2/26 條中各表的耐火完整性，包括絕緣值。脫險通道的寬度、數目和連續性應符合下列要求：

- .5.1 梯道的淨寬不應小於 900 毫米。梯道的各邊均應裝有扶手。梯道的淨寬，在超過 90 人的人中，按每人 10 毫米加寬。如梯道寬度大於 900 毫米，則扶手間的最大淨寬度應為 1,800 毫米。此種梯道所撤離的總人數應定為船員人數的三分之二加上該梯道的服務區域內的乘客總人數。梯道的寬度應符合不低於本組織所通過者的標準。
- .5.2 按超過 90 人確定尺寸的所有梯道均應縱向定位。
- .5.3 脫險通道內的門道、走廊和居間的平台，應按梯道的方式確定尺寸。
- .5.4. 在沒有平台時，梯道的垂直高度不應超過 3.5 米，其坡度不應超過 45 度。
- .5.5 每層甲板高度上的樓梯平台面積應不小於 2 米²，在超過 20 人的人中，按每 10 人 1 米²增加，但不必超過 16 米²，但由有直接通道通到梯道圍蔽、為公共處所服務的那些樓梯平台除外。”

40 增加新的 1.9 款和 1.10 款，條文如下：

- “.9 在主管機關按 1.1 款的規定予以免除時，唯一的脫險通道應使人員能安全逃離，但是梯道的淨寬，在兩邊有扶手時不應小於 800 毫米。

- .10 除第 II-1/42 條和第 III/11.5 條要求的應急照明外，包括梯道和出口在內的脫險通道，應由燈光條或螢光條指示器作出標誌；指示器應在包括轉彎處和交叉口在內的逃離路線上的所有道岔處安裝，其在甲板之上的高度不應超過 0.3 米。標誌應使乘客能識別所有的逃離路線和立即識別逃離出口。如使用電力照明，則應由應急電源供電。它應佈置成：任一電燈的故障或燈光條的缺口不會使標誌失效，此外，所有的逃生路線標誌和消防設備位置標誌均應使用螢光材料或以燈光使之顯著。主管當局應確保此種燈光或螢光設備按本組織制定的指南作出了評定、測試和應用。”

- 41 增加一個新的第 3.3 款，條文如下：

“3.3 對位於機器處所內的機器控制室，應提供兩個脫險通道，其中至少有一個應提供通至機器處所外安全位置的連續防火遮蔽。”

第 II-2/29 條—居住和服務處所內的梯道和電梯的保護

- 42 以下列條文取代第 2 款：

“2 梯道的圍蔽應有通往走廊的直接通道，根據在緊急情況下可能使用它們的人數，此種圍蔽應有足夠面積以防擁擠。在此種梯道圍蔽的範圍內，只允許有公共廁所、以不燃材料製作的安全設備儲藏櫃和公共資料櫃。只有公共處所、走廊、公共廁所、特種處所、28.1.5 要求的脫險梯道和外部區域允許有通往這些梯道圍蔽的直接通道。”

第 II-2/30 條 – “A” 級分隔上的開口

43 以下列條文取代第 4 款：

- “4 主垂直區艙壁和梯道圍蔽上的防火門應滿足下列要求：
- .1 此種門應是自關閉式，應能在與關閉反向的傾角達 3.5 度時關上；在船舶處於正立狀況時，應有大約一致的關閉速度，此種速度應不長於 40 秒和不短於 10 秒。
 - .2 遙控滑動門或電動門應配有警報器；警報器應在門開始移動前至少 5 秒但不超過 10 秒發出警報並繼續發出警報直至門被完全關上。門應被設計成在其通道中接觸到物體時能重新打開，其重新打開的淨開口應至少為 0.75 米，但不超過 1 米。
 - .3 所有的門均應既能從連續有人值班的中央控制台同時或成組地遙控和自動釋放，也能從門兩側的某一位置逐一地進行此種釋放。在連續有人值班的中央控制台的防火控制板上必須指示出每一遙控門是否是關閉的。釋放裝置應設計成：在控制系統或中央供電中斷時，門會自動關閉、釋放開關應有開、關功能，以防止該系統的自動重新設定。不准使用不由中央控制台釋放的拉鉤。
 - .4 在電動門的鄰近處應配有就地蓄電池，以便能使用本地控制裝置將門至少操作（完全打開和關上）十次。
 - .5 雙扇門如帶有耐火完整性所必需的插銷，則該插銷在門被該系統釋放時應能被門的操作所觸發。

- .6 直接通到特種處所的門，如為電動或自動關閉者，則不需配有.2 和.3 中要求的警報器和遙控釋放裝置。”

44 在第 5 款開頭處加上下列文字：

“載客超過 36 人的船舶上，”

45 在第 6 款第一句結尾處加上下列文字：

“只要在第 33.3 條中不要求此種邊界具有“A”級完整性。”

46 加上新的第 7 款，條文如下：

“7 逃離路線內的梯道、公共處所和主垂直區艙壁上的所有“A”級門應配有自關閉的軟管孔，其材料、結構和耐火性應相當於它在其中安裝的門；當門關閉時，它應是一個 150 毫米的正方形開口。它應安裝在門的下緣內，與門的鉸鏈相對；對於滑動門，則在最靠近開口處。”

第 II-2/31 條—“B”級分隔上的開口

47 第 1 款改編為 1.1 款，將第一句修正如下：

““B”級分隔上的門和門框及其固定裝置，應提供其耐火性相等於分隔者的圍閉方法，但在此種門的下部可允許有通風開口。

* 參閱以第 A.517(13)號決議通過的“A”、“B”和“F”級分隔的耐火試驗程序建議書。”

48 增加下列新的 1.2 款：

“1.2 “B”級分隔上的艙室門應是自關閉式的。不允許裝位持器。”

49 在第 3 款開頭處加上下列文字：

“載客不超過 36 人的船上。”

第 II-2/32 條—通風系統

對 1.1 款作如下修改：刪去該句末尾處的“16 條 2 至 9”，改為“16 條 2 至 6、16 條 8 和 16 條 9。”

50 以下列條文取代 1.5 款：

“1.5 應對梯道圍蔽進行通風，應由獨立的風扇和導管系統為其服務，該系統不應為通風系統中的任何其他處所服務。”

插入下列新的 1.8 款和 1.9 款：

“1.8 在合理和可行時，通風導管應配有位置適當的入孔供檢查和清潔使用。

1.9 廚房爐灶的可能聚積油脂的排放管應符合第 II-2/16.3.2.1 和 16.3.2.2 條的要求並裝有下列裝置：

- .1 易於拿開供清洗的集油盤，除非裝有其他經認可的去油系統；
- .2 一個自動和遙控操作的擋火板，裝在導管下端，和另一個遙控操作的擋火板，裝在導管的上端；
- .3 在導管內的固定滅火裝置；
- .4 關閉排氣扇和供氣扇的遙控裝置，用於操作.2 中所述的擋火板和操作滅火系統。該裝置應在廚房入口附近。如裝有多支管系統，則應配有裝置，用以在將滅

火劑釋放到該系統中之前，關閉通過同一主導管進行排放的所有支管；和

.5 位置適當的人孔，供檢查和清潔使用。”

第 II-2/33 條—窗與舷窗

51 將第 2 款修正如下：

“2 雖有 26 條和 27 條表格中的要求，居住和服務處所及控制站的防風雨艙壁上的所有窗子和舷窗應使用鋼的或其他適當材料的框架結構。玻璃應由金屬鑲邊或鑲角加以固定。”

52 增加新的第 3 款如下：

“3 對着救生設備、登乘和集合區域、外部樓梯和用作逃離路線的露天甲板的窗子和在救生筏和逃離滑梯登乘區域之下的窗子，應具有第 II-2/26 條的表格所要求的耐火完整性。在窗子配有自動專用灑水噴頭時，A-0 級窗子可被接受為等效者。在船側位於救生艇登乘區域之下的窗子應具有至少等於“A-0”級的耐火完整性。”

第 II-2/34—易燃材料的有限使用

53 在第 1 款第一句的“地板”與“天花板”之間插入“風擋”一詞。

54 將第 6 款修正如下：

“6 梯道圍蔽中使用的家具應限於座位。它應是固定的，在每一甲板圍蔽中的每層甲板限於六個座位，其失火危險應是有限的，不應對乘客的逃離路線造成限制。如果座位是固定的，不燃的並且不會對乘客的逃離路線造成限制，則主管機關可允許

在梯道圍蔽範圍風的主接待區增設座位。在艙室區域中構成逃生路線的乘客和船員走廊中不准有家俱。除上述者外，可允許配有用以儲藏各條款要求的安全設備的、以不燃材料製作的儲藏櫃。

第 II-2/36 條—固定式探火和火警系統、自動灑水器、探火和火警系統

55 以下列條文取代第 36 條：

“固定式探火和火警系統和自動灑水、探火和火警系統

1 載客超過 36 人的船上，除空處所、衛生處所等沒有重大失火危險的處所外，應在每一獨立的垂直和水平區域的所有部分，在所有的居住和服務處所，以及，在主管機關認為必要時，在控制站中安裝某一下述裝置：

- .1 固定式探火和火警系統。它應具有應經認可的型式並符合第 13 條的要求。應被安裝和佈置成能探測出此種處所中出現的失火；或
- .2 自動灑水、探火和火警系統。它應具有經認可的型式並符合第 12 條的要求或本組織為經認可的等效灑水系統所制定的指商，應被安裝和佈置成能對此種處所作出保護。此外另應安裝一個固定式探火和火警系統。它應具有經認可的型式並符合第 13 條的要求。應被安裝和佈置成能在居住處所內的走廊、梯道和逃離路線中提供煙霧探測。

2 載客超過 36 人的船上，應在包括走廊和梯道的所有服務處所、控制站和居住處所中安裝自動灑水、探火和火警系統。它應具有經認可的型式並符合第 12 條的要求或本組織為經認可的等效灑水系統所制定的指南。或者，在水對必要設備可能造成損害的控制站內安裝另一種型式的經認可的固定式滅火系統。應安裝固定式探火和火警系統；它應具有經認可的型式並符合第 13 條的要求，應被安裝和佈置成能在包括走廊和梯道在內的服務處所、控制站和居住處所內提供煙霧探測。煙霧探測器不必裝在公共浴室和廚房裏，空處所、公共廁所和類似處所等幾乎沒有失火危險的處所中不必安裝自動灑水系統或固定式探火和火警系統。”

第 II-2/37 條—特種處所的保護

56 將為 1.2.1 款修正如下：

“1.2.1 載客超過 36 人的船上，應按 A-60 級標準對特種處所的邊界艙壁和甲板進行絕熱處理。但在分隔的一側如是 26.2.2 (5)、26.2.2 (9) 或 26.2.2 (10) 類的處，則該標準可降為 A-0。”

57 將現有的 1.2.2 款改為 1.2.3 款，插入新的 1.2.2 款如下：

“1.2.2 載客不超過 36 人的船上，應按對 27.1 表中 (11) 類處的要求對特種處所的邊界艙壁進行絕熱，應按對 27.2 表中 (11) 類處所的要求，對水平邊界進行絕熱。”

第 II-2/40 條—消防巡邏、探測、警報器和廣播系統

58 在第 5 款末尾處加上 “and open decks (和露天甲板)” 。

59 對第 5 款作出修正，在最後一句後增加如下文字：

“每一消防巡邏人員應配有雙向便攜式無線電話裝置”。

60 增加新的 7.1 至 7.2 款：

“7.1 載客超過 36 人的船舶應有供第 36.2 條要求的、集中於連續有人值班的中央控制站的各系統使用的警報器。此外用於遙控關閉防火門和關上通風扇的控制裝置應集中在同一位置。通風扇應能由船員在連續有人值班的控制站重新起動。中央控制站的控制板應能指示出防火門是處於打開還是關閉位置，指示出探測器、警報器和風扇是處於接通還是斷開的狀況。控制板應有連續供電並有接到備用電源上的自動轉換裝置供在失去正常供電時使用。除適用條款允許其他佈置者外，控制板應由主電源和第 II-1/42 條規定的應急電源供電。

