

- .2 explosives in compatibility groups C, D and E, if the total net explosives mass does not exceed 10 kg per ship; or
- .3 explosive articles in compatibility group G other than those requiring special stowage, if the total net explosives mass does not exceed 10 kg per ship; or
- .4 explosive articles in compatibility group B, if the total net explosives mass does not exceed 5 kg per ship.

2 Notwithstanding the provisions of paragraph 1, additional quantities or types of explosives may be carried in passenger ships in which special safety measures approved by the Administration are taken.

* Reference is made to class 1 of the International Maritime Dangerous Goods Code (IMDG Code)".

第 79/2014 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一九九四年五月二十三日透過第MSC.31(63)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.31(63)號決議的中文及英文正式文本。

二零一四年十月二十四日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 79/2014

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 23 de Maio de 1994, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.31(63), 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.31(63), que contém as referidas emendas, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 24 de Outubro de 2014.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.31 (63) 號決議

1994 年 5 月 23 日通過

通過《1974 年國際海上人命安全公約》修正案

海上安全委員會，

憶及《國際海事組織公約》關於本委員會的職責的第 28 (b) 條，

還憶及《1974 年國際海上人命安全公約》(此後稱為“本公約”)關於修正除第 I 章規定外的本公約附件的程序的第 VIII (b) 條，

在其第六十三次會議上審議了按本公約第 VIII (b) (i) 條提出和分發的本公約修正案，

1. 按照本公約第 VIII (b) (iv) 條通過本公約的修正案，其案文載於本決議附件中；

2. 按照本公約第 VIII (b) (vi) (2) (bb) 條，決定：

(a) 附件 1 所載修正案在 1995 年 7 月 1 日應被視為已被接受；
和

(b) 附件 2 所載修正案在 1998 年 1 月 1 日應被視為已被接受；

除非在這些日期前，多於三分之一的本公約締約政府或合計商船隊不少於世界商船隊總噸位的百分之五十的締約政府已通知反對這些修正案；

3. 請締約政府注意，按照本公約第 VIII (b) (vii) (2) 條，在按上述第 2 段接受後：

- (a) 附件 1 所載修正案應於 1996 年 1 月 1 日生效；和
 - (b) 附件 2 所載修正案應於 1998 年 7 月 1 日生效；
4. 要求秘書長按照本公約第 VIII (b) (v) 條，將本決議和附件中所載修正案案文的核證副本分發給本公約的所有締約政府；
 5. 還要求秘書長將本決議及其附件分發給非屬本公約締約政府的本組織會員。

附件 1

《1974 年國際海上人命安全公約》修正案

第 V/8-1 條 – 船舶報告制度

1 增加新的第 V/8-1 條如下：

“第 8-1 條

船舶報告制度

(a) 船舶報告制度有助於海上人命安全、航行安全和效率和海洋環境保護。船舶報告制度在按本組織根據本條制訂的指南和標準被通過和實施時，應按被通過的每一制度的規定，為所有船舶所使用，或為若干類別的船舶或運輸若干種類的貨物的船舶所使用。

(b) 本組織被確認為制定國際船舶報告制度的指南、標準和規則的唯一國際機構。締約政府應向本組織送交通過船舶報告制度的提案。本組織將整理有關任何通過的船舶報告制度的所有有關資料並分發給各締約政府。

(c) 本條及其有關指南和標準不適用於任何軍艦、海軍輔助船或為締約政府所擁有或經營、其時僅用於政府非商業營運的其他船舶；但鼓勵這些船舶參加按本條通過的船舶報告制度。

(d) 發起建立船舶報告制度的行動是某一政府或某些有關政府的職責。在制訂這種制度時，應考慮到本組織制訂的指南和標準的規定。

(e) 不提交本組織通過的船舶報告制度不必符合本條。但鼓勵實施這種制度的政府在可能時採用本組織制定的指南和標準。締約政府可將這種制度提交本組織認可。

(f) 當兩個或更多政府對一特定區域有共同利益時，他們應根據他們之間的協議制定經協調的船舶報告制度的提案。在審議通過船舶報告制度前，本組織應向在提議的制度涉及區域中有共同利益的那些政府分發該建議的詳情。當經協調的船舶報告制度被通過和建立時，應有統一的程序和運作。

