

檔 號：

保存年限：

交通部 函

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受文者：交通部航港局

發文日期：中華民國110年1月14日

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密等及解密條件或保密期限：

附件：如主旨(attch1 10998002965-0-0.odt、attch2 10998002965-0-1.pdf)

主旨：採用國際海事組織(IMO)所屬海洋環境保護委員會(MEPC)第74次會議及海事安全委員會(MSC)第101次會議所採納之MEPC.313(74)等26件決議案及通告，業經本部於中華民國110年1月14日以交航(一)字第10998002961號公告訂定，檢送前述公告(含附件)1份，請查照。

正本：行政院環境保護署、經濟部、海洋委員會、財團法人船舶暨海洋產業研發中心、財團法人中國驗船中心、中華民國輪船商業同業公會全國聯合會、臺灣區造船工業同業公會、交通部航港局

副本：

交通部航港局



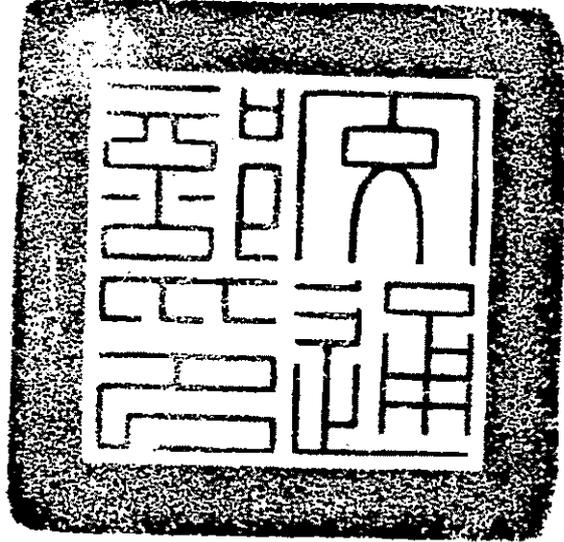
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正本

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主旨：採用國際海事組織(IMO)所屬海洋環境保護委員會(MEPC)及海事安全委員會(MSC)所採納之MEPC.313(74)等26件決議案及通告，並自即日生效。

依據：船舶法第一百零一條。

公告事項：本案係國際海事組織(IMO)所屬海洋環境保護委員會(MEPC)第74次會議及海事安全委員會(MSC)第101次會議通過之MEPC.313(74)、MEPC.322(74)、BWM.2/Circ.66/Rev.1、MEPC.1/Circ.512/Rev.1、MEPC.1/Circ.886、MSC.472(101)、MSC.1/Circ.1612、MSC.1/Circ.1614、MSC.1/Circ.1222/Rev.1、MSC.1/Circ.1395/Rev.4、MSC-MEPC.2/Circ.17、MSC.1/Circ.1416/Rev.1、MSC.1/Circ.1535/Rev.1、MSC.1/Circ.1537/Rev.1、MSC.1/Circ.1539/Rev.1、MSC.1/Circ.1605、MSC.1/Circ.1606、MSC.1/Circ.1616、MSC.1/Circ.1617、MSC.1/Circ.1618、MEPC.1/Circ.795/Rev.4、MEPC.315(74)、MEPC.318(74)、MSC.

460(101)、MSC.461(101)及MSC.462(101)等，共26件決議案及通告案，為維護船舶航行安全、因應航運需求及符合國際公約規範，爰予以採用前述決議案規定。