7.2 控制板應按故障自動保護原理設計，例如，如第 II-2/13.1.3 條和第 II-1/51.1.4 條指出的那樣，斷開的探測線路應引起警報狀況。

第 59 條—透氣、清除、除氣和通風

60-1 在原第 3 款後插入下列新的第 4 款：

“4 充惰性氣體、通風和氣體測量

4.1 本款應適用於在 1994 年 10 月 1 日或以後建造的油輪。

4.2 雙層殼體處所和雙層底處所應裝有適當的供氣接頭。

4.3 對於要求裝有惰性氣體系統的油輪：

.1 雙層殼體處所應裝有適當的惰性氣體供應接頭；

- .2 如此種處所係與固定安裝的惰性氣體分配系統相連，則應配有裝置防止貨艙中的烴類氣體通過該系統進入到雙層殼體處所中；
- .3 如果此種處所與惰性氣體分配系統無固定連接，則應配有適當裝置使其能與惰性氣體總管連接。
- 4.4.1 應配有適當的便攜式儀器測量氧氣和易燃蒸氣的濃度。在選擇此種儀器時，應充分注意它們與 4.4.2 款所述的固定式氣體取樣管線系統的一起使用。
- 4.4.2 如使用氣體取樣軟管不能對雙層殼體內的氣體進行可靠的測量，則此種處所應裝有固定的氣體取樣管線。此種管線系統的構形應與此種處所的設計相適應。
- 4.4.3 取樣管線的結構材料和尺寸應能防止造成限制。如使用塑性材料，則應是導電的。”

第 III 章

第 50 條

總緊急警報系統

61 在最後一句的“船員工作處所”加上“和露天甲板”，將該條結尾處的句號改為逗號，再加上下列條文：

“其聲壓級應符合本組織制定的標準。在觸發後，警報應繼續報警，直至被手動關上或被廣播系統的廣播暫時打斷。”

第 IV 章的經認可的修正案

第 IV/13 條—電源

62 以下列條文取代 2.1 至 2.3 款的原有條文：

“.1 對於配有完全符合第 II-1/42 或 43 條的所有有關規定（包括向無線電裝置供電的規定）的應急電源的船舶：1 小時；和

.2 對未配有完全符合第 II-1/42 或 43 條所有有關規定（包括向無線電裝置供電的規定的應急電源的船舶：6 小時”。

63 刪去第 IV/13.4 條中提到的“2.3 款”。

第 IV/14 條—性能標準：

64 在第 IV/14.2 條中，將“by prescribed（由規定的……）”改為“prescribed by（由……規定的）”。

RESOLUTION MSC.27(61)
(adopted on 11 December 1992)

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 on the International Maritime Organization concerning the functions of the Committee,

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

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

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

ANNEX

AMENDMENTS TO THE 1974 SOLAS CONVENTION

Access to spaces in the cargo area of oil tankers

- 1 Add the following after paragraph 11 of regulation II-1/2:

"12 An oil tanker is the oil tanker defined in regulation 1 of Annex I of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973."

- 2 Add a new regulation II-1/12-2:

"Regulation 12-2Access to spaces in the cargo area of oil tankers

- 1 This regulation applies to oil tankers constructed on or after 1 October 1994.

2 Access to cofferdams, ballast tanks, cargo tanks and other spaces in the cargo area shall be direct from the open deck and such as to ensure their complete inspection. Access to double bottom spaces may be through a cargo pump-room, pump-room, deep cofferdam, pipe tunnel or similar compartments, subject to consideration of ventilation aspects.

3 For access through horizontal openings, hatches or manholes, the dimensions shall be sufficient to allow a person wearing a self-contained air-breathing apparatus and protective equipment to ascend or descend any ladder without obstruction and also to provide a clear opening to facilitate the hoisting of an injured person from the bottom of the space. The minimum clear opening should be not less than 600 mm by 600 mm.

4 For access through vertical openings, or manholes providing passage through the length and breadth of the space, the minimum clear opening should be not less than 600 mm by 800 mm at a height of not more than 600 mm from the bottom shell plating unless gratings or other footholds are provided.

5 For oil tankers of less than 5,000 tonnes deadweight smaller dimensions may be approved by the Administration in special circumstances, if the ability to traverse such openings or to remove an injured person can be proved to the satisfaction of the Administration."

Regulation II-1/37 - Communication between navigating bridge and machinery space

- 3 Number the present paragraph as paragraph 1 and add the following:

"2. For ships constructed on or after 1 October 1994 the following requirements apply in lieu of the provisions of paragraph 1:

At least two independent means shall be provided for communicating orders from the navigating bridge to the position in the machinery space or in

the control room from which the speed and direction of thrust of the propellers are normally controlled: one of these shall be an engine-room telegraph which provides visual indication of the orders and responses both in the machinery spaces and on the navigating bridge. Appropriate means of communication shall be provided from the navigating bridge and the engine-room to any other position from which the speed or direction of thrust of the propellers may be controlled."

Regulation II-1/42 - Emergency source of electric power in passenger ships

- 4 Insert the following paragraph after paragraph 3.2 of regulation II-1/42:

"3.3 The following provision in paragraph 3.1.2 shall not apply to ships constructed on or after 1 October 1994:

unless a second independent means of starting the emergency generating set is provided, the single source of stored energy shall be protected to preclude its complete depletion by the automatic starting system."

Regulation II-1/43 - Emergency source of electric power in cargo ships

- 5 Insert the following paragraph after paragraph 3.2 of regulation II-1/43:

"3.3 The following provision in paragraph 3.1.2 shall not apply to ships constructed on or after 1 October 1994:

unless a second independent means of starting the emergency generating set is provided, the single source of stored energy shall be protected to preclude its complete depletion by the automatic starting system."

Regulation II-1/44 - Starting arrangements for emergency generating sets

- 6 Insert the following paragraph after paragraph 2 of regulation II-1/44:

"2.1 Ships constructed on or after 1 October 1994, in lieu of the provision of the second sentence of paragraph 2, shall comply with the following requirements:

The source of stored energy shall be protected to preclude critical depletion by the automatic starting system, unless a second independent means of starting is provided. In addition, a second source of energy shall be provided for an additional three starts within 30 minutes unless manual starting can be demonstrated to be effective."

Regulation II-1/45 - Precautions against shock, fire and other hazards of electrical origin

- 7 Insert the following after paragraph 3.2 of regulation II-1/45:

"3.2-1 For ships constructed on or after 1 October 1994, the requirement of paragraph 3.1 does not preclude the use of limited and locally earthed systems, provided that any possible resulting current does not flow directly through any dangerous spaces."

8 Insert the following after paragraph 4.2:

"4.3 Ships constructed on or after 1 October 1994, in lieu of the provisions of paragraph 4.1, shall comply with the following requirements:

- .1 Except as permitted by paragraph 4.3.2, earthed distribution systems shall not be used in a tanker.
- .2 The requirement of paragraph 4.3.1 does not preclude the use of earthed intrinsically safe circuits and in addition, under conditions approved by the Administration, the use of the following earthed systems:
 - .2.1 power supplied, control circuits and instrumentation circuits where technical or safety reasons preclude the use of a system with no connection to earth, provided the current in the hull is limited to not more than 5 amps in both normal and fault conditions; or
 - .2.2 limited and locally earthed systems, provided that any possible resulting current does not flow directly through any of the dangerous spaces; or
 - .2.3 alternating current power networks of 1,000 V root mean square (line to line) and over, provided that any possible resulting current does not flow directly through any of the dangerous spaces."

Amendments to chapter II-2 dealing with fire-protection requirements of new ships

Regulation II-2/1 - Application

9 Amend paragraph 1.1 to read:

"1.1 Unless expressly provided otherwise, parts A, C and D of this chapter shall apply to ships the keels of which are laid or which are at a similar stage of construction on or after 1 July 1986, and part B of this chapter shall apply to ships the keels of which are laid or which are at a similar stage of construction on or after 1 October 1994."

10 Add the following to the present sentence of paragraph 2:

"and for ships constructed before 1 October 1994 the Administration shall ensure that the requirements which are applicable under part B of chapter II-2 of the International Convention for the Safety of Life at Sea, 1974, as amended by resolutions MSC.1(XLV), MSC.6(48), MSC.13(57), MSC.22(59) and MSC.24(60) are complied with."

Regulation II-2/3 - Definitions

11 Add a new paragraph 33 as follows:

"33 For ships constructed on or after 1 October 1994, in lieu of the definition of main vertical zones provided in paragraph 9, the following definition shall be applied:

Main vertical zones are those sections into which the hull, superstructure and deckhouses are divided by "A" class divisions, the mean length and width of which on any deck does not in general exceed 40 m."

Fire main and fire pump sizing

Regulation II-2/4.4.2

12 Add the following after paragraph 4.2:

"4.2.1 Passenger ships constructed on or after 1 October 1994, in lieu of the provisions of paragraph 4.2, shall comply with the following requirements:

With the two pumps simultaneously delivering through the nozzles specified in paragraph 8 and sufficient hydrants to provide for the quantity of water specified in paragraph 4.1, a minimum pressure of 0.4 N/mm² for ships of 4,000 tons gross tonnage and above and 0.3 N/mm² for ships of less than 4,000 tons gross tonnage shall be maintained at all hydrants."

Regulation II-2/4.3.3.3

13 Add the following after paragraph 3.3.3:

"3.3.3.1 For ships constructed on or after 1 October 1994, the alternative means to be provided in accordance with the provisions of paragraph 3.3.3 shall be an independently driven, power-operated emergency fire pump and with its source of power and sea connection located outside the machinery space."

Regulation II-2/4.3.3.2.9

14 Add the following after paragraph 3.3.2.8:

"3.3.2.9 Ships constructed on or after 1 October 1994, in lieu of the provisions of paragraph 3.3.2.6, shall comply with the following requirements;

The space containing the fire pump shall not be contiguous to the boundaries of machinery spaces of category A or those spaces containing main fire pumps. Where this is not practicable, the common bulkhead between the two spaces shall be insulated to a standard of structural fire protection equivalent to that required for a control station in regulation 44."

Release mechanism of CO₂

15 The following paragraphs are added after paragraph 2.4 of regulation II-2/5:

"2.5 Carbon dioxide systems installed on or after 1 October 1994 shall comply with the following requirements:

- .1 Two separate controls shall be provided for releasing carbon dioxide into a protected space and to ensure the activities of the alarm.

- One control shall be used to discharge the gas from its storage containers. A second control shall be used for opening the valve of the piping which conveys the gas into the protected space.
- .2 The two controls shall be located inside a release box clearly identified for the particular space. If the box containing the controls is to be locked, a key to the box shall be in a break-glass type enclosure conspicuously located adjacent to the box."

Prohibition of new installations of halon system

- 16 Replace paragraph 3.1 of regulation II-2/5 by the following:

"3.1 The use of halogenated hydrocarbons as fire-extinguishing media is only permitted in machinery spaces, pump-rooms and in cargo spaces intended solely for the carriage of vehicles which are not carrying any cargo. New installations of halogenated hydrocarbon systems shall be prohibited on all ships."

Regulation II-2/13 – Fixed fire detection and fire alarm systems

- 17 Replace paragraph 1.6 by the following:

"1.6 Indicating units shall, as a minimum, denote the section in which a detector or manually operated call point has operated. At least one unit shall be so located that it is easily accessible to responsible members of the crew at all times, when at sea or in port, except when the ship is out of service. One indicating unit shall be located on the navigating bridge if the control panel is located in the main fire control station."

- 18 Replace paragraph 1.8 by the following:

"1.8 Where the fire detection system does not include means of remotely identifying each detector individually, no section covering more than one deck within accommodation, service and control stations shall normally be permitted except a section which covers an enclosed stairway. In order to avoid delay in identifying the source of fire, the number of enclosed spaces included in each section shall be limited as determined by the Administration. In no case shall more than fifty enclosed spaces be permitted in any section. If the detection system is fitted with remotely and individually identifiable fire detectors, the sections may cover several decks and serve any number of enclosed spaces."

- 19 Replace paragraph 1.9 by the following:

"1.9 In passenger ships, if there is no fire detection system capable of remotely and individually identifying each detector, a section of detectors shall not serve spaces on both sides of the ship nor on more than one deck and neither shall it be situated in more than one main vertical zone except that the Administration, if it is satisfied that the protection of the ship against fire will not thereby be reduced, may permit such a section of detectors to serve both sides of the ship and more than one deck. In passenger ships fitted with individually identifiable fire detectors, a section may serve spaces on both sides of the ship and on several decks but may not be situated in more than one main vertical zone."

20 Add the following paragraph 1.15:

"1.15 Fire detection systems with a zone address identification capability fitted on or after 1 October 1994 shall be so arranged that:

- a loop cannot be damaged at more than one point by a fire;
- means are provided to ensure that any fault (e.g. power break; short circuit; earth) occurring in the loop will not render the whole loop ineffective;
- all arrangements are made to enable the initial configuration of the system to be restored in the event of failure (electrical, electronic, informatic);
- the first initiated fire alarm will not prevent any other detector from initiating further fire alarms."

