

ENDORSEMENT FOR VERIFICATIONS

The Government of <insert name of the State> has established that the validity of this Statement of Compliance is subject to <insert relevant details of the verifications (e.g. mandatory annual or unscheduled)>.

THIS IS TO CERTIFY that, during a verification carried out in accordance with paragraph B/16.62.4 of the ISPS Code, the port facility was found to comply with the relevant provisions of chapter XI-2 of the Convention and Part A of the ISPS Code.

1st VERIFICATION

Signed:
(Signature of authorized official)
 Place:
 Date:

2nd VERIFICATION

Signed:
(Signature of authorized official)
 Place:
 Date:

3rd VERIFICATION

Signed:
(Signature of authorized official)
 Place:
 Date:

4th VERIFICATION

Signed:
(Signature of authorized official)
 Place:
 Date:

第 23/2015 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二零零六年十二月八日透過第MSC.218 (82) 號決議通過了《國際救生設備規則》（《救生設備規則》）的修正案，有關修正案自二零零八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.218 (82) 號決議的中文及英文文本。

二零一五年四月十四日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 23/2015

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 8 de Dezembro de 2006, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.218(82), adoptou emendas ao Código Internacional dos Meios de Salvação (Código LSA), e que tais emendas são aplicáveis na Região Administrativa Especial de Macau desde 1 de Julho de 2008;

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.218(82), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 14 de Abril de 2015.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.218 (82) 號決議

(2006 年 12 月 8 日通過)

《國際救生設備規則》(《救生設備規則》) 的修正案

海上安全委員會，

憶及《國際海事組織公約》關於本委員會職能的第 28 (b) 條，

注意到海安會第 MSC.48 (66) 號決議，憑藉這一決議，委員會通過了根據《1974 年國際海上人命安全公約》(以下簡稱《公約》) 第 III 章具有強制性的《國際救生設備規則》(以下簡稱《救生設備規則》)，

還注意到關於《救生設備規則》修正程序的《公約》第 VIII (b) 條和第 III/3.10 條，

在其第八十二屆會議上，審議了按照《公約》第 VIII (b) (i) 條提出並散發的《救生設備規則》修正案，

1. 按照《公約》第 VIII (b) (iv) 條，通過《救生設備規則》修正案，其正文列於本決議之附件；
2. 按照《公約》第 VIII (b) (vi) (2) (bb) 條，決定此修正案將於 2008 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《公約》締約政府或其合計商船總噸位不少於世界商船總噸位 50% 的締約政府通知反對該修正案；

3. 請締約政府注意，根據《公約》第 VIII (b) (vii) (2) 條，此修正案按照上述第 2 段被接受後將於 2008 年 7 月 1 日生效；
4. 要求秘書長遵照《公約》第 VIII (b) (v) 條，將本決議和附件中所列修正案正文的核證無誤副本送發《公約》的所有締約政府；
5. 進一步要求秘書長將本決議及其附件的副本送發非《公約》締約政府的本組織會員。

附 件

《國際救生設備規則》（《救生設備規則》）的修正案

第 I 章

總 則

1.1 定 義

- 1 刪除第 1.1.8 款，將現有第 1.1.9、1.1.10 和 1.1.11 款分別重新編為第 1.1.8、1.1.9 和 1.1.10 款。

1.2 救生設備的一般要求

- 2 在第 1.2.3 款末尾新增以下一句：

“對煙火救生設備，生產廠應在產品上牢固地標記失效日期。”

第 IV 章

救生艇筏

4.1 救生筏的一般要求

- 3 在第 4.1.2.2 款中，“要求安放在能提供……的位置”替換為“擬用於”。
- 4 第 4.1.3.3 款的第 1 句替換如下：

“人工控制的外燈應安裝在救生筏頂篷或結構的外部最上部位置。”

5 第 4.1.3.4 款的第 1 和第 2 句替換如下：

“人工控制的內照明燈應安裝在救生筏的內部，它能連續工作至少 12 小時。當頂篷支起時，它應能自動點亮，並產生不小於 0.5 新燭光的算術平均發光強度（從整個上半球測定），以確保能閱讀救生和屬具須知。”

