

CHAPTER 10 - ELECTRICAL INSTALLATIONS

20 In paragraph 10.2.3.4.2, in the second sentence, the words "to the satisfaction of the Administration" are replaced by the words "in accordance with recognized standards".

CHAPTER 11 - FIRE PROTECTION AND FIRE EXTINCTION

21 In paragraph 11.2.3, in the first sentence, the words "it can be demonstrated to the Administration that" are deleted and the words "halogenated hydrocarbons" are replaced by the words "equivalent media".

CHAPTER 15 - SPECIAL REQUIREMENTS

22 In paragraph 15.8.8, in the first sentence, the words "or other materials acceptable to the Administration" are replaced by the words "in accordance with recognized standards" and the second sentence is deleted.

23 In paragraph 15.8.9, in the third sentence, the words "by the Administration" are deleted.

24 In paragraph 15.12.1.4, the words "of a type approved by the Administration" are replaced by the words "of an approved type".

25 In paragraph 15.19.7.3, the words "port Administrations" are replaced by the words "port State authority".

第 101/2014 號行政長官公告

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《1974年國際海上人命安全公約》自一九九九年十二月二十日起適用於澳門特別行政區；

國際海事組織海上安全委員會於二零零零年十二月五日透過第MSC.102(73)號決議通過了《國際散裝運輸危險化學品船舶構造和設備規則》(IBC規則)修正案，該修正案自二零零二年七月一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.102(73)號決議的中文及英文文本。

二零一四年十一月二十日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 101/2014

Considerando 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 Internacional para a Salvaguarda da Vida Humana no Mar de 1974, tal como emendada, na Região Administrativa Especial de Macau a partir de 20 de Dezembro de 1999;

Considerando igualmente que, em 5 de Dezembro de 2000, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.102(73), adoptou emendas ao Código Internacional para a Construção e Equipamento de Navios que Transportam Substâncias Químicas Perigosas a Granel (Código IBC), e que tais emendas são aplicáveis na Região Administrativa Especial de Macau, a partir de 1 de Julho de 2002;

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.102(73), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 20 de Novembro de 2014.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.102 (73) 號決議

(2000 年 12 月 5 日通過)

通過《國際散裝運輸危險化學品船舶構造和 設備規則》(IBC 規則) 修正案

海上安全委員會，

憶及《國際海事組織公約》關於本委員會職責的第 28 (b) 條，

又憶及第 MSC.4 (48) 號決議，委員會以該決議通過了《國際散裝運輸危險化學品船舶構造和設備規則》(IBC 規則)，

還憶及《1974 年國際海上人命安全公約(SOLAS)》(以下簡稱“本公約”)關於《IBC 規則》修正程序的第 VIII (b) 條和附件第 VII/8.1 條，

希望保持對《IBC 規則》的更新，

考慮到保持在《經 1978 年議定書修訂的 1973 年國際防止船舶造成污染公約》和本公約下都具有強制性的《IBC 規則》規定的同一性是高度可取的，

在其第 73 次會議上，審議了根據本公約第 VIII (b) (i) 條提議並分發的《IBC 規則》修正案，

1. 根據本公約第 VIII (b) (iv) 條，**通過了**《IBC 規則》修正案，其條文列於本決議附件中；
2. 根據本公約第 VIII (b) (vi) (2) (bb) 條，**決定**修正案應於 2002 年 1 月 1 日視為已被接受，除非在此日期之前，有超過三分之一的本公約締約國政府或合計商船總噸位不少於世界商船總噸位 50% 的締約國政府，通知其反對該修正案；
3. **請**締約國政府注意，根據本公約第 VIII (b) (vii) (2) 條，修正案依上述第 2 段被接受後，應於 2002 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條文的核證副本發送所有締約國政府；
5. **還要求**秘書長將本決議及其附件的副本發送不是本公約締約國政府的本組織會員。

