

Revisão nos termos da Resolução n.º 1822 (2008) do Conselho de Segurança concluída em 21/6/2010.

QE.W.15.01. Nome: Wafa Humanitarian Organization [Organização Humanitária Wafa]

Também conhecido por: a) Al Wafa b) Al Wafa Organization (Organização Al Wafa) c) Wafa Al-Igatha Al-Islamia **Anteriormente conhecido por:** — **Endereço:** a) Jordan House No. 125, Street 54, Phase II Hayatabad, Peshawar, Paquistão (à data de inserção na lista) b) Arábia Saudita (à data de inserção na lista) c) Kuweit (à data de inserção na lista) d) Emirados Árabes Unidos (à data de inserção na lista) e) Afeganistão (à data de inserção na lista) **Data de inserção na lista:** 6/10/2001 (alterada em 21/3/2012) **Outras informações:** Tinha sede em Kandahar, Afeganistão, em 2001. A Wafa foi uma das componentes da Al-Qaida (QE.A.4.01) em 2001. Revisão nos termos da Resolução n.º 1822 (2008) do Conselho de Segurança concluída em 21/6/2010.

第 67/2014 號行政長官公告

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

國際海事組織海上安全委員會於一九九九年五月二十七日對經修訂的公約第VII章作出修正時，將有關《國際安全運輸船載包裝輻照核燃料、鈾和高水平放射性廢物規則》的規定作為公約的強制性規定，並透過第MSC.88(71)號決議通過了《國際安全運輸船載包裝輻照核燃料、鈾和高水平放射性廢物規則》，且有關規則自二零零一年一月一日起對澳門特別行政區生效；

基於此，行政長官根據澳門特別行政區第3/1999號法律第六條第一款的規定，命令公佈包含上指規則的第MSC.88(71)號決議的中文及英文文本。

二零一四年九月二十四日發佈。

代理行政長官 陳麗敏

Aviso do Chefe do Executivo n.º 67/2014

Considerando que a República Popular da China é um Estado Membro da Organização Marítima Internacional e um Estado Contratante da Convenção Internacional para a Salvaguarda da Vida Humana no Mar, concluída em Londres em 1 de Novembro de 1974, adiante designada por Convenção;

Considerando igualmente que, em 27 de Maio de 1999, o Comité de Segurança Marítima da Organização Marítima Internacional, procedeu a emendas ao capítulo VII da Convenção, tal como emendada, para tornar as disposições do Código Internacional para a Segurança do Transporte de Combustível Nuclear Irradiado, de Plutónio e de Resíduos Altamente Radioactivos em Barris a Bordo de Navios obrigatórias nos termos da Convenção, e que, através da resolução MSC.88(71), adoptou o Código Internacional para a Segurança do Transporte de Combustível Nuclear Irradiado, de Plutónio e de Resíduos Altamente Radioactivos em Barris a Bordo de Navios, e que tal Código entrou em vigor, em relação à Região Administrativa Especial de Macau, em 1 de Janeiro de 2001;

O Chefe do Executivo manda publicar, nos termos do n.º 1 do artigo 6.º da Lei n.º 3/1999 da Região Administrativa Especial de Macau, a resolução MSC.88(71), que contém o referido Código, nos seus textos em línguas chinesa e inglesa.

Promulgado em 24 de Setembro de 2014.

A Chefe do Executivo, interina, *Florinda da Rosa Silva Chan*.

第 MSC.88 (71) 號決議

(1999 年 5 月 27 日通過)

通過《國際安全運輸船載包裝輻照核燃料、鈾和高水平放射性廢物規則》(《輻照核燃料規則》)

海上安全委員會，

憶及《國際海事組織公約》有關本組織職責的第 28 (b) 條，

注意到大會通過的如下決議：

— A.748 (18)：安全運輸船載瓶裝輻照核燃料、鈾和高水平放射性廢物規則 (《輻照核燃料規則》)；

— A.790 (19)：檢查《輻照核燃料規則》；

— A.853 (20)：《輻照核燃料規則》的修正案；和

— A.854 (20)：《制定運輸受《輻照核燃料規則》管轄物質的船舶的船上應急計劃指南》；

認識到需要強制應用議定的海上運輸輻照核燃料貨物的國際標準，

還注意到其據以通過經修正的《1974 年國際海上人命安全公約》(《安全公約》)第 VII 章修正案、使《輻照核燃料規則》的規定在 2001 年 1 月 1 日和以後成為該公約的強制性規定的第 MSC.87 (71) 號決議，