6 第 4.1.5.1 的第.18 和.19 款替換如下：

“.18 救生筏額定乘員每人的食物配額為不少於 10,000 千焦耳（2,400 千卡）。配額食物在保質期內應可口並可食用。包裝應易於用戴上救生服手套的手拆分。

配額食物應置於牢固密封的金屬容器內，或採用柔軟型包裝材料真空包裝；在按主管機關可接受的標準試驗時，具有可予忽略的蒸汽傳導率（在相對濕度為 23 攝氏度/85% 時，每 24 小時小於 0.1 克/平方米）。必要時，應在軟包裝材料外再套外包裝，以保護食物免受銳角擠壓而損壞。外包裝上應清晰標明包裝日期和失效日期、生產批號、包裝內容和使用須知。符合經本組織認可的國際標準的食物視為符合上述要求，可以接受；

.19 救生筏額定乘員每人 1.5 升淡水，其中的每人 0.5 升可由一台 2 天內能產出相等淡水量的海水淡化裝置替代，或每人 1 升淡水可由第 4.4.7.5 款所述的手動反向滲透海水淡化裝置替代，該裝置 2 天內能產出相等量的淡水。該淡水的化學和微生物含量應符合適用的國際要求，並應置於用防腐材料或經處理為防腐的材料製成的密閉水密容器。如

採用柔軟型包裝材料，在按主管機關可接受的標準試驗時，它應具有可予忽略的蒸汽傳導率（在相對濕度為 23 攝氏度/85%時，每 24 小時小於 0.1 克/平方米），但置於一個更大容器內的單獨包裝可不必滿足該蒸汽傳導率的要求。每一盛水容器均應有防止溢水的重新關緊裝置，但 125 毫升以下的單獨包裝除外。每一容器應清晰地標明包裝日期和失效日期、生產批號、內裝淡水的容量和飲用須知。容器應易於用戴上救生服手套的手打開。符合經本組織認可的國際標準的應急飲用水視為符合上述要求，可以接受。”

4.2 氣脹式救生筏

- 7 在第 4.2.2.3 款的第 2 和第 3 句之間插入新的句子如下：

“充氣系統，包括任何按第 4.2.2.4 款要求安裝的釋放閥，應符合本組織認可的國際標準的要求。”

- 8 第 4.2.4.1 款的第 1 句替換如下：

“至少應在一個入口處安裝 1 個登筏跳板，它能承受 1 名體重 100 千克的人員坐或跪而不抓住救生筏的任何其他部位，以使人員能從海上登筏。”

- 9 在第 4.2.6.3 款中插入新的第.8 目如下，且現有第.8 和.9 目分別重新編為第.9 和.10 目：

“.8 包裝的救生筏質量，如大於 185 千克；”

4.3 剛性救生筏

10 第 4.3.4.1 款的第 1 句替換如下：

“至少應在一個入口處安裝 1 個登筏跳板，它能承受 1 名體重 100 千克的人員坐或跪而不抓住救生筏的任何其他部位，以使人員能從海上登筏。”

4.4 救生艇的一般要求

11 在第 4.4.1.1 款的第 1 句末尾新增：“，並且在縱傾至 10 度及橫傾至任一舷 20 度時的所有條件下能安全降放。”

12 第 4.4.1.2 款替換如下：

“4.4.1.2 每一救生艇上應安裝 1 個經主管機關或其代表認同的固定的認可標誌牌，至少包括下列各項：

- .1 製造廠名和地址；
- .2 救生艇型號和序列號；
- .3 製造年月；
- .4 核定的救生艇乘員人數；和
- .5 根據第 1.2.2.9 款要求的認可資料。

每一出廠救生艇應配有 1 份證書或符合聲明，其除上述各項外，還應說明：

- .6 認可證書編號；
- .7 艇體結構材料，其詳細程度應能確保在修理時不會發生兼容性問題；

- .8 完整配備及滿員時的總質量；
- .9 救生艇測量的拖力；和
- .10 如第 4.5、4.6、4.7、4.8 或 4.9 款所述的認可聲明。”