部長 林佳龍



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交通部公告國際航線採用國際公約決議案及通告案表列

項次	決議案/通告案	標題	適用船舶	性質	生效日期
1	MEPC.313(74)	修正2017年涉及氮氧化物技術章程附加問題準則(關於裝有選擇催化還原系統船用柴油機之特別要求)(Amendments to the 2017 Guidelines Addressing Additional Aspects of the NO _x Technical Code 2008 with Regard to Particular Requirements Related to Marine Diesel Engines Fitted with Selective Catalytic Reduction (SCR) Systems) (Resolution MEPC.291[71])	適用國際航線裝設選擇催化還原系統之船舶	指導原則	公告日起
2	MEPC.322(74)	修正2018年新船能源效率設計指標計算值計算方法準則(Amendments to the 2018 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index [EEDI] for New Ships) (Resolution MEPC.308[73])	適用防止船舶污染國際公約附則VI第4章之船舶	指導原則	公告日起
3	BWM.2/Circ.6 6/Rev.1	船舶壓艙水及沉積物管理國際公約附件1之統一解釋 (Updated Unified Interpretation of Appendix I of the BWM Convention)	適用船舶壓艙水及沉積物管理國際公約之船舶	統一解釋	公告日起
4	MEPC.1/Circ.5 12/Rev.1	散裝運輸液體物質臨時評估準則(Guidelines for the Provisional Assessment of Liquid Substances Transported in Bulk)	適用國際航線載運散裝有害液體物質之船舶	指導原則	公告日起
5	MEPC.1/Circ.8 86	根據防止船舶污染國際公約附則 II 及與石蠟類產品有關之國際載運散裝化學危險品船舶構造與設備章程實施液體物質臨時分類指南 (Guidance on the Implementation of Provisional	適用國際航線化學液體船舶	指導原則	公告日起

項次	決議案/通告案	標題	適用船舶	性質	生效日期
		Categorization of Liquid Substances in Accordance with MARPOL Annex II and the IBC Code Related to Paraffin-Like Products)			
6	MSC.472(101)	經修訂之救生設備測試建議案(MSC.81[70])之修正案 (Amendments to the Revised Recommendation on Testing of Life-Saving Appliances) (Resolution MSC.81[70]))	適用海上人命安全國際公約之船舶	性能標準	公告日起
7	MSC.1/Circ.16 12	用於極區航行船舶之航行設備與通信設備指南 (Guidance for Navigation and Communication Equipment Intended for Use on Ships Operating in Polar Waters)	適用海上人命安全國際公約且在極區航行船舶	指導原則	公告日起
8	MSC.1/Circ.16 14	極區航行船舶救生設備臨時準則 (Interim Guidelines on Life-Saving Appliances and Arrangements for Ships Operating in Polar Waters)	適用海上人命安全國際公約且在極區航行船舶	指導原則	公告日起
9	MSC.1/Circ.12 22/Rev.1	航行數據紀錄及簡化航行數據紀錄器年度測試準則(Guidelines on Annual Testing of Voyage Data Recorders [VDR] and Simplified Voyage Data Recorders [S-VDR])	適用國際航線客船及總噸位3,000以上之船舶	指導原則	公告日起
10	MSC.1/Circ.13 95/Rev.4	可免除固定式滅火系統或固定式滅火系統對其無效之固體散裝貨物清單(Lists of Solid Bulk Cargoes for Which a Fixed Gas Fire-Extinguishing System May Be Exempted or for which a Fixed Gas Fire-Extinguishing System is Ineffective)	適用海上人命安全國際公約之散裝船舶	指導原則	公告日起
11	MSC-	2019年生物燃料混合物及防止船舶污染國際公	適用國際航線載運	指導原則	公告日起