在其第七十一次會議上審議了提議的《輻照核燃料規則》的條文，

1. 通過《國際安全運輸船載包裝輻照核燃料、鈾和高水平放射性廢物規則》（《輻照核燃料規則》），其條文載於本決議附件中；
2. 注意到根據《1974 年安全公約》第 VII 章修正案的規定，《輻照核燃料規則》應按該公約第 VIII 條有關適用於除第 I 章外的該公約附件的修正程序通過、生效和實施；
3. 要求秘書長將本決議和附件中所載《輻照核燃料規則》條文的核證副本分發給本公約的所有締約政府；
4. 還要求秘書長將本公約及其附件的副本分發給非屬本公約締約政府的本組織會員。

附件

國際安全運輸船載包裝輻照核燃料、鈾和高水平

放射性廢物規則（《輻照核燃料規則》）

第 1 章

總則

1.1 定義

1.1.1 就本規則而言：

- .1 主管機關係指船舶有權懸掛其國旗的國家的政府。
- .2 本公約係指經修正的《1974 年國際海上人命安全公約》。
- .3 輻照核燃料貨物係指作為貨物按《國際危規》第 7 類表 10、11、12 或 13 運輸的包裝輻照核燃料、鈾和高水平放射性廢物。
- .4 輻照核燃料係指含有鈾、鈷和/或鈾同位素、已用於保持獨立核連鎖反應的物質。
- .5 鈾係指從回收輻照核燃料提取的該物質同位素的合成混合物。
- .6 高水平放射性廢物係指在輻照核燃料回收裝置的第一階段提取系統的運行中生成的液體廢物或在以後提取階段中生成的濃縮廢物或由此種液體廢物轉化的固體物質。

.7 《國際危規》係指在本公約第 VII/14.6 條中定義的《國際海運危險貨物規則》。

.8 《國際散化規則》係指在本公約第 VII/8.1 條中定義的《國際散裝危險化學品運輸船的構造和設備規則》。

.9 事故係指具有同一起源、造成或可能造成輻照核燃料貨物的釋放或可能釋放的任何事故或事故系列，包括容器完整性的損失。

.10 釋放係指輻照核燃料貨物從裝容系統中的逸出或輻照核燃料貨物包裝的滅失。

1.1.2 就本規則而言，運輸輻照核燃料貨物的船舶按其所載輻照核燃料貨物的總放射量被分為三類：

1 類輻照核燃料運輸船 — 經驗證可運輸總放射量小於 4,000TBq 的輻照核燃料貨物的船舶。

2 類輻照核燃料運輸船 — 經驗證可運輸總放射量小於 2×10^6 TBq 的輻照核燃料或高水平放射性廢物的船舶和經驗證可運輸總放射量少於 2×10^5 TBq 的鈾的船舶。

3 類輻照核燃料運輸船 — 經驗證可在對物質的最大總放射量不加限制的情況下運輸輻照核燃料、高水平放射性廢物或鈾的船舶。

1.2 適用範圍¹

1.2.1 本規則適用於本公約第 VII/15 條中規定的從事運輸輻照核燃料貨物的船舶。

1.2.2 除本規則的要求外，《國際危規》的規定也應適用於輻照核燃料貨物的運輸。

1.2.3 要求在 3 類輻照核燃料運輸船上運輸的輻照核燃料貨物不允許裝在客船上。

1.3 檢驗和發證

1.3.1 在進行輻照核燃料貨物的運輸前，應對意圖運輸輻照核燃料貨物的船舶進行初次檢驗；初次檢驗應包括對其在本規則管轄範圍內的結構、設備、屬具、裝置和材料的完整性檢查。