13 刪除第 4.4.3.1 款第 1 句中的“迅速”，並在其末尾加入“從發出登艇指示起不超過 10 分鐘的時間內。”

14 在第 4.4.6.8 款的第 1 句中的“一條 25 人的救生艇”替換為“船上所載的最大型救生艇。”

15 第 4.4.7.6 款替換如下：

“4.4.7.6 除自由降落救生艇外，每一需用單根或多根艇索降放的救生艇，應安裝符合下列要求的釋放裝置，但應注意以下第.9 目所指情況的特殊性：

- .1 該裝置的佈置應能同時脫開所有吊艇鉤；
- .2 該裝置應具有兩種脫開能力：正常（無負荷）脫開能力和承載脫開能力：
 - .2.1 正常（無負荷）脫開能力應在救生艇浮於水面時或吊艇鉤無負荷時脫開，而無需將起吊環或將鉤環與吊鉤夾頭人工分離；和
 - .2.2 承載脫開能力應在吊艇鉤受負荷時釋放救生艇。該裝置應如此佈置，以致使救生艇在任何有負荷的情況下從浮於水面的救生艇無負荷至救生艇滿載乘員及屬具的總質量 1.1 倍的負荷情況下都能脫開。此種脫開能力應有適當的保護，以

防意外或過早使用時不致脫開。適當的保護應包括不屬正常卸載脫開要求的特殊機械保護，此外還有一個危險標誌。為防止過早的負載脫開，釋放裝置的負載操作應要求操作者有一個有意的和持續的動作；

- .3 為了防止救生艇在回收過程中的意外脫開，除非吊鉤已經完全復位，否則該吊鉤不得承受任何負荷，或手柄或安全鎖在沒有額外受力情況下也不得回至復位（關閉）位置。每個吊站內還應張貼危險標示，提醒船員注意復位的正確方法；
- .4 釋放裝置的設計和安裝應在系統就緒提升時，使船員能通過下列方法從艇內清楚地做出判斷：
 - .4.1 直接觀察每一吊鉤的可移動吊鉤部分、或鎖閉其中可移動吊鉤段的吊鉤部分已完全正確復位；或
 - .4.2 觀察所裝的1個能確認每一吊鉤中鎖閉可移動吊鉤段的裝置已完全正確復位的不可調指示器；或
 - .4.3 簡便地操作1個能確認每一吊鉤中鎖閉可移動吊鉤段的裝置已完全正確復位的機械指示器；
- .5 應提供具有適當的文字警告標示，包括必需的色彩標誌、象形圖文和（或）符號的清晰明瞭的操作須知。如採用彩色標誌，則綠色應表示正確復位的吊鉤，紅色應表示不適當或不正確的復位危險；

- .6 釋放控制標誌應使用與其周圍形成反差的顏色予以清晰標明；
- .7 應配備吊起救生艇以脫開釋放裝置進行維護的設備；
- .8 救生艇釋放裝置的固定結構接頭的設計應根據所用材料極限強度的安全因素 6 進行計算，救生艇的質量以滿載乘員、燃油和屬具計，並假定救生艇的質量在艇索間均勻分佈，但對吊架裝置的安全因數可取救生艇滿載燃油和屬具的質量加 1000 千克；和
- .9 如單根艇索和吊鉤系統用於降放救生艇或同時使用一適當的艇索降放救助艇，則第 4.4.7.6.2.2 和 4.4.7.6.3 款的要求不必適用；對此類裝置而言，只需做到釋放救生艇或救助艇至其完全浮於水面即可。”

16 在第 4.4.7.11 款第 1 句中，“燈”改為“外部燈”。

17 第 4.4.7.12 款的現有文本替換如下：

“4.4.7.12 人工控制的內照明燈應安裝在救生艇的內部，它能連續工作至少 12 小時，並產生不小於 0.5 新燭光的算術平均發光強度（從整個上半球測定），以確保能閱讀救生和屬具須知；但油燈不得用於此目的。”

