

国际海事条约汇编

A COLLECTION OF
INTERNATIONAL MARITIME TREATIES

第八卷

大连海事大学出版社

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INTERNATIONAL MARITIME TREATIES

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国际海事条约汇编(第八卷)

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前 言

为满足广大航运、造船、船检、海事、外贸、保险、法律工作人员及相关的教学科研人员了解、掌握和执行国际海事条约的需要,1992年,交通部原外事司曾在其译校和保存的有关条约的基础上,与大连海事大学(原大连海运学院)一起,参照交通部原船舶检验局、原安全监督局、救助打捞局、中国远洋运输集团总公司、中国交通通信中心等单位翻译出版的有关文本,以中英文对照的形式,编译出版了《国际海事条约汇编》,受到了广大使用者的欢迎。该《汇编》收集了国际海事组织、联合国贸易与发展会议、国际劳工组织、联合国国际贸易法委员会和国际海事委员会等国际组织制定的与海事有关的国际公约、议定书及其修正案,共分七卷:第一卷至第三卷为海上安全条约,第四卷为海上环境保护条约,第五卷和第六卷为海事法规条约,第七卷为船员就业地位和福利待遇条约。

自该《汇编》出版以来,国际海事组织又陆续通过了一些新的公约、议定书、规则及修正案,为满足大家的要求,交通部国际合作司组织编译了《汇编》第八卷,由大连海事大学出版社出版。

本卷《汇编》收集了从1992年起至1998年10月止的国际海事组织通过的《1974年国际海上人命安全公约》全部修正案,其中包括《国际船舶安全营运和防污管理规则》、《国际高速船安全规则》、《国际救生设备规则》和《国际耐火试验程序应用规则》,但未包括《国际散装运输危险化学品船舶构造和设备规则》和《国际散装运输液化气体船舶构造和设备规则》及其修正案。另外本卷还编入了《1972年国际海上避碰规则》1993年修正案和《1972年国际集装箱安全公约》1993年修正案。

本卷《汇编》由袁林新、丛树钦、罗海东主编,参加本卷编译工作的人员还有唐国梅、张晓杰、任为民、智广路、张宝晨、王一鸣、裘晓星、向阳、朱永峨、周莹、陈国权、完裕华、庄韵、孙永有、雷经天、覃晓青、张尚纯、刘延雷、王复德、王方圆等。

在此表示衷心感谢。

《国际海事条约汇编》第八卷编委会

1998年11月

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(关于现有客船的消防安全措施)

(1992 年 4 月 10 日以 MSC. 24(60)号决议通过)

第 II-2 章 构造——防火、探火和灭火

第 1 条 适用范围

1 将现有的第 3 款的编号改为第 3.1 款,并在其后补充新的第 3.2 款如下:

“3.2 尽管有第 3.1 款的规定,当对载客超过 36 人的客船进行修理、改装、改建以及与之相关的舾装时应符合下列规定:

- .1 所有用于这些船上的材料应符合对 1994 年 10 月 1 日或以后建造的船舶所适用的材料要求。
- .2 除第 41-1 条要求外,所有修理、改装、改建以及与之相关的舾装,涉及到 50 t 或更多的材料更换时,所有材料应符合对 1994 年 10 月 1 日或以后建造的船舶所适用的材料要求。”

第 3 条 定义

2 在现有的第 22 款后增加如下新的第 22-1 和 22-2 款:

“22-1 集中控制站系指具有下列集中控制和显示功能的控制站:

- .1 固定式探火和失火报警系统;
- .2 自动喷水器、探火和失火报警系统;
- .3 防火门位置指示屏;
- .4 防火门锁闭;
- .5 水密门位置指示屏;
- .6 水密门的开启和关闭;
- .7 风机;
- .8 通风/失火报警;
- .9 包括电话在内的通信系统;和
- .10 (公共)广播系统。

22-2 连续有人值班的集中控制站系指有专门指定的船员在其内连续值班的集中控制站。”

第 17 条 消防员装备

3 在现有的第 1.2.2 款后增加下列内容:

“对载客超过 36 人的客船,每一套呼吸器应至少配备 2 套备用空气瓶。呼吸器所用的空

* 1994 年 10 月 1 日生效——编者注。

气瓶应能互换。”

4 在现有的第 3.1.1 款后增加下列内容:

“对载客超过 36 人的客船,每一主竖区内应另增加配备 2 套消防员装备。”

5 在现有的第 4 款后增加下列内容:

