



2016 年約克安特衛普規則

THE YORK-ANTWERP RULES 2016

Y.A. Rules 2016

Rule of Interpretation

In the adjustment of general average the following Rules shall apply to the exclusion of any law and practice inconsistent therewith.

Except as provided by the Rule Paramount and the numbered Rules, general average shall be adjusted according to the lettered Rules.

Rule Paramount

In no case shall there be any allowance for sacrifice or expenditure unless reasonably made or incurred.

Rule A

1. There is a general average act when, and only when, any extraordinary sacrifice or expenditure is intentionally and reasonably made or incurred for the common safety for the purpose of preserving from peril the property involved in a common maritime adventure.
2. General average sacrifices and expenditures shall be borne by the different contributing interests on the basis hereinafter provided.

Rule B

1. There is a common maritime adventure when one or more vessels are towing or pushing another vessel or vessels, provided that they are all involved in commercial activities and not in a salvage operation.
When measures are taken to preserve the vessels and their cargoes, if any, from a common peril, these Rules shall apply.
2. **If the vessels are in common peril and one is disconnected either to increase the disconnecting vessel's safety alone, or the safety of all vessels in the common maritime adventure,**

序言規則

於理算共同海損時，下列規則適用任何與之不一致之法律及習慣。

除至上規則及數字規則另有規定外，共同海損理算應依文字規則理算之。

至上規則

除非為合理所為或發生之犧牲或費用，無論如何均不得有任何補償。

規則 A

1. 於或僅於共同海事冒險中遭遇海難，為共同安全及保存之目的，故意及合理所為或所發生任何非常犧牲或費用為共同海損行為。
2. 共同海損之犧牲及費用，應由各利害關係人，依後開規定之基準負擔之。

規則 B

1. 一艘或多艘船拖帶或推頂另一船舶或數船舶為共同海事冒險，但這些船舶均應涉及商業活動而非救助作業。
於共同危險中，任何保存船舶及其貨物(如有)之措施被採取時，適用本規則。
2. 如處於共同危險中的船舶與另一船舶為脫離，無論係為提高脫離船本身的船舶安全，抑或共同海事冒險



the disconnection will be a general average act.

3. Where vessels involved in a common maritime adventure resort to a port or place of refuge, allowances under these Rules may be made in relation to each of the vessels. Subject to the provisions of paragraphs 3 and 4 of Rule G, allowances in general average shall cease at the time that the common maritime adventure comes to an end.

Rule C

1. Only such losses, damages or expenses which are the direct consequence of the general average act shall be allowed as general average.
2. In no case shall there be any allowance in general average for losses, damages or expenses incurred in respect of damage to the environment or in consequence of the escape or release of pollutant substances from the property involved in the common maritime adventure.
3. Demurrage, loss of market, and any loss or damage sustained or expense incurred by reason of delay, whether on the voyage or subsequently, and any indirect loss whatsoever, shall not be allowed as general average.

Rule D

Rights to contribution in general average shall not be affected, though the event which gave rise to the sacrifice or expenditure may have been due to the fault of one of the parties to the **common maritime** adventure, but this shall not prejudice any remedies or defences which may be open against or to that party in respect of such fault.

Rule E

1. The onus of proof is upon the party claiming in general average to show that the loss or expense claimed is properly allowable as general average.
2. All parties to the common maritime adventure shall, as soon as possible, supply particulars of value in respect of their contributory interest and, if claiming in general average, shall give notice in writing to the average adjuster of the loss or expense in respect of which they claim contribution, and supply evidence in support thereof.
3. Failing notification, or if any party does not supply particulars in support of a notified claim, within 12 months of the termination of the common maritime adventure or payment of the expense, the average adjuster shall be at liberty to estimate the extent of the allowance on the basis of the information available to the adjuster. Particulars of

中所有船舶的安全，該脫離應為共同海損行為。

3. 於涉及共同海事冒險的數船舶駛往避難港口或地點時，每一艘船舶均可依本規則獲得補償。但於適用規則 G 第 3 及 4 項的情況下，可獲共同海損之補償，應於共同海事冒險結束之時終止。

規則 C

1. 僅限於共同海損行為所直接發生之滅失、毀損或費用，得認為共同海損。
2. 對於從涉及共同海事冒險之財產上所洩漏或排出污染性物質而對環境損害或因其所發生損失、損害或費用均不得認為共同海損。
3. 因遲延，無論於航程中或其後航程，所遭受之延滯費、市場損失、及任何損失或損害或所發生之費用，及任何間接之損失，均不得被認定為共同海損。

規則 D

共同海損之犧牲或費用，即使其發生原因係為共同海事冒險中某方過失所致，其在共同海損中應受分攤之權利並不受影響；但任何對其有關該項過失之索償或抗辯之行使，並不因之有所妨礙。

規則 E

1. 請求共同海損之人應負舉證之責，以證明其所索償之損失或費用可被認定為共同海損。
2. 所有共同海事冒險之人如欲主張共同海損者，應儘速將其各自分攤利益的價值細目以書面方式，將其所請求分攤之所有的損失或費用，以及相關佐證資料，通知海損理算師。
3. 疏於通知，或冒險方未於共同海事冒險終止或費用支付之後十二個月內提供其所通知求償之相關佐證資料者，海損理算師得依其所得掌握的資料基礎，自行估算可獲補償之範圍。分擔價值之細目資料應於共同



value shall be provided within 12 months of the termination of the common maritime adventure, failing which the average adjuster shall be at liberty to estimate the contributory value on the same basis. Such estimates shall be communicated to the party in question in writing. Estimates may only be challenged within two months of receipt of the communication and only on the grounds that they are manifestly incorrect.