項次	決議案/通告案	標題	適用船舶	性質	生效日期
	MEPC.2/Circ.17	約附則 I 貨物運輸準則(2019 Guidelines for the Carriage of Blends of Biofuels and MARPOL Annex I Cargoes)	石油及生物燃料混合物之船舶		
12	MSC.1/Circ.1416/Rev.1	海上人命安全國際公約 II-1/28、II-1/29及 II-1/30規則之統一解釋(Unified Interpretations of SOLAS Regulations II-1/28, II-1/29 and II-1/30)	適用海上人命安全國際公約之船舶	統一解釋	公告日起
13	MSC.1/Circ.1535/Rev.1	1966年載重線國際公約之1988年議定書統一解釋(Unified Interpretations Relating to the Protocol of 1988 Relating to the International Convention on Load Lines, 1966)	適用載重線國際公約之船舶	統一解釋	公告日起
14	MSC.1/Circ.1537/Rev.1	2008年國際完整穩度章程之統一解釋(Unified Interpretations of the 2008 IS Code)	適用海上人命安全國際公約之船舶	統一解釋	公告日起
15	MSC.1/Circ.1539/Rev.1	海上人命安全國際公約第 II-1章之統一解釋及安全返港中浸水監測系統之要求)(Unified Interpretations of SOLAS Chapters II-1 and Safe Return to Port Requirements for Flooding Detection Systems)	適用海上人命安全國際公約之船舶	統一解釋	公告日起
16	MSC.1/Circ.1605	國際船舶使用氣體或其他低閃點燃料安全章程之統一解釋(Unified Interpretations of the IGF Code)	適用海上人命安全國際公約之船舶且使用氣體或其他低閃點燃料者	統一解釋	公告日起
17	MSC.1/Circ.1606	國際船舶載運散裝液化氣體構造與設備章程之統一解釋(Unified Interpretations of the IGC Code)	適用國際航線載運散裝液化氣體之船舶	統一解釋	公告日起

項次	決議案/通告案	標題	適用船舶	性質	生效日期
18	MSC.1/Circ.16 16	海上人命安全國際公約第 II-2 章之統一解釋 (Unified Interpretations of SOLAS Chapter II-2)	適用海上人命安全 國際公約之船舶	統一解釋	公告日起
19	MSC.1/Circ.16 17	國際船舶載運散裝液化氣體構造與設備章程之 統一解釋(Unified Interpretations of the IGC Code)	適用國際航線載運 散裝液化氣體之船 舶	統一解釋	公告日起
20	MSC.1/Circ.16 18	海上人命安全國際公約第 III 章之統一解釋 (Unified Interpretations of SOLAS Chapter III)	適用海上人命安全 國際公約之船舶	統一解釋	公告日起
21	MEPC.1/Circ.7 95/Rev.4	防止船舶污染國際公約附則 VI 之統一解釋 (Unified Interpretations to MARPOL Annex VI)	適用國際航線之所 有船舶	統一解釋	公告日起
22	MEPC.315(74)	防止船舶污染國際公約附則 II 修正案 (Amendments to MARPOL Annex II)	適用國際航線裝有 有害液體物質之船 舶	公約修正	公告日起
23	MEPC.318(74)	國際載運散裝危險化學品船舶構造與設備章程 修正案(Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk [IBC code])	適用國際航線載運 散裝化學危險品之 船舶	公約修正	公告日起
24	MSC.460(101)	國際載運散裝危險化學品船舶構造與設備章程 修正案(Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk [IBC code])	適用國際航線載運 散裝化學危險品之 船舶	公約修正	公告日起
25	MSC.461(101)	國際散裝船及油輪加強檢驗方案章程修正案 (Amendments to the ESP Code)	適用海上人命安全 國際公約之散裝船 以及油輪	公約修正	公告日起

項次	決議案/通告案	標題	適用船舶	性質	生效日期
26	MSC.462(101)	國際海事固體散裝貨物章程修正案 (Amendments to the IMSBC Code)	適用海上人命安全 國際公約之散裝船	公約修正	公告日起

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MSC.1/Circ.1614
26 June 2019

INTERIM GUIDELINES ON LIFE-SAVING APPLIANCES AND ARRANGEMENTS FOR SHIPS OPERATING IN POLAR WATERS

1 The Maritime Safety Committee, at its 101st session (5 to 14 June 2019), having considered a proposal by the Sub-Committee on Ship Systems and Equipment, at its sixth session, and recognizing the importance of life-saving appliances and arrangements for ships operating in polar waters, with a view to providing interim guidance outlining possible means of mitigating hazards in order to comply with section 8.3 of part I-A of the International Code for Ships Operating in Polar Waters (Polar Code), approved the *Interim guidelines on life-saving appliances and arrangements for ships operating in polar waters*, as set out in the annex.

2 Member States are invited to bring the annexed Interim guidelines to the attention of ship designers, shipyards, shipowners, ship managers, ship operators and other organizations or persons responsible for life-saving appliances and arrangements for ships operating in polar waters.

