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**Merchant Shipping (Safety) (Load Line) (Amendment) Regulation 2018**

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Merchant Shipping (Safety) (Load Line) (Amendment) Regulation 2018

(Made by the Secretary for Transport and Housing under sections 51, 63, 64, 102, 107 and 112B of the Merchant Shipping (Safety) Ordinance (Cap. 369))

1. Commencement
This Regulation comes into operation on 1 June 2018.

2. Merchant Shipping (Safety) (Load Line) Regulations amended
The Merchant Shipping (Safety) (Load Line) Regulations (Cap. 369 sub. leg. AD) are amended as set out in sections 3 to 26.

3. Regulation 1A amended (interpretation)
(1) Regulation 1A(1), definition of freeboard deck—
   Repeal
   “in relation to a ship”
   Substitute
   “—
   (a) in relation to a pre-2005 ship,”.
(2) Regulation 1A(1), definition of freeboard deck—
   Repeal
   “(a) the”
   Substitute
   “(i) the”.
(3) Regulation 1A(1), definition of freeboard deck—
   Repeal
   “(b) at”
Section 3

Substitute
“(ii) at”.

(4) Regulation 1A(1), definition of *freeboard deck*, paragraph (a)(ii)—
Repeal
“paragraph (a)”
Substitute
“subparagraph (i)”.

(5) Regulation 1A(1), definition of *freeboard deck*—
Repeal
everything after “both”
Substitute
“(ii) in a fore and aft direction at least between the machinery space and peak bulkheads of the ship; and
(B) athwartships, a deck which is stepped being taken to consist for this purpose of the lowest line of the deck and the continuation of that line parallel to the upper part of the deck; or
(b) in relation to a post-2005 ship, has the meaning given by Regulation 3(9) of Annex I;”.

(6) Regulation 1A(1), definition of *length* and the symbol *(L)*—
Repeal
“in relation to a ship”
Substitute
Section 3

Merchant Shipping (Safety) (Load Line) (Amendment) Regulation 2018

“—

(a) in relation to a pre-2005 ship,”.

(7) Regulation 1A(1), definition of length and the symbol (L)—

Repeal

“(a) 96%”

Substitute

“(i) 96%”.

(8) Regulation 1A(1), definition of length and the symbol (L)—

Repeal

“(b) the length”

Substitute

“(ii) the length”.

(9) Regulation 1A(1), definition of length and the symbol (L)—

Repeal

“(ii) waterline; or”.

(10) Regulation 1A(1), definition of length and the symbol (L), after paragraph (a)—

Add

“(b) in relation to a post-2005 ship, has the meaning given by Regulation 3(1) of Annex I;”.

(11) Regulation 1A(1)—

Repeal the definition of Surveyor
Substitute
“Surveyor (驗船師) means—
(a) a Government surveyor appointed under section 5 of the Ordinance; or
(b) a surveyor appointed by a person authorized by the Director;”.

(12) Regulation 1A(1), before the definition of amidships—
Add
“2008 IS Code (《2008年IS規則》) means the International Code on Intact Stability, 2008, adopted by IMO resolution MSC.267(85), as from time to time revised or amended by any revision or amendment that applies to Hong Kong;”.

(13) Regulation 1A(1)—
Add in alphabetical order
“Annex I (《附則I》) means Annex I to the Convention of 1966;
Annex III (《附則III》) means Annex III to the Convention of 1966;
Assigning Authority (勘定當局)—see regulation 2(1);
constructed (建造), in relation to a ship, means the stage at which—
(a) the keel of the ship is laid; or
(b) construction identifiable with the ship begins, and assembly of the ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less;
IMO means the International Maritime Organization;
4. **Regulation 1AB added**

   After regulation 1A—

   Add

   "1AB. **Meaning of length**

   For the purposes of Part IV of the Ordinance, the length of a ship has the meaning given by regulation 1A(1).”.

5. **Regulation 1B amended (ships to which the regulations apply)**

   (1) Regulation 1B—

   **Renumber the regulation as regulation 1B(1).**

   (2) Regulation 1B(1)(a), Chinese text—

   **Repeal**

   “軍用船艦”

   **Substitute**

   “軍艦”.