4. Any party to the common maritime adventure pursuing a recovery from a third party in respect of sacrifice or expenditure claimed in general average, shall so advise the average adjuster and, in the event that a recovery is achieved, shall supply to the average adjuster full particulars of the recovery within two months of receipt of the recovery.

Rule F

Any additional expense incurred in place of another expense which would have been allowable as general average shall be deemed to be general average and so allowed without regard to the saving, if any, to other interests, but only up to the amount of the general average expense avoided.

Rule G

1. General average shall be adjusted as regards both loss and contribution upon the basis of values at the time and place when and where the **common maritime** adventure ends.
2. This rule shall not affect the determination of the place at which the average adjustment is to be prepared.
3. When a ship is at any port or place in circumstances which would give rise to an allowance in general average under the provisions of Rules X and XI, and the cargo or part thereof is forwarded to destination by other means, rights and liabilities in general average shall, subject to cargo interests being notified if practicable, remain as nearly as possible the same as they would have been in the absence of such forwarding, as if the **common maritime** adventure had continued in the original ship for so long as justifiable under the contract of carriage and the applicable law.
4. The proportion attaching to cargo of the allowances made in general average by reason of applying the third paragraph of this Rule shall be limited to the cost which would have been borne by the owners of cargo if the cargo had been forwarded at their expense. **This limit shall not apply to any allowances made under Rule F.**

Rule I – Jettison of Cargo

No jettison of cargo shall be allowed as general average, unless

海事冒險終止之後十二個月內為提供，如未提供，海損理算師得以同樣基礎，自行估算該分擔價值。該估算應以書面方式通知各冒險方。該估算僅能於收到通知後二個月內且有明顯錯誤時，才得異議。

4. 共同海事冒險之各冒險方就其請求共同海損分攤之犧牲或費用併向第三人為追償者，亦應通知海損理算師，且如該追償有效果，應於收到獲追償款之二個月內，將相關追償款之完整細目資料提供給海損理算師。

規則 F

任何可替代得認為共同海損費用所發生之附加費用，應視為共同海損，而不論其對其他利害關係人是否有所減省，但僅以所避免之共同海損費用數額為限。

規則 G

1. 有關共同海損損失及分攤之理算，均應以共同海事冒險終了地/時之價值為基準理算之。
2. 本原則不影響海損理算書製作地點之決定。
3. 當某船於任何港口或地點依規則 X 及 XI 之規定可受共同海損補償，而其上貨物或部份以其他方式轉運至目的地時，於儘能夠地通知貨物利害關係人之情況下，其於共同海損之權利及責任應儘量地維持如同貨物未被轉運般之同樣情況，即只要依運送契約及可適用之法律認為有理由，就如同共同海事冒險於原本船舶繼續。
4. 因適用本規則第 3 項而被認定為貨方共同海損之部份，不應超過貨物所有人以其自己之費用轉運般所應負擔之成本。本項限制不適用於依規則 F 可獲之補償。

規則 I 貨物之投棄

經投棄之貨物，不應被認定為共同海



such cargo is carried in accordance with the recognised custom of the trade.

Rule II – Loss or Damage by Sacrifices for the Common Safety

Loss of or damage to the property involved in the common maritime adventure by or in consequence of a sacrifice made for the common safety, and by water which goes down a ship's hatches opened or other opening made for the purpose of making a jettison for the common safety, shall be allowed as general average.

Rule III – Extinguishing Fire on Shipboard

Damage done to a ship and cargo, or either of them, by water or otherwise, including damage by beaching or scuttling a burning ship, in extinguishing a fire on board the ship, shall be allowed as general average; except that no allowance shall be made for damage by smoke however caused or by heat of the fire.

Rule IV – Cutting Away Wreck

Loss or damage sustained by cutting away wreck or parts of the ship which have been previously carried away or are effectively lost by accident shall not be allowed as general average.

Rule V – Voluntary Stranding

When a ship is intentionally run on shore for the common safety, whether or not she might have been driven on shore, the consequent loss or damage to the property involved in the common maritime adventure shall be allowed in general average.

Rule VI – Salvage Remuneration

- (a) Expenditure incurred by the parties to the common maritime adventure in the nature of salvage, whether under contract or otherwise, shall be allowed in general average provided that the salvage operations were carried out for the purpose of preserving from peril the property involved in the common maritime adventure and subject to the provisions of paragraphs (b), (c) and (d)
- (b) Notwithstanding (a) above, where the parties to the common maritime adventure have separate contractual or legal liability to salvors, salvage shall only be allowed should any of the following arise:
 - (i) there is a subsequent accident or other circumstances

損，但係依照已承認之貿易習慣裝運者除外。

規則 II 為共同安全之犧牲所致之損失或毀損

為共同安全所為之犧牲或其後果所致及為共同安全之投棄目的所為之開艙或其他開口，而使水侵入致涉及共同海事冒險之財產之損失或毀損，均得被認定為共同海損。

規則 III 熄滅船火

為熄滅船上火災，而由於水或其他情況，包括將著火船隻駛上淺灘或鑿沉所致船舶及貨物或其一之毀損，均得被認定為共同海損；但因任何煙燻所致或該火之熱度所致之毀損，不得受補償。