附件

《國際散裝運輸危險化學品船舶構造和設備規則》

(IBC 規則) 修正案

第 5 章 – 貨物輸送

5.7 船舶的液貨軟管

- 1 現有第 5.7.3 款由下文代替：

“5.7.3 對於 2002 年 7 月 1 日或以後安裝到船上的液貨軟管，配有端部附件的每一新型液貨軟管，應在正常環境溫度下，以從零到至少兩倍於規定最大工作壓力進行 200 個壓力周期的原型試驗。經過周期壓力試驗後，原型試驗應表明爆破壓力至少為在極限工作溫度下其規定最大工作壓力的 5 倍。原型試驗用過的軟管不應再用於貨物輸送。此後，每一段新生產的液貨軟管在投入使用前，應在環境溫度下進行靜水壓力試驗，試驗壓力值不低於其規定最大工作壓力的 1.5 倍，但不高於其爆破壓力的 2/5。軟管上應用模版印製或其他方式標出試驗日期，其規定最大工作壓力以及，如果用於環境溫度服務以外的服務，其允許的相應最高和最低服務溫度。規定最大工作壓力應不小於 10bar 表壓。”

第 8 章－貨艙透氣和除氣裝置

2 在第 8.1.1 款中，“本”字由“除另有明確規定外，本”等若干詞代替。

3 在現有第 8.1.5 款後新增第 8.1.6 款如下：

“8.1.6 在 1986 年 7 月 1 日或以後，但在 2002 年 7 月 1 日以前建造的船舶，應於 2002 年 7 月 1 日後的第一次定期塢修之日符合第 8.3.3 款的要求，但不得晚於 2005 年 7 月 1 日。然後，主管機關可批准對 1986 年 7 月 1 日或以後但在 2002 年 7 月 1 日以前建造的 500 總噸以下的船舶放寬對第 8.3.3 款的要求。”

4 在現有第 8.3.2 款的最後一句中，對“8.3.5”的引述由“8.3.6”代替。

5 在現有第 8.3.2 款後新增第 8.3.3 款如下：

“8.3.3 在 2002 年 7 月 1 日或以後建造的船舶上，受控制的液艙透氣系統應由允許蒸氣充分流動釋放的一個主要裝置和一個輔助裝置組成，以免在一個裝置失靈時出現超壓或負壓。作為替代，輔助裝置可由安裝於每一液艙而在船舶貨物控制室或通常進行貨物操作的位置裝有監測系統的壓力傳感器組成。此種監測系統還應裝有一個報警裝置，它能在探測到艙內出現超壓或負壓時啟動。”

6 將現有第 8.3.3 至 8.3.7 款重新編號為第 8.3.4 至 8.3.8 款。

7 在現有第 8.3.5 款的最後一句中，對“8.3.3.1”的提及由“8.3.4.1”代替。

第 14 章 – 人員保護

8 現有第 14.2.9 款由下文代替：

“14.2.9 船舶應根據本組織制定的導則配備醫療急救設備，包括氧氣復蘇設備和對相應於所載貨物的解毒劑。”