   (3) Regulation 1B(1)(b), Chinese text—

   **Repeal**

   “捕魚船隻”

   **Substitute**

   moulded depth (型深), in relation to a ship, has the meaning given by Regulation 3(5) of Annex I;

   post-2005 ship (2005年後船舶) means a ship constructed on or after 1 January 2005;

   pre-2005 ship (2005年以前船舶) means a ship constructed before 1 January 2005;

   rake of keel (傾斜龍骨) means the inclination of the keel to a horizontal baseline;”.

(a) 已安放該船舶的龍骨；或
(b) 能識別為該船舶的建造開始，船舶並以開始裝配，裝配量至少為 50 公噸或所有結構材料估計重量的 1%，以較少者為準；

**賦予當局 (Assigning Authority)——見第 2(1) 條：
傾斜龍骨 (rake of keel) 指龍骨與水平基線所成的傾斜角；”。

4. **加入第 1AB 條**

   在第 1A 條之後——

   加入

   “1AB. 長度的涵義

   就本條例第 IV 部而言，船舶的長度具有第 1A(1) 條所給予的涵義。”。
Section 6

“漁船”。

(4) 第 1B(1)(c) 條，在“遊樂船隻”之前——

加入

“並非從事業務的”。

(5) 在第 1B(1) 條的末尾——

加入

“(e) 本地船隻。”。

(6) 在第 1B(1) 條之後——

加入

“(2) 在本條中——

本地船隻 (local vessel) 指《商船 (本地船隻) 條例》(第 548 章) 第 2 條所界定的本地船隻；

遊樂船隻 (pleasure vessel) 指主要用於運動或康樂的船隻；

漁船 (fishing vessel) 指用於捕捉魚類、鯨、海豹、海象或其他海洋生物資源的船舶。”。

6. Regulation 2 amended (application to Assigning Authority for the assignment of freeboards and issue of load line certificates)

(1) Regulation 2(1)—

Repeal

“(1) Regulation 2(1)—

Add

“not engaged in trade”.

(5) At the end of regulation 1B(1)—

Add

“(e) local vessels.”.

(6) After regulation 1B(1)—

Add

“(2) In this regulation—

fishing vessel (漁船) means a ship that is used for catching fish, whales, seals, walrus or other living resources of the sea;

local vessel (本地船隻) means a local vessel as defined by section 2 of the Merchant Shipping (Local Vessels) Ordinance (Cap. 548);

pleasure vessel (遊樂船隻) means a vessel primarily used for sport or recreation.”.
Section 7

7. Regulation 3 amended (load line survey)

(1) Regulation 3(1)—

Repeal

everything after “ascertain” and before paragraph (b)(ii)

Substitute

“where appropriate”.

(a) the following—

(i) for a pre-2005 ship—whether the ship complies with the requirements of regulation 23(3);

(ii) for a post-2005 ship—whether the ship complies with the requirements of regulation 23(3B); and

(b) such other data as may be necessary—

(i) for the assignment of freeboards to the ship in accordance with Part IV; and”.

(2) Regulation 3(2)—

Repeal

everything after “stability”

Substitute

“are—

(a) for a pre-2005 ship—the tests referred to in regulation 30; or

(b) for a post-2005 ship—the tests referred to in regulation 30 and Regulation 10 of Annex I.”.
8. Regulation 4 amended (Surveyor’s report)

(1) Regulation 4(3)—

Repeal

“of Schedule 4 relating to stability the Surveyor shall furnish to the Director information necessary to enable the Director”

Substitute

“relating to stability as set out in subregulation (4), the Surveyor must furnish to the Assigning Authority information necessary to enable the Authority”.

(2) After regulation 4(3)—

Add

“(4) For the purposes of subregulation (3)—

(a) a ship constructed before 1 July 2010 is required to comply with Schedule 4; and

(b) a ship constructed on or after 1 July 2010 is required to comply with Part A of 2008 IS Code.”.