規則 IV 割斷殘餘物

凡前經意外被沖走或實際已滅失之殘餘物或船舶部份，其割棄所蒙受之滅失或毀損，均不得被認定為共同海損。

規則 V 自願擱淺

船舶為共同安全而故意駛上岸灘所致對於涉及共同海事冒險財產之毀損滅失，無論船舶是否可能被迫上岸，得認為共同海損。

規則 VI 救助報酬

- a. 共同海事冒險之各冒險方所發生具海難救助本質之費用，無論是基於契約或其他關係，應可獲共同海損補償，但以該救助作業係為使共同海事冒險各冒險方獲得保存為限，且應適用第 b、c 及 d 項之規定。
- b. 無論前 a 項規定為何，於共同海事冒險之各冒險方對救助人承擔單獨的契約或法律責任時，僅限以下所生之救助可獲補償：
 - (i) 因後發事故或其他因素造成該航



resulting in loss or damage to property during the voyage that results in significant differences between salved and contributory values,

- (ii) there are significant general average sacrifices,
 - (iii) salved values are manifestly incorrect and there is a significantly incorrect apportionment of salvage expenses,
 - (iv) any of the parties to the salvage has paid a significant proportion of salvage due from another party,
 - (v) a significant proportion of the parties have satisfied the salvage claim on substantially different terms, no regard being had to interest, currency correction or legal costs of either the salvor or the contributing interest.
- (c) Salvage expenditures referred to in paragraph (a) above shall include any salvage remuneration in which the skill and efforts of the salvors in preventing or minimizing damage to the environment such as is referred to in Article 13 paragraph 1(b) of the International Convention on Salvage, 1989 have been taken into account.
- (d) Special compensation payable to a salvor by the shipowner under Article 14 of the **International Convention on Salvage, 1989** to the extent specified in paragraph 4 of that Article or under any other provision similar in substance (such as SCOPIC) shall not be allowed in general average and shall not be considered a salvage expenditure as referred to in paragraph (a) of this Rule.

Rule VII – Damage to Machinery and Boilers

Damage caused to any machinery and boilers of a ship which is ashore and in a position of peril, in endeavouring to refloat, shall be allowed in general average when shown to have arisen from an actual intention to float the ship for the common safety at the risk of such damage; but where a ship is afloat no loss or damage caused by working the propelling machinery and boilers shall in any circumstances be allowed as general average.

Rule VIII – Expenses Lightening a Ship when Ashore, and Consequent Damage

When a ship is ashore and cargo and ship's fuel and stores or any of them are discharged as a general average act, the extra cost of lightening, lighter hire and reshipping (if incurred), and any loss or damage to the property involved in the common maritime adventure in consequence thereof, shall be allowed as general average.

Rule IX – Cargo, Ship's Materials and Stores Used for Fuel

Cargo, ship's materials and stores, or any of them, necessarily

程中的財產毀損或滅失，因而造成獲救價值及分攤價值的重大差異者，

- (ii)發生重大的共同海損犧牲，
- (iii)獲救價值顯然不正確，且救助費用比例分配也有顯然不正確情況，

- (iv)救助的數冒險方已從救助另一冒險方處取得重大比例的救助支付，
- (v)重大比例的冒險方的救助因依同意某重大差異且不涉及或分攤方之利息、幣值調整或法律費用的條件而獲得滿足。

c.前述(a)項所述及之救助費用，應包括任何救助人以其技術或努力為防止或減輕對環境損害之救助報酬，例如應將1989年國際救助公約第13條第1(b)項加以考慮。

d.船舶所有人依1989年海難救助國際公約第14條第4項或任何其他實質上之類似條款之規定(例如特別補償金防護及補償協會條款)而應支付給救助人之特別補償金，不得被認定為共同海損且不應被認定為本規則前述a項所述及之救助費用。

規則 VII 機器及鍋爐之毀損

船舶擱淺於岸上並處於危難時，為共同安全而冒任何機器鍋爐將受毀損之危險試圖重行浮起船舶，而於試圖浮起時造成任何機器鍋爐毀損，得認為共同海損；但當船舶漂浮，使用推動機器及鍋爐所致之滅失或毀損，在任何情況下均不得被認定為共同海損。

規則 VIII 減輕擱淺船舶載重之費用及附隨之損害

船舶擱淺於岸灘，其貨物及船舶之燃料、供應或其一，以共同海損行為起卸時，減輕積載、租用駁船、重裝(如有發生)等額外費用，及因其所附隨對於涉及該共同海事冒險之財產之任何滅失或毀損，均得被認定為共同海損。

規則 IX 貨物、船舶物料或供應被用為燃料

於海難中為共同安全，必須被使用為



used for fuel for the common safety at a time of peril shall be allowed as general average, but when such an allowance is made for the cost of ship's materials and stores the general average shall be credited with the estimated cost of the fuel which would otherwise have been consumed in prosecuting the intended voyage.

Rule X – Expenses at Port of Refuge, etc.