第 15 章 – 特殊要求

9 現有第 15.3 款由下文代替：

“15.3 二硫化碳

二硫化碳可以在使用下列各款所規定的水墊或惰性氣體墊的情況下進行運載。

在使用水墊的情況下進行運載

15.3.1 在貨物裝卸和轉運過程中，應作出安排以在液貨艙內維持水墊。此外，在轉運過程中，貨艙的保留空間應維持惰性氣體襯墊。

15.3.2 所有開口應位於液貨艙的頂部，高於甲板。

15.3.3 裝貨管路應在接近液貨艙底處終止。

15.3.4 應備有標準液面測量孔，以便應急測深用。

15.3.5 貨物管道和透氣管系應獨立於其他貨物使用的管道和透氣管系。

15.3.6 如係深井泵或液壓驅動的可潛泵，則其可用於卸貨。深井泵的驅動方式應不產生點燃二硫化碳的火源，並且不得採用溫度可能超過 80°C 的設備。

15.3.7 如果使用卸貨泵，應將其從頂部放入到接近船底的某點的圓柱形井中。在打算將泵取出之前，該圓柱形井中應形成一層水墊，除非證實該艙已經除氣。

15.3.8 如果貨物系統設計係用於預定的壓力和溫度，可使用水或惰性氣體的置換來卸貨。

15.3.9 安全釋放閥應以不鏽鋼製成。

15.3.10 由於二硫化碳的低燃點和需要幾乎密閉來阻止其火焰蔓延，所以在第 10.2.3 款中所述的危險位置只許設置自身安全的系統和電路。

在使用合適的惰性氣體墊的情況下進行運載

15.3.11 二硫化碳應裝載在設計壓力不小於 0.6bar 表壓的獨立液貨艙中。

15.3.12 所有開口應位於液貨艙的頂部，高於甲板。

15.3.13 置放系統中所用的墊片應是不與二硫化碳起化學反應或不在二硫化碳中溶解的材料製成。

15.3.14 在置放貨物系統中，包括蒸氣管線，不允許有螺紋接頭。

15.3.15 裝貨前，液貨艙應使用合適的惰性氣體惰化，直至氧氣的體積含量為 2%或以下。液貨艙應裝設在裝卸和運輸過程中自動維持艙內合適惰性氣體正壓力的裝置。該系統應能將正壓力維持在 0.1 和 0.2bar 表壓之間，並能被遙控監測，以及裝有過壓/低壓報警裝置。

15.3.16 對環圍裝載二硫化碳的獨立液貨艙的空間，應使用合適的惰性氣體惰化，直至氧氣含量為 2%或以下。應裝設在整個航程中監測和維持惰性氣體處於該狀態的裝置。還應裝設在該空間採集二硫化碳蒸氣樣品的裝置。

15.3.17 二硫化碳的裝卸和運輸應以不發生向大氣透氣的方式進行。如果二硫化碳蒸氣在裝載過程中回到岸上，或在卸載過程中回到船上，蒸氣回路系統應獨立於所有的其他貨物置放系統。

15.3.18 二硫化碳應只能使用浸沒式深井泵或合適的惰性氣體置換方式卸貨。浸沒式深井泵工作時應採取防止泵內聚熱的方式進行。在泵的外殼上還應配備溫度傳感器，並在貨物控制室中裝有遙控讀數表和警報器。報警溫度應設在 80°C。泵還應設置自動關閉裝置，如在卸貨期間液貨艙壓力降低於大氣壓時，可自動關閉。

15.3.19 當有二硫化碳置放於該系統中時，不得有空氣進入貨艙、貨泵或貨物管路。

15.3.20 任何其他貨物裝卸、洗艙或壓載均不得與二硫化碳裝卸同時進行。

15.3.21 應設置能力足夠的噴水滅火系統，以有效覆蓋裝貨歧管周圍的區域、露天甲板上與貨物作業相關的管線和液貨艙圓頂的區域。管路和噴嘴應佈置成能提供 10 升/米²/分鐘的均勻出水率。該系統應有手動遙控的操作裝置，以便萬一被保護區域着火時，能在貨物區域以外的鄰近於居住處所的適當位置和能隨時進入並易於操作的位置，遙控起動供應噴水系統的泵和遙控操作系統中任何通常關閉着的閥。該噴水系統應能就地和遙控手動操作，而且其佈置應為能保證將任何泄漏的貨物沖掉。此外，在大氣溫度許可時，應將加壓至噴嘴的供水軟管連接妥當，以便裝卸作業期間隨時可用。

15.3.22 液貨艙在參照溫度（R）下所裝液貨不得超過其容積的 98%。

15.3.23 一個液貨艙所裝貨物的最大體積（V_L）應為：

$$V_L = 0.98V \frac{\rho_R}{\rho_L}$$

其中：V= 液貨艙的容積

ρ_R = 貨物在參照溫度（R）下的相對密度

ρ_L = 貨物在裝載溫度下的相對密度

R = 參照溫度，即貨物蒸氣壓力與壓力釋放閥的調定壓力相等時的溫度。

15.3.24 應針對可能適用的每一裝載溫度和相應的最大參照溫度，將每一液貨艙的最大許可充裝極限標於主管機關認可的表格中。船長應在船上長期保存該表格的副本。

15.3.25 開敞甲板區域，或開敞甲板被確認運載二硫化碳的液貨艙的排出口、氣體或蒸氣的排出口、貨物管線的法蘭或貨物閥 3 米以內的半封閉空間，應該符合第 17 章“i”欄內為二硫化碳規定的電氣設備要求。此外，在所述的區域內，還不得允許有任何其他的熱源，諸如表面溫度超過 80°C 的蒸汽管線。