“每一主竖区内应至少存放 2 套消防员装备。”

6 在现有的第 41 条后增加下列新的第 41-1 和 41-2 条:

“第 41-1 条 对 1994 年 10 月 1 日以前建造的载客超过 36 人客船的改进

1 本条适用于 1994 年 10 月 1 日以前建造的载客超过 36 人的客船。

2 凡不满足适用于 1980 年 5 月 25 日或以后建造船舶的第 II-2 章全部要求(1974 年国际海上人命安全大会通过的适用于新客船的《1974 年 SOLAS 公约》第 II-2 章的要求)的客船应符合下列要求:

.1 在 1994 年 10 月 1 日以前满足第 41-2 条 1 款的要求;

.2 在 1997 年 10 月 1 日以前满足第 41-2 条 2,3,4 和 5 款的要求;

.3 在 2000 年 10 月 1 日以前满足第 41-2 条 6 款规定的要求;

.4 应在 2010 年 10 月 1 日前满足适用于 1980 年 5 月 25 日或以后建造船舶的第 II-2 章的全部要求(1974 年国际海上人命安全大会通过的适用于新客船的《1974 年 SOLAS 公约》第 II-2 章的要求)。

3 凡满足适用于 1980 年 5 月 25 日或以后建造船舶要求(经 MSC.1(XLV), MSC.6(48), MSC.11(55), MSC.12(56), MSC.13(57)以及 MSC.22(59)号决议修正的《1974 年 SOLAS 公约》第 II-2 章的适用要求)的客船应符合下列要求:

.1 在 1994 年 10 月 1 日以前满足第 41-2 条 1 款的要求;

.2 在 1997 年 10 月 1 日以前满足第 41-2 条 2,4 款的要求;

.3 在 2000 年 10 月 1 日以前满足第 41-2 条 6 款的要求;和

.4 在 2005 年 10 月 1 日以前或在船舶建造满 15 周年日之前,取两者中的较迟者,满足第 41-2 条 5 款的要求。

4 就本条而言,凡符合本组织大会 A.122(V)号决议所通过的《1960 年 SOLAS 公约》修正案第 II 章 H 部分全部要求的客船,可视为满足适用于 1980 年 5 月 25 日或以后建造的客船要求(1974 年国际海上人命安全大会通过的适用于新客船的《1974 年 SOLAS 公约》第 II-2 章的要求)的客船。

第 41-2 条 对 1994 年 10 月 1 日以前建造的载客超过 36 人客船的要求

1.1 第 20 条所要求的防火控制图和小册子应依据本组织制订的指南提供有关防火、探火和灭火的资料。*

1.2 每一消防巡逻人员应配有一台双向便携式无线电话机。

1.3 按第 7.6,17.3.2 和 37.15.1 条要求配置水雾枪。

1.4 按第 7.1.2,7.2.2 和 37.1.5.2 条的要求配置手提式泡沫灭火枪。

* 参见本组织大会以 A.756(18)号决议通过的《关于 SOLAS 公约第 II-2 章 20 条和第 41-2 条要求的防火控制图 and 手册中应提供信息的导则》。