3 Member States are also invited to bring the annexed Interim guidelines to the attention of shipmasters, ships' officers and crew and all other parties concerned.

4 The Committee agreed to keep the Interim guidelines under review, taking into account operational experience gained with their application.

ANNEX

INTERIM GUIDELINES ON LIFE-SAVING APPLIANCES AND ARRANGEMENTS FOR SHIPS OPERATING IN POLAR WATERS

1 GENERAL

1.1 These Interim guidelines outline possible means of mitigating hazards in order to comply with section 8.3 of part I-A of the International Code for Ships Operating in Polar Waters (Polar Code) and are intended to assist ship designers and shipowners/operators, as well as Administrations in the uniform implementation of the Polar Code.

1.2 Compliance with these Interim guidelines does not necessarily mean that the ship complies with the Polar Code. There may be other hazards, conditions and mitigating means to be considered in the operational assessment required in section 1.5 of part I-A of the Code. The complexity of a prolonged survival time in a harsh environment should not be underestimated.

1.3 Survival after abandonment will rely on several factors, such as the types and combination of equipment, crew training and good leadership of each survival craft. The expected time of rescue is a defining factor for life-saving appliances and arrangements. Conditions that are not otherwise considered critical may become critical over time.

1.4 While equipment enhancement greatly improves survivability, the human element is a significant factor. The crew should have relevant knowledge of human behaviour in extended survival situations, medical first aid and the management of the resources available.

1.5 Key physical parameters for human survival and human behaviour in a crisis should be taken into account when considering life-saving appliances and arrangements for ships operating in polar waters.

1.6 All references to the LSA Code in these Interim guidelines mean the International Life-saving Appliance (LSA) Code, adopted by the Maritime Safety Committee of the Organization by resolution MSC.48(66), as amended.

1.7 Due to the variability of risk levels in polar waters, some of the mitigation means within these Interim guidelines may not apply to all operations. Any risk mitigation measures applied should be based on the results of the assessment, as required by the Polar Code and the operational limitations identified on the Polar Ship Certificate.

2 CONDITIONS TO CONSIDER

2.1 The Polar Code considers hazards that may lead to elevated levels of risks due to an increased probability of occurrence and/or more severe consequences. The sources of hazards listed in section 3 of the introduction of the Code should be considered for both normal operation and emergency situations.

2.2 These Interim guidelines are based on the following specific operational assessment criteria:

- .1 maximum expected time of rescue;

- .2 operation in low air temperatures (ships with an assigned Polar Service Temperature (PST));
- .3 operation in ice;
- .4 icing of life-saving appliances and arrangements;
- .5 the effect of operation in high latitudes;
- .6 operation in extended periods of darkness; and
- .7 abandonment onto ice or land.

2.3 In the following provisions, the mitigating means are organized based on their relevance in relation to the specific conditions. Some means may be relevant to more than one of the conditions. The final relevance for each individual ship is dependent on the results of the operational assessment required by section 1.5 of part I-A of the Polar Code.

3 MAXIMUM EXPECTED TIME OF RESCUE

3.1 This section provides guidance for the type and amount of survival equipment related to the maximum expected time of rescue.

Personal and group survival equipment

3.2 The following equipment should be available for all persons after abandonment and for the maximum expected time of rescue, which can be stored in survival craft or be a part of the personal survival equipment or group survival equipment and the Polar Water Operational Manual (PWOM) should consider the location, stowage and transfer of life-saving equipment:

- .1 insulated immersion suit or thermal protective aid provided with gloves should be provided with separate gloves, which shall be permanently attached to the suit/protective aid;
- .2 food rations providing a minimum of 5,000 kJ (1,195 kcal) per person per day which should be increased as necessary taking into account the operational assessment;
- .3 at least 2 litres of fresh water per person per day: de-salting apparatus or means to melt ice or snow may supply the amount exceeding the requirements of paragraphs 4.1.5.1.19 and 4.4.8.9 of the LSA Code and there should be a tank or a container of adequate size to collect water from the de-salting apparatus and rainwater collectors;
- .4 anti-seasickness medicine;
- .5 protective clothing of a material with thermal properties taking into account performance of the material when wet and type of survival craft, including head protection, neck and face protection, gloves/mittens, socks, boots, long underpants and sweaters;
- .6 sunglasses or ski goggles appropriate for the expected conditions to protect persons from snow blindness, UV rays, snow ingress and/or cold;