Regulation 20

Fire control plans and fire drills

21 A new regulation 20.4 is added as follows:

"In ships carrying more than 36 passengers, plans and booklets required by this regulation shall provide the information regarding fire protection, fire detection and fire extinction based on the guidelines issued by the Organization".

Regulation II-2/24 - Main vertical zones and horizontal zones

22 Amend paragraph 1.1 to read:

"1.1 In ships carrying more than 36 passengers, the hull, superstructure and deckhouses shall be subdivided into main vertical zones by A-60 class divisions. Steps and recesses shall be kept to a minimum but where they are necessary they shall also be A-60 class divisions. Where a category 26.2.2(5), 26.2.2(9) or 26.2.2(10) space is on one side of the division the standard may be reduced to A-0."

23 Amend paragraph 2 to read:

"2 As far as practicable, the bulkheads forming the boundaries of the main vertical zones above the bulkhead deck shall be in line with watertight subdivision bulkheads situated immediately below the bulkhead deck. The length and width of main vertical zones may be extended to a maximum of 48 m in order to bring the ends of main vertical zones to coincide with subdivision watertight bulkheads or in order to accommodate a large public space extending for the whole length of the main vertical zone provided that the total area of the main vertical zone is not greater than 1,600 m² on any deck. The length or width of a main vertical zone is the maximum distance between the furthestmost points of the bulkheads bounding it."

24 Delete the reference to table 26.3.

Regulation II-2/25 – Bulkheads within a main vertical zone

25 Add the following at the beginning of the first sentence of paragraph 2:

"In ships carrying not more than 36 passengers,".

26 Replace paragraph 3 by the following:

"3 All bulkheads required to be "B" class divisions, except corridor bulkheads prescribed in paragraph 2, shall extend from deck to deck and to the shell or other boundaries unless the continuous "B" class ceilings or linings fitted on both sides of the bulkheads are at least of the same fire resistance as the bulkhead, in which case the bulkhead may terminate at the continuous ceiling or lining."

Regulation II-2/26 – Fire integrity of bulkheads and decks in ships carrying more than 36 passengers

27 Amend paragraph 2.1 as follows:

"2.1 Table 26.1 shall apply to bulkheads not bounding either main vertical zones or horizontal zones. Table 26.2 shall apply to decks not forming steps in main vertical zones nor bounding horizontal zones."

28 In paragraph 2.2(3), delete the words "and lobbies".

29 Amend paragraph 2.2(4) to read:

"(4) Evacuation stations and external escape routes.

Survival craft stowage area.

Open deck spaces and enclosed promenades forming lifeboat and liferaft embarkation and lowering stations.

Muster stations, internal and external.

External stairs and open decks used for escape routes.

The ship's side to the waterline in the lightest seagoing condition, superstructure and deckhouse sides situated below and adjacent to the liferaft and evacuation slide embarkation areas."

30 In paragraph 2.2(7), add "Operating rooms" at the end.

31 Delete "Operating rooms" from paragraph 2.2(9).

32 In paragraph 2.2(11), delete the word "emergency" between "driving" and "generators", and delete reference to "special category spaces" on the first, second and twentieth lines.

33 Delete paragraph 2.4 and 2.5, and renumber the present paragraph 2.6 as new paragraph 2.4.

34 Delete the present paragraph 2.7, and add a new paragraph 2.5 as follows:

"5 The Administration shall determine in respect of category (5) spaces whether the insulation values in table 26.1 shall apply to ends of deckhouses and superstructures, and whether the insulation values in table 26.2 shall apply to weather decks. In no case shall the requirements of category (5) of table 26.1 or 26.2 necessitate enclosure of spaces which in the opinion of the Administration need not be enclosed."

35 Replace tables 26.1 and 26.2 by the following:

TABLE 26.2 - DECKS NOT FORMING STEPS IN MAIN VERTICAL ZONES NOR BOUNDING HORIZONTAL ZONES

Spaces	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Control stations (1)	B-0*	A-0	A-0	A-0	A-0	A-60	A-60	A-60	A-0	A-0	A-60	A-60	A-60	A-60
Stairways (2)		A-0*	A-0	A-0	A-0	A-0	A-15	A-15	A-0*	A-0	A-15	A-30	A-15	A-30
Corridors (3)			B-15	A-60	A-0	B-15	B-15	B-15	B-15	A-0	A-15	A-30	A-0	A-30
Evacuation stations and external escape routes (4)					A-0	A-60 ^b	A-60 ^b	A-60 ^b	A-0	A-0	A-60 ^b	A-60 ^b	A-60 ^b	A-60 ^b
Open deck spaces (5)					—	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0	A-0
Accommodation spaces of minor fire risk (6)						B-0	B-0	B-0	C	A-0	A-0	A-30	A-0	A-30
Accommodation spaces of moderate fire risk (7)							B-0	B-0	C	A-0	A-15	A-60	A-15	A-60
Accommodation spaces of greater fire risk (8)								B-0	C	A-0	A-30	A-60	A-15	A-60
Sanitary and similar spaces (9)									C	A-0	A-0	A-0	A-0	A-0
Tanks, voids and auxiliary machinery spaces having little or no fire risk (10)										A-0*	A-0	A-0	A-0	A-0
Auxiliary machinery spaces, cargo spaces, cargo and other oil tanks and other similar spaces of moderate fire risk (11)											A-0*	A-0	A-0	A-15
Machinery spaces and main galleys (12)												A-0*	A-0	A-60
Store-rooms, workshops, pantries etc. (13)													A-0*	A-0
Other spaces in which flammable liquids are stowed (14)														A-30

Notes: To be applied to tables 26.1 to 26.2.

- a Where adjacent spaces are in the same numerical category and superscript ^a appears, a bulkhead or deck between such spaces need not be fitted if deemed unnecessary by the Administration. For example, in category (12) a bulkhead need not be required between a galley and its annexed pantries provided the pantry bulkhead and decks maintain the integrity of the galley boundaries. A bulkhead is, however, required between a galley and a machinery space even though both spaces are in category (12).
- b The ship's side, to the waterline in the lightest seagoing condition, superstructure and deckhouse sides situated below and adjacent to the liferafts and evacuation slides may be reduced to A-30.
- c Where public toilets are installed completely within the stairway enclosure, the public toilet bulkhead within the stairway enclosure can be of "B" class integrity."

36 Delete tables 26.3 and 26.4.

Regulation II-2/28 - Means of escape

37 Delete "accommodated or" from the last sentence of paragraph 1.1.

38 Replace paragraph 1.4 by the following:

"1.4 A corridor, lobby, or part of a corridor from which there is only one route of escape shall be prohibited."

39 Replace paragraph 1.5 by the following:

"1.5 At least one of the means of escape required by paragraphs 1.1 and 1.2 shall consist of a readily accessible enclosed stairway, which shall provide continuous fire shelter from the level of its origin to the appropriate lifeboat and liferaft embarkation decks, or to the uppermost weather deck if the embarkation deck does not extend to the main vertical zone being considered. In the latter case, direct access to the embarkation deck by way of external open stairways and passageways shall be provided and shall have emergency lighting in accordance with regulation III/11.5 and slip-free surfaces under foot. Boundaries facing external open stairways and passageways forming part of an escape route and boundaries in such a position that their failure during a fire would impede escape to the embarkation deck shall have fire integrity, including insulation values, in accordance with the tables in regulation II-2/26. The widths, number and continuity of escapes shall be as follows:

- .5.1 Stairways shall not be less than 900 mm in clear width. Stairways shall be fitted with handrails on each side. The minimum clear width of stairways shall be increased by 10 mm for every one person provided for in excess of 90 persons. The maximum clear width between handrails where stairways are wider than 900 mm shall be 1,800 mm. The total number of persons to be evacuated by such stairways shall be assumed to be two thirds of the crew and the total number of passengers in the areas served by such stairways. The width of the stairways

shall conform to standards not inferior to those adopted by the Organization.

- .5.2 All stairways sized for more than 90 persons shall be aligned fore and aft.
- .5.3 Doorways and corridors and intermediate landings included in means of escape shall be sized in the same manner as stairways.
- .5.4 Stairways shall not exceed 3.5 m in vertical rise without the provision of a landing and shall not have an angle of inclination greater than 45°.
- .5.5 Landings at each deck level shall be not less than 2 m² in area and shall increase by 1 m² for every 10 persons provided for in excess of 20 persons but need not exceed 16 m², except for those landings servicing public spaces having direct access onto the stairway enclosure.

40 Add new paragraphs 1.9 and 1.10 as follows:

"9 Where the Administration has granted dispensation under the provisions of paragraph 1.1, the sole means of escape shall provide safe escape. However, stairways shall not be less than 800 mm in clear width with handrails on both sides.

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

41 Add a new paragraph 3.3 as follows:

"3.3 Two means of escape shall be provided from a machinery control room located within a machinery space, at least one of which will provide continuous fire shelter to a safe position outside the machinery space."

Regulation II-2/29 - Protection of stairways and lifts in accommodation and service spaces

42 Replace paragraph 2 by the following:

"2 Stairway enclosures shall have direct access to the corridors and be of a sufficient area to prevent congestion, having in view the number of persons likely to use them in an emergency. Within the perimeter of

such stairway enclosures, only public toilets, lockers of non-combustible material providing storage for safety equipment and open information counters are permitted. Only public spaces, corridors, public toilets, special category spaces, other escape stairways required by 28.1.5 and external areas are permitted to have direct access to these stairway enclosures."

Regulation II-2/30 - Openings in "A" class division

43 Replace paragraph 4 by the following:

"4 Fire doors in main vertical zone bulkheads and stairway enclosures shall satisfy the following requirements:

- .1 The doors shall be self-closing and be capable of closing with an angle of inclination of up to 3.5° opposing closure, and shall have an approximately uniform rate of closure of no more than 40 s and no less than 10 s with the ship in the upright position.
- .2 Remote-controlled sliding or power-operated doors shall be equipped with an alarm that sounds at least 5 s but no more than 10 s before the door begins to move and continue sounding until the door is completely closed. Doors designed to reopen upon contacting an object in its path shall reopen sufficiently to allow a clear passage of at least 0.75 m, but no more than 1 m.
- .3 All doors shall be capable of remote and automatic release from a continuously manned central control station, either simultaneously or in groups, and also individually from a position at both sides of the door. Indication must be provided at the fire control panel in the continuously manned central control station whether each of the remote-controlled doors are closed. The release mechanism shall be so designed that the door will automatically close in the event of disruption of the control system or central power supply. Release switches shall have an on-off function to prevent automatic resetting of the system. Hold-back hooks not subject to central control station release are prohibited.
- .4 Local power accumulators for power-operated doors shall be provided in the immediate vicinity of the doors to enable the doors to be operated at least ten times (fully opened and closed) using the local controls.
- .5 Double-leaf doors equipped with a latch necessary to their fire integrity shall have a latch that is automatically activated by the operation of the doors when released by the system.
- .6 Doors giving direct access to special category spaces which are power-operated and automatically closed need not be equipped with alarms and remote-release mechanisms required in .2 and .3."

- 44 In paragraph 5, add the following words at the beginning:
"In ships carrying not more than 36 passengers,".
- 45 In paragraph 6, add the following words at the end of the first sentence:
"provided that there is no requirement for such boundaries to have "A" class integrity in regulation 33.3".
- 46 Insert a new paragraph 7 as follows:
"7 All "A" class doors located in stairways, public spaces and main vertical zone bulkheads in escape routes shall be equipped with a self-closing hose port of material, construction and fire resistance which is equivalent to the door into which it is fitted, and shall be a 150 mm square clear opening with the door closed and shall be inset into the lower edge of the door, opposite the door hinges, or in the case of sliding doors, nearest the opening."

Regulation II-2/31 - Openings in "B" class division

- 47 Renumber paragraph 1 as paragraph 1.1 and amend the first sentence to read:
"Doors and door frames in "B" class divisions and means of securing them shall provide a method of closure which shall have resistance to fire equivalent to that of the divisions* except that ventilation openings may be permitted in the lower portion of such doors."
"* Reference is made to the Recommendation on Fire Test Procedures for "A", "B" and "F" class divisions, adopted by resolution A.517(13)."

- 48 Add a new paragraph 1.2 to read:
"1.2 Cabin doors in "B" class divisions shall be of a self-closing type. Hold-backs are not permitted."
- 49 In paragraph 3, add the following at the beginning:
"In ships carrying not more than 36 passengers".

Regulation II-2/32 - Ventilation systems

- Paragraph 1.1 is revised by deleting "16.2 to 16.9" at the end of the sentence and replacing it with "16.2 to 16.6, 16.8 and 16.9".
- 50 Replace paragraph 1.5 by the following:
"1.5 Stairway enclosures shall be ventilated and shall be served only by an independent fan and duct system which shall not serve any other spaces in the ventilation system."