- (a)
- (i) When a ship shall have entered a port or place of refuge or shall have returned to her port or place of loading in consequence of accident, sacrifice or other extraordinary circumstances which render that necessary for the common safety, the expenses of entering such port or place shall be allowed as general average; and when she shall have sailed thence with her original cargo, or a part of it, the corresponding expenses of leaving such port or place consequent upon such entry or return shall likewise be allowed as general average.
 - (ii) When a ship is at any port or place of refuge and is necessarily removed to **another port or place** because repairs cannot be carried out in the first port or place, the provisions of this Rule shall be applied to the **second port or place** as if it were a port or place of refuge and the cost of such removal including temporary repairs and towage shall be allowed as general average. The provisions of Rule XI shall be applied to the prolongation of the voyage occasioned by such removal.
- (b)
- (i) The cost of handling on board or discharging cargo, fuel or stores, whether at a port or place of loading, call or refuge, shall be allowed as general average when the handling or discharge was necessary for the common safety or to enable damage to the ship caused by sacrifice or accident to be repaired, if the repairs were necessary for the safe prosecution of the voyage, except in cases where the damage to the ship is discovered at a port or place of loading or call without any accident or other extraordinary circumstances connected with such damage having taken place during the voyage.
 - (ii) The cost of handling on board or discharging cargo, fuel or stores shall not be allowable as general average when incurred solely for the purpose of restowage due to shifting during the voyage, unless such restowage is necessary for the common safety.
- (c) Whenever the cost of handling or discharging cargo, fuel or stores is allowable as general average, the costs of storage, including insurance if reasonably incurred, reloading and stowing of such cargo, fuel or stores shall likewise be allowed as general average. The provisions of Rule XI shall apply to the extra period of detention occasioned by such reloading or

燃料之貨物、船舶之物料及供應或其一，得被認定為共同海損，然於補償該船舶物料或供應之成本時，共同海損應扣抵為進行預定航程所應消耗之估計燃油成本。

規則 X 避難港之費用等項

- a.
- (i) 因意外、犧牲或其他非常情況，為共同安全所必需，而使船舶駛入避難港或地點或折返其裝貨港或地點時，其駛入是項港口或地點之費用得被認定為共同海損；是項駛入或折返之後，如船舶自彼處載運原貨或原貨之一部航行，則其駛離該港口或地點之相對費用，亦得同樣被認定為共同海損。
 - (ii) 當船舶在其他港或地點，由於在該第一港口或地點無法進行修理而必須移往其他港口或地區時，本條之規定得適用此第二港口或地點，一如其為避難港或地區，此項移動費用，包括臨時修理及拖帶在內，均可被認定為共同海損。規則 XI 規定得適用此項移動而致之延長航程。
- b.
- (i) 無論在裝貨港、靠泊港或避難港或地點之船上搬移或卸下貨物、燃料及供應之費用，均得被認定為共同海損；但以是項整理或卸下，為共同安全所必需，或使船舶因犧牲或意外所致損害得能安全繼續其航程而為必要之修理者為限，但如在裝貨港或靠泊港或地點發現船舶毀損，然於航程中並未發生任何與此損害有關連之意外或其他非常情況者除外。
 - (ii) 如於航程中因貨物移動而為重新堆載者，船上所發生之搬移或卸下貨物、燃料及供應之費用，不得被認定為共同海損。但如該重新堆載係為共同安全所必需者除外。
- c. 貨物、燃料及供應之搬移或卸下費用得被認定為共同海損時，是項貨物、燃料及供應之存倉、重裝及堆放費用，包括合理發生之保險費在內，亦得同樣被認定為共同海損。規則 XI 規定適用於該重裝或重新堆



restowing.

- (d) When the ship is condemned or does not proceed on her original voyage, storage expenses shall be allowed as general average only up to the date of the ship's condemnation or of the abandonment of the voyage or up to the date of completion of discharge of cargo if the condemnation or abandonment takes place before that date.

Rule XI – Wages and Maintenance of Crew and Other Expenses Putting in to and at a Port of Refuge, etc.

- (a) Wages and maintenance of master, officers and crew reasonably incurred and fuel and stores consumed during the prolongation of the voyage occasioned by a ship entering a port or place of refuge or returning to her port or place of loading shall be allowed as general average when the expenses of entering such port or place are allowable in general average in accordance with Rule X(a).

(b)

- (i) When a ship shall have entered or been detained in any port or place in consequence of accident, sacrifice or other extra-ordinary circumstances which render that **entry or detention** necessary for the common safety, or to enable damage to the ship caused by sacrifice or accident to be repaired, if the repairs were necessary for the safe prosecution of the voyage, **the wages and maintenance of the master, officers and crew reasonably incurred** during the extra period of detention in such port or place until the ship shall or should have been made ready to proceed upon her voyage, shall be allowed in general average.

- (ii) **Fuel and stores consumed during the extra period of detention shall be allowed as general average, except such fuel and stores as are consumed in effecting repairs not allowable in general average.**

- (iii) Port charges incurred during the extra period of detention shall likewise be allowed as general average except such charges as are incurred solely by reason of repairs not allowable in general average.

- (iv) Provided that when damage to the ship is discovered at a port or place of loading or call without any accident or other extraordinary circumstance connected with such damage having taken place during the voyage, **then the wages and maintenance of master, officers and crew and fuel and stores consumed and port charges incurred during the extra detention for repairs to damages so discovered shall not be allowable** as general average, even if the repairs are necessary for the safe prosecution of the voyage.