18 在第 4.4.8.9 款中，“淡水”和“每個人”之間插入“如第 4.1.5.1.19 款所述”。

4.5 部分封閉救生艇

19 第 4.5.3 款替換如下：

“4.5.3 救生艇內部的燈光顏色應不致使乘員感到不適。”

4.6 全封閉救生艇

20 在第 4.6.2.8 款中第 2 次出現的“顏色”前插入“燈光”。

4.7 自由降落救生艇

21 刪除第 4.7.3.3 款。

第 V 章

救助艇

5.1 救助艇

22 在第 5.1.1.1 款第 1 句中，“包括第 4.4.7.4 款”和“以及第 4.4.7.6 款”之間插入“，第 4.4.6.8 款除外，”，並且，現有“第 4.4.7.6、4.4.7.7、4.4.7.9 和 4.4.7.10 款”由“第 4.4.7.6、4.4.7.8、4.4.7.10 和 4.4.7.11 款”替代。

23 在 5.1.1.3.2 第 1 句末尾，新增“全部穿著救生服，以及救生衣，如要求”。

24 第 5.1.1.6 款替換如下：

“5.1.1.6 每艘救助艇均應配備充足的、能適用於船舶預期營運海域的所有氣溫變化的燃油，並能在救助艇滿載乘員和屬具時，以 6 節的航速保持航行至少 4 小時。”

25 在現有第 5.1.1.11 款後新增第 5.1.1.12 款如下：

“5.1.1.12 每艘救助艇應如此佈置，以致在控制和操舵位置上具有一個對艏部、艙部和兩舷的開闊視野，以進行安全降放和操縱，特別是對拯救落水人員和集結救生艇筏至關重要的區域和船員的可視範圍。”

26 刪除第 5.1.3.11 款。

27 在現有第 5.1.3 節後新增第 5.1.4 節如下：

“5.1.4 快速救助艇附加要求

5.1.4.1 快速救助艇應如此構造，以致在各種惡劣天氣和海況下能安全降放和回收。

5.1.4.2 除本節規定外，所有快速救助艇應符合第 5.1 節的要求，但第 4.4.1.5.3、4.4.1.6、4.4.7.2、5.1.1.6 和 5.1.1.10 款除外。

5.1.4.3 儘管有第 5.1.1.3.1 款的規定，快速救助艇艇體長度應不小於 6 米且不大於 8.5 米，其中包括充氣結構或固定碰墊。

5.1.4.4 快速救助艇應配備充足的燃油，它能適用於船舶預期營運海域的所有氣溫變化，並能在平靜水域載有 3 名乘員的情況下，以至少 20 節的航速航行，以及在滿載乘員和屬具時，以至少 8 節的航速航行至少 4 小時。

5.1.4.5 快速救助艇應自行扶正，或能由不超過 2 名的船員隨時扶正。

5.1.4.6 快速救助艇應自行抽水，或能快速排出進水。

5.1.4.7 快速救助艇應由遠離舵柄的操舵位置上的舵輪操縱。還應配備一個直接控制舵、噴水或外掛機的應急操舵系統。

5.1.4.8 如快速救助艇發生傾覆，其發動機應自動停車，或通過操舵機應急釋放開關將發動機關閉。當快速救助艇扶正後，如操舵機應急釋放開關（如有）已復位，每台發動機或電動機應能重新啟動。燃油和潤滑油系統的設計，應能在該救助艇傾覆的情況下預防 250 毫升以上的燃油或潤滑油從推進系統中溢失。

5.1.4.9 如可能，快速救助艇應配備一個安全易操作的固定單點懸掛裝置或等效裝置。

5.1.4.10 剛性快速救助艇應如此構造，以致在其懸吊點懸掛時，能承受 4 倍於其滿載乘員和屬具質量的負荷，而在卸去負荷時無殘餘變形。

5.1.4.11 快速救助艇的通常屬具中應包括一套水密的免提甚高頻（VHF）無線電通信設備。”

第 VI 章

降放與登乘設備

6.1 降放與登乘設備

28 在第 6.1.1.5 款中的“靜負荷試驗”之前加上“工廠”，並在“load”和“test”之間刪除“on”。

29 在現有第 6.1.1.10 款後新增第 6.1.1.11 款如下：

“6.1.1.11 救助艇降放設備應配備用以在重力動索滑車構成危險時的惡劣天氣收回救助艇的收回環索。”