- .7 drinking vessel, preferably with a screw cap;
- .8 polar survival guidance;
- .9 a seasickness bag in addition to the one required by the LSA Code;
- .10 anti-bacterial gel or hand wipes;
- .11 blanket of a material with thermal properties suitable for use on the planned route, for each person on board; and
- .12 other equipment in accordance with section 9.1 of part I-B of the Polar Code, as deemed necessary.

3.3 Personal survival equipment should be packed in a waterproof floatable carrier bag. The personal survival equipment may be stored at the assembly or embarkation stations and should be clearly marked with the size of the person they are intended for (if applicable). The content should include, as a minimum, all equipment needed during the abandonment and the initial part of the survival phase. The carrier bag should also function as each person's personal storage area for equipment handed out during the survival phase in order to keep the survival craft or shelter tidy and habitable.

Capacity of survival craft

3.4 The capacity of each survival craft should comply with the following:

- .1 The seating capacity of each survival craft should be adjusted taking into account polar clothing, additional equipment including all persons carrying their intended personal survival equipment and space for occupants to stand and move in turns.
- .2 Where additional personal and group survival equipment is carried in accordance with paragraphs 8.3.3.3.2 and 8.3.3.3.3 of chapter 8 of part 1-A of the Polar Code, adequate space for the stowage of the equipment should be provided. The total combined weight including additional equipment may not exceed the weight determined for the type approval of the survival craft.

Equipment in survival craft

3.5 The following equipment should be available in the survival craft:

- .1 Effective means of communicating important messages from the person in charge of the survival craft, unless the Administration considers the survival craft small enough to ensure that all important messages can be heard by all persons on board, taking into account the noise level caused by the lifeboat engine, harsh weather, etc.
- .2 In addition to the tools required in paragraph 4.4.8.27 of the LSA Code, the lifeboat should be provided with tools and critical spare parts for minor adjustments of the equipment and components to ensure operability during the survival phase.

3.6 Notwithstanding the requirement in paragraph 4.4.8 of the LSA Code that all lifeboat equipment should be as small and of as little mass as possible, it is important that all items are robust to retain their functionality for the maximum expected time of rescue.

3.7 Survival craft should be of a type complying with the following:

- .1 Survival craft should be fitted with handholds or handhold lines to safeguard persons who are standing upright or moving inside the craft in a seaway.
- .2 Survival craft should provide a habitable environment for all persons on board that prevent exposure to a long-term CO₂ concentration of more than 5,000 ppm for the maximum expected time of rescue. The ventilation should be considered in context with heating requirements to achieve a habitable temperature in the survival craft.
- .3 Each seat in a lifeboat should be provided with a backrest.

4 SHIPS OPERATING IN LOW AIR TEMPERATURE

4.1 This section applies to ships intended to operate in low air temperatures, as defined in the Polar Code, part I-A, regulation 1.2.12.

4.2 All life-saving appliances and arrangements should remain operational and ready for immediate use at the polar service temperature (PST) or at the temperatures specified by the LSA Code, whichever is the lowest. The manufacturer should provide information of additional tests including temperature ranges which the equipment is intended for. This information should be a part of the operating and maintenance manual.

4.3 In the survival craft, the combination of personal survival equipment, ventilation, insulation and heating means, if provided, should be capable of maintaining a habitable inside air temperature when the outside air temperature is equal to the PST. All cold surfaces should be insulated, in particular the surfaces in direct contact with the persons, e.g. seats.

4.4 Installed heating systems, if provided, and their power sources should be capable of operation during the maximum expected time of rescue.

4.5 Means should be provided to avoid icing or dew on the windows of the lifeboat steering position, in order to maintain a proper lookout.