- (v) When the ship is condemned or does not proceed on her original voyage, **the wages and maintenance of the master, officers and crew and fuel and stores consumed**

放所生之額外之滯留期間。

- d. 當船舶無法或不行駛原航程時，則以無法或放棄原航程之日為止，或至貨物完全卸載之日(該無法或放棄發生在該日之前)為止之存倉費用得被認定為共同海損。

規則 XI 駛往及於避難港等船員之薪金給養及其他費用

- a. 如船舶駛入避難港或地點或折返其裝貨港或地點之費用，依規則 X 第(a)項可認為共同海損時，則因此項駛入避難港或地點或折返其裝貨港或地點所生航程延長期間所合理發生之船長、船員及水手之薪金及給養、以及所消耗之燃料及供應，均得被認定為共同海損。

b.

- (i) 因意外、犧牲或其他為共同安全必需駛入或阻留之非常情況，或為對犧牲或意外所致船舶之毀損得能安全繼續航程所為必要修理，而使船舶駛入或被阻留於任何港口或地點時，於該港或地點以迄船舶準備或應準備繼續其航程之額外滯留期間合理所發生之船長、船副及船員之薪金及給養可被認定為共同海損。

- (ii) 於該額外滯留期間所消耗之燃料及供應，可被認定為共同海損，但進行修理期間之燃料及供應消耗，不應認為共同海損。

- (iii) 於該額外滯留期間所發生之港埠費用亦可認為共同海損，但該項港埠費用完全修理所生者，不應認為共同海損。

- (iv) 於裝貨港或停泊港或地點發現船舶毀損，然於航程中並未發生任何與此損害有關連之意外或其他非常情況者，則為修理該發現毀損之額外滯留時間之船長、船員及水手之薪金及給養、所消耗之燃料及供應、及所發生之港口費用，均不得認為共同海損，即使該修理為安全繼續航程所必要者亦同。

- (v) 但當船舶無法或不行駛原航程時，則以無法或放棄原航程之日為止，或至貨物完全卸載之日(該



and port charges shall be **allowed** as general average only up to the date of the ship's condemnation or of the abandonment of the voyage or up to the date of completion of discharge of cargo if the condemnation or abandonment takes place before that date.

- (c)
- (i) For the purpose of these Rules wages shall include all payments made to or for the benefit of the master, officers and crew, whether such payments be imposed by law upon the shipowners or be made under the terms of articles of employment.
 - (ii) For the purpose of these Rules, port charges shall include all customary or additional expenses incurred for the common safety or to enable a vessel to enter or remain at a port of refuge or call in the circumstances outlined in Rule XI(b)(i).
- (d) The cost of measures undertaken to prevent or minimise damage to the environment shall be allowed in general average when incurred in any or all of the following circumstances:
- (i) as part of an operation performed for the common safety which, had it been undertaken by a party outside the common maritime adventure, would have entitled such party to a salvage reward;
 - (ii) as a condition of entry into or departure from any port or place in the circumstances prescribed in Rule X(a);
 - (iii) as a condition of remaining at any port or place in the circumstances prescribed in Rule XI(b), provided that when there is an actual escape or release of pollutant substances, the cost of any additional measures required on that account to prevent or minimise pollution or environmental damage shall not be allowed as general average;
 - (iv) necessarily in connection with the **handling on board, discharging, storing or reloading of cargo, fuel or stores** whenever the cost of those operations is allowable as general average.

Rule XII – Damage to Cargo in Discharging, etc.

Damage to or loss of cargo, fuel or stores sustained in consequence of their handling, discharging, storing, reloading and stowing shall be allowed as general average, when and only when the cost of those measures respectively is allowed as general average.

Rule XIII – Deductions from Cost of Repairs

- (a) Repairs to be allowed in general average shall not be subject to deductions in respect of “new for old” where old material or parts are replaced by new unless the ship is over fifteen years old in which case there shall be a deduction of one third. The deductions shall be regulated by the age of the ship from the

無法或放棄發生在該日之前)為止之船長、船員及水手之該薪金及給養、所消耗之燃料及供應、及港口費用，均可認為共同海損。

- (c)
- (i) 為本規則之目的，薪金包括應支付給或為船長、船副及船員之利益而應支付之所有款項，無論該款項係船舶所有人依法或依所締結的雇用契約條款所應支付者。
 - (ii) 為本規則之目的，港口費用應包括為共同安全或為使船舶能駛入或停留於避難港或依規則 XI(b)(i) 所列明靠泊之情況。
- d. 為預防或減輕對環境損害所採行措施之成本，為下列之一或全部所發生者，可認為共同海損：
- (i) 為共同海事冒險以外之人所進行，而為共同安全作業進行之部份而該人享有救助報酬者；
 - (ii) 於規則 X 第(a)項規定之情況，作為進入或離開任何港口或地點之條件者；
 - (iii) 於規則 X 第(b)項規定之情況，作為停留於任何港口或地點之條件者，然當有實際洩漏或排出污染性物質時，任何被要求去預防或減輕污染或環境損害之額外措施之成本，不應認為共同海損；
 - (iv) 與貨物於船上處理、卸載、堆存或重裝、填加油料或物料有必要關連者，而無論該作業成本是否可被認定為共同海損。

規則 XII 卸貨所致毀損

貨物、燃料或供由於其搬移、卸載、入棧、重裝及堆存所遭受之毀損及滅失，得被認定為共同海損，但以或僅以前述各項措施之費用被認定為共同海損者為限。

規則 XIII 修理費用之扣減

- a. 凡認為共同海損之修理，以新材料或零件更換舊有者，對此「新換舊」均不予扣減，但如船舶已逾十五年者，應按三分之一扣減。此項扣減船齡依據，以船舶建造完成當年之



31st December of the year of completion of construction to the date of the general average act, except for insulation, life and similar boats, communications and navigational apparatus and equipment, machinery and boilers for which the deductions shall be regulated by the age of the particular parts to which they apply.