1.3.2 主管機關或經其按本公約第 I/6 條予以認可的組織應在進行 1.3.1 規定的初次檢驗後向該船頒發“國際輻照核燃料貨物適運證書”，其格式載於附錄中。

1.3.3 對輻照核燃料貨物運輸作出驗證的船舶應根據本公約第 I 章的適用規定接受檢查和檢驗，以確保其結構、設備、屬具、裝置和材料符合本規則的規定。

1.3.4 如未進行 1.3.3 規定的檢驗或此種檢驗表明該船不符合本規則的規定或在本公約規定的該船的某一證書過期時，“國際輻照核燃料貨物適運證書”即應失效。

¹ 也請參看第 A.893 (21) 號決議 – 航行規劃指南。海上安全委員會第七十一次會議指示海事組織秘書處在海事組織大會第二十一一次會議通過本決議後將本腳註列入。

第 2 章

破損穩性

2.1 1 類輻照核燃料運輸船的破損穩性應使主管機關感到滿意。

2.2 2 類輻照核燃料運輸船應：

- .1 如按客船標準建造：符合本公約第 II-1 章 B 部分的破損穩性要求；或
- .2 如按貨船標準建造：符合本公約第 II-1 章 B-1 部分的破損穩性要求，不論船長。

2.3 3 類輻照核燃料運輸船應符合：

- .1 《國際散化規則》第 2 章對 1 型船舶抗沉能力和貨物處所位置的破損穩性要求；或
- .2 不論船長，在使用下列分艙指數 R_{INF} 時：本公約第 II-1 章 B-1 部分的破損穩性要求：

$$R_{INF} = R + 0.2 (1-R)$$

第 3 章

消防安全措施

3.1 1 類輻照核燃料運輸船的消防安全措施應使主管機關感到滿意。

3.2 2 和 3 類輻照核燃料運輸船，不論尺寸，均應裝有下列系統和設備：

- .1 符合本公約第 II-2/4 條要求的水滅火系統；
- .2 本公約第 II-2/3.19 條規定的符合本公約第 II-2/7 條要求的 A 類機器處所中的固定滅火裝置；
- .3 符合本公約第 II-2/54.2.1.3 條要求的固定貨物處所冷卻裝置；和
- .4 符合本公約第 II-2/13 條要求的、對機器處所、居住和服務處所加以保護的固定探火和火警系統。

3.3 對於 3 類輻照核燃料運輸船，居住處所、服務處所、控制台和 A 類機器處所應設在貨物所處的前方或後方，並充分計及船舶的總體安全。

第 4 章

貨物處所的溫度控制

4.1 對於 1、2 和 3 類輻照核燃料運輸船：

- .1 應對圍蔽的貨物處所提供適當通風或製冷，使此種處所內的平均環境溫度在任何時候不超過 55°C；
- .2 為擬用於輻照核燃料貨物運輸的貨物處所服務的通風或製冷系統應獨立於為其他處所服務者；和