4.6 In order to avoid exposure to cold air, toilet equipment should be provided inside the survival craft.

4.7 Liferafts should be provided with inflatable floors or equivalent and all persons should be wearing insulated immersion suits instead of thermal protective aids.

4.8 Survival craft and containers for group survival equipment in their stowed position should have means to mitigate the freezing of drinking water supplies.

4.9 Lifeboats should be provided with suitable low temperature grade fuel and lubrication oil for the engine and suitable low temperature grade oil for the steering gear, as necessary, or be fitted with a heating system to maintain fuel and lubrication oil at the appropriate viscosity for operation.

5 SHIPS OPERATING IN ICE

5.1 This section applies to Category A and B ships and ice strengthened Category C ships.

5.2 All survival craft should be arranged for launching in such a way that they will not be damaged or cause sufficient impact to injure persons on board.

5.3 Survival and rescue craft and their fittings should be so constructed as to prevent damage from contact with ice when loaded with its full complement of persons and equipment.

5.4 A survival craft should withstand a controlled deployment into the ice conditions expected for the operational area and its propeller, rudder or other external fittings should be capable of operating in such conditions.

6 SHIPS OPERATING IN CONDITIONS WITH RISK OF ICING OF LIFE-SAVING APPLIANCES AND ARRANGEMENTS

6.1 This section applies to ships operating in conditions where ice accretion is likely to occur on life-saving appliances and arrangements.

6.2 Means should be provided to ensure the function of launching appliances, release mechanisms, hydrostatic release units and marine evacuation systems in the expected conditions of icing.

6.3 Lifeboats and rescue boats should maintain positive metacentric height (GM) when loaded as required by paragraph 4.4.5.1 of the LSA Code and with an additional ice load of 30 kg/m² on exposed horizontal surfaces and 7.5 kg/m² for the projected lateral area of each side of the lifeboat.

6.4 Means for removing ice should be provided for all survival craft likely to accumulate ice.

6.5 Entrances, hatches and means of ventilation should be designed and equipped in a way that they can be operated during icing condition to allow mitigation of ice accretion and remove the accumulated ice.

7 SHIPS OPERATING IN HIGH LATITUDES

7.1 This section applies to ships operating in areas of high latitudes.

7.2 Lifeboats and rescue boats on ships proceeding to latitudes over 80°N should be fitted with a non-magnetic means for determining heading. It should be possible to supply the means with power from two independent batteries.

8 SHIPS OPERATING IN EXTENDED PERIODS OF DARKNESS

8.1 This section applies to all ships operating in polar waters during extended periods of darkness.

8.2 Survival craft exterior and interior lights should be capable of being in operation for the extended periods of darkness during the maximum expected time of rescue. Lifeboat searchlights should be capable of being in continuous operation for the maximum expected time of rescue.

9 ABANDONMENT TO ICE OR LAND

9.1 This section applies to ships where the assessment required by paragraph 1.5 of part I-A of the Polar Code identifies a potential of abandonment onto ice or land.

9.2 Special consideration should be given when operating in areas with dangerous wildlife. Additional flares and/or a flare gun should be provided.

Shelter

9.3 The combination of a chosen type of shelter, type of personal thermal protection and other mitigating means should provide a habitable environment on ice or land, while adequately protecting against cold, wind and sun.

9.4 When determining the capacity of the shelters, the expected environmental condition in the operating area should be considered. For ships operating in low air temperature, the calculation should take into account that it might be unsafe for persons to stay outside the shelter, even for short periods. Hence, the same considerations as for survival craft should be taken into account.

9.5 Shelters should have insulated floor or other means to minimize heat transfer to the surface.

Group survival equipment

9.6 The container for group survival equipment when fully loaded should have a size, shape and mass that enables it to be towed through icy water, and also allows two crew members to pull it out the water and tow it on ice or on land.

9.7 Unless the group survival equipment is carried in the survival craft, means should be provided to launch the containers to water, ice or land without damage to the container or its contents. Means to launch such containers should be independent of the ship power system.