- (b) The deductions shall be made only from the cost of the new material or parts when finished and ready to be installed in the ship. No deduction shall be made in respect of provisions, stores, anchors and chain cables. Drydock and slipway dues and costs of shifting the ship shall be allowed in full.
- (c) The costs of cleaning, painting or coating of bottom shall not be allowed in general average unless the bottom has been painted or coated within the 24 months preceding the date of the general average act in which case one half of such costs shall be allowed.

Rule XIV – Temporary Repairs

- (a) Where temporary repairs are effected to a ship at a port of loading, call or refuge, for the common safety, or of damage caused by general average sacrifice, the cost of such repairs shall be allowed as general average.
- (b) Where temporary repairs of accidental damage are effected in order to enable the common maritime adventure to be completed, the cost of such repairs shall be allowed as general average without regard to the saving, if any, to other interests, but only up to the saving in expense which would have been incurred and allowed in general average if such repairs had not been effected there.
- (c) No deductions “new for old” shall be made from the cost of temporary repairs allowable as general average.

Rule XV – Loss of Freight

Loss of freight arising from damage to or loss of cargo shall be allowed as general average, either when caused by a general average act, or when the damage to or loss of cargo is so allowed.

Deduction shall be made from the amount of gross freight lost, of the charges which the owner thereof would have incurred to earn such freight, but has, in consequence of the sacrifice, not incurred.

Rule XVI – Amount to be Allowed for Cargo Lost or Damaged by Sacrifice

- (a)
 - (i) The amount to be allowed as general average for damage to or loss of cargo sacrificed shall be the loss which has been sustained thereby based on the value at the time of discharge, ascertained from the commercial invoice

十二月三十一日起，至共同海損行為日計算之。但如為獨立個體、救生艇或類似小艇、通訊及航行儀器及設備、機器及鍋爐等之扣減，則以其個別零件使用之年數為準。

- b. 此項扣減僅以已完成並準備裝於船上之新材料或零件成本為之。凡糧食、供應、錨鏈等均得不予扣減。乾塢及船架費及移船費用，均全部認為共同海損。
- c. 船底清除、上漆或護漆之成本，不認為共同海損。但如船底於共同海損行為之日前 24 個月內，曾經油漆或護漆者，則上述費用之一半，得認為共同海損。

規則 XIV 臨時修理

- a. 為共同安全或為共同海損犧牲所致之毀損，船舶在裝貨港、靠泊港或避難港進行臨時修理時，該項修理費用得被認定為共同海損。
- b. 如意外毀損臨時修理之進行僅為使冒險得以完成者，則不問是否對其他關係人可能有所節省(如有)，其臨時修理費用得被認定為共同海損；但只以如不在該處進行是項修理，即會發生及被認為共同海損所節省之費用為限。
- c. 認為共同海損之臨時修理費用將不為「新換舊」之扣減。

規則 XV 運費損失

貨物毀損或滅失所致之運費損失，得被認定為共同海損，無論是項貨物之毀損或滅失係因共同海損行為所致或可被認定為共同海損。

運費損失總額內，應扣減船舶所有人為賺取此項運費必須支付，但因犧牲之結果而無須支付之費用。

規則 XVI 犧牲而致或滅失或毀損之受償額

- a.
 - (i) 貨物因犧牲而蒙受毀損或滅失，得被認定為共同海損之數額，應以貨物卸貨時之價值為基礎，並以送交受貨人之商業發票，或如無



rendered to the receiver or if there is no such invoice from the shipped value. **Such commercial invoice may be deemed by the average adjuster to reflect the value at the time of discharge irrespective of the place of final delivery under the contract of carriage.**

- (ii) The value at the time of discharge shall include the cost of insurance and freight except insofar as such freight is at the risk of interests other than the cargo.
- (b) When cargo so damaged is sold and the amount of the damage has not been otherwise agreed, the loss to be allowed in general average shall be the difference between the net proceeds of sale and the net sound value as computed in the first paragraph of this Rule.

Rule XVII – Contributory Values

- (a)
 - (i) The contribution to a general average shall be made upon the actual net values of the property at the termination of the **common maritime** adventure except that the value of cargo shall be the value at the time of discharge, ascertained from the commercial invoice rendered to the receiver or if there is no such invoice from the shipped value. **Such commercial invoice may be deemed by the average adjuster to reflect the value at the time of discharge irrespective of the place of final delivery under the contract of carriage.**
 - (ii) The value of the cargo shall include the cost of insurance and freight unless and insofar as such freight is at the risk of interests other than the cargo, deducting therefrom any loss or damage suffered by the cargo prior to or at the time of discharge. **Any cargo may be excluded from contributing to general average should the average adjuster consider that the cost of including it in the adjustment would be likely to be disproportionate to its eventual contribution.**
 - (iii) The value of the ship shall be assessed without taking into account the beneficial or detrimental effect of any demise or time charterparty to which the ship may be committed.
- (b) To these values shall be added the amount allowed as general average for property sacrificed, if not already included, deduction being made from the freight and passage money at risk of such charges and crew's wages as would not have been incurred in earning the freight had the ship and cargo been totally lost at the date of the general average act and have not been allowed as general average; deduction being also made from the value of the property of all extra charges incurred in respect thereof subsequently to the general average act, except such charges as are allowed in general average. **Where payment for salvage services has not been allowed as general average by reason of paragraph (b) of Rule VI, deductions in respect of payment for salvage services shall be limited to the amount paid to the salvors including**