.3 操作的必需用品，如風扇、壓縮機、熱交換器、冷卻水供應，應在每一貨物處所作雙套配備並備有備件，使主管機關感到滿意。

第 5 章

結構考慮

甲板區域的結構強度和支撐裝置應足以承受要經受的負荷。

第 6 章

貨物繫固裝置

6.1 應配置適當的永久繫固器械防止包裝品在貨物處所內活動。在設計永久器械時，應充分考慮包裝品的方向並計及下列船舶加速水平：

縱向 1.5g；

橫向 1.5g；

垂直向上 1.0g；

垂直向下 2.0g。

6.2 或者，當包裝品係在敞甲板上運載時，它們應按主管機關根據本組織制定的指南²所核准的安全積載和繫固單元化和有輪子的（滾裝）貨物的原則被繫固。

6.3 使用防撞墊塊時，墊塊應佈置成不會干擾或阻止根據 4.1 的規定可能必需的冷卻氣流。

第 7 章

供電設備

7.1 1 類輻照核燃料運輸船上的供電設備應使主管機關感到滿意。

7.2 對於 2 和 3 類輻照核燃料運輸船：

.1 應配置符合本組織可接受的國際標準³的要求的替代電源，使涉及主供電設備的損害不影響替代電源；

.2 替代電源的供電應足以在 36 小時中提供以下服務：

.2.1 防浸水設備和 3.2.3 和 4.1 中所述冷卻裝置；和

.2.2 本公約規定的所有應急服務。

7.3 在 3 類輻照核燃料運輸船上，7.2.1 中所述的替代電源應設在第 2 章中設想的任何損害的範圍之外。

² 參看：

.1 本組織以第 A.714 (17) 號決議通過的《貨物積載和繫固安全實用守則》；
.2 本組織以第 A.581 (14) 號決議通過《滾裝船運輸公路車輛繫固裝置指南》；
和
.3 第 MSC/Circ.745 號通函：《制定貨物繫固守則指南》。

³ 參看國際電工委員會公佈的建議案，特別是第 92 號出版物 - 《船舶電氣設備》。

第 8 章

放射保護

視待運的輻照核燃料貨物的性質和船舶設計的特點而定，必要時應備置額外裝置或設備，使主管機關感到滿意。

第 9 章

管理和培訓

輻照核燃料運輸船的管理和培訓應使主管機關感到滿意並計及本組織內的發展情況。

第 10 章

船上應急計劃

10.1 每一運輸輻照核燃料貨物的船舶應在船上攜帶船上應急計劃。

10.2 此種計劃應由主管機關根據本組織制定的指南⁴予以核准，以船長和高級船員懂得的語文寫成。計劃應至少由下列者構成：

- .1 本規則第 11 章規定的船長或負責船舶的其他人員在報告輻照核燃料貨物事故時應遵守的程序；

⁴ 參看本組織以第 A.854 (20) 號決議通過的《制定運輸《輻照核燃料規則》管轄貨物船舶的船上應急計劃指南》。

- .2 發生輻照核燃料貨物事故時應予聯繫的當局或人員一覽表；
- .3 對事故發生後船上人員為防止、減少或控制輻照核燃料貨物的釋放、減輕其滅失後果而需立即採取的行動的詳細說明；和
- .4 與國家和地方當局協調船上行動的船上程序和聯繫點。

10.3 如果其他國際文件要求船舶持有船上應急計劃，則各種計劃可合併成題為“船舶海上應急計劃”的單一計劃⁵。

第 11 章

發生輻照核燃料貨物事故時的通知

11.1 本公約第 VII/7-1 條的報告要求應既適用於輻照核燃料貨物的落海滅失或可能的落海滅失，也適用於輻照核燃料貨物的釋放或可能釋放的任何事故，不論此種滅失或釋放的原因，包括為了確保船舶安全或拯救海上人命。

11.2 在運輸輻照核燃料船舶發生以下損害、失靈或故障時也應作出此種報告：

- .1 影響船舶安全者，包括但不限於碰撞、擱淺、失火、爆炸、結構損壞、浸水和貨物移位；或
- .2 造成航行安全損害者，包括舵機、推進系統、發電系統和必要船上導航設備的失靈或故障。

⁵ 參看本組織以第 A.852 (20) 號決議通過的《船上緊急情況應急計劃綜合系統結構指南》。

附錄

國際輻照核燃料貨物適運證書格式⁶

國際輻照核燃料貨物適運證書

(官方鋼印)

根據《國際安全運輸船載包裝輻照核燃料、鈾和
高水平放射性廢物規則》(《輻照核燃料規則》)
(第 MSC.88 (71) 號決議) 的規定

經

(國家的正式全名)

政府授權，

由

(經主管機關認可的主管人員或組織的全名)

頒發

船舶特徵⁷

船名

識別號或識別符

登記港

⁶ 本證書必須以頒證國的正式語文寫成。如使用的語文不是英語、法語或西班牙語，則條文應包括其中一種語文的譯文。

⁷ 或者，可將船舶特徵橫放在方框中。

總噸位

海事組織編號

船舶的輻照核燃料類別（本規則 1.1.2 條）

茲 證 明：

- 1 已按本規則 1.3.1 款的規定對該船作出檢驗；和
- 2 檢驗表明該船的結構、設備、屬具、裝置和材料符合本規則的適用規定。

本證書的頒發以本規則 1.3.4 款的規定為準

頒發於.....