15.3.26 應裝有不用打開液艙或不用攪亂合適的惰性氣體保護層的液位測量和貨樣採集裝置。

15.3.27 該貨品只能按照主管機關認可的貨物裝卸計劃進行運輸。貨物裝卸計劃應標明整個貨物管系。船上應備有認可的貨物裝卸計劃副本。簽發《國際散裝危險化學品適裝證書》應包括涉及認可的貨物裝卸計劃。”

第 16 章 — 操作要求

10 現有第 16.3.3 款由下文代替：

“16.3.3 對高級船員應根據本組織制定的導則進行應急程序培訓，以便處理貨物泄漏、溢出或火災等情況，並對其中足夠數量的人員進行與所載貨物相關的基本急救方面的授課和訓練。”

11 在附加性操作要求清單（第 16.7 款）中，在“7.1.6.3”下增加“8.3.6”。

RESOLUTION MSC.102(73)
(adopted on 5 December 2000)

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE FOR THE
CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS
CHEMICALS IN BULK (IBC CODE)**

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO resolution MSC.4(48) by which it adopted the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code),

RECALLING FURTHER article VIII(b) and regulation VII/8.1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as “the Convention”) concerning the procedure for amending the IBC Code,

BEING DESIROUS of keeping the IBC Code up to date,

CONSIDERING that it is highly desirable for the provisions of the IBC Code, which are mandatory under both the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto and the Convention, to remain identical,

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

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the IBC Code, the text of which is set out in the Annex to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments shall be deemed to have been accepted on 1 January 2002, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% 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, the amendments shall enter into force on 1 July 2002 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 Annex to all Contracting Governments to the Convention;
5. 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

**AMENDMENTS TO THE INTERNATIONAL CODE FOR THE
CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING
DANGEROUS CHEMICALS IN BULK (IBC CODE)****CHAPTER 5 - CARGO TRANSFER****5.7 Ship's cargo hoses**

- 1 Existing paragraph 5.7.3 is replaced by the following:

"5.7.3 For cargo hoses installed on board ships on or after 1 July 2002, each new type of cargo hose, complete with end-fittings, should be prototype-tested at a normal ambient temperature with 200 pressure cycles from zero to at least twice the specified maximum working pressure. After this cycle pressure test has been carried out, the prototype test should demonstrate a bursting pressure of at least 5 times its specified maximum working pressure at the extreme service temperature. Hoses used for prototype testing should not be used for cargo service. Thereafter, before being placed in service, each new length of cargo hose produced should be hydrostatically tested at ambient temperature to a pressure not less than 1.5 times its specified maximum working pressure, but not more than two-fifths of its bursting pressure. The hose should be stencilled or otherwise marked with the date of testing, its specified maximum working pressure and, if used in services other than the ambient temperature services, its maximum and minimum service temperature, as applicable. The specified maximum working pressure should not be less than 10 bar gauge."

CHAPTER 8 - CARGO-TANK VENTING AND GAS-FREEING ARRANGEMENTS

- 2 In paragraph 8.1.1, the word "This" is replaced by the words "Unless expressly provided otherwise, this".

- 3 The following new paragraph 8.1.6 is added after the existing paragraph 8.1.5:

"8.1.6 Ships constructed on or after 1 July 1986, but before 1 July 2002 should comply with the requirements of paragraph 8.3.3 by the date of the first scheduled dry-docking after 1 July 2002, but not later than 1 July 2005. However, the Administration may approve relaxation of paragraph 8.3.3 for ships of less than 500 gross tonnage which were constructed on or after 1 July 1986, but before 1 July 2002."

- 4 In the last sentence of the existing paragraph 8.3.2, the reference to "8.3.5" is replaced by reference to "8.3.6".

- 5 The following new paragraph 8.3.3 is added after the existing paragraph 8.3.2:

"8.3.3 On ships constructed on or after 1 July 2002, controlled tank venting systems should consist of a primary and a secondary means of allowing full flow relief of vapour to prevent over-pressure or under-pressure in the event of failure of one means.