30 在第 6.1.2.12 款中，“或由操作者啟動的機械裝置”替換為“或甲板上或救生艇筏或救助艇內”。

31 在現有第 6.1.2.12 款後新增第 6.1.2.13 款如下：

“6.1.2.13 救生艇降放設備應配備吊起救生艇以脫開承載釋放裝置進行維護的設備。”

32 在現有第 6.1.6 節後新增第 6.1.7 節如下：

“6.1.7 快速救助艇降放設備

6.1.7.1 每艘快速救助艇降放設備應符合第 6.1.1 和 6.1.2 款的要求（第 6.1.2.10 款除外），此外，還應符合本段的要求。

6.1.7.2 降放設備應安裝一個能在快速救助艇降放或回收時降低波浪造成的衝擊力的設備。該設備應包括減弱衝擊力的柔性構件，以及最低限度降低搖擺的阻尼構件。

6.1.7.3 絞車應安裝一個自動高速張緊裝置，用以預防快速救助艇在擬操作時的所有海況下鋼索鬆弛。

6.1.7.4 絞車制動器應有一個逐漸制動動作。當以全速降放快速救助艇並突然制動時，因減速而使吊艇索所受到的額外動力載荷應不超過該降放設備工作載荷的 0.5 倍。

6.1.7.5 滿載乘員和屬具的快速救助艇的降放速度不應超過 1 米/秒。儘管有第 6.1.1.9 款的規定，快速救助艇的降放設備應能以不低於 0.8 米/秒的速度將載有 6 名乘員和滿載屬具的快速救助艇吊起。按第 4.4.2 款的計算，該設備還應能吊起載有可容納最大乘員數的救助艇。”

第 VII 章

其他救生設備

7.2 通用報警和公共廣播系統

- 33 刪除第 7.2.1.1 款的第 3 句。
- 34 刪除第 7.2.1.2 款的第 2 句。

RESOLUTION MSC.218(82)
(adopted on 8 December 2006)

AMENDMENTS TO THE
INTERNATIONAL LIFE-SAVING APPLIANCE (LSA) CODE

THE MARITIME SAFETY COMMITTEE,

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

NOTING resolution MSC.48(66), by which it adopted the International Life-Saving Appliance (LSA) Code (hereinafter referred to as “the LSA Code”), which has become mandatory under chapter III of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as “the Convention”),

NOTING ALSO article VIII(b) and regulation III/3.10 of the Convention concerning the procedure for amending the LSA Code,

HAVING CONSIDERED, at its eighty-second session, amendments to the LSA 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 International Life-Saving Appliance (LSA) 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 2008, 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 2008 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 LIFE-SAVING APPLIANCE (LSA) CODE

CHAPTER I GENERAL

1.1 Definitions

1 Paragraph 1.1.8 is deleted and the existing paragraphs 1.1.9, 1.1.10 and 1.1.11 are renumbered as paragraphs 1.1.8, 1.1.9 and 1.1.10 respectively.

1.2 General requirements for life-saving appliances

2 The following sentence is added at the end of paragraph 1.2.3:

“In the case of pyrotechnic life-saving appliances, the date of expiry shall be indelibly marked on the product by the manufacturer.”

CHAPTER IV SURVIVAL CRAFT

4.1 General requirements for liferafts

3 In paragraph 4.1.2.2, the words “required to be stowed in a position providing” are replaced by the word “intended”.

4 The first sentence of paragraph 4.1.3.3 is replaced by the following:

“A manually controlled exterior light shall be fitted to the uppermost portion of the liferaft canopy or structure.”

5 The first and second sentences of paragraph 4.1.3.4 are replaced by the following:

“A manually controlled interior light shall be fitted inside the liferaft capable of continuous operation for a period of at least 12 h. It shall light automatically when the canopy is erected and shall produce an arithmetic mean luminous intensity of not less than 0.5 cd when measured over the entire upper hemisphere to permit reading of survival and equipment instructions.”