The following new paragraphs 1.8 and 1.9 are inserted:

- "1.8 Ventilation ducts shall be provided with suitably located hatches for inspection and cleaning, where reasonable and practicable.
- 1.9 Exhaust ducts from galley ranges in which grease or fat is likely to accumulate shall meet requirements of regulation II-2/16.3.2.1 and 16.3.2.2 and shall be fitted with:
- .1 a grease trap readily removable for cleaning unless an alternative approved grease removal system is fitted;
 - .2 a fire damper located in the lower end of the duct which is automatically and remotely operated, and in addition a remotely operated fire damper located in the upper end of the duct;
 - .3 a fixed means for extinguishing a fire within the duct;
 - .4 remote control arrangements for shutting off the exhaust fans and supply fans, for operating the fire dampers mentioned in .2 and for operating the fire-extinguishing system, which shall be placed in a position close to the entrance to the galley. Where a multi-branch system is installed, means shall be provided to close all branches exhausting through the same main duct before an extinguishing medium is released into the system; and
 - .5 suitably located hatches for inspection and cleaning."

Regulation II-2/33 - Windows and sidescuttles

51 Amend paragraph 2 to read:

"2 Notwithstanding the requirements of the tables in regulations 26 and 27, all windows and sidescuttles in bulkheads separating accommodation and service spaces and control stations from weather shall be constructed with frames of steel or other suitable material. The glass shall be retained by a metal glazing bead or angle."

52 Add new paragraph 3 as follows:

"3 Windows facing life-saving appliances, embarkation and muster areas, external stairs and open decks used for escape routes, and windows situated below liferaft and escape slide embarkation areas shall have the fire integrity as required in the tables in regulation II-2/26. Where automatic dedicated sprinkler heads are provided for windows, A-0 windows may be accepted as equivalent. Windows located in the ship's side below the lifeboat embarkation areas shall have the fire integrity at least equal to "A-0" class."

Regulation II-2/34 - Restricted use of combustibile material

53 Insert the words "draught stops" between "grounds" and "ceilings" in the first sentence of paragraph 1.

54 Amend paragraph 6 to read:

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

Regulation II-2/36 - Fixed fire detection and fire alarm systems, automatic sprinkler, fire detection and fire alarm systems

55 Replace regulation 36 by the following:

"Fixed fire detection and fire alarm systems and automatic sprinkler, fire detection and fire alarm systems

1 In passenger ships carrying not more than 36 passengers there shall be installed throughout each separate zone, whether vertical or horizontal, in all accommodation and service spaces and, where it is considered necessary by the Administration, in control stations, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc., either:

- .1 a fixed fire detection and fire alarm system of an approved type and complying with the requirements of regulation 13 and so installed and arranged as to detect the presence of fire in such spaces; or
- .2 an automatic sprinkler, fire detection and fire alarm system of an approved type and complying with the requirements of regulation 12 or the guidelines developed by the Organization for an approved equivalent sprinkler system and so installed and arranged as to protect such spaces and, in addition, a fixed fire detection and fire alarm system of an approved type complying with the requirements of regulation 13 so installed and arranged as to provide smoke detection in corridors, stairways and escape routes within accommodation spaces.

2 Passenger ships carrying more than 36 passengers shall be equipped with an automatic sprinkler, fire detection and fire alarm system of an approved type complying with the requirements of regulation 12, or the guidelines developed by the Organization for an approved equivalent sprinkler system in all service spaces, control stations and accommodation spaces, including corridors and stairways. Alternatively, control stations where water may cause damage to essential equipment may be fitted with an approved fixed fire-extinguishing system of another type. A fixed fire detection and fire alarm system of an approved type shall be installed, complying with the requirements of regulation 13 so

installed and arranged as to provide smoke detection in service spaces, control stations and accommodation spaces, including corridors and stairways. Smoke detectors need not be fitted in private bathrooms and galleys. Spaces having little or no fire risk such as voids, public toilets and similar spaces need not be fitted with an automatic sprinkler system, or fixed fire detection and alarm system."

Regulation II-2/37 – Protection of special category spaces

56 Amend paragraph 1.2.1 as follows:

"1.2.1 In passenger ships carrying more than 36 passengers the boundary bulkheads and decks of special category spaces shall be insulated to A-60 class standard. However, where a category 26.2.2(5), 26.2.2(9) or 26.2.2(10) space is on one side of the division the standard may be reduced to A-0.

57 Renumber existing paragraph 1.2.2 as 1.2.3 and insert a new paragraph 1.2.2 to read:

"1.2.2 In passenger ships carrying not more than 36 passengers the boundary bulkheads of special category spaces shall be insulated as required for category (11) spaces in table 27.1 and the horizontal boundaries as required for category (11) spaces in table 27.2."

Regulation II-2/40 – Fire patrols, detection, alarms and public address systems

58 Add the words "and open decks" at the end of paragraph 5.

59 Paragraph 5 is amended to add after the last sentence:

"Each member of the fire patrol shall be provided with a two-way portable radio telephone apparatus".

60 Add new paragraphs 7.1 to 7.2:

"7.1 Passenger ships carrying more than 36 passengers shall have the detection alarms for the systems required by regulation 36.2 centralized in a continuously manned central control station. In addition, controls for remote closing of the fire doors and shutting down the ventilation fans, shall be centralized in the same location. The ventilation fans shall be capable of reactivation by the crew at the continuously manned control station. The control panels in the central control station shall be capable of indicating open or closed positions of fire doors, closed or off status of the detectors, alarms and fans. The control panel shall be continuously powered and should have an automatic change-over to stand-by power supply in case of loss of normal power supply. The control panel shall be powered from the main source of electrical power and the emergency source of electrical power defined by regulation II-1/42 unless other arrangements are permitted by the regulations, as applicable.

7.2 The control panel shall be designed on the fail-safe principle, e.g. an open detector circuit shall cause an alarm condition, as noted in regulations II-2/13.1.3 and II-1/51.1.4."

Regulation 59 - Venting, purging, gas-freeing and ventilation

60-1 The following new paragraph 4 should be inserted after the existing paragraph 3:

"4 Inerting, Ventilation and gas measurement

- 4.1 This paragraph shall apply to oil tankers constructed on or after 1 October 1994.
- 4.2 Double hull and double bottom spaces shall be fitted with suitable connections for the supply of air.
- 4.3 On tankers required to be fitted with inert gas systems:
- .1 double hull spaces shall be fitted with suitable connections for the supply of inert gas;
 - .2 where hull spaces are connected to a permanently fitted inert gas distribution system, means shall be provided to prevent hydrocarbon gases from the cargo tanks entering the double hull spaces through the system;
 - .3 where such spaces are not permanently connected to an inert gas distribution system, appropriate means shall be provided to allow connection to the inert gas main.
- 4.4.1 Suitable portable instruments for measuring oxygen and flammable vapour concentrations shall be provided. In selecting these instruments, due attention shall be given for their use in combination with the fixed gas sampling line systems referred to in paragraph 4.4.2.
- 4.4.2 Where atmosphere in double hull spaces cannot be reliably measured using flexible gas sampling hoses, such spaces shall be fitted with permanent gas sampling lines. The configuration of such line systems shall be adapted to the design of such spaces.
- 4.4.3 The materials of construction and the dimensions of gas sampling lines shall be such as to prevent restriction. Where plastic materials are used, they should be electrically conductive."

Chapter III

Regulation 50

General emergency alarm system

61 Delete the full stop at the end of the regulation and add the following:

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

Approved amendments to chapter IVRegulation IV/13 – Sources of energy

62 Replace the existing text of paragraphs 2.1 to 2.3 by:

".1 one hour on ships provided with an emergency source of electrical power, if such source of power complies fully with all relevant provisions of regulation II-1/42 or 43, including the supply of such power to the radio installations; and

.2 six hours on ships not provided with an emergency source of electrical power complying fully with all relevant provisions of regulation II-1/42 or 43, including the supply of such power to the radio installations."

63 Delete the reference in regulation IV/13.4 to paragraph 2.3.

Regulation IV/14 – Performance standards

64 Replace "by prescribed" in regulation IV/14.2 by "prescribed by".

第 75/2014 號行政長官公告**Aviso do Chefe do Executivo n.º 75/2014**

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》的締約國；

國際海事組織海上安全委員會於一九九六年六月四日透過第MSC.50 (66) 號決議通過了《國際散裝運輸危險化學品船舶構造和設備規則》修正案，且有關修正案自一九九九年十二月二十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，命令公佈包含上指修正案的MSC.50 (66) 號決議的中文及英文文本。

二零一四年十月二十日發佈。

行政長官 崔世安

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;

Considerando igualmente que, em 4 de Junho de 1996, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.50(66), adoptou emendas ao Código Internacional para a Construção e Equipamento de Navios que Transportam Substâncias Químicas Perigosas a Granel, e que tais emendas entraram em vigor, em relação à Região Administrativa Especial de Macau, em 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.50(66), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 20 de Outubro de 2014.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.50 (66) 號決議

(1996 年 6 月 4 日通過)

通過《國際散裝運輸危險化學品船舶構造和設備規則》

(《國際散化船規則》) 修正案

海上安全委員會，

憶及《國際海事組織公約》關於本委員會的職責的第 28 (b) 條，

還憶及第 MSC.4 (48) 號決議，委員會以該決議通過了《國際散裝運輸危險化學品船舶構造和設備規則》(《國際散化船規則》)，

進一步憶及經修正的《1974 年國際海上人命安全公約》(《安全公約》) 有關《國際散化船規則》修訂程序的第 VIII (b) 條和附件第 VII/8.1 條，

希望保持《國際散化船規則》處於最新狀態，

在其第 66 次會議上，審議了依照《安全公約》第 VIII (b) (i) 條建議和分發的規則修正案，

認為《國際散化船規則》的規定，根據經《1978 年議定書修訂的 1973 年國際防止船舶造成污染公約》(《73/78 年防污公約》) 和《1974 年安全公約》具有強制性內容，保持同一性是非常可取的，

1. 按照《安全公約》第 VIII (b) (iv) 條，通過該規則的修正案，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 1998 年 1 月 1 日視為已被接受，除非在此日期前，超過三分之一的本公約締約政府或商船合計總噸位不少於世界商船總噸位 50% 的締約政府通知其反對該修正案；
3. **請**各締約政府注意，按照本公約第 VIII (b) (vii) (2) 條，該修正案應在其按照上述第 2 段被接受後於 1998 年 7 月 1 日生效；
4. **要求**秘書長依照《安全公約》第 VIII (b) (v) 條，將本決議和附件中所載修正案條文的核正副本發送給《安全公約》的所有締約政府；
5. **還要求**秘書長將本決議和附件的副本發送給非《安全公約》締約政府的本組織會員。

附件

國際散裝運輸危險化學品船舶構造和設備規則（國際散化船規則）修正案

1 《規則》的第 16 章增加如下新第 16.6.4 款：

“16.6.4 為避免溫度的增高，此貨物不應由甲板液貨艙載運。”

2 《規則》的第 17 章新增下列條目：

a 產品名稱	b	c	d	e	f	g	h	i'	i''	i'''	j	k	l	m	n	o
氯乙酰 Acetochlor		A	P	2	2G	開	否			是	O	否	A		否	15.19.6
烷基 (C7-C11) 酚聚 (4-12) 乙氧基化物 Alkyl(C7-C11)phenol poly(4-12)ethoxylate		B	P	3	2G	開	否			是	O	否	A		否	15.19.6, 16.2.6, 16.2.9
亞硫酸氫鉍溶液 (70%或以下) Ammonium bisulphite solution (70% or less)		D	S	3	2G	連續	否		NF		R	T	否	Y5	否	15.16.1, 16.6.1 到 16.6.3
溴氯甲烷 (Bromochloromethane)		D	S	3	2G	連續	否		NF		R	T	否	N3	否	
異丙胺 (70%或以下) 溶液 iso-Propylamine (70% or less) solution		C	S/P	2	2G	連續	否			否	C	FT	CD	N1	E	15.12, 15.19
二溴甲烷 (Dibromomethane)		C	S/P	2	2G	連續	否		NF		R	T	否	N3	否	15.12.3, 15.19
3,4-二氯-1-丁烷 (3,4-Dichloro-1-butene)		B	S/P	3	2G	連續	否			否	C	FT	ABC		E	15.12.3, 15.17, 15.19.6
二十碳 (氧丙烷-2, 3-二基) 混合物 Icosa (oxypropane-2,3-diyl) s		B	P	3	2G	開	否			是	O	否	A		否	16.2.6, 15.19.6

a 產品名稱	b	c	d	e	f	g	h	i	i'	i''	j	k	l	m	n	o
N-(2-甲氧基-1-甲基乙基)-2-乙基-6-甲基乙酞氯苯胺 N-(2-Methoxy-1-methyl ethyl)-2-ethyl-6-methyl chloroacetanilide		B	P	3	2G	開	否			是	O	否	A		否	15.19.6
硝基乙烷 (Nitroethane)		(D)	S	3	2G	連續	否		IIB	否	R	FT	A(u)	N4	否	15.16.1, 15.19.6, 16.6.1, 16.6.2, 16.6.4
硝基乙烷 (80%) / 硝基丙烷 (20%) Nitroethane (80%) / Nitropropane (20%)		D	S	3	2G	連續	否		IIB	否	R	FT	A(u)	N4	否	15.16.1, 15.19.6, 16.6.1 到 16.6.3