9. Regulation 5 amended (assignment of freeboards)

Regulation 5—

Repeal subregulation (1)

Substitute

“(1) The Assigning Authority must assign freeboards to a ship in accordance with Part IV, if the Authority is satisfied, based on a Surveyor’s report, that—

(a) for a pre-2005 ship—the ship complies with the requirements of regulation 23(3); or

(b) a ship constructed after 1 July 2010 is required to comply with Part A of 2008 IS Code.”.
10. 修訂第 5A 條 (初次檢驗、續證檢驗及周年檢驗)
第 5A(1) 條，英文文本——
廢除
“surveyor”
代以
“Surveyor”。

11. 修訂第 6 條 (載重線證明書的發出及其格式)
第 6 條——
廢除
“附表 1”
代以
“《附則 III》”。

12. 修訂第 9 條 (取消)
第 9(1)(a) 條——
廢除
“(不論是根據勘定當局的報告或在其他情況下)”。

13. 修訂第 11 條 (豁免及豁免證明書)
(1) 第 11(1) 條——
廢除
“附表 1”
代以
“《附則 III》”。

(b) 就 2005 年後船舶而言——該船舶符合第 23(3B) 條的規定。”。

10. Regulation 5A amended (initial, renewal and annual surveys)
Regulation 5A(1), English text—
Repeal
“surveyor”
Substitute
“Surveyor”.

11. Regulation 6 amended (issue and form of Load Line Certificates)
Regulation 6——
Repeal
“Schedule 1”
Substitute
“Annex III”.

12. Regulation 9 amended (cancellation)
Regulation 9(1)(a)—
Repeal
“(whether by a report from an Assigning Authority or otherwise)”.

13. Regulation 11 amended (exemption and exemption certificates)
(1) Regulation 11(1)—
Repeal
“Schedule 1”
Substitute
“Annex III”.

(b) for a post-2005 ship—the ship complies with the requirements of regulation 23(3B)”.
(2) After regulation 11(2)—
Add
“(3) Subregulation (2)(a) does not apply to the endorsements referred to in regulations 5A(2) and (3)(a) and 8(2).”.

14. Regulation 23 amended (requirements relevant to the assignment of freeboards)

(1) Regulation 23(1)—
Repeal
“The requirements specified in this regulation and in Schedule 4”
Substitute
“The following requirements”.

(2) Regulation 23(1)—
Repeal
“Ordinance.”
Substitute
“Ordinance—
(a) for a pre-2005 ship—the requirements specified in this regulation and in Schedule 4; or
(b) for a post-2005 ship—the requirements specified in Chapter II of Annex I.”.

(3) Regulation 23—
Repeal subregulation (2).

(4) Regulation 23—
Repeal subregulation (3)
Substitute
“(3) 2005 年前船舶須符合附表 4 的以下規定——
(a) 第 II、III 及 IV 部所指的適用規定 (特定規定)；
及
(b) 第 I 部所指的規定 (基本規定)。”。

(5) 在第 23(3) 條之後——
加入
“(3A) 儘管有第 (3) 款的規定，如特定規定下就某標的事項之規定，與基本規定下就同一標的事項之規定，有所抵觸，則有關船舶只須符合該項特定規定下的規定。
(3B) 2005 年後船舶須符合以下規定——
(a) 《附則 I》第 II 章第 26 條及第 IV 章所指的適用規定 (特定規定)；及
(b) 《附則 I》第 10 至 25-1 條的規定 (基本規定)。
(3C) 儘管有第 (3B) 款的規定，如特定規定下就某標的事項之規定，與基本規定下就同一標的事項之規定，有所抵觸，則有關船舶只須符合該項特定規定下的規定。”。

(6) 第 23 條——
廢除第 (4) 款。

Merchant Shipping (Safety) (Load Line) (Amendment) Regulation 2018

“(3) A pre-2005 ship must comply with the following requirements of Schedule 4—
(a) the applicable requirements under Parts II, III and IV (specific requirements); and
(b) the requirements under Part I (basic requirements).”.

(5) After regulation 23(3)—
Add
“(3A) Despite subregulation (3), if a requirement in relation to a subject matter under the specific requirements is inconsistent with a requirement in relation to the same subject matter under the basic requirements, the ship concerned is only required to comply with the requirement under the specific requirements.
(3B) A post-2005 ship must comply with the following requirements—
(a) the applicable requirements under Regulation 26 of Chapter II and Chapter IV of Annex I (specific requirements); and
(b) Regulations 10 to 25-1 of Annex I (basic requirements).
(3C) Despite subregulation (3B), if a requirement in relation to a subject matter under the specific requirements is inconsistent with a requirement in relation to the same subject matter under the basic requirements, the ship concerned is only required to comply with the requirement under the specific requirements.”.