(g) 在船舶報告制度按本條通過後，有關的某一政府或某些政府應採取一切必要措施頒佈有效和有效率的使用該制度所需的任何資料。任何經通過的船舶報告制度應有相互配合的能力和在必要時協助船舶得到資料的能力。這些制度應按照由本組織根據本條制訂的指南和標準進行運作。

(h) 船長應滿足經通過的船舶報告制度的要求，並按各制度規定的要求向主管當局報告所有資料。

(i) 被通過的所有報告制度和為符合這些制度所採取的行動應與國際法相一致，包括與《聯合國海洋法公約》的有關規定相一致。

(j) 本條或其相關指南和標準中沒有任何規定可損害國際法規定的各國政府的權利和義務或國際海峽的法制體制。

(k) 船舶按照通過的船舶報告制度的規定參加該制度，對有關船舶應是免費的。

(l) 本組織應確保：按照本組織制訂的指南和標準對經通過的船舶報告制度進行檢查。”

第 V/15-1 條 – 液貨船的緊急拖帶裝置

2 增加新的第 V/15-1 條如下：

“第 15-1 條

液貨船的緊急拖帶裝置

(a) 就本條而言，液貨船包括第 II-1/2.12 規定的油輪、第 VII/8.2 條規定的化學品船和第 VII/11.2 條規定的氣體運輸船。

(b) 在 1996 年 1 月 1 日或以後建造的、第 II-1/3.21 條規定的載重量不小於 20,000 噸的所有液貨船應在船上的兩端均裝備有緊急拖帶裝置。對 1996 年 1 月 1 日前建造的液貨船，這種裝置應在 1996 年 1 月 1 日後的第一次計劃進乾塢修理時安裝，但不遲於 1999 年 1 月 1 日。拖帶裝置的設計和構造應由主管機關根據本組織制訂的指南核准。”

附件 2

《1974 年國際海上人命安全公約》修正案

第 II-2/15 – 燃油、滑油和其他易燃油類的裝置

1 在標題後加上下述內容：

“（本條第 2.9 至 2.12 款適用於所有船舶）”

2 在現有第 2 款.8 項後加上新的.9 至.12 項如下：

.9 在高壓燃油泵和燃油噴射器之間的所有外部高壓供油管線應由在高壓管線故障時能容納燃油的有套管的管路系統作出保護。有套管的管子有一外管，高壓燃油管放置在其中，形成永久性組件。有套管的管路系統應包括收集淺漏物的裝置和應提供燃油管故障報警裝置。

.10 在燃油系統發生故障時，可被侵及的、溫度超過 220°C 的所有表面應有絕熱保護。

.11 燃油管線應有屏護或者作出其他保護，以儘可行地避免油類濺落物或油類泄漏物接觸熱表面、進入機器空氣進口或其他點燃源。

.12 在 1998 年 7 月 1 日前建造的船舶應在不遲於 2003 年 7 月 1 日符合第 2.9 至 2.11 款的要求，但輸功率為 375 千瓦或以下的發動機的適當外殼，在燃油噴射泵伺服多個噴射器時，可用作第 2.9 款中的有套管的管路系統的替代物。”

3 在現有第 3 款中“2.7 和 2.8”等詞由“2.7、2.8、2.10 和 2.11”取代。

4 在現有第 4 款中“2.4 和 2.6”等詞由“2.4、2.6、2.10 和 2.11”取代。

5 刪去現有第 5.1 款；第 5.2 和 5.3 款重新編號為 5.1 和 5.2。

第 V/3 條 – 危險電文所需的資料

6 在 (b) 款中，“熱帶風暴（西印度群島的颶風、中國海的颱風、印度海面的旋風以及其他地區類似性質的風暴）”的短語由“熱帶風暴”取代。

第 V/4 條 – 氣象業務

7 在第 (b) (ii) 款中，“每日由無線電發出”的短語由“每日由無線電發出兩次”取代。

第 V/22 條 – 駕駛台視界

8 增加新的第 V/22 條如下：

“第 22 條

駕駛台視界

(a) 在 1998 年 7 月 1 日或其後建造的、在第 III/3.10 條中規定的長度不小於 45 米的船舶應符合下述要求：

- (i) 航行指揮位置的海面視野，在吃水、縱傾和甲板貨的所有狀況下，從船首正前至每舷 10°內不應有大於兩個船長或 500 米的遮蔽，取其小者。
- (ii) 貨物、貨物裝卸設備和操舵室外其他遮蔽物在正橫前造成的遮蔽航行指揮位置的海面視野的任何扇形盲區