6 Subparagraphs .18 and .19 of paragraph 4.1.5.1 are replaced by the following:

“.18 a food ration consisting of not less than 10,000 kJ (2,400 kcal) for each person the liferaft is permitted to accommodate. These rations shall be palatable, edible throughout the marked life, and packed in a manner which can be readily divided and easily opened, taking into account immersion suit gloved hands.

The rations shall be packed in permanently sealed metal containers or vacuum packed in a flexible packaging material with a negligible vapour transmission rate

(<0.1 g/m² per 24 h at 23°C/85% relative humidity) when tested to a standard acceptable to the Administration. Flexible packaging materials shall be further protected by outer packaging, if needed, to prevent physical damage to the food ration and other items as result of sharp edges. The packaging shall be clearly marked with date of packing and date of expiry, the production lot number, the content in the package and instructions for use. Food rations complying with the requirements of an international standard acceptable to the Organization are acceptable in compliance with these requirements;

- .19 1.5 l of fresh water for each person the liferaft is permitted to accommodate, of which either 0.5 l per person may be replaced by a de-salting apparatus capable of producing an equal amount of fresh water in 2 days or 1 l per person may be replaced by a manually powered reverse osmosis desalinator, as described in paragraph 4.4.7.5, capable of producing an equal amount of fresh water in 2 days. The water shall satisfy suitable international requirements for chemical and microbiological content, and shall be packed in sealed watertight containers that are of corrosion resistant material or are treated to be corrosion resistant. Flexible packaging materials, if used, shall have a negligible vapour transmission rate (<0.1 g/m² per 24 h at 23°C / 85% relative humidity) when tested to a standard acceptable to the Administration, except that individually packaged portions within a larger container need not meet this vapour transmission requirement. Each water container shall have a method of spill proof reclosure, except for individually packaged portions of less than 125 ml. Each container shall be clearly marked with date of packing and date of expiry, the production lot number, the quantity of water in the container, and instructions for consumption. The containers shall be easy to open, taking into account immersion suit gloved hands. Water for emergency drinking complying with the requirements of an international standard acceptable to the Organization is acceptable in compliance with these requirements;”

4.2 Inflatable liferafts

- 7 The following new sentence is inserted between the second and third sentences of paragraph 4.2.2.3:

“The inflation system, including any relief valves installed in compliance with paragraph 4.2.2.4, shall comply with the requirements of an international standard acceptable to the Organization.”

- 8 The first sentence of paragraph 4.2.4.1 is replaced by the following:

“At least one entrance shall be fitted with a boarding ramp, capable of supporting a person weighing 100 kg sitting or kneeling and not holding onto any other part of the liferaft, to enable persons to board the liferaft from the sea.”

- 9 The following new subparagraph .8 is inserted in paragraph 4.2.6.3 and the existing subparagraphs .8 and .9 are renumbered as subparagraphs .9 and .10 respectively:

“.8 mass of the packed liferaft, if greater than 185 kg;”

4.3 Rigid liferafts

10 The first sentence of paragraph 4.3.4.1 is replaced by the following:

“At least one entrance shall be fitted with a boarding ramp, capable of supporting a person weighing 100 kg sitting or kneeling and not holding onto any other part of the liferaft, to enable persons to board the liferaft from the sea.”

4.4 General requirements for lifeboats

11 In paragraph 4.4.1.1, the words “, and are capable of being safely launched under all conditions of trim of up to 10° and list of up to 20° either way” are added at the end of the first sentence.

12 Paragraph 4.4.1.2 is replaced by the following:

“4.4.1.2 Each lifeboat shall be fitted with a permanently affixed approval plate, endorsed by the Administration or its representative, containing at least the following items:

- .1 manufacturer’s name and address;
- .2 lifeboat model and serial number;
- .3 month and year of manufacture;
- .4 number of persons the lifeboat is approved to carry; and
- .5 the approval information required under paragraph 1.2.2.9.