(6) Regulation 23—
Repeal subregulation (4).
15. Regulation 25 amended (record of particulars)

Regulation 25(1)—

Repeal

everything after “that form”

Substitute a full stop.

16. Regulation 27 amended (determination of freeboards)

(1) Regulation 27(1)—

Repeal

everything after “assigned to”

Substitute

“(a) a new ship that is a pre-2005 ship—must be determined in accordance with Schedule 5; and

(b) a new ship that is a post-2005 ship—

(i) if the ship is constructed before 1 July 2014—must be determined in accordance with Regulations 27 to 40, and Regulation 45, of Annex I to the International Convention on Load Lines signed on 5 April 1966, as modified by the Protocol of 1988 relating to it and as amended by IMO resolutions MSC.143(77), MSC.172(79), MSC.223(82), MSC.270(85) and MSC.329(90); and

(ii) if the ship is constructed on or after 1 July 2014—must be determined in accordance with Regulations 27 to 40, and Regulation 45, of Annex I.”.

(2) Regulation 27(2), proviso, after “Schedule 4”—
Add “or Annex I”.

3 Regulation 27(2), proviso, after “Schedule 5”—
Add “or Annex I”.

17. Regulation 28 amended (greater than minimum freeboards)

1 Regulation 28(2), English text, after “greater than”—
Add “the”.

2 Regulation 28—
Repeal subregulation (3)
Substitute “(3) In the circumstances set out in subregulation (2)—
(a) if the Assigning Authority is satisfied that after a survey of the ship under regulation 3, the ship complies with the applicable requirements, the Authority may—
(i) assign to the ship freeboards (other than timber freeboards) greater than the minimum freeboards appropriate to the ship by such amount as the Authority may determine (greater than minimum freeboards); and
(ii) furnish to the owner of the ship particulars of the freeboards in accordance with regulation 5; and
(b) if greater than minimum freeboards have been assigned to the ship under paragraph (a)(i), timber freeboards must not be assigned to the ship.”.

(3) After regulation 28(4)—
Add
“(5) In this regulation—
applicable requirements (適用規定)—
(a) in relation to a pre-2005 ship, means the requirements under regulation 23(3); and
(b) in relation to a post-2005 ship, means the requirements under regulation 23(3B).”.

18. Regulation 30 amended (information as to stability of ships)

(1) Regulation 30—
Repeal subregulation (2)
Substitute
“(2) The information must include particulars appropriate to the ship in respect of all matters specified in Schedule 7.”.

(2) Regulation 30(3)—
Repeal
everything after “which” and before “The information”
Substitute
“must be carried out in the presence of a Surveyor.”.

(3) Regulation 30(3)—
Repeal
“if the Director”
Substitute
“if the Assigning Authority”.

(4) Regulation 30(4)(b)—
Repeal the full stop
Substitute
“; and”.

(5) After regulation 30(4)(b)—
Add
“(c) in the case where the Director decides that the performance of an inclining test on a ship is not practicable or safe, or yields inaccurate results, due to the specific proportions, arrangements, strength or hull form of the ship, allow the information to be based on its lightship characteristics that are—
(i) determined by a detailed weight estimate; and
(ii) confirmed by a lightweight survey carried out in the presence of a Surveyor.”.

(6) Regulation 30(5)(a)—
Repeal
“either to the Director or”.

(7) Regulation 30(5)(b)—
Repeal
“Director”
Substitute
“Assigning Authority which assigned freeboards to the ship”.

(8) Regulation 30(5)—
Repeal
19. **Regulation 32 amended (recognition of certificates issued by other Governments)**

(1) Regulation 32(2)(c)—

Repeal “to the Convention of 1966 as modified by the Protocol of 1988 relating thereto”.

(2) Regulation 32(2)(g)—

Repeal “as modified by the Protocol of 1988 relating thereto”.

(3) Regulation 32(3)—

Repeal “as modified by the Protocol of 1988 relating thereto”.