不應超過 10°。扇形盲區的總弧度不應超過 20°。扇形盲區間的扇形無遮蔽區應至少為 5°。但在 (a)(i) 款規定的視野中，每一個扇形盲區不應超過 5°。

- (iii) 航行指揮位置的水平視野弧應不小於 225°，即從正前到船舶每舷正橫後不小於 22.5°。
- (iv) 每一駕駛室翼台的水平視野弧應至少為 225°，即從對側船首至少 45°起經正前並從正前經船舶同側 180°至正後方。
- (v) 主操舵位置的水平視野弧應從正前至船舶每舷至少 60°。
- (vi) 從駕駛室翼台應能看見船舷。
- (vii) 在駕駛台甲板上方的駕駛台前窗的下緣高度應儘可能低。在任何情況下，該下緣不應遮蔽本條規定的前方視野。
- (viii) 駕駛室前窗的上緣應使在駕駛台甲板之上的視高為 1,800 毫米的人，當船舶在大浪中縱搖時，能在航行指揮位置上看到前方的地平線。如主管機關認為視高為 1,800 毫米是不合理和不可行的，則可允許降低視高，但不應小於 1,600 毫米。
- (ix) 窗子應符合下述要求：
 - (1) 駕駛台窗子間的窗框應保持最小數量，並不應安裝在任何工作位置的正前方；

- (2) 為幫助避免反射，駕駛台前窗應從垂直平面頂部向外傾斜，其角度不小於 10°、不大於 25°；
 - (3) 不應安裝偏振和有色的窗子；和
 - (4) 在所有時間，不管天氣狀況如何，至少有兩扇駕駛台前窗能提供無遮蔽的視野，此外，視駕駛台的構形而定，還應有一些額外數量的窗戶提供無遮蔽視野。
- (b) 1998 年 7 月 1 日前建造的船舶在可行時應符合 (a)(i) 和 (a)(ii) 的要求。但不必要求結構改變或增添額外設備。
- (c) 對於非常規設計的船舶，在主管機關認為不能符合本條時，應作出安排以達到儘可能接近本條規定者的視界水平。”

RESOLUTION MSC.31(63)
adopted on 23 May 1994

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

THE MARITIME SAFETY COMMITTEE,

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

RECALLING FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974, hereinafter referred to as "the Convention", concerning the procedures for amending the Annex to the Convention, other than the provisions of chapter I,

HAVING CONSIDERED, at its sixty-third session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) thereof,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, the amendments to the Convention, the text of which is set out in the Annexes to the present resolution;

2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that:

- (a) the amendments set out in Annex 1 shall be deemed to have been accepted on 1 July 1995; and
- (b) the amendments set out in Annex 2 shall be deemed to have been accepted on 1 January 1998;

unless, prior to these dates, more than one third of the Contracting Governments to the Convention, or Contracting Governments the combined merchant fleets of which constitute not less than fifty per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3. INVITES Contracting Governments to note that, in accordance with article VIII(b)(vii)(2) of the Convention:

- (a) the amendments set out in Annex 1 shall enter into force on 1 January 1996; and
- (b) the amendments set out in Annex 2 shall enter into force on 1 July 1998;

upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the Annexes to all Contracting Governments to the Convention;

5. FURTHER REQUESTS the Secretary-General to transmit copies of the resolution and its Annexes to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX 1

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974Regulation V/8-1 - Ship reporting systems