- 1.5 配置的所有水枪应为经认可的设有关闭装置的两用型水枪(即水雾/水柱型)。
- 2 所有起居和服务处所、梯道围壁和走廊应配有认可型的感烟式探测和失火报警系统,且应符合第 13 条的要求。在非公用的浴室和没有失火危险或极少有失火危险的处所,如空舱(室)和类似处所,可不装设上述系统。在厨房应装设感温探测器来替代感烟探测器。
- 3 如梯道和走廊内的天花板是由可燃性材料构成,还应在这些区域的天花板上布置与烟气探测和失火报警系统相连的烟气探测器。
- 4.1 梯道围壁、主竖区舱壁以及厨房限界面上通常处于开启状态的铰链式防火门应为自闭型,并应能从中央控制站和该门所在位置予以释放关闭。
- 4.2 在连续有人值班的集中控制站内应设置能指示梯道围壁、主竖区舱壁和厨房限界面上的防火门是否关闭的显示屏。
- 4.3 可能积聚油垢的厨房炉灶的排气管道,如穿过起居处所或有可燃材料的处所时,应采用“A”级分隔。每一厨房炉灶的排气管道应装有:
- .1 1 个易于拆下清洁的集油器(盘),除非安装油垢清除装置作为替代;
 - .2 1 个位于排气管道下端的挡火闸;
 - .3 能在厨房内操纵的抽风机关闭装置;
 - .4 能扑灭排气管道内烟火的固定式灭火设施;和
 - .5 布置恰当的检查 and 清洁孔。
- 4.4 只有公共盥洗室、电梯间、由不可燃材料建成用于存放安全设备的储物间和开敞式服务台可布置在梯道环围的限界内。布置在梯道环围内的其他处所应:
- .1 为永久封闭的空室,且不与电气系统相连;或
 - .2 采用符合第 26 条规定的“A”级分隔将其与梯道环围分隔开。这些处所可以通过所设的符合第 26 条要求的“A”级防火门直接通向梯道环围。在这些处所内应安装喷水器系统。客舱还应有直接通向梯道环围的开口。
- 4.5 除了公共处所、走廊、公共盥洗室、特种处所、第 28.1.5 条规定的其他梯道环围、开敞甲板处所以及本条 4.4.2 所述处所外,其他处所不允许有直接通向梯道环围的开口。
- 4.6 如第 26.2.2 条规定的第(10)类现有的机器处所和能直接通向梯道环围的服务台内室采用感烟探测器进行保护,且服务台内室只配置限制失火危险的家具时,其直接通向环围的开口可保留。
- 4.7 除了第 II-1/42 和第 III/11.5 条规定的应急照明外,在包括梯道和出口等在内的脱险通道全线(包括拐弯和叉路口处),距甲板上方不超过 0.3 m 处,应设置灯光或萤光条形显示标志,该显示标志应使乘客能辨认出整个脱险通道并能迅速地识别出脱险通道出口。如使用电力照明设备,其应由应急电源供电,且其布置应使在任一单独灯光出现故障或有一条照明带被切断时将不会导致显示标志失效。此外,所有脱险通道标志和消防设备位置标志牌应采用萤光材料制成。主管机关应保证这些灯光或萤光照明设备的鉴定、试验和使用符合本组织制订的指南*。
- 4.8 应设有 1 套通用应急报警系统,警报声响应能遍及整个起居处所以及船员通常工作的处所和开敞甲板,其声压级应符合本组织制订的标准**。警报信号一旦被引发后,在其

* 参见本组织大会以 A. 752(18)号决议通过的《客船低位照明鉴定、试验和应用导则》。

** 参见本组织大会以 A. 830(19)号决议通过的《报警和指示器规则,1995》。

被手动切断或被广播系统广播临时中断前应能连续地工作。

4.9 应设有广播系统或其他有效的通信设施,并应在整个起居、公共和服务处所、控制站及开敞甲板都能听见由它们发出的广播。

4.10 梯道环围的家具应只限于座位。每一梯道环围的每一甲板上应限定6个座位,具有受限制的火灾危险性,并不应阻塞乘客脱险通道。主管机关可允许在梯道环围内的主接待区域增加座位,但必须是固定的、不燃的,而且不阻塞乘客脱险通道。在居住处所内构成脱险通道的乘客和船员走廊上不允许放置家具。除了上述规定外,可允许在梯道环围内布置由不燃材料构成的存放安全设备的储物间。

5 起居和服务处所、梯道环围以及走廊应装有符合第12条要求的自动喷水器/探火和失火报警系统或者符合本组织制订的指南*要求并经认可的等效喷水器系统。在非公用浴室和没有失火危险或极少有失火危险的处所,如空舱(室)和类似处所,可以不安装喷水器系统。

6.1 除经主管机关批准可使用其他等效材料外,在起居和服务处所内的所有梯道应为钢骨架结构,且应在“A”级分隔构成的环围内。所有环围开口应采取可靠的有效措施封闭,除非:

1 如甲板间所处甲板的完整性是由适当的舱壁和门维持的,仅连接二层甲板的梯道可不予围闭。当一个梯道被封闭在甲板间处所时,梯道围壁应按第26条附表要求加以保护。

2 如果整个梯道位于公共处所内,这样的梯道可以布置在公共处所的开敞处。

6.2 A类机器处所应装有符合第7条要求的固定式灭火系统。

6.3 穿过两主竖区间防火分隔的通风导管应装有故障安全型自动关闭挡火闸,该挡火闸还应能从防火分隔的任一侧由人工手动关闭。此外,如果通风导管贯穿这些环围,在服务于起居和服务处所和梯道环围的通风导管上应装置能在环围内人工操作的故障安全型自动关闭挡火闸。如该导管是按A-60级标准建造,并且导管在梯道环围段内无开口存在,或者在非直接服务的总管上无开口,穿过主竖区防火分隔而不服务于该分隔两侧处所的通风导管或穿过梯道环围而不服务于该环围的通风导管不必装有挡火闸。