20. **Regulation 33 added**

After regulation 32—

Add “33. Equivalents

If these regulations require that a particular fitting, material, appliance or apparatus is to be fitted to a ship, or that any particular provision is to be made in a ship, the Director may allow any other fitting, material, appliance or apparatus to be fitted to the ship, or any
21. Schedule 1 repealed (forms of certificates)

Schedule 1—

Repeal the Schedule.

22. Schedule 2 amended (appropriate load lines—zones, areas and seasonal periods)

(1) Schedule 2, Part I, paragraph 3(1)—

Repeal

“paragraph 1(1) of Part II of this Schedule”

Substitute

“Regulation 46 of Annex II to the Convention of 1966”.

(2) Schedule 2—

Repeal Part II

Substitute

“PART II

Zones, Areas and Seasonal Periods

The zones, areas and seasonal periods applicable to a ship are set out in Regulations 46 to 52 of Annex II to the Convention of 1966.”.

(3) Schedule 2, after Part II—

Add
“第 III 部

位於分界線上的港口

凡港口位於兩個地帶或兩個區域之間的分界線上，或位於某地帶及某區域之間的分界線上，又或根據 1966 年公約附則 II 須視作位於上述分界線上，則就本附表適用於處於該港口的船舶而言，該港口須視作位於按照 1966 年公約第 11 條及 1966 年公約附則 II 所斷定的地帶或區域之內。”。

23. 修訂附表 3 (詳情紀錄)

（1）附表 3——
廢除
“1990 年商船 (安全) (載重線) 規例”
代以
“《商船 (安全) (載重線) 規例》”。

（2）附表 3——
廢除
在“有關勘定條件的詳情紀錄”之後而在“船舶名稱”之前的所有字句
代以
“在本紀錄中，凡提述規則，即提述《附則 I》的規則。”。

（3）附表 3——
廢除

“PART III

Ports on Boundary Lines

For the purposes of the application of this Schedule to a ship at a port which stands on the boundary line between 2 zones or areas or between a zone and an area, or is required under Annex II to the Convention of 1966 to be considered as being on such a boundary line, the port is regarded as within the zone or area as determined in accordance with Article 11 of, and Annex II to, the Convention of 1966.”.

23. Schedule 3 amended (record of particulars)

（1）Schedule 3——
Repeal
“MERCHAND PRODCEL SAVITY) (LOAD LINE) REGULATIONS 1990”
Substitute
“MERCHAND PRODCEL SAVITY) (LOAD LINE) REGULATIONS”.

（2）Schedule 3——
Repeal
everything after “CONDITIONS OF ASSIGNMENT”
and before “Name of ship”
Substitute
“In this record, references to Regulations are references to the Regulations in Annex I.”.

（3）Schedule 3——
Repeal
所有“(見本規例附表4第7及8段)”。

(4) 附表3——
廢除
“(見本規例附表4第5段)”。

(5) 附表3——
廢除
“(見本規例附表4第6及19段)”。

(6) 附表3——
廢除
“(第18條規則及見本規例附表4第8段)”
代以
“(第22-2條規則)”。

(7) 附表3——
廢除
“(見本規例附表4第9段)”。

(8) 附表3——
廢除
“(見本規例附表4第10段)”。

(9) 附表3——
廢除
“(見本規例附表4第11段)”。

(10) 附表3——
廢除
“(見本規例附表4第12段)”。

“(See Schedule 4 to these regulations, paragraphs 7 and 8)” (wherever appearing).

(4) Schedule 3—
Repeal
“(See Schedule 4 to these regulations, paragraph 5)”.

(5) Schedule 3—
Repeal
“(See Schedule 4 to these regulations, paragraphs 6 and 19)”.

(6) Schedule 3—
Repeal
“(Regulation 18 and see Schedule 4 to these regulations, paragraph 8)”
Substitute
“(Regulation 22-2)”.

(7) Schedule 3—
Repeal
“(See Schedule 4 to these regulations, paragraph 9)”.

(8) Schedule 3—
Repeal
“(See Schedule 4 to these regulations, paragraph 10)”.

(9) Schedule 3—
Repeal
“(See Schedule 4 to these regulations, paragraph 11)”.