(頒證地點)

(日期)

以下署名者聲明他係經上述政府正式授權頒發本證書。

.....
(頒證官員的簽字和/或
頒證當局的鋼印)

RESOLUTION MSC.88(71)
(adopted on 27 May 1999)

**ADOPTION OF THE INTERNATIONAL CODE FOR THE SAFE CARRIAGE OF
PACKAGED IRRADIATED NUCLEAR FUEL, PLUTONIUM AND
HIGH-LEVEL RADIOACTIVE WASTES ON BOARD SHIPS
(INF CODE)**

THE MARITIME SAFETY COMMITTEE,

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

NOTING the adoption by the Assembly of resolutions:

- A.748(18) on the Code for the Safe Carriage of Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes in Flasks on Board Ships (INF Code);
- A.790(19) on the Review of the INF Code;
- A.853(20) on Amendments to the INF Code; and
- A.854(20) on Guidelines for developing shipboard emergency plans for ships carrying materials subject to the INF Code,

RECOGNIZING the need to provide a mandatory application of the agreed international standards for the carriage of INF cargo by sea,

NOTING ALSO resolution MSC.87(71) by which it adopted amendments to chapter VII of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, to make the provisions of the INF Code mandatory under that Convention on or after 1 January 2001,

HAVING CONSIDERED, at its seventy-first session, the text of the proposed INF Code,

1. ADOPTS the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code), the text of which is set out in the Annex to the present resolution;
2. NOTES that under the amendments to chapter VII of the 1974 SOLAS Convention, amendments to the INF Code shall be adopted, brought into force and shall take effect in accordance with the provisions of article VIII of that Convention concerning the amendment procedure applicable to the Annex to the Convention other than chapter I;
3. REQUESTS the Secretary-General to transmit certified copies of the present resolution and the text of the INF Code, contained in the Annex, to all Contracting Governments to the Convention;
4. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX

**INTERNATIONAL CODE FOR THE SAFE CARRIAGE OF PACKAGED IRRADIATED
NUCLEAR FUEL, PLUTONIUM AND HIGH-LEVEL RADIOACTIVE
WASTES ON BOARD SHIPS (INF CODE)****Chapter 1 - General****1.1 Definitions****1.1.1 For the purpose of this Code:**

- .1 *Administration* means the Government of the State whose flag the ship is entitled to fly.
- .2 *Convention* means the International Convention for the Safety of Life at Sea, 1974, as amended.
- .3 *INF cargo* means packaged irradiated nuclear fuel, plutonium and high-level radioactive wastes carried as cargo in accordance with Class 7 of the IMDG Code, schedule 10, 11, 12 or 13.
- .4 *Irradiated nuclear fuel* means material containing uranium, thorium and/or plutonium isotopes which has been used to maintain a self-sustaining nuclear chain reaction.
- .5 *Plutonium* means the resultant mixture of isotopes of that material extracted from irradiated nuclear fuel from reprocessing.
- .6 *High-level radioactive wastes* means liquid wastes resulting from the operation of the first stage extraction system or the concentrated wastes from subsequent extraction stage, in a facility for reprocessing irradiated nuclear fuel, or solids into which such liquid wastes have been converted.
- .7 *IMDG Code* means the International Maritime Dangerous Goods Code defined in regulation VII/14.6 of the Convention.
- .8 *IBC Code* means the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, as defined in regulation VII/8.1 of the Convention.
- .9 *Incident* means any occurrence or series of occurrences, including loss of container integrity, having the same origin which results or may result in a release, or probable cargo release of INF cargo.
- .10 *Release* means the escape of INF cargo from its containment system or the loss of an INF cargo package.

1.1.2 For the purpose of this Code, ships carrying INF cargo are assigned to the following three classes, depending on the total activity of INF cargo which is carried on board:

Class INF 1 ship - Ships which are certified to carry INF cargo with an aggregate activity less than 4,000 TBq.