6.4 特种处所和滚装装货处所应分别符合第37和38条的要求。

6.5 在梯道围壁、主竖区舱壁和厨房界面上的通常保持开启状态的所有防火门,应能从集中控制站和就地予以释放关闭。”

* 参见本组织大会以A.800(19)号决议通过的《与SOLAS公约第II-2/12条提及的系统等效的喷淋系统认可导则(修正版)》。

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

(Fire safety measures for existing passenger ships)

Resolution MSC. 24(60)

(Adopted on 10 April 1992)

Chapter II-2 Construction—Fire protection, fire detection and fire extinction

Regulation 1 Application

1 *Existing paragraph 3 is renumbered as paragraph 3.1 and the following new paragraph 3.2 is inserted after paragraph 3.1:*

“3.2 Notwithstanding the provisions of paragraph 3.1, passenger ships carrying more than 36 passengers when undergoing repairs, alterations, modifications and outfitting related thereto shall comply with the following:

- .1 all materials introduced to these ships shall comply with the requirements with regard to material applicable to ships constructed on or after 1 October 1994; and
- .2 all repairs, alterations, modifications and outfitting related thereto involving the replacement of material of 50 tonnes or above, other than that required by regulation 41-1, shall comply with the requirements applicable to such ships constructed on or after 1 October 1994.”

Regulation 3 Definitions

2 *The following new paragraphs 22-1 and 22-2 are inserted after existing paragraph 22:*

“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 system;
- .2 automatic sprinklers, fire detection and alarm system;
- .3 fire door indicator panel;
- .4 fire door closure;
- .5 watertight door indicator panel;
- .6 watertight door opening and closing;
- .7 ventilation fans;
- .8 general/fire alarm;

- . 9 communication systems including telephones; and
- . 10 microphone to public address system.

22-2 Continuously manned central control station is a central control station which is continuously manned by a responsible member of the crew."

Regulation 17 Fireman's outfit

3 *The following sentence is added at the end of existing paragraph 1. 2. 2:*

"In passenger ships carrying more than 36 passengers, at least two spare charges for each breathing apparatus shall be provided, and all air cylinders for breathing apparatus shall be interchangeable."

4 *The following sentence is added at the end of existing paragraph 3. 1. 1:*

"in passenger ships carrying more than 36 passengers, two additional fireman's outfits shall be provided for each main vertical zone."

5 *The following sentence is added at the end of existing paragraph 4:*

"At least two fireman's outfits shall be stored in each main vertical zone."

6 *The following new regulations 41-1 and 41-2 are inserted after existing regulation 41:*

"Regulation 41-1 Upgrading of passenger ships carrying more than 36 passengers constructed before 1 October 1994

1 This regulation shall apply to passenger ships carrying more than 36 passengers constructed before 1 October 1994.

2 Passenger ships which do not comply with all the requirements of chapter II-2 applicable to ships constructed on or after 25 May 1980 (requirements of chapter II-2 of SOLAS 1974, as adopted by the International Conference on Safety of Life at Sea, 1974, applicable to new passenger ships) shall comply with the following:

- . 1 paragraph 1 of regulation 41-2 not later than 1 October 1994; and
- . 2 paragraphs 2, 3, 4 and 5 of regulation 41-2 not later than 1 October 1997; and
- . 3 paragraph 6 of regulation 41-2 not later than 1 October 2000; and
- . 4 all the requirements of chapter II-2 applicable to ships constructed on or after 25 May 1980 (requirements of chapter II-2 of SOLAS 1974, as adopted by the International Conference on Safety of Life at Sea, 1974, applicable to new passenger ships) not later than 1 October 2010.

3 Passenger ships which comply with all the requirements applicable to ships constructed on or after 25 May 1980 (applicable requirements of chapter II-2 of SOLAS 1974, as amended by resolutions MSC. 1(XLV), MSC. 6(48), MSC. 11(55), MSC. 12(56), MSC. 13(57) and MSC. 22(59)) shall comply with the following:

- . 1 paragraph 1 of regulation 41-2 not later than 1 October 1994 and
- . 2 paragraphs 2 and 4 of regulation 41-2 not later than 1 October 1997; and
- . 3 paragraph 6 of regulation 41-2 not later than 1 October 2000; and

- . 4 paragraph 5 of regulation 41-2 not later than 1 October 2005 or 15 years after the date of construction of the ships, whichever is later.