(10) Schedule 3—
Repeal
“(See Schedule 4 to these regulations, paragraph 12)”.
24. **Schedule 4 amended (conditions of assignment)**

(1) Schedule 4, heading, after “ASSIGNMENT”—

Add

“For Pre-2005 Ships”.

(2) Schedule 4, paragraph 1, definition of *superstructure*—

Repeal
Section 25

Merchant Shipping (Safety) (Load Line) (Amendment) Regulation 2018

25. Schedule 5 amended (freeboards)

(1) Schedule 5, heading, after “FREEBOARDS”—
Add
“FOR PRE-2005 SHIPS”.

(2) Schedule 5, paragraph 1—
Repeal the definition of moulded depth.

(3) Schedule 5, paragraph 2(2)—
Repeal
“Assigning Authority with the approval of the Director may determine”
Substitute
“Director may approve”.

(4) Schedule 5, paragraph 2(3)—
Repeal
“sailing ships; tugs; ships of wood or of composite construction or of other materials;”
ships with constructional features such as to render freeboards determined as described in subparagraph (1) unreasonable or impracticable; and”.

(5) Schedule 5, Part III, heading—
Repeal “Sailing Ships and”.

(6) Schedule 5—
Repeal paragraphs 19 and 20.

26. Schedule 7 amended (information as to stability of ships)

(1) Schedule 7, paragraph 2—
Repeal “Director”
Substitute “Assigning Authority”.

(2) Schedule 7, paragraph 4—
Repeal everything after “assessing such”
Substitute “weight and centres of gravity—
(i) passengers and crew must be assumed to be distributed about the ship in the spaces they will normally occupy, including the highest decks to which either or both have access; and
(ii) for a ship constructed on or after 1 July 2010—the assessment must also be based on the assumptions set out in paragraph 3.1, Chapter 3, Part A of the 2008 IS Code.”.
(3) 附表7，第5段——

废除

在“則該估計重量”之後的所有字句

代以

“須——

(a) 視作該等貨物的重量的15%；或

(b) 按照《2011年運載木材艙面貨物的船舶的安全實用規則》而決定。（“《2011年運載木材艙面貨物的船舶的安全實用規則》是“Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011”之譯名。）”。

(4) 附表7，第9(1)段，在所有“圖”之後——

加入

“或表”。

(5) 附表7，第9(2)段——

废除

“附表5第10段所界定的(a)圍封上層建築及(b)有效圍壁通道。”

代以

“(a) 圍封上層建築及(b)以下有效圍壁通道——

(i) 就2005年前船舶而言——附表5第10段所界定的有效圍壁通道；

(ii) 就2005年後船舶而言——《附則I》第III章所界定的有效圍壁通道。”。

(6) 附表7，第9(3)段——

废除
“Director”
Substitute
“Assigning Authority”.

(7) Schedule 7, paragraph 9(3)—
Repeal
“Director’s”
Substitute
“Assigning Authority’s”.

(8) Schedule 7, paragraph 10(5)—
Repeal
“Director”
Substitute
“Assigning Authority”.

2018年3月20日

Frank CHAN Fan
Secretary for Transport and Housing

20 March 2018
本規例修訂《商船（安全）（載重線）規例》（第 369 章，附屬法例 AD）（《載重線規例》），以實施經國際海事組織通過的有關決議，該等決議修訂《1966年國際載重線公约》（經關乎該公約的1988年議定書修改的版本）（《載重線公約》）。有關修訂基本旨在使《載重線規例》與《載重線公約》附則 I（《附則 I》）一致。《附則 I》適用於在 2005 年 1 月 1 日或之後建造的船舶。本規例修訂《載重線規例》，以同時規管在 2005 年 1 月 1 日之前建造的船舶（2005年以前船舶）及在 2005 年 1 月 1 日或之後建造的船舶（2005年以後船舶）。

2. 本規例第 3 及 4 條修訂《載重線規例》某些現有定義，亦在該規例中加入某些新訂定義，以詮釋經本規例修訂的《載重線規例》。

3. 《載重線規例》第 I 部載有關乎驗船的規定，以及關乎發出國際載重線證明書及國際載重線豁免證明書的規定。為實施《附則 I》的已更新規定，本規例修訂第 I 部，以就 2005 年前船舶及 2005 年後船舶，訂定不同的規定。就穩定性的規定而言，在 2010 年 7 月 1 日或之後建造的船舶，須根據《附則 I》符合《2008年國際完整穩定性規例》（《2008年 IS 規則》）A 部的規定。