3 以“16.6.1 至 16.6.3”代替《規則》第 17 章“o”欄中的“16.6”。

4 下列產品的現有條目修改為：

- .1 壬基酚聚(4-12)乙氧基化物[Nonyl phenol poly(4-12)ethoxylate]：
此產品名稱改為“壬基酚聚(4+)乙氧基化物[Nonyl phenol poly(4+)ethoxylate]”；和
- .2 硅酸鈉溶液(Sodium silicate solution)：“i”欄中的條目改為“NF”而“1”欄中的“A”以“No”代替。

5 《規則》第 18 章增加以下新條目：

a 產品名稱	b 聯合國編號	c 操作性排放的污染類別 (附件 II 第 3 條)
木素磺酸銨溶液 (Ammonium lignosulphonate solutions)		III
木素磺酸鈣溶液 (Calcium lignosulphonate solutions)		III
焦糖溶液 (Caramel solutions)		III
2-乙基-2-(羥甲基)丙烷-1,3-二醇, C8-C10 酯 [2-Ethyl-2-(hydroxymethyl) propane-1,3-diol, C8-C10 ester]		D
甘油-油酸 (Glycerol monooleate)		D
N-甲基還原葡萄糖胺溶液 (70% 或以下) (N-Methylglucamine solution) (70% or less)		III
聚丁基琥珀酰亞胺 (Polybutenyl succinimide)		D
鏈烯基羧基酰胺鋅鹽 (Zinc alkenyl caboxamide)		D
雙十三烷基己二酸 (Ditridecyl Adipate)		III

RESOLUTION MSC.50(66)
(adopted on 4 June 1996)

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE FOR THE
CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS
CHEMICALS IN BULK (IBC CODE)**

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO resolution MSC.4(48) by which it adopted the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code),

RECALLING FURTHER article VIII(b) and regulation VII/8.1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, concerning the procedure for amending the IBC Code,

BEING DESIROUS of keeping the IBC Code up to date,

HAVING CONSIDERED, at its sixty-sixth session, amendments to the Code proposed and circulated in accordance with article VIII(b)(i) of the SOLAS Convention,

CONSIDERING that it is highly desirable for the provisions of the IBC Code, which are mandatory under both the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) and the 1974 SOLAS Convention, to remain identical,

1. ADOPTS, in accordance with article VIII(b)(iv) of the SOLAS Convention, amendments to the Code 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 1998, unless, prior to that date, more than one third of the Contracting Governments to the SOLAS 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 SOLAS Convention, the amendments shall enter into force on 1 July 1998 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the SOLAS 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 SOLAS 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 SOLAS Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CODE FOR THE
CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING
DANGEROUS CHEMICALS IN BULK (IBC CODE)

- 1 New paragraph 16.6.4 is added to chapter 16 of the Code as follows:

"16.6.4 In order to avoid elevated temperatures, this cargo should not be carried in deck tanks."

- 2 The following new entries are added to chapter 17 of the Code:

a	b	c	d	e	f	g	h	i	i'	i''	j	k	l	m	n	o
Product Name																
Acetochlor	A	P	2	2G	Open	No		Yes	O	No	A		No			15.19.6
Alkyl(C7-C11)phenol poly(4-12) ethoxylate	B	P	3	2G	Open	No		Yes	O	No	A		No			15.19.6, 16.2.6, 16.2.9
Ammonium bisulphite solution (70% or less)	D	S	3	2G	Cont	No		NF	R	T	No	Y5	No			15.16.1, 16.6.1 to 16.6.3
Bromochloromethane	D	S	3	2G	Cont	No		NF	R	T	No	N3	No			
iso-Propylamine(70% or less) solution	C	S/P	2	2G	Cont	No		No	C	FT	CD	N1	E			15.12, 15.19
Dibromomethane	C	S/P	2	2G	Cont	No		NF	R	T	No	N3	No			15.12.3, 15.19
3,4-Dichloro-1-butene	B	S/P	3	2G	Cont	No		No	C	FT	ABC		E			15.12.3, 15.17, 15.19.6
icos(oxy)propane-2,3-diyds	B	P	3	2G	Open	No		Yes	O	No	A		No			16.2.6, 15.19.6
N-(2-Methoxy-1-methyl ethyl)-2-ethyl-6-methyl chloroacetanilide	B	P	3	2G	Open	No		Yes	O	No	A		No			15.19.6
Nitroethane	(D)	S	3	2G	Cont	No		IIB	No	R	FT	A(u)	N4	No		15.16.1, 15.19.6, 16.6.1, 16.6.2, 16.6.4
Nitroethane(80%)/ Nitropropane(20%)	D	S	3	2G	Cont	No		IIB	No	R	FT	A(u)	N4	No		15.16.1, 15.19.6, 16.6.1 to 16.6.3

- 3 "16.6" in column "o" of chapter 17 of the Code is replaced by "16.6.1 to 16.6.3"

- 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*.

第 MSC.133 (76) 號決議

(2002 年 12 月 12 日通過)

通過用於檢查的進出通道的技術規定

海上安全委員會，

憶及《國際海事組織公約》關於本委員會職責的第 28 (b) 條，

注意到以關於進出和在油輪和散貨船貨物區域的處所內的通道的第 MSC.134 (76) 號決議通過的經修正的《1974 年國際海上人命安全 (SOLAS) 公約》(以下稱為“公約”) 新的第 II-1/3-6 條，

還注意到前述條款規定，其中所提及的進出通道根據公約應符合將成為強制性的用於檢查的進出通道的技術規定(以下稱為“技術規定”) 的要求，

認識到上述技術規定並非旨在約束進行船舶檢驗和檢查的經改進通道的新的或新型技術，

在其第七十六次會議上，審議了提議的技術規定的條文，

1. 通過了用於檢驗的進出通道的技術規定，其條文載於本決議的附件中；
2. 請公約的締約國政府注意，該技術規定將在公約的新第 II-1/3-6 條生效後，於 2005 年 1 月 1 日生效；

3. 要求秘書長將本決議和載於附件中的技術規定的條文的核正副本發送給公約的所有締約國政府；
4. 還要求秘書長將決議和附件的副本發送給非公約締約國政府的本組織會員；
5. 請各國政府鼓勵開發旨在促進船舶檢驗和檢查的新型技術並隨時將任何積極成果告知本組織。

附件

用於檢查的進出通道的技術規定

引言

長期以來一直認識到，確保船舶結構符合適用要求的唯一方法，是使其所有的部件在其整個操作壽命期內都得到定期的檢驗，以便確保其不發生諸如斷裂、翹曲或腐蝕引起的變形、超負荷損壞或者接觸損壞，和確保厚度減少是在設定的限度範圍內。船體結構提供旨在進行全面和細緻檢驗和檢查的進出通道是非常必要的，並且此種通道在船舶設計階段就應予以考慮和提供。

船舶在設計和建造時就應適當考慮到在其服務壽命期內如何使其得到船旗國檢查官員和船級社驗船師的檢驗以及船員如何能夠監測船舶的狀況。沒有足夠的進出通道，船舶的結構狀況可能會在未察覺中損壞，也可能會產生重大的結構故障。需要有一個全面的設計和維護途徑，以涵蓋整個的船舶預計壽命期。

為處理此問題，本組織制定了該《用於檢查的進出通道的技術規定》，旨在便利《SOLAS 公約》關於進出和在油輪和散貨船貨物區域的處所內的通道的第 II-1/3-6 條中所述的船舶結構的細節檢查和厚度測量。

定義

《技術規定》中所使用的術語與經修正的《1974 年 SOLAS 公約》和經修正的第 A.744 (18) 號決議中所用的術語含義相同。

技術規定

1. 《SOLAS 公約》第 II-1/3-6 條中所述的船舶結構中需進行細節檢查和厚度測量的結構構件，除雙層底處所內的外，均應提供幅度如表 1 和表 2 中所規定的適用的固定的進出通道。對於油輪和礦砂船船側壓載艙，除所規定的固定進出通道外，還可以使用浮箱，但結構上應計及其能安全和有效使用。
2. 高架通道（如裝有）的最小寬度應為 600mm 並應安裝高度不超過 150mm 的踏板，整個長度上的兩邊應裝有護欄。構成通道的一個部分的斜坡式結構應為不打滑的結構。護欄高度應為 1,000mm，並由扶手和高度為 500mm 的中間欄杆和實質性結構組成。支柱間距不應超過 3m。
3. 高架通道的進出口和通至船底的垂直開口應提供便於通行的通道、梯子或踏板。踏板應配有側向支撐。如梯子的每一級都裝配在垂直面上，則梯級的中心至該表面的距離至少應為 150mm。如在步行水平之上裝配高於 600mm 的垂直人孔，進出口處應配有踏板和把手，兩邊應有平台。
4. 穿過貨艙的通道應在貨艙的每端配有梯子或台階，以便人員便利地穿過此種通道。
5. 除垂直梯子外，安裝在垂直結構上用於細節檢查或厚度測量的固定梯子應為傾斜型的，角度應小於 70°。傾斜梯面的 750mm 內應無障礙，但若是在開口之中則除外，此時空隙可減少至 600mm。梯子的實際長度不應超過 9m。休息平台應有足夠的尺度。梯子和扶手應用鋼材或具有足夠強度和硬度的等效材料建造，並以支撐物將其安全地

附着在艙結構上。支撐的方法和支撐物的長度應為能儘實際可能地將震動減至最小程度。貨艙中的梯子應設計和佈置成能將貨物裝卸機械引起的損壞的風險最小化。

6. 縱桁之間梯子的寬度不應小於 400mm。踏板應以 250mm 與 300mm 之間の間距垂直均分。如果使用鋼材，踏板應由截面不小於 22mm×22mm 的兩塊方條組成，形成邊緣向上的水平踏板。踏板應支撐在邊縱桁上，並以雙面的連續焊接方式將其固定在邊縱桁上。所有坡面梯的兩邊均應配有實質性結構的扶手，安裝在踏板以上的方便距離上。

7. 獨立的便攜梯的長度一律不得超過 5m。

8. 只有在配有固定梯頂的遙控機械裝置的情況下，才能使用長度超過 5m 的便攜梯。

9. 可移動的進出通道應包括下列設備：

- .1 裝有穩定底座和在安全罩殼上裝有就地控制器的液壓臂。操作條件應符合生產商的適用安全要求；和
- .2 鋼索升降台。

10. 對於散貨船，進出貨艙梯應為：

- .1 如果鄰近甲板上部表面之間的垂直距離或甲板與貨物處所底部之間的垂直距離不超過 6m，垂直梯或傾斜梯均可；和
- .2 如果相鄰甲板上部表面之間的垂直距離或甲板與貨物處所底部之間的垂直距離超過 6m，除貨物處所最上端無頂部障礙的 2.5m 和最下端 6m 可使用垂直梯外，一個或多個傾斜梯，但連接垂直梯的一個或多個傾斜梯的垂直幅度不得少於 2.5m。