該發票時，則以裝船價值確定之。海損理算師得認定該商業發票得作為卸貨時之價值依據，而無須考量運送契約所載之最後交貨地為何。

- (ii) 卸貨時價值，包括保險費及運費，但如運費係由貨物以外之其他關係人承擔風險者除外。
- b. 如受損貨物被出售，且受損金額未有其他約定時，則以出售淨所得與按本條前項規定計算之完好淨值之差額，為可被認定為共同海損之損失。

規則 XVII 分攤價值

- a.
 - (i) 除貨物之價值為卸貨時，以送交受貨人之商業發票所確定之價值，或如無該發票時，則為裝船價值外，共同海損所應分攤之價值，應為共同海事冒險終止時財物之實際淨價值。海損理算師得認定該商業發票得作為卸貨時之價值依據，而無須考量運送契約所載之最後交貨地為何。
 - (ii) 卸貨時之價值，包括保險費及運費，並扣除貨物於卸貨前或當時所遭受任何之滅失或毀損，但如運費係由貨物以外之其他關係人承擔風險者除外。如海損理算師認為將某貨物納入理算之成本可能會與其最後的分攤不成比例時，可將其排除於共同海損分攤之外。
 - (iii) 評估船舶之價值時，對船舶已有之光船租船或論時傭船契約所有之利益或損害，均不予考慮。
- b. 前項所述之價值，應加上因財物犧牲可被認定為共同海損之數額；如其補償額尚未包括在內，則於共同海損行為之日，如船貨全部滅失，無須支付為賺取運費之費用及船員薪金，應由危險中之運費或客票中扣減，且不得認為共同海損。共同海損行為後發生之額外費用，亦應自有關財物價值中扣減，但得認為共同海損之部份。當救助服務之支付款因規則 VI 第 b 項規定不獲共同海損補償時，該救助服務支付款之扣減，應僅限於已支付給救助之款項，包括利息及救助人的成本。



interest and salvors' costs.

- (c) In the circumstances envisaged in the third paragraph of Rule G, the cargo and other property shall contribute on the basis of its value upon delivery at original destination unless sold or otherwise disposed of short of that destination, and the ship shall contribute upon its actual net value at the time of completion of discharge of cargo.
- (d) Where cargo is sold short of destination, however, it shall contribute upon the actual net proceeds of sale, with the addition of any amount allowed as general average.
- (e) Mails, passengers' luggage and **accompanied** personal effects and accompanied private motor vehicles shall not contribute to general average.

Rule XVIII – Damage to Ship

The amount to be allowed as general average for damage or loss to the ship, her machinery and/or gear caused by a general average act shall be as follows:

- (a) When repaired or replaced,
The actual reasonable cost of repairing or replacing such damage or loss, subject to deductions in accordance with Rule XIII;
- (b) When not repaired or replaced,
The reasonable depreciation arising from such damage or loss, but not exceeding the estimated cost of repairs. But where the ship is an actual total loss or when the cost of repairs of the damage would exceed the value of the ship when repaired, the amount to be allowed as general average shall be the difference between the estimated sound value of the ship after deducting therefrom the estimated cost of repairing damage which is not general average and the value of the ship in her damaged state which may be measured by the net proceeds of sale, if any.

Rule XIX – Undeclared or Wrongfully Declared Cargo

- (a) Damage or loss caused to goods loaded without the knowledge of the shipowner or his agent or to goods willfully misdescribed at the time of shipment shall not be allowed as general average, but such goods shall remain liable to contribute, if saved.
- (b) **Where goods have been wrongfully declared at the time of shipment at a value which is lower than their real value, any general average loss or damage shall be allowed on the basis of their declared value, but such goods shall contribute on the basis of their actual value.**

Rule XX – Provision of Funds

- c. 規則 G 第 3 項所設想之情況，貨物及其他財產應以原目的地之交貨價值基礎分攤之，除非未抵達該目的地時被售出或為其他處置，船舶應以其完成卸貨時之實際淨價值分攤之。
- d. 貨物於目的地前出售，則以出售淨所得加上任何自被認定為共同海損之數額為分攤。
- e. 郵件、旅客行李、隨身私人物品及其伴隨之機動交通工具，均不分攤共同海損。

規則 XVIII 船舶之毀損

因共同海損行為所致船舶、其機器及/或索具毀損或滅失，得認為共同海損之數額如下：

- a. 已修理或更換者
應為該毀損或滅失之實際合理修理或更換之成本，並依規則 XIII 之規定予以扣減。
- b. 未經修理或更換者
因該毀損或滅失所造成之合理折舊，但不得超過所估計之修理費用。如船舶實際全損，或毀損修理成本將超過修理後船舶之價值時，得認為共同海損之金額應為扣減不屬共同海損毀損之估計費用後之船舶估計完好價值，與船舶毀損情況下之價值之差額，船舶毀損情況下之價值，可以其出售之淨所得為準(如有)。

規則 XIX 未申報或不實申報之貨物

- a. 所裝載之貨物未為船舶所有人或其代理人所知悉，或於裝運時故意謊報者，其毀損或滅失不得認為共同海損；但是項貨物如被保全時，仍應分攤共同海損。
- b. 貨物於裝運時因不實申報，所申報之價值低於其實際價值者，其毀損或滅失之受補償額應以其申報價值計算為基礎，但其應負分攤責任則應照其實際價值計算。

規則 XX 基金款項之供給



- (a) The capital loss sustained by the owners of goods sold for the purpose of raising funds to defray general average disbursements shall be allowed in general average.
- (b) The cost of insuring general average disbursements shall be allowed in general average.