Alternatively, the secondary means may consist of pressure sensors fitted in each tank with a monitoring system in the ship's cargo control room or position from which cargo operations are normally carried out. Such monitoring equipment should also provide an alarm facility which is activated by detection of over-pressure or under-pressure conditions within a tank."

- 6 The existing paragraphs 8.3.3 to 8.3.7 are renumbered as paragraphs 8.3.4 to 8.3.8.
- 7 In the last sentence of renumbered paragraph 8.3.5, the reference to "8.3.3.1" is replaced by reference to "8.3.4.1".

CHAPTER 14 - PERSONNEL PROTECTION

- 8 Existing paragraph 14.2.9 is replaced by the following:
- "14.2.9 The ship should have on board medical first-aid equipment, including oxygen resuscitation equipment and antidotes for cargoes to be carried, based on the guidelines developed by the Organization."

CHAPTER 15 - SPECIAL REQUIREMENTS

- 9 The existing text of section 15.3 is replaced by the following:

"15.3 Carbon disulphide

Carbon disulphide may be carried either under a water pad or under a suitable inert gas pad as specified in the following paragraphs.

Carriage under water pad

15.3.1 Provision should be made to maintain a water pad in the cargo tank during loading, unloading and transit. In addition, a suitable inert gas pad should be maintained in the ullage space during transit.

15.3.2 All openings should be in the top of the tank, above the deck.

15.3.3 Loading lines should terminate near the bottom of the tank.

15.3.4 A standard ullage opening should be provided for emergency sounding.

15.3.5 Cargo piping and vent lines should be independent of piping and vent lines used for other cargo.

15.3.6 Pumps may be used for discharging cargo provided they are of the deepwell or hydraulically driven submersible types. The means of driving a deepwell pump should not present a source of ignition for carbon disulphide and should not employ equipment that may exceed a temperature of 80°C.

15.3.7 If a cargo discharge pump is used, it should be inserted through a cylindrical well extending from the tank top to a point near the tank bottom. A water pad should be formed in this well before attempting pump removal unless the tank has been certified as gas-free.

15.3.8 Water or inert gas displacement may be used for discharging cargo, provided the cargo system is designed for the expected pressure and temperature.

15.3.9 Safety relief valves should be of stainless steel construction.

15.3.10 Because of its low ignition temperature and close clearances required to arrest its flame propagation, only intrinsically safe systems and circuits should be permitted in the hazardous locations described in 10.2.3.

Carriage under suitable inert gas pad

15.3.11 Carbon disulphide should be carried in independent tanks with a design pressure of not less than 0.6 bar gauge.

15.3.12 All openings should be located on the top of the tank, above the deck.

15.3.13 Gaskets used in the containment system should be of a material which does not react with, or dissolve in, carbon disulphide.

15.3.14 Threaded joints should not be permitted in the cargo containment system, including the vapour lines.

15.3.15 Prior to loading, the tank(s) should be inerted with suitable inert gas until the oxygen level is 2% by volume or lower. Means should be provided to automatically maintain a positive pressure in the tank using suitable inert gas during loading, transport and discharge. The system should be able to maintain this positive pressure between 0.1 and 0.2 bar gauge, and should be remotely monitored and fitted with over/underpressure alarms.

15.3.16 Hold spaces surrounding an independent tank carrying carbon disulphide should be inerted by a suitable inert gas until the oxygen level is 2% or less. Means should be provided to monitor and maintain this condition throughout the voyage. Means should also be provided to sample these spaces for carbon disulphide vapour.

15.3.17 Carbon disulphide should be loaded, transported and discharged in such a manner that venting to the atmosphere does not occur. If carbon disulphide vapour is returned to shore during loading or to the ship during discharge, the vapour return system should be independent of all other containment systems.

15.3.18 Carbon disulphide should be discharged only by submerged deepwell pumps or by a suitable inert gas displacement. The submerged deepwell pumps should be operated in a way that prevents heat build-up in the pump. The pump should also be equipped with a temperature sensor in the pump housing with remote readout and alarm in the cargo control room. The alarm should be set at 80°C. The pump should also be fitted with an

automatic shut-down device, if the tank pressure falls below atmospheric pressure during the discharge.