表 1—油輪進出通道

1. 壓載水艙（右欄中規定者除外）和貨油艙	2. 寬度小於 5m 形成船側雙邊處所的船側壓載水艙及其舳部斜邊艙
頂部結構進出口	
<p>1.1 對於高度為 6m 及以上的艙，應按照 .1 至 .3 提供固定的進出通道：</p> <p>.1 在頂部結構下橫向艙壁上和每個甲板橫材上佈置不間斷的橫向固定的進出通道，最小為 1.8m 至最大為 2.5m。如果進出通道安裝在桁板的無障礙一側，則應在桁板上設置直徑至少為 300mm 的減輕孔，在靠近每個防傾肘板的兩側提供進出通道；</p> <p>.2 頂部結構下至少有一個最小為 1.8m 至最大為 2.5m 的縱向固定的進出通道。如果縱向艙壁有附加肋板，則應在該側提供進出口；和</p> <p>.3 .1 和 .2 中規定的佈置之間和從主甲板至無論 .1 或 .2 的進出口。</p> <p>1.2 對於高度小於 6m 的艙，可使用浮箱或便攜式設備代替固定的進出通道。</p>	<p>2.1 如果水平上部縱材與艙頂甲板間的垂直距離超過 6m，應提供一個貫穿艙櫃全長的不間斷的固定進出通道，以便能穿過橫向緩衝艙壁，從頂部結構安裝成最小為 1.8m 至最大為 2.5m，在每端和艙的中間跨度上設置垂向進出梯。</p> <p>2.2 對於基線至上折角點的垂直距離為 6m 及以上的舳部斜邊艙，應提供一個貫穿艙室全長的縱向固定進出通道。通過艙兩端的垂直固定進出通道可以通行。</p> <p>2.3 如果 2.2 中提及的垂直距離小於 6m，可使用便攜式進出設備代替固定的進出通道。為便於便攜式進出設備的操作，應在水平縱桁中提供直列式開口。開口應有足夠的直徑並應有適當的保護欄杆。</p> <p>2.4 凡可能時，頂部結構與最上端縱桁之間的距離以及縱桁與縱桁之間的距離不應超過 6m。</p>
垂直結構進出口	
<p>1.3 對於含有內部結構的高度為 6m 及以上艙應提供通向每個橫向桁材的固定的進出通道。</p> <p>1.4 對於高度小於 6m 的艙，可使用浮箱或便攜式設備代替固定的進出通道。</p>	<p>2.5 在下列情況中，如果垂直距離為 6m 及以上，應對每個橫向桁材提供垂直固定的進出通道：</p> <p>.1 從基線至舳部斜邊艙的上折角點；</p> <p>.2 從舳部斜邊艙的上折角點至主甲板，如果未提供水平縱桁；和</p>

	<p>.3 在水平縱桁之間。</p> <p>2.6 應在每個縱桁和艙基之上的每個橫向桁材/緩衝艙壁中提供 600mm 的縱桁進出孔。</p> <p>2.7 如果在 2.5 中提及的垂直距離小於 6m，可使用便攜式設備代替固定的進出通道。</p>
--	--

表 2—散貨船進出通道*

1 貨艙	2 壓載艙
<p>頂部結構進出口</p> <p>1.1 至少應安裝 3 個固定的進出通道，以便提供交叉甲板兩側和中線附近至頂部結構的進出口。每一進出通道應便於從貨艙或直接從主甲板進出，並應安裝在甲板下最小為 1.8m 至最大為 2.5m。</p> <p>1.2 作為選擇，如果內底以上垂直距離為 17m 或以下，可使用移動式進出通道進出交叉甲板頂部結構。</p>	<p>頂邊艙</p> <p>2.1 對於高度為 6m 及以上的每個頂邊艙，應沿着側殼桁材提供一個縱向的不間斷的固定進出通道，並安裝在甲板下，最小為 1.8m 至最大為 2.5m，在該艙的每個進出口附近配置一個垂直進出梯。</p> <p>2.2 如果在櫃基的 600mm 內橫向環形桁材上沒有進出孔，並且桁材構架環在側殼和坡形板中間的桁材高度大於 1m，則應提供梯級/扶手欄杆，以便安全進出每個橫向桁材構架環。</p> <p>2.3 應提供 3 個固定的進出通道，安裝在每個艙端底板和中間底板上，從櫃基跨至坡形板與艙口邊桁的交會點。現有的縱向結構可作為這一進出通道的一部分使用。</p> <p>2.4 對於高度小於 6m 的頂邊艙，可使用便攜式設備代替固定的進出通道。</p>
<p>垂直結構進出口</p> <p>1.3 應在所有貨艙中提供固定的垂直進出通道並安裝在結構上，以便能檢查平均分佈於全艙的左右舷艙內肋骨總數的至少 25%，包括在橫向艙壁途中的每端。但無論如何每側的這種佈置不應少於 3 個固定的垂直進出通道（在貨艙的前、後端和中間跨度上）。應提供易於將繫固於安全罩進出通道的設備。在兩個</p>	<p>艙部斜邊艙</p> <p>2.5 對於高度為 6m 及以上的每個艙部斜邊艙，應沿着側殼桁材提供一個縱向的不間斷的固定進出通道，並安裝在桁材環淨開口頂部下，最小為 1.2m 至最大為 1.8m，在該艙的每個進出通道附近配置垂直進出梯。</p> <p>2.6 如果在櫃基的 600mm 內橫向環形桁材上沒有進出孔，並且桁材構架環在側</p>

* 對於礦砂船，應按表 1 中的適用部分在壓載邊艙中提供固定的進出通道。

<p>相鄰的艙內肋骨之間安裝的固定的垂直進出通道算作檢查兩個艙內肋骨的一個進出口。可使用便攜式進出裝置進出下部斗形壓載艙坡形板。</p> <p>1.4 此外，應使用便攜式或移動式進出裝置進出其餘的艙內肋骨，直至其上部肘板和橫向艙壁。</p>	<p>殼和坡形板中間的桁材高度大於 1m，則應提供梯級/扶手欄杆，以便安全進出每個橫向桁材構架環。</p> <p>2.7 對於高度小於 6m 的舳部斜邊艙，可使用便攜式設備代替固定的進出通道。</p> <p>雙層殼邊艙</p> <p>2.8 應按照表 1 的適用部分提供固定的進出通道。</p>
--	--

RESOLUTION MSC.133(76)
(adopted on 12 December 2002)

ADOPTION OF
TECHNICAL PROVISIONS FOR MEANS OF ACCESS FOR INSPECTIONS

THE MARITIME SAFETY COMMITTEE,

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

NOTING the new regulation II-1/3-6 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended (hereinafter referred to as “the Convention”) adopted by resolution MSC.134(76), concerning access to and within spaces in the cargo area of oil tankers and bulk carriers,

NOTING ALSO that the aforementioned regulation provides that the means of access referred to therein shall comply with the requirements of Technical provisions for means of access for inspections (hereinafter referred to as “the Technical provisions”) to be made mandatory under the Convention;

RECOGNIZING that the Technical provisions referred to above are not intended to inhibit the development of new or novel technologies which provide for an improved means to carry out ship surveys and inspections,

HAVING CONSIDERED, at its seventy-sixth session, the text of the proposed Technical provisions,

1. ADOPTS the Technical provisions for means of access for inspections, the text of which is set out in the Annex to the present resolution;
2. INVITES Contracting Governments to the Convention to note that the Technical provisions will take effect on 1 January 2005 upon entry into force of the new regulation II-1/3-6 of the Convention;
3. REQUESTS the Secretary-General to transmit certified copies of this resolution and the text of the Technical provisions contained in the Annex to all Contracting Governments to the Convention;
4. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and the Annex to all Members of the Organization, which are not Contracting Governments to the Convention;
5. INVITES Governments to encourage the development of novel technologies aimed at facilitating the survey and inspection of ships and to keep the Organization advised of any positive results.

ANNEX

TECHNICAL PROVISIONS FOR MEANS OF ACCESS FOR INSPECTIONS**Preamble**

It has long been recognised that the only way of ensuring that the condition of a ship's structure is maintained to conform with the applicable requirements is for all its components to be surveyed on a regular basis throughout their operational life so as to ensure that they are free from damage such as cracks, buckling or deformation due to corrosion, overloading or contact damage and that thickness diminution is within established limits. The provision of suitable means of access to the hull structure for the purpose of carrying out overall and close-up surveys and inspections is essential and such means should be considered and provided for at the ship design stage.

Ships should be designed and built with due consideration as to how they will be surveyed by flag State inspectors and classification society surveyors during their in-service life and how the crew will be able to monitor the condition of the ship. Without adequate access, the structural condition of the ship can deteriorate undetected and major structural failure can arise. A comprehensive approach to design and maintenance is required to cover the whole projected life of the ship.

In order to address this issue, the Organization has developed these Technical provisions for means of access for inspections, intended to facilitate close-up inspections and thickness measurements of the ship's structure referred to in SOLAS regulation II-1/3-6 on access to and within spaces in the cargo area of oil tankers and bulk carriers.

Definitions

Terms used in the Technical provisions have the same meaning as those defined in the 1974 SOLAS Convention, as amended, and in resolution A.744(18), as amended.

Technical provisions

1 Structural members subject to the close-up inspections and thickness measurements of the ship's structure referred to in SOLAS regulation II-1/ 3-6, except those in double bottom spaces, shall be provided with a permanent means of access to the extent as specified in table 1 and table 2, as applicable. For oil tankers and wing ballast tanks of ore carriers, rafting may be used in addition to the specified permanent means of access, provided that the structure allows for its safe and effective use.

2 Elevated passageways, where fitted, shall have a minimum width of 600 mm and be provided with toe boards not less than 150 mm high and guard rails over both sides of their entire length. Sloping structure providing part of the access shall be of a non-skid construction. Guard rails shall be 1,000 mm in height and consist of a rail and intermediate bar 500 mm in height and of substantial construction. Stanchions shall be not more than 3 m apart.

3 Access to elevated passageways and vertical openings from the ship's bottom shall be provided by means of easily accessible passageways, ladders or treads. Treads shall be provided with lateral support for the foot. Where the rungs of ladders are fitted against a vertical surface, the distance from the centre of the rungs to the surface shall be at least 150 mm. Where vertical

manholes are fitted higher than 600 mm above the walking level, access shall be facilitated by means of treads and hand grips with platform landings on both sides.

4 Tunnels passing through cargo holds shall be equipped with ladders or steps at each end of the hold so that personnel may easily cross such tunnels.

5 Permanent ladders, except for vertical ladders, which are fitted on vertical structures for close-up inspection or thickness measurement shall be inclined at an angle of less than 70°. There shall be no obstructions within 750 mm of the face of the inclined ladder, except that in way of an opening this clearance may be reduced to 600 mm. The flights of ladders shall not be more than 9 m in actual length. Resting platforms of adequate dimensions shall be provided. Ladders and handrails shall be constructed of steel or equivalent material of adequate strength and stiffness and securely attached to the tank structure by stays. The method of support and length of stay shall be such that vibration is reduced to a practical minimum. In cargo holds, ladders shall be designed and arranged so that the risk of damage from cargo handling gear is minimized.

6 The width of ladders between stringers shall not be less than 400 mm. The treads shall be equally spaced at a distance apart, measured vertically, of between 250 mm and 300 mm. When steel is used, the treads shall be formed of two square bars of not less than 22 mm by 22 mm in section, fitted to form a horizontal step with the edges pointing upward. The treads shall be carried through the side stringers and attached thereto by double continuous welding. All sloping ladders shall be provided with handrails of substantial construction on both sides, fitted at a convenient distance above the treads.

7 No free-standing portable ladder shall be more than 5 m long.

8 Portable ladders more than 5 m long may only be utilized if fitted with a remotely controlled mechanical device to secure the upper end of the ladder.

9 Movable means of access includes such devices as:

- .1 hydraulic arm fitted with a stable base and with local control at the safety cage. The operational conditions should be in accordance with applicable safety requirements of the manufacturer; and
- .2 wire lift platform.

10 For bulk carriers, access ladders to a cargo hold shall be:

- .1 where the vertical distance between the upper surface of adjacent decks or between deck and the bottom of the cargo space is not more than 6 m, either a vertical ladder or an inclined ladder; and
- .2 where the vertical distance between the upper surface of adjacent decks or between deck and the bottom of the cargo space is more than 6 m, an inclined ladder or ladders, except the uppermost 2.5 m of a cargo space measured clear of overhead obstructions and the lowest 6 m may have vertical ladders, provided that the vertical extent of the inclined ladder or ladders connecting the vertical ladders is not less than 2.5 m.