Explanatory Note

This Regulation amends the Merchant Shipping (Safety) (Load Line) Regulations (Cap. 369 sub. leg. AD) (Load Line Regulations) to implement the resolutions adopted by the International Maritime Organization which amend the International Convention on Load Lines, 1966 as modified by the Protocol of 1988 relating to it (ICLL). The amendments are basically to bring the Load Line Regulations in line with Annex I to the ICLL (Annex I). Annex I applies to ships constructed on or after 1 January 2005. The Load Line Regulations are amended by the Regulation to regulate both the ships constructed before 1 January 2005 (pre-2005 ships) and the ships constructed on or after 1 January 2005 (post-2005 ships).

2. Sections 3 and 4 of the Regulation amend certain existing definitions in the Load Line Regulations and also add in new definitions to the Regulations for the interpretation of the Load Line Regulations as amended by the Regulation.

3. Part I of the Load Line Regulations contains requirements relating to the surveys of ships, and the issue of International Load Line Certificates and International Load Line Exemption Certificates. For implementing the updated requirements in Annex I, Part I is amended to provide for different requirements for pre-2005 ships and post-2005 ships. In terms of stability requirements, a ship that is constructed on or after 1 July 2010 is required under Annex I to comply with Part A of the International Code on Intact Stability, 2008 (2008 IS Code).
4. Part III of the Load Lines Regulations which sets out the requirements relevant to the assignment of freeboards is amended so as to impose different requirements for pre-2005 ships and post-2005 ships.

5. Part IV of the Load Lines Regulations mainly deal with the determination of freeboards. Apart from the existing requirements that apply to pre-2005 ships, the Regulation adds new requirements for post-2005 ships by reference to certain Regulations in Annex I. In view of resolution MSC.345(91) which is adopted by the International Maritime Organization and entered into force on 1 July 2014, Part IV is amended to introduce different requirements for the determination of freeboards for certain post-2005 ships.

6. Part V of the Load Lines Regulations is amended to provide for an exception to the general requirements relating to the stability information of a ship. In addition, a new regulation 33 is added to that Part to empower the Director of Marine to allow equivalent to be fitted to, or provision to be made in, a ship.

7. As the forms of an International Load Line Certificate and International Load Line Exemption Certificate are prescribed in Annex III of the ICLL, Schedule 1 to the Load Line Regulations is repealed.

8. Schedule 2 to the Load Line Regulations is amended to make direct references to Annex II of the ICLL.

9. Schedule 3 to the Load Line Regulations deals with the forms relating to the record of particulars in respect of the hull, superstructures, fittings and appliances of a ship to which freeboards are assigned. Schedule 3 is amended to remove all
10. 本規例修訂《載重線規例》附表 4，使之適用於 2005 年前船舶。該附表第 V 部的部分條文，經變通後載錄於本規例的新訂第 33 條。

11. 《載重線規例》附表 5 涵蓋乾舷的技術計算。本規例亦修訂該附表，使之適用於 2005 年前船舶。

12. 《載重線規例》附表 7 列明關乎船舶穩定性的資料類別，而有關資料須向有關船舶的船長提供。本規例修訂該附表，以收納以下規則的已更新規定——
   (a) 《2008 年 IS 規則》；及
   (b) 《2011年運載木材艙面貨物的船舶的安全實用規則》。

references to Schedule 4, as Schedule 4 is amended by the Regulation to apply to pre-2005 ships while Schedule 3 is now applicable to pre-2005 ships and post-2005 ships.

10. Schedule 4 to the Load Line Regulations is amended to apply to pre-2005 ships. Part of the provision in Part V of that Schedule is being modified and reproduced in the new regulation 33 added by the Regulation.

11. Schedule 5 to the Load Line Regulations covers technical calculations of freeboards. That Schedule is also amended to apply to pre-2005 ships.

12. Schedule 7 to the Load Line Regulations sets out the types of information relating to the stability of a ship which must be provided to the master of the ship. That Schedule is amended to incorporate the updated requirements under—
   (a) the 2008 IS Code; and
   (b) the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011.