1 The following new regulation V/8-1 is added:

"Regulation 8-1

Ship reporting systems

- (a) Ship reporting systems contribute to safety of life at sea, safety and efficiency of navigation, and protection of the marine environment. A ship reporting system, when adopted and implemented in accordance with the guidelines and criteria developed by the Organization pursuant to this regulation, shall be used by all ships, or certain categories of ships or ships carrying certain cargoes, in accordance with the provisions of each system so adopted.
- (b) The Organization is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ship reporting systems. Contracting Governments shall refer proposals for the adoption of ship reporting systems to the Organization. The Organization will collate and disseminate to Contracting Governments all relevant information with regard to any adopted ship reporting system.
- (c) This regulation and its associated guidelines and criteria do not apply to any warship, naval auxiliary or other vessel owned or operated by a Contracting Government and used, for the time being, only on government non-commercial service; however, such ships are encouraged to participate in ship reporting systems that have been adopted in accordance with this regulation.
- (d) The initiation of action for establishing a ship reporting system is the responsibility of the Government or Governments concerned. In developing such systems, provisions of the guidelines and criteria developed by the Organization shall be taken into account.
- (e) Ship reporting systems not submitted to the Organization for adoption do not necessarily need to comply with this regulation. However, Governments implementing such systems are encouraged to follow, wherever possible, the guidelines and criteria developed by the Organization. Contracting Governments may submit such systems to the Organization for recognition.
- (f) Where two or more Governments have a common interest in a particular area, they should formulate proposals for a co-ordinated ship reporting system on the basis of agreement between them. Before proceeding with a proposal for adoption of a ship reporting system, the Organization shall disseminate details of the proposal to those Governments which have a common interest in the area covered by the proposed system. Where a co-ordinated ship reporting system is adopted and established, it shall have uniform procedures and operations.

(g) After adoption of a ship reporting system in accordance with this regulation, the Government or Governments concerned shall take all measures necessary for the promulgation of any information needed for the efficient and effective use of the system. Any adopted ship reporting system shall have the capability of interaction and the ability to assist ships with information when necessary. Such systems shall be operated in accordance with the guidelines and criteria developed by the Organization pursuant to this regulation.

(h) The master of a ship shall comply with the requirements of adopted ship reporting systems and report to the appropriate authority all information required in accordance with the provisions of each such system.

(i) All adopted ship reporting systems and actions taken to enforce compliance with those systems shall be consistent with international law, including the relevant provisions of the United Nations Convention on the Law of the Sea.

(j) Nothing in this regulation or in its associated guidelines and criteria shall prejudice the rights and duties of Governments under international law, or the legal regime of international straits.

(k) The participation of ships in accordance with the provisions of adopted ship reporting systems shall be free of charge to the ships concerned.

(l) The Organization shall ensure that adopted ship reporting systems are reviewed under the guidelines and criteria developed by the Organization."

Regulation V/15-1 - Emergency towing arrangements on tankers

2 The following new regulation V/15-1 is added:

"Regulation 15-1

Emergency towing arrangements on tankers

(a) For the purpose of this regulation, tankers include oil tankers as defined in regulation II-1/2.12, chemical tankers as defined in regulation VII/8.2 and gas carriers as defined in regulation VII/11.2.

(b) An emergency towing arrangement shall be fitted at both ends on board all tankers of not less than 20,000 tonnes deadweight as defined in regulation II-1/3.21 constructed on or after 1 January 1996. For tankers constructed before 1 January 1996, such an arrangement shall be fitted at the first scheduled dry-docking after 1 January 1996, but not later than 1 January 1999. The design and construction of the towing arrangement shall be approved by the Administration, based on the guidelines developed by the Organization."

ANNEX 2

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974Regulation II-2/15 - Arrangements for oil fuel, lubricating oil and other flammable oils

1 The following text is added after the title:

“(Paragraphs 2.9 to 2.12 of this regulation apply to all ships)”

2 The following new subparagraphs .9 to .12 are added after existing subparagraph .8 of paragraph 2:

- .9 All external high pressure fuel delivery lines between the high pressure fuel pumps and fuel injectors shall be protected with a jacketed piping system capable of containing fuel from a high pressure line failure. A jacketed pipe incorporates an outer pipe into which the high pressure fuel pipe is placed forming a permanent assembly. The jacketed piping system shall include a means for collection of leakages and arrangements shall be provided for an alarm to be given of a fuel line failure.
- .10 All surfaces with temperatures above 220°C which may be impinged as a result of a fuel system failure shall be properly insulated.
- .11 Oil fuel lines shall be screened or otherwise suitably protected to avoid as far as practicable oil spray or oil leakages onto hot surfaces, into machinery air intakes, or other sources of ignition. The number of joints in such piping systems shall be kept to a minimum.
- .12 Ships constructed before 1 July 1998 shall comply with the requirements of paragraphs 2.9 to 2.11 not later than 1 July 2003, except that a suitable enclosure on engines having an output of 375 kW or less having fuel injection pumps serving more than one injector may be used as an alternative to the jacketed piping system in paragraph 2.9.”