Class INF 2 ship - Ships which are certified to carry irradiated nuclear fuel or high-level radioactive wastes with an aggregate activity less than 2×10^6 TBq and ships which are certified to carry plutonium with an aggregate activity less than 2×10^5 TBq.

Class INF 3 ship - Ships which are certified to carry irradiated nuclear fuel or high-level radioactive wastes and ships which are certified to carry plutonium with no restriction of the maximum aggregate activity of the materials.

1.2 Application¹

1.2.1 This Code applies to ships engaged in the carriage of INF cargo as prescribed in regulation VII/15 of the Convention.

1.2.2 In addition to the requirements of this Code, the provisions of the IMDG Code should apply to the carriage of INF cargo.

1.2.3 INF cargo that would be required to be carried on Class INF 3 ships shall not be allowed on passenger ships.

1.3 Survey and certification

1.3.1 Before the carriage of INF cargo takes place, a ship intended to carry INF cargo shall be subject to an initial survey which shall include a complete examination of its structure, equipment, fittings, arrangements and material in so far as the ship is covered by this Code.

1.3.2 The Administration, or an organization recognized by it in accordance with regulation I/6 of the Convention shall, after the initial survey as required in 1.3.1, issue the ship with the International Certificate of Fitness for the Carriage of INF Cargo, the form of which is set out in the appendix.

1.3.3 A ship certified for the carriage of INF cargo shall be subject to inspections and surveys under the applicable provisions of chapter I of the Convention in order to ensure that the structure, equipment, fittings, arrangements and material comply with the provisions of this Code.

1.3.4 The International Certificate of Fitness for the Carriage of INF Cargo shall cease to be valid if the survey required by 1.3.3 has not been carried out or has shown that the ship does not comply with the provisions of this Code, or when a certificate of that ship required by the Convention has expired.

Chapter 2 - Damage stability

2.1 The damage stability of a Class INF 1 ship shall be to the satisfaction of the Administration.

2.2 A Class INF 2 ship shall:

¹ Reference is also made to resolution A.893(21) - Guidelines for Voyage Planning. The Maritime Safety Committee at its seventy-first session instructed the IMO Secretariat to include this footnote following adoption of these Guidelines by the IMO Assembly at its twenty-first session.

- .1 if it is built to the standards for a passenger ship, comply with the damage stability requirements of part B of chapter II-1 of the Convention; or
 - .2 if it is built to the standards for a cargo ship, comply with the damage stability requirements of part B-1 of chapter II-1 of the Convention, regardless of the length of the ship.
- 2.3 A Class INF 3 ship shall comply with:
- .1 the damage stability requirements for type 1 ship survival capability and location of cargo spaces in chapter 2 of the IBC Code; or
 - .2 regardless of the length of the ship, the damage stability requirements in part B-1 of chapter II-1 of the Convention, using the subdivision index R_{INF} as given below:

$$R_{INF} = R + 0.2(1 - R)$$

Chapter 3 - Fire safety measures

- 3.1 Fire safety measures of a Class INF 1 ship shall be to the satisfaction of the Administration.
- 3.2 Class INF 2 and 3 ships, regardless of their size, shall be fitted with the following systems and equipment:
- .1 a water fire-extinguishing system complying with the requirements of regulation II-2/4 of the Convention;
 - .2 fixed fire-extinguishing arrangements in machinery spaces of category A, as defined in regulation II-2/3.19 of the Convention, complying with the requirements of regulation II-2/7 of the Convention;
 - .3 fixed cargo space cooling arrangements, complying with the requirements of regulation II-2/54.2.1.3 of the Convention; and
 - .4 a fixed fire-detection and fire alarm system, protecting the machinery spaces, accommodation and service spaces, complying with the requirements of regulation II-2/13 of the Convention.
- 3.3 In a Class INF 3 ship, accommodation spaces, service spaces, control stations and machinery spaces of category A shall be fitted either forward or aft of the cargo spaces, due regard being paid to the overall safety of the ship.