15.3.19 Air should not be allowed to enter the cargo tank, cargo pump or lines while carbon disulphide is contained in the system.

15.3.20 No other cargo handling, tank cleaning or deballasting should take place concurrent with loading or discharge of carbon disulphide.

15.3.21 A water-spray system of sufficient capacity should be provided to blanket effectively the area surrounding the loading manifold, the exposed deck piping associated with product handling and the tank domes. The arrangement of piping and nozzles should be such as to give a uniform distribution rate of 10 l/m²/min. Remote manual operation should be arranged such that remote starting of pumps supplying the water-spray system and remote operation of any normally closed valves in the system can be carried out from a suitable location outside the cargo area adjacent to the accommodation spaces and readily accessible and operable in the event of fire in the areas protected. The water-spray system should be capable of both local and remote manual operation, and the arrangement should ensure that any spilled cargo is washed away. Additionally, a water hose with pressure to the nozzle when atmospheric temperature permits, should be connected ready for immediate use during loading and unloading operations.

15.3.22 No cargo tanks should be more than 98% liquid-full at the reference temperature (R).

15.3.23 The maximum volume (V_L) of cargo to be loaded in a tank should be:

$$V_L = 0.98 V \frac{\rho_R}{\rho_L}$$

where:

- V = volume of the tank
- ρ_R = relative density of cargo at the reference temperature (R)
- ρ_L = relative density of cargo at the loading temperature
- R = reference temperature, i.e. the temperature at which the vapour pressure of the cargo corresponds to the set pressure of the pressure-relief valve.

15.3.24 The maximum allowable tank filling limits for each cargo tank should be indicated for each loading temperature which may be applied, and for the applicable maximum reference temperature, on a list approved by the Administration. A copy of the list should be permanently kept on board by the master.

15.3.25 Zones on open deck, or semi-enclosed spaces on open deck within 3 m of a tank outlet, gas or vapour outlet, cargo pipe flange or cargo valve of a tank certified to carry carbon disulphide, should comply with the electrical equipment requirements specified for carbon disulphide in column "i", chapter 17. Also, within the specified zone, no other heat sources, like steam piping with surface temperatures in excess of 80°C should be allowed.

15.3.26 Means should be provided to ullage and sample the cargo without opening the tank or disturbing the positive suitable inert gas blanket.

15.3.27 The product should be transported only in accordance with a cargo handling plan that has been approved by the Administration. Cargo handling plans should show the entire cargo piping system. A copy of the approved cargo handling plan should be available on board. The International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk should be endorsed to include reference to the approved cargo handling plan."

CHAPTER 16 - OPERATIONAL REQUIREMENTS

10 Existing paragraph 16.3.3 is replaced by the following:

"16.3.3 Officers should be trained in emergency procedures to deal with conditions of leakage, spillage or fire involving the cargo, based on the guidelines developed by the Organization, and a sufficient number of them should be instructed and trained in essential first aid for cargoes carried."

11 To the list of additional operational requirements (paragraph 16.7), "8.3.6" is added underneath "7.1.6.3".

第 102/2014 號行政長官公告

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《1974年國際海上人命安全公約》自一九九九年十二月二十日起適用於澳門特別行政區；

國際海事組織海上安全委員會於二零零四年十二月十日透過第MSC.179 (79) 號決議通過了《國際船舶安全操作和防止污染管理規則》(國際安全管理 (ISM) 規則) 修正案，該修正案自二零零六年七月一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.179 (79) 號決議的中文及英文文本。

二零一四年十一月二十日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 102/2014

Considerando 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 Internacional para a Salvaguarda da Vida Humana no Mar de 1974, tal como emendada, na Região Administrativa Especial de Macau a partir de 20 de Dezembro de 1999;

Considerando igualmente que, em 10 de Dezembro de 2004, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.179 (79), adoptou emendas ao Código Internacional de Gestão para a Segurança da Exploração dos Navios e para a Prevenção da Poluição (Código Internacional de Gestão para a Segurança (ISM)), e que tais emendas são aplicáveis na Região Administrativa Especial de Macau, a partir de 1 de Julho de 2006;

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.179 (79), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 20 de Novembro de 2014.

O Chefe do Executivo, *Chui Sai On*.