3 The words "2.7 and 2.8" in the existing paragraph 3 are replaced by "2.7, 2.8, 2.10 and 2.11".

4 The words "2.4 and 2.6" in the existing paragraph 4 are replaced by "2.4, 2.6, 2.10 and 2.11".

5 The existing paragraph 5.1 is deleted, and paragraphs 5.2 and 5.3 are renumbered 5.1 and 5.2.

Regulation V/3 - Information required in danger messages

6 In paragraph (b), the phrase "Tropical storms (hurricanes in the West Indies, typhoons in the China Sea, cyclones in Indian waters and storms of a similar nature in other regions)" is replaced by "Tropical storms".

Regulation V/4 – Meteorological services

7 In paragraph (b)(ii), the phrase "To issue daily, by radio" is replaced by "To issue twice daily, by radio".

Regulation V/22 – Navigation bridge visibility

8 The following new regulation V/22 is added:

"Regulation 22

Navigation bridge visibility

(a) Ships of not less than 45 m in length as defined in regulation III/3.10, constructed on or after 1 July 1998, shall meet the following requirements:

- (i) The view of the sea surface from the conning position shall not be obscured by more than two ship lengths, or 500 m, whichever is the less, forward of the bow to 10° on either side under all conditions of draught, trim and deck cargo.
- (ii) No blind sector caused by cargo, cargo gear or other obstructions outside of the wheelhouse forward of the beam which obstructs the view of the sea surface as seen from the conning position, shall exceed 10°. The total arc of blind sectors shall not exceed 20°. The clear sectors between blind sectors shall be at least 5°. However, in the view described in paragraph (a)(i), each individual blind sector shall not exceed 5°.
- (iii) The horizontal field of vision from the conning position shall extend over an arc of not less than 225°, that is from right ahead to not less than 22.5° abaft the beam on either side of the ship.
- (iv) From each bridge wing the horizontal field of vision shall extend over an arc of at least 225°, that is from at least 45° on the opposite bow through right ahead and then from right ahead to right astern through 180° on the same side of the ship.
- (v) From the main steering position the horizontal field of vision shall extend over an arc from right ahead to at least 60° on each side of the ship.
- (vi) The ship's side shall be visible from the bridge wing.
- (vii) The height of the lower edge of the navigation bridge front windows above the bridge deck shall be kept as low as possible. In no case shall the lower edge present an obstruction to the forward view as described in this regulation.
- (viii) The upper edge of the navigation bridge front windows shall allow a forward view of the horizon, for a person with a height of eye of 1,800 mm above the bridge deck at the conning position, when the ship is pitching in heavy seas. The Administration, if satisfied that a 1,800 mm height of eye is unreasonable and impractical, may allow reduction of the height of eye but not to less than 1,600 mm.

(ix) Windows shall meet the following requirements:

- (1) framing between navigation bridge windows shall be kept to a minimum and not be installed immediately forward of any workstation;
- (2) to help avoid reflections, the bridge front windows shall be inclined from the vertical plane top out, at an angle of not less than 10° and not more than 25°;
- (3) polarized and tinted windows shall not be fitted; and
- (4) at all times regardless of weather conditions, at least two of the navigation bridge front windows shall provide a clear view, and in addition depending on the bridge configuration, an additional number of windows shall provide a clear view.

(b) Ships constructed before 1 July 1998 shall, where practicable, meet the requirements of (a)(i) and (a)(ii). However, structural alterations or additional equipment need not be required.

(c) With ships of unconventional design which, in the opinion of the Administration cannot comply with this regulation, arrangements shall be provided to achieve a level of visibility that is as near as practical to those prescribed in this regulation.”

第 80/2014 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一九九六年六月四日透過第MSC.47(66)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.47(66)號決議的中文及英文正式文本。

二零一四年十月二十四日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 80/2014

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 4 de Junho de 1996, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.47(66), 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.47(66), que contém as referidas emendas, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 24 de Outubro de 2014.

O Chefe do Executivo, *Chui Sai On*.