Chapter 4 - Temperature control of cargo spaces

- 4.1 In Class INF 1, 2 and 3 ships:
- .1 adequate ventilation or refrigeration of enclosed cargo spaces shall be provided so that the average ambient temperature within such spaces does not exceed 55°C at any time;
 - .2 ventilation or refrigeration systems serving cargo spaces intended for the transport of INF cargo shall be independent of those serving other spaces; and

- .3 those items essential to operation, such as fans, compressors, heat exchangers, cooling water supply, shall be provided in duplicate for each cargo space and spare parts shall be available, to the satisfaction of the Administration.

Chapter 5 - Structural consideration

The structural strength of deck areas and support arrangements shall be sufficient to withstand the load which is to be sustained.

Chapter 6 - Cargo securing arrangements

6.1 Adequate permanent securing devices shall be provided to prevent movement of the packages within the cargo spaces. In designing permanent devices, due consideration shall be given to the orientation of the packages and the following ship acceleration levels shall be taken into account:

- 1.5 g longitudinally;
- 1.5 g transversely;
- 1.0 g vertically up;
- 2.0 g vertically down.

6.2 Alternatively, where packages are carried on the open deck or a vehicle deck, they shall be secured in accordance with the principles of safe stowage and securing of heavy unitized and wheel-based (rolling) cargo approved by the Administration based on the guidelines developed by the Organization².

6.3 Collision chocks, where used, shall be so arranged that they will not interfere or prevent cooling air flow which may be necessary under the provisions of 4.1.

Chapter 7 - Electrical power supplies

7.1 The electrical power supplies in a Class INF 1 ship shall be to the satisfaction of the Administration.

7.2 In Class INF 2 and 3 ships:

- .1 an alternative source of electrical power, complying with the requirements of the international standards acceptable to the Organization³, shall be provided so that damage involving the main supply would not affect the alternative source; and

² Refer to:

- .1 the Code for the Safe Practice for Cargo Stowage and Securing, adopted by the Organization by resolution A.714(17);
- .2 the Guidelines for Securing Arrangements for the Transport of Road Vehicles on Ro-Ro Ships adopted by the Organization by resolution A.581(14); and
- .3 MSC/Circ.745 on the Guidelines for the preparation of the Cargo Securing Manual.

³ Refer to the recommendations published by the International Electrotechnical Commission and, in particular, to Publication 92 - Electrical Installations in Ships.

- .2 the power available from the alternative source shall be sufficient to supply the following services for at least 36 hours:
 - .2.1 the equipment provided for the flooding and cooling arrangements referred to in 3.2.3 and 4.1; and
 - .2.2 all emergency services required by the Convention.

7.3 In a Class INF 3 ship, the alternative source referred to in 7.2.1 shall be located outside the extent of any damage envisaged under chapter 2.

Chapter 8 - Radiological protection

Depending upon the characteristics of the INF cargo to be carried and upon the design of the ship, additional arrangements or equipment for radiological protection shall, if necessary, be provided to the satisfaction of the Administration.

Chapter 9 - Management and training

Management and training for a ship carrying INF cargo shall be to the satisfaction of the Administration taking into account developments in the Organization.

Chapter 10 - Shipboard emergency plan

10.1 Every ship carrying INF cargo shall carry on board a shipboard emergency plan.

10.2 Such a plan shall be approved by the Administration based on the guidelines developed by the Organization⁴ and written in a working language or languages understood by the master and officers. As a minimum, the plan shall consist of:

- .1 the procedure to be followed by the master or other persons having charge of the ship to report an incident involving INF cargo, as required by chapter 11 of this Code;
- .2 the list of authorities or persons to be contacted in the event of an incident involving INF cargo;
- .3 a detailed description of the action to be taken immediately by persons on board to prevent, reduce or control the release, and mitigate the consequences of the loss, of INF cargo following the incident; and
- .4 the procedures and points of contact on the ship for co-ordinating shipboard action with national and local authorities.

10.3 If a ship is required to have a shipboard emergency plan by other international instruments, the various plans may be combined into a single plan entitled "Shipboard Marine Emergency Plan"⁵.

⁴ Refer to the Guidelines for developing shipboard emergency plans for ships carrying materials subject to the INF Code, adopted by the Organization by resolution A.854(20).