Table 1 - Means of access for oil tankers

1 Water ballast tanks, except those specified in the right column, and cargo oil tanks	2 Wing water ballast tanks of less than 5 m width forming double side spaces and their bilge hopper sections
Access to the overhead structure	
<p>1.1 For tanks of which the height is 6 m and over, permanent means of access shall be provided in accordance with .1 to .3:</p> <p>.1 continuous athwartship permanent access arranged at the transverse bulkheads and at every deck transverse, at a minimum of 1.8 m to a maximum of 2.5 m below the overhead structure. If the access is fitted on the side of the unobstructed side of the web plating, then lightening holes of at least 300 mm diameter shall be fitted in the web plating, providing access adjacent to both sides of each tripping bracket;</p> <p>.2 at least one longitudinal permanent means of access at a minimum of 1.8 m to a maximum of 2.5 m below the overhead structure. Where the longitudinal bulkhead contains attached framing, the access shall be provided at that side; and</p> <p>.3 access between the arrangements specified in .1 and .2 and from the main deck to either .1 or .2.</p> <p>1.2 For tanks of which the height is less than 6 m, raft or portable means may be utilized in lieu of the permanent means of access.</p>	<p>2.1 Where the vertical distance between horizontal upper stringer and deck head exceeds 6 m, one continuous permanent means of access shall be provided for the full length of the tank with a means to allow passing through transverse swash bulkheads installed a minimum of 1.8 m to a maximum of 2.5 m from the overhead structure with a vertical access ladder at each end and mid-span of tank.</p> <p>2.2 For bilge hopper sections of which the vertical distance from baseline to the upper knuckle point is 6 m and over, one longitudinal permanent means of access shall be provided for the full length of the tank. It shall be accessible by vertical permanent means of access at both ends of the tank.</p> <p>2.3 Where the vertical distance referred to in 2.2 is less than 6 m, portable means of access may be utilised in lieu of the permanent means of access. To facilitate the operation of the portable means of access, in-line openings in horizontal stringers should be provided. The openings should be of an adequate diameter and should have suitable protective railings.</p> <p>2.4 Whenever practicable, the distance between the overhead structure and the uppermost longitudinal stringer and between the longitudinal stringers should not exceed 6 m.</p>
Access to the vertical structures	
<p>1.3 For tanks of which the height is 6 m and over, containing internal structures, permanent means of access shall be provided to each transverse web.</p> <p>1.4 For tanks of which the height is less than 6 m, raft or portable means may be utilized in lieu of the permanent means of access.</p>	<p>2.5 Vertical permanent means of access shall be provided to each transverse web in the following cases where the vertical distance is 6 m and over:</p> <p>.1 from baseline to the upper knuckle point of the bilge hopper section;</p> <p>.2 from the upper knuckle point of the bilge hopper section to main deck where no horizontal stringers are provided; and</p> <p>.3 between horizontal stringers.</p> <p>2.6 Access holes within 600 mm of the stringer shall be provided in each transverse web/swash bulkhead above each stringer and tank base.</p> <p>2.7 In the case where the vertical distance referred to in 2.5 is less than 6 m, portable means may be utilised in lieu of the permanent means of access.</p>

Table 2 - Means of access for bulk carriers*

1 Cargo holds	2 Ballast tanks
<p>Access to overhead structure</p> <p>1.1 At least 3 permanent means of access shall be fitted to provide access to the overhead structure at both sides of the cross deck and in the vicinity of the centreline. Each means of access shall be accessible from the cargo hold access or directly from the main deck and installed at a minimum of 1.8 m to a maximum of 2.5 m below the deck.</p> <p>1.2 Alternatively, movable means of access may be utilized for access to the overhead structure of cross deck if its vertical distance is 17 m or less above the tank top.</p>	<p>Top side tanks</p> <p>2.1 For each topside tank of which the height is 6 m and over, one longitudinal continuous permanent means of access shall be provided along the side shell webs and installed at a minimum of 1.8 m to a maximum of 2.5 m below deck with a vertical access ladder in the vicinity of each access to that tank.</p> <p>2.2 If no access holes are provided through the transverse ring webs within 600 mm of the tank base and the web frame rings have a web height greater than 1 m in way of side shell and sloping plating, then step rungs/grab rails shall be provided to allow safe access over each transverse web frame ring.</p> <p>2.3 Three permanent means of access, fitted at the end bay and middle bay of each tank, shall be provided spanning from tank base up to the intersection of the sloping plate with the hatch side girder. The existing longitudinal structure may be used as part of this means of access.</p> <p>2.4 For topside tanks of which the height is less than 6 m, a portable means may be utilized in lieu of the permanent means of access.</p>
<p>Access to vertical structures</p> <p>1.3 Permanent means of vertical access shall be provided in all cargo holds and built into the structure to allow for an inspection of a minimum of 25 % of the total number of hold frames port and starboard equally distributed throughout the hold including at each end in way of transverse bulkheads. But in no circumstance shall this arrangement be less than 3 permanent means of vertical access fitted to each side (fore and aft ends of hold and mid-span). Means to readily secure safety cages to the permanent means of access shall be provided. Permanent means of vertical access fitted between two adjacent hold frames is counted for an access for the inspection of both hold frames. A means of portable access may be used to gain access over the sloping plating of lower hopper ballast tanks.</p> <p>1.4 In addition, portable or movable means of access shall be utilized for access to the remaining hold frames up to their upper brackets and transverse bulkheads.</p>	<p>Bilge hopper tanks</p> <p>2.5 For each bilge hopper tank of which the height is 6 m and over, one longitudinal continuous permanent means of access shall be provided along the side shell webs and installed at a minimum of 1.2 m to a maximum of 1.8 m below the top of the clear opening of the web ring with a vertical access ladder in the vicinity of each access to the tank.</p> <p>2.6 If no access holes are provided through the transverse ring webs within 600 mm of the tank base and the web frame rings have a web height greater than 1 m in way of side shell and sloping plating, then step rungs/grab rails shall be provided to allow safe access over each transverse web frame ring.</p> <p>2.7 For bilge hopper tanks of which the height is less than 6 m, a portable means may be utilized in lieu of the permanent means of access.</p> <p>Double skin side tanks</p> <p>2.8 Permanent means of access shall be provided in accordance with the applicable sections of table 1.</p>

* For ore carriers, permanent means of access in wing ballast tanks shall be provided in accordance with the applicable section of table 1.

政府機關通告及公告 AVISOS E ANÚNCIOS OFICIAIS

澳門理工學院

INSTITUTO POLITÉCNICO DE MACAU

名單

Lista

為履行八月二十六日第54/GM/97號批示，有關給予私人及私人機構的財政資助，澳門理工學院現公佈二零一四年第三季度獲資助的名單：

Em cumprimento do Despacho n.º 54/GM/97, de 26 de Agosto, referente aos apoios financeiros concedidos a particulares e a instituições particulares, vem o Instituto Politécnico de Macau publicar a lista dos apoios concedidos no 3.º trimestre do ano de 2014:

受資助實體 Entidades beneficiárias	批准日期 Data da autorização	撥給之金額 Montantes atribuídos	目的 Finalidades
澳門理工學院學生會 Associação de Estudantes do Instituto Politécnico de Macau	22/09/2014	\$ 268,390.00	為澳門理工學院學生會2014年度9月至12月活動經費的津貼。 Subsídio para actividades nos meses de Setembro a Dezembro do ano de 2014, realizadas e a serem realizadas pela Associação de Estudantes do IPM.
郭靜 Guo Jing	20/08/2013	\$ 6,000.00	內地優秀生7月至8月份生活津貼。 Subsídio de sobrevivência nos meses de Julho a Agosto, para «Melhores Alunos do interior da China».
李燊 Li Shen	20/08/2013	\$ 6,000.00	
梁瑩儀 Liang YingYi	20/08/2013	\$ 6,000.00	
羅欣凱 Luo XinKai	20/08/2013	\$ 6,000.00	
崔夢琳 Cui MengLin	15/07/2013 07/07/2014	\$ 9,000.00	內地優秀生7月至9月份生活津貼。 Subsídio de sobrevivência nos meses de Julho a Setembro, para «Melhores Alunos do interior da China».
董燭杰 Dong YuJie	25/06/2013 16/06/2014	\$ 9,000.00	
谷子豐 Gu ZiFeng	20/08/2013 07/07/2014	\$ 9,000.00	
官治昊 Guan ZhiHao	28/10/2013 07/07/2014	\$ 6,600.00	
黃級誠 Huang JiCheng	28/10/2013 07/07/2014	\$ 9,000.00	
金晨子 Jin ChenZi	28/10/2013 20/01/2014 07/07/2014	\$ 9,000.00	
李傲軒 Li AoXuan	20/08/2013 07/07/2014	\$ 9,000.00	
李婕語 Li JieYu	15/07/2013 07/07/2014	\$ 9,000.00	
李瑞 Li Rui	28/10/2013 07/07/2014	\$ 9,000.00	

受資助實體 Entidades beneficiárias	批准日期 Data da autorização	撥給之金額 Montantes atribuídos	目的 Finalidades
李籽昂 Li ZiAng	12/08/2013 16/06/2014	\$ 9,000.00	內地優秀生7月至9月份生活津貼。 Subsídio de sobrevivência nos meses de Julho a Setembro, para «Melhores Alunos do interior da China».
林詩涵 Lin ShiHan	15/07/2013 07/07/2014	\$ 9,000.00	
馬尋 Ma Xun	20/08/2013 07/07/2014	\$ 9,000.00	
米常莉 Mi ChangLi	20/08/2013 07/07/2014	\$ 9,000.00	
彭新元 Peng XinYuan	12/08/2013 16/06/2014	\$ 9,000.00	
蒲可君 Pu KeJun	28/10/2013 20/01/2014 07/07/2014	\$ 9,000.00	
任濟深 Ren JiShen	15/07/2013 07/07/2014	\$ 9,000.00	
沈若辰 Shen RuoChen	15/07/2013 07/07/2014	\$ 9,000.00	
粟詩淇 Su ShiQi	20/08/2013 07/07/2014	\$ 9,000.00	
王坤 Wang Kun	25/06/2013 16/06/2014	\$ 9,000.00	
王曉娟 Wang XiaoJuan	01/07/2013 07/07/2014	\$ 9,000.00	
王英旭 Wang YingXu	28/10/2013 07/07/2014	\$ 9,000.00	
吳旭明 Wu XuMing	25/06/2013 16/06/2014	\$ 9,000.00	
徐瑤 Xu Yao	15/07/2013 07/07/2014	\$ 9,000.00	
楊弘 Yang Hong	01/07/2013 07/07/2014	\$ 9,000.00	
楊斯佳 Yang SiJia	15/07/2013 07/07/2014	\$ 9,000.00	
曾理 Zeng Li	01/07/2013 07/07/2014	\$ 9,000.00	
張聰 Zhang Cong	15/07/2013 07/07/2014	\$ 9,000.00	
張夢瑤 Zhang MengYao	28/10/2013 20/01/2014 07/07/2014	\$ 9,000.00	

受資助實體 Entidades beneficiárias	批准日期 Data da autorização	撥給之金額 Montantes atribuídos	目的 Finalidades
趙曼 Zhao Man	15/07/2013 07/07/2014	\$ 9,000.00	內地優秀生7月至9月份生活津貼。 Subsídio de sobrevivência nos meses de Julho a Setembro, para «Melhores Alunos do interior da China».
鄭婉雯 Zheng WanWen	20/08/2013 07/07/2014	\$ 9,000.00	
周可菲 Zhou KeFei	28/10/2013 07/07/2014	\$ 9,000.00	
周小詩 Zhou XiaoShi	20/08/2013 07/07/2014	\$ 9,000.00	
蔡雨辰 Cai YuChen	18/08/2014	\$ 3,000.00	內地優秀生9月份生活津貼。 Subsídio de sobrevivência no mês de Setembro, para «Melhores Alunos do interior da China».
陳曲 Chen Qu	18/08/2014	\$ 3,000.00	
胡浩楷 Hu HaoKai	18/08/2014	\$ 3,000.00	
李成蹊 Li ChengXi	25/08/2014	\$ 3,000.00	
劉佳昊 Liu JiaHao	25/08/2014	\$ 3,000.00	
劉金穎 Liu JinYing	25/08/2014	\$ 3,000.00	
劉小晨 Liu XiaoChen	18/08/2014	\$ 3,000.00	
龍靖 Long Jing	25/08/2014	\$ 3,000.00	
婁濤 Lou Tao	25/08/2014	\$ 3,000.00	
孫如意 Sun RuYi	25/08/2014	\$ 3,000.00	
王旭烜 Wang XuHeng	25/08/2014	\$ 3,000.00	
吳錦韜 Wu JinTao	25/08/2014	\$ 3,000.00	
楊貴賓 Yang GuiBin	25/08/2014	\$ 3,000.00	
楊語牧 Yang YuMu	18/08/2014	\$ 3,000.00	
張馳 Zhang Chi	18/08/2014	\$ 3,000.00	
朱靈熹 Zhu LingXi	18/08/2014	\$ 3,000.00	