Rule XXI – Interest on Losses Allowed in General Average

- (a) Interest shall be allowed on expenditure, sacrifices and allowances in general average until three months after the date of issue of the general average adjustment, due allowance being made for any payment on account by the contributory interests or from the general average deposit fund.
- (b) **The rate for calculating interest accruing during each calendar year shall be the 12-month ICE LIBOR for the currency in which the adjustment is prepared, as announced on the first banking day of that calendar year, increased by four percentage points. If the adjustment is prepared in a currency for which no ICE LIBOR is announced, the rate shall be the 12-month US Dollar ICE LIBOR, increased by four percentage points.**

Rule XXII – Treatment of Cash Deposits

- (a) Where cash deposits have been collected in respect of general average, salvage or special charges, such sums shall be remitted forthwith to the average adjuster who shall deposit the sums into a special account, **earning interest where possible, in the name of the average adjuster.**
- (b) **The special account shall be constituted in accordance with the law regarding client or third party funds applicable in the domicile of the average adjuster. The account shall be held separately from the average adjuster's own funds, in trust or in compliance with similar rules of law providing for the administration of the funds of third parties.**
- (c) The sums so deposited, together with accrued interest, if any, shall be held as security for payment to the parties entitled thereto, of the general average, salvage or special charges in respect of which the deposits have been collected. Payments on account or refunds of deposits may **only** be made **when such payments are** certified in writing by the average adjuster **and notified to the depositor requesting their approval. Upon the receipt of the depositor's approval, or in the absence of such approval within a period of 90 days, the average adjuster may deduct the amount of the payment on account or the final contribution from the deposit.**
- (d) All deposits and payments or refunds shall be without prejudice to the ultimate liability of the parties.

- a. 為募集支付共同海損費用之基金而變賣貨物之所有人所蒙受之主要損失，可得認為共同海損。
- b. 投保共同海損費用之成本，亦得被認定為共同海損。

規則 XXI 得被認定為共同海損之損失利息

- a. 共同海損之費用、犧牲及補償，可補償利息，計至海損理算書發行日後三個月為止，但已由分攤關係人或自海損保證金中之任何暫付款應予扣減。
- b. 用於計算每一曆年度利息之利率應為該理算報告所使用之貨幣之 12 月期洲際交易所集團 (Intercontinental Exchange_ ICE) 之倫敦銀行同業拆息 (London Interbank Offered Rate_ LIBOR) 於該年度第一天銀行上班日所宣布的利率，再加上 4 個百分點。如理算書所使用之貨幣於洲際交易所集團倫敦銀行同業拆息無可適用之利率者，則依倫敦銀行同業拆息美元利率，再加上 4 個百分點。

規則 XXII 現金保證金之處理

- (a) 貨物為共同海損、救助費用或特別費用所負擔之責任，所繳納之現金保證金，是項保證金應毫不遲延地存入特別帳戶中，如有利息滋生，則以海損理算師名義存入。
- (b) 特別帳戶應依據海損理算師事務所所在地所適用有關委託人或第三人基金方面的法令規定為設立。該帳戶應與海損理算師自己的基金帳戶分開，並以信託或以規定管理第三人基金的類似規定為設立。
- (c) 此項保證金及其可能獲得之利息(如有)，即係該繳付保證金之貨物對共同海損、救助費用或特別費用負擔部份支付之保證。暫付款或保證金之退還僅能憑海損理算師書面證明該款項且通知保證金提存之人並請求其同意之方式為之。一接獲保證金提存人的同意，或如未於 90 天內為是項同意時，海損理算師即得將該暫付款或該保證金之最後分攤額予以扣減。
- (d) 所有保證金及其支付或退還應不損及與各關係人之最終責任。



Rule XXIII – Time Bar for Contributing to General Average

- (a) Subject always to any mandatory rule on time limitation contained in any applicable law:
- (i) Any rights to general average contribution including any rights to claim under general average bonds and guarantees, shall be extinguished unless an action is brought by the party claiming such contribution within a period of one year after the date upon which the general average adjustment is issued. However, in no case shall such an action be brought after six years from the date of termination of the common maritime adventure.
 - (ii) These periods may be extended if the parties so agree after the termination of the common maritime adventure.
- (b) This rule shall not apply as between the parties to the general average and their respective insurers.

規則 XXIII 共同海損分攤之時效期間

- a. 於適用任何可適用法律所規定有關時效期間之任何強制規定情況下：
- (i) 主張共同海損分攤之人如未於共同海損理算書刊行後一年期間內提起訴訟者，共同海損分攤之任何權利，包括共同海損擔保及保證書之任何權利主張，均應消滅。且在任何情況下，共同海事冒險終了日之六年後，即不得再行提起訴訟請求。
 - (ii) 該期間於共同海事冒險終了後，得經當事人同意而延長。
- b. 於共同海損當事人與其保險人間，本規則不適用之。