⁵ Refer to the Guidelines for a structure of an integrated system of contingency planning for shipboard emergencies, adopted by the Organization by resolution A.852(20).

Chapter 11 - Notification in the event of an incident involving INF cargo

11.1 The reporting requirements of regulation VII/7-1 of the Convention shall apply both to the loss or likely loss of INF cargo overboard and to any incident involving a release or probable release of INF cargo, whatever the reason for such loss or release, including for the purpose of securing the safety of the ship or saving life at sea.

11.2 Such a report shall also be made in the event of damage, failure or breakdown of a ship carrying INF cargo which:

- .1 affects the safety of the ship, including but not limited to, collision, grounding, fire, explosion, structural failure, flooding and cargo shifting; or
- .2 results in the impairment of the safety of navigation, including the failure or breakdown of steering gear, propulsion system, electrical generating system, and essential shipborne navigational aids.

APPENDIX

Form of International Certificate of Fitness for the Carriage of INF Cargo⁶

INTERNATIONAL CERTIFICATE OF FITNESS FOR THE CARRIAGE OF INF CARGO

(Official seal)

issued under the provisions of

THE INTERNATIONAL CODE FOR THE SAFE CARRIAGE OF PACKAGED
IRRADIATED NUCLEAR FUEL, PLUTONIUM AND HIGH-LEVEL
RADIOACTIVE WASTES ON BOARD SHIPS (INF CODE)
(resolution MSC.88(71))

under the authority of the Government of

.....

(full official designation of country)

by

*(full designation of the competent person or organization
recognized by the Administration)*

Particulars of ship⁷

Name of ship

Distinctive number or letters

Port of registry

Gross tonnage

IMO number

INF class of ship (1.1.2 of the Code)

⁶ The certificate must be drawn up in the official language of the issuing country. If the language used is neither English, French nor Spanish, the text should include a translation into one of these languages.

⁷ Alternatively, the particulars of the ship may be placed horizontally in boxes.

THIS IS TO CERTIFY:

- 1 that the ship has been surveyed in accordance with the provisions of 1.3.1 of the Code; and
- 2 that the survey showed that the structure, equipment, fittings, arrangements and material of the ship complied with the applicable provisions of the Code

This certificate is issued subject to the provisions of 1.3.4 of the Code.

Issued at
(place of issue of Certificate) *(date)*

The undersigned declares that he is duly authorized by the said Government to issue this Certificate.

.....
 (signature of official issuing the Certificate
 and/or seal of issuing authority)

第 68/2014 號行政長官公告

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

國際海事組織海上安全委員會於一九九零年五月二十五日透過第MSC.19 (58) 號決議通過了公約的修正案；

中華人民共和國於一九九九年十二月十三日以照會通知聯合國秘書長，經修訂的公約自一九九九年十二月二十日起適用於澳門特別行政區；

基於此，行政長官根據澳門特別行政區第3/1999號法律第六條第一款的規定，命令公佈包含上指修正案的MSC.19 (58) 號決議的中文及英文正式文本。

二零一四年九月二十五日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 68/2014

Considerando que a República Popular da China é um Estado Membro da Organização Marítima Internacional e um Estado Contratante da Convenção Internacional para a Salvaguarda da Vida Humana no Mar, concluída em Londres em 1 de Novembro de 1974, adiante designada por Convenção;

Considerando igualmente que, em 25 de Maio de 1990, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.19(58), adoptou emendas à Convenção;

Considerando ainda que a República Popular da China, por nota datada de 13 de Dezembro de 1999, notificou o Secretário-Geral das Nações Unidas sobre a aplicação da Convenção, tal como emendada, na Região Administrativa Especial de Macau, a partir de 20 de Dezembro de 1999;

O Chefe do Executivo manda publicar, nos termos do n.º 1 do artigo 6.º da Lei n.º 3/1999 da Região Administrativa Especial de Macau, a resolução MSC.19(58), que contém as referidas emendas, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 25 de Setembro de 2014.

O Chefe do Executivo, *Chui Sai On*.