受資助實體 Entidades beneficiárias	批准日期 Data da autorização	撥給之金額 Montantes atribuídos	目的 Finalidades	
Ana Margarida Roma Bráulio	04/08/2014	\$ 4,645.20	葡萄牙雷利亞理工學院交換生8月至9月份膳食補貼及水電費津貼。 Subsídio de alimentação, de água e de electricidade, nos meses de Agosto a Setembro, para os estudantes de mobilidade do Instituto Politécnico de Leiria, Portugal.	
Anais Barroso dos Santos	04/08/2014	\$ 4,645.20		
André Alexandre Cordeiro Nunes	04/08/2014	\$ 4,645.20		
Catarina Fenina Simões	04/08/2014	\$ 4,645.20		
Daniel Fernando Lima Barbosa	04/08/2014	\$ 4,645.20		
Diogo Alvarez Suzano	04/08/2014	\$ 4,645.20		
João da Silva Rodrigues	04/08/2014	\$ 4,645.20		
Laura Carriça Letra	04/08/2014	\$ 4,438.70		
Luís Carlos Godinho Castanheira	04/08/2014	\$ 4,645.20		
Marco Alexandre Eusébio Palma	04/08/2014	\$ 4,438.70		
Maria Inês Oliveira Duarte Mexia Mendes	04/08/2014	\$ 4,645.20		
Mariana Batalha dos Loios	04/08/2014	\$ 4,645.20		
Marília Isabel Nabo Morais Corticinho	04/08/2014	\$ 4,645.20		
Nuno Henrique Mendes Peres	04/08/2014	\$ 4,645.20		
Patrícia Dinis Gonçalves	04/08/2014	\$ 4,645.20		
Patrícia Isabel Luzio Dias	04/08/2014	\$ 4,645.20		
Suse Isabel Rodrigues Guilherme	04/08/2014	\$ 4,645.20		
Ana Leonor Pereira Simoes Cunha	14/07/2014	\$ 3,200.00	葡萄牙理工高等院校協調委員會交換生9月份膳食補貼及水電費補貼。 Subsídio de alimentação, de água e de electricidade, no mês de Setembro, aos estudantes de mobilidade enviados através do Conselho Coordenador dos Institutos Superiores Politécnicos.	
Ana Rita Borges Duarte	14/07/2014	\$ 3,200.00		
Daniela Sofia Fernandes Pires	14/07/2014	\$ 3,200.00		
Joana Baptista de Sousa	14/07/2014	\$ 3,200.00		
Joana Filipa Jesus Marta	14/07/2014	\$ 3,200.00		
Joana Rita Gomes Nunes	14/07/2014	\$ 3,200.00		
Mariana Bento Ramiro Caldeira Nunes	14/07/2014	\$ 3,200.00		
Nadine Mariana Amaro Loureiro	14/07/2014	\$ 3,200.00		
Pedro Gameiro dos Reis	14/07/2014	\$ 3,000.00		
Pedro Goncalo Batalha dos Santos Pereira	14/07/2014	\$ 3,200.00		
Tiago Andre da Cruz Serrano	14/07/2014	\$ 3,200.00		
陳雪兒 Chen XueEr	21/07/2014	\$ 4,354.80		北京大學交流生8月至9月份膳食津貼。 Subsídio de alimentação nos meses de Agosto a Setembro, para os estudantes de mobilidade de «Peking University».
崔冶 Cui Ye	21/07/2014	\$ 4,354.80		
郭凱莉 Guo KaiLi	21/07/2014	\$ 4,354.80		

受資助實體 Entidades beneficiárias	批准日期 Data da autorização	撥給之金額 Montantes atribuídos	目的 Finalidades
劉博宇 Liu BoYu	21/07/2014	\$ 4,354.80	北京大學交流生8月至9月份膳食津貼。 Subsídio de alimentação nos meses de Agosto a Setembro, para os estudantes de mobilidade de «Peking University».
劉瑩 Liu Ying	21/07/2014	\$ 4,354.80	
孫山 Sun Shan	21/07/2014	\$ 4,354.80	
王樂 Wang Le	21/07/2014	\$ 4,354.80	
朱璨小鈺 Zhu CanXiaoYu	21/07/2014	\$ 4,354.80	
左倩茜 Zuo QianQian	21/07/2014	\$ 4,354.80	
Alexandra Sá Pereira Chaves	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	葡萄牙雷利亞理工學院交換生到北京語言大學之2014-2015學年第一學期膳食補貼、學費、住宿費及全年醫療保險費。 Subsídio de alimentação, de propinas, e de alojamento, no 1.º semestre do ano lectivo 2014-2015, e de seguro de assistência médica, para os estudantes de intercâmbio do Instituto Politécnico de Leiria na «Beijing Language & Culture University».
Bruno Diogo Reis Ferreira	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Catarina Delicado Camboias	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Daniela de Jesus Marto	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Diogo Ribeiro de Távora Vasconcelos Silva	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Francisco de Matos Faria	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Helena Sofia Dias Cardoso	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Hugo Ricardo Catalão Caldeira	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Igor Bihun	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Inês da Costa Vincente	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	

受資助實體 Entidades beneficiárias	批准日期 Data da autorização	撥給之金額 Montantes atribuídos	目的 Finalidades
Inês Sofia Santos Silva	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	葡萄牙雷利亞理工學院交換生到北京語言大學之2014-2015學年第一學期膳食補貼、學費、住宿費及全年醫療保險費。 Subsídio de alimentação, de propinas, e de alojamento, no 1.º semestre do ano lectivo 2014-2015, e de seguro de assistência médica, para os estudantes de intercâmbio do Instituto Politécnico de Leiria na «Beijing Language & Culture University».
Ivo de Noronha Vital	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Joana Yiwei Xu	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Luís Eduardo Ramos Sá Santos	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Maria Ana Pereira Neves do Nascimento	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Mariana Dias de Carvalho	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Marta Sofia Pires da Silva	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Nelson José Ricardo Trindade	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Ricardo Miguel Andrade Pereira	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Sofia Margarida Pereira Mota	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Sónia Patrícia Sousa Pisco Pereira	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.37	
Valer Laurentiu Purja	21/07/2014 11/08/2014 18/08/2014	\$ 49,552.36	
鄭漪琪 Cheang I Kei	23/06/2014	\$ 17,020.68	
范曄 Fan Ye	23/06/2014	\$ 17,020.68	Propinas dos alunos do Curso de Tradução Chinês-Inglês, na «Beijing Language & Culture University», no 1.º semestre do ano lectivo 2014-2015.
付媛媛 Fu YuanYuan	23/06/2014	\$ 17,020.68	

受資助實體 Entidades beneficiárias	批准日期 Data da autorização	撥給之金額 Montantes atribuídos	目的 Finalidades
黃嘉敏 Huang JiaMin	23/06/2014	\$ 17,020.68	中英翻譯專業學生在北京語言大學就讀之2014-2015第一學期學費。 Propinas dos alunos do Curso de Tradução Chinês-Inglês, na «Beijing Language & Culture University», no 1.º semestre do ano lectivo 2014-2015.
梁雋 Leong Chon	23/06/2014	\$ 17,020.68	
梁安琪 Leung On Kei	23/06/2014	\$ 17,020.68	
李卓穎 Li ZhuoYing	23/06/2014	\$ 17,020.68	
潘詩敏 Pun Si Man	23/06/2014	\$ 17,020.68	
王茜瑩 Wang XiYing	23/06/2014	\$ 17,020.67	
黃綺珊 Wong I San	23/06/2014	\$ 17,020.68	
葉雨翹 Ye YuQiao	23/06/2014	\$ 17,020.67	
趙敏玲 Zhao MinLing	23/06/2014	\$ 17,020.68	
陳靜怡 Chan Cheng I	21/07/2014	\$ 1,400.00	
程誠 Cheng Cheng	21/07/2014	\$ 1,400.00	
崔朗軒 Choi Long Hin	21/07/2014	\$ 1,400.00	
霍紫蒨 Fok, Margarita	21/07/2014	\$ 1,400.00	
何燕玲 Ho In Leng	21/07/2014	\$ 1,200.00	
何文意 Ho Man I	21/07/2014	\$ 1,400.00	
黃級誠 Huang JiCheng	21/07/2014	\$ 1,400.00	
黃卓婭 Huang ZhuoYa	21/07/2014	\$ 1,700.00	
關家熹 Kuan Ka Hei	21/07/2014	\$ 1,400.00	
羅夢嵐 Lo Mong Lam	21/07/2014	\$ 1,400.00	
盧佳樂 Lu JiaLe	21/07/2014	\$ 1,400.00	

受資助實體 Entidades beneficiárias	批准日期 Data da autorização	撥給之金額 Montantes atribuídos	目的 Finalidades	
馬一寧 Ma YiNing	21/07/2014	\$ 1,400.00	資助本院學生參加雅思國際英語水平測試。 Subsídio para os estudantes do IPM, para participação na prova «International English Language Testing System».	
邱琳 Qiu Lin	21/07/2014	\$ 1,700.00		
石暘 Shi Yang	21/07/2014	\$ 1,400.00		
譚浩賢 Tam Hou In	21/07/2014	\$ 1,400.00		
王放 Wang Fang	21/07/2014	\$ 1,200.00		
相洋 Xiang Yang	21/07/2014	\$ 1,400.00		
甄程 Zhen Cheng	16/06/2014 01/07/2014	\$ 1,400.00	參加“第四屆會議傳譯(交替傳譯)研習班”學員之膳食津貼。 Subsídio de alimentação para os participantes no «4.º Seminário de Formação em Interpretação de Conferência (Interpretação Consecutiva)».	
鄒小偉 Zou XiaoWei	16/06/2014 01/07/2014	\$ 1,400.00		
白晶 Bai Jing	18/08/2014 01/09/2014	\$ 7,800.00	新疆教師參加2014年度新疆教師英語培訓計劃之膳食津貼。 Subsídio de alimentação para os professores da Província Xinjiang, para participação no programa de formação de professores de Xinjiang, em 2014.	
柴芸 Chai Yun	18/08/2014 01/09/2014	\$ 7,800.00		
段雷宇 Duan LeiYu	18/08/2014 01/09/2014	\$ 7,800.00		
孔祥濤 Kong XiangTao	18/08/2014 01/09/2014	\$ 7,800.00		
馬樂 Ma Le	18/08/2014 01/09/2014	\$ 7,800.00		
木合買提 瓦哈甫 MuHeMaiTi WaHaFu	18/08/2014 01/09/2014	\$ 7,800.00		
喬涵 Qiao Han	18/08/2014 01/09/2014	\$ 7,800.00		
史娜 Shi Na	18/08/2014 01/09/2014	\$ 7,800.00		
葉旭宏 Ye XuHong	07/07/2014	\$ 5,000.00		2013/2014學年澳門理工學院校友會通才獎學金。 Bolsas de estudo para talentos qualificados da Associação de Antigos Alunos no ano lectivo 2013-2014.
	總額 Total	\$ 2,167,338.87		

二零一四年十月二十四日於澳門理工學院

Instituto Politécnico de Macau, aos 24 de Outubro de 2014.

秘書長 陳偉翔

O Secretário-geral, Chan Wai Cheong.

(是項刊登費用為 \$17,120.00)

(Custo desta publicação \$ 17 120,00)

通告

Aviso

澳門理工學院修正刊登於二零一四年四月三十日第十八期及二零一四年七月三十日第三十一期下列《澳門特別行政區公報》的獲津貼金額：

O Instituto Politécnico de Macau procede à rectificação do seguinte valor do subsídio publicado no *Boletim Oficial* da RAEM n.º 18, de 30 de Abril de 2014, e n.º 31, de 30 de Julho de 2014:

受資助實體 Entidades beneficiárias	批准日期 Data da autorização	撥給之金額 Montantes atribuídos	修正後撥給之金額 Montantes atribuídos após a revisão	目的 Finalidades
澳門理工學院學生會 Associação de Estudantes do Instituto Politécnico de Macau	20/01/2014	\$467,920.00	\$388,665.10	為澳門理工學院學生會2014年度1月至5月活動經費的津貼。 Subsídio para actividades dos meses de Janeiro a Maio do ano de 2014, realizadas pela Associação de Estudantes do IPM.
周游 Zhou You	10/02/2014	\$1,300.00	\$300.00	參加葡萄牙語培訓課程的內地高等院校教師之膳食津貼。
祝明姍 Zhu MingShan	10/02/2014	\$1,300.00	\$600.00	Subsídio de alimentação aos professores provenientes das instituições de ensino superior do Interior da China, para frequência do Curso de Formação em Português.
	總額 Total	\$470,520.00	\$389,565.10	

二零一四年十月二十四日於澳門理工學院

Instituto Politécnico de Macau, aos 24 de Outubro de 2014.

秘書長 陳偉翔

O Secretário-geral, Chan Wai Cheong.

(是項刊登費用為 \$1,194.00)

(Custo desta publicação \$ 1 194,00)



印務局

Imprensa Oficial

每份售價 \$229.00

PREÇO DESTE NÚMERO \$ 229,00