4 For the purpose of this regulation, passenger ships complying in their entirety with all the requirements of part H of chapter II contained in amendments to the International Convention for the Safety of Life at Sea, 1960, adopted by the Assembly of the Organization by resolution A. 122(V), may be regarded as passenger ships complying with the requirements applicable to passenger ships constructed on or after 25 May 1980 (requirements of chapter II-2 of SOLAS 1974, as adopted by the International Conference on Safety of Life at Sea, 1974, applicable to new passenger ships).

**Regulation 41-2 Requirements for passenger ships carrying more than
36 passengers constructed before 1 October 1994**

1. 1 Plans and booklets required by regulation 20 shall provide information regarding fire protection, fire detection and fire extinction based on the guidelines developed by the Organization. *
1. 2 Each member of the fire patrol shall be provided with a two-way portable radiotelephone apparatus.
1. 3 Water fog applicators shall be provided as required in regulations 7. 6, 17. 3. 2 and 37. 1. 5. 1.
1. 4 Portable foam applicators shall be provided as required in regulations 7. 1. 2, 7. 2. 2 and 37. 1. 5. 2.
1. 5 All hose nozzles provided shall be of an approved dual-purpose type (i. e. spray/jet type) incorporating a shutoff.
- 2 All accommodation and service spaces, stairway enclosures and corridors shall be equipped with a smoke detection and alarm system of an approved type and complying with the requirements of regulation 13. Such system need not be fitted in private bathrooms, and spaces having little or no fire risk such as voids and similar spaces. Detectors operated by heat instead of smoke shall be installed in galleys.
- 3 Smoke detectors connected to the smoke detection and alarm system shall also be fitted above ceilings in stairways and corridors in the areas where ceilings are of combustible construction.
4. 1 Hinged fire doors in stairway enclosures, main vertical zone bulkheads and galley boundaries which are normally kept open shall be self-closing and be capable of release from a central control station and from a position at the door.
4. 2 A panel shall be placed in a continuously manned central control station to indicate whether the fire doors on stairway enclosures, main vertical zone bulkheads and galley boundaries are closed.

* Refer to the Guidelines on the information to be provided with fire control plans and booklets required by SOLAS regulations II-2/20 and 41-2 adopted by the Organization by resolution A. 756(18).

4.3 Exhaust ducts from galley ranges where grease or fat is likely to accumulate and which pass through accommodation spaces or spaces containing combustible materials shall be constructed of "A" class divisions. Each galley range exhaust duct shall be fitted with;

- . 1 a grease trap readily removable for cleaning, unless an alternative grease removal process is fitted;
- . 2 a fire damper located in the lower end of the duct;
- . 3 arrangements operable from within the galley for shutting off the exhaust fans;
- . 4 fixed means for extinguishing a fire within the duct; and
- . 5 suitably located hatches for inspection and cleaning.

4.4 Only public toilets, lifts, lockers of non-combustible materials providing storage for safety equipment and open information counters may be located within the stairway enclosure boundaries. Other existing spaces within the stairway enclosure;

- . 1 shall be emptied, permanently closed and disconnected from the electrical system; or
- . 2 shall be separated from the stairway enclosure by the provision of "A" class divisions in accordance with regulation 26. Such spaces may have direct access to stairway enclosures by the provisions of "A" class doors in accordance with regulation 26, and subject to a sprinkler system being provided in these spaces. However, cabins shall not open directly into the stairway enclosure.

4.5 Spaces other than public spaces, corridors, public toilets, special category spaces, other stairways required by regulation 28.1.5, open deck spaces and spaces covered by paragraph 4.4.2 are not permitted to have direct access to stairway enclosures.

4.6 Existing machinery spaces of category (10) described in regulation 26.2.2 and existing back offices for information counters which open directly into the stairway enclosure may be retained, provided that they are protected by smoke detectors and that back offices for information counters contain only furniture of restricted fire risk.

4.7 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, at all points of the escape route including angles and intersections, by lighting or photoluminescent strip indicators placed not more than 0.3 m above the deck. The marking must enable passengers to identify all 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. The Administration shall ensure that such lighting or photoluminescent equipment has been evaluated, tested, and applied in accordance with the guidelines developed by the Organization. *

4.8 A general emergency alarm system shall be provided. The alarm shall be audible

* Refer to the Guidelines for the Evaluation, Testing and Application of Low-location Lighting on Passenger Ships, adopted by the Organization by resolution A.752(18).