Each production lifeboat shall be provided with a certificate or declaration of conformity which, in addition to the above items, specifies:

- .6 number of the certificate of approval;
- .7 material of hull construction, in such detail as to ensure that compatibility problems in repair should not occur;
- .8 total mass fully equipped and fully manned;
- .9 the measured towing force of the lifeboat; and
- .10 statement of approval as to sections 4.5, 4.6, 4.7, 4.8 or 4.9.”

13 In paragraph 4.4.3.1, in the first sentence, the word “rapidly” is deleted and the words “in not more than 10 min from the time the instruction to board is given” are added at the end.

14 In the first sentence of paragraph 4.4.6.8, the words “a 25-person liferaft” are replaced by the words “the largest liferaft carried on the ship”.

15 Paragraph 4.4.7.6 is replaced by the following:

“4.4.7.6 Every lifeboat to be launched by a fall or falls, except a free-fall lifeboat, shall be fitted with a release mechanism complying with the following requirements subject to subparagraph .9 below:

- .1 the mechanism shall be so arranged that all hooks are released simultaneously;
- .2 the mechanism shall have two release capabilities: normal (off-load) release capability and on-load release capability:
 - .2.1 normal (off-load) release capability shall release the lifeboat when it is waterborne or when there is no load on the hooks, and not require manual separation of the lifting ring or shackle from the jaw of the hook; and
 - .2.2 on-load release capability shall release the lifeboat with a load on the hooks. This release shall be so arranged as to release the lifeboat under any conditions of loading from no load with the lifeboat waterborne to a load of 1.1 times the total mass of the lifeboat when loaded with its full complement of persons and equipment. This release capability shall be adequately protected against accidental or premature use. Adequate protection shall include special mechanical protection not normally required for off-load release, in addition to a danger sign. To prevent a premature on-load release, on-load operation of the release mechanism should require a deliberate and sustained action by the operator;
- .3 to prevent an accidental release during recovery of the boat, unless the hook is completely reset, either the hook shall not be able to support any load, or the handle or safety pins shall not be able to be returned to the reset (closed) position without excessive force. Additional danger signs shall be posted at each hook station to alert crew members to the proper method of resetting;
- .4 the release mechanism shall be so designed and installed that crew members from inside the lifeboat can clearly determine when the system is ready for lifting by:
 - .4.1 directly observing that the movable hook portion or the hook portion that locks the movable hook portion in place is properly and completely reset at each hook; or
 - .4.2 observing a non-adjustable indicator that confirms that the mechanism that locks the movable hook portion in place is properly and completely reset at each hook; or
 - .4.3 easily operating a mechanical indicator that confirms that the mechanism that locks the movable hook in place is properly and completely reset at each hook;

- .5 clear operating instructions shall be provided with a suitably worded warning notice using colour coding, pictograms, and/or symbols as necessary for clarity. If colour coding is used, green shall indicate a properly reset hook and red shall indicate danger of improper or incorrect setting;
- .6 the release control shall be clearly marked in a colour that contrasts with its surroundings;
- .7 means shall be provided for hanging-off the lifeboat to free the release mechanism for maintenance;
- .8 the fixed structural connections of the release mechanism in the lifeboat shall be designed with a calculated factor of safety of 6 based on the ultimate strength of the materials used, and the mass of the lifeboat when loaded with its full complement of persons, fuel and equipment, assuming the mass of the lifeboat is equally distributed between the falls, except that the factor of safety for the hanging-off arrangement may be based upon the mass of the lifeboat when loaded with its full complement of fuel and equipment plus 1,000 kg; and
- .9 where a single fall and hook system is used for launching a lifeboat or rescue boat in combination with a suitable painter, the requirements of paragraphs 4.4.7.6.2.2 and 4.4.7.6.3 need not be applicable; in such an arrangement a single capability to release the lifeboat or rescue boat, only when it is fully waterborne, will be adequate.”

16 In the first sentence of paragraph 4.4.7.11, the word “lamp” is replaced by the word “exterior light”.

17 The existing text of paragraph 4.4.7.12 is replaced by the following:

“4.4.7.12 A manually controlled interior light shall be fitted inside the lifeboat capable of continuous operation for a period of at least 12 h. It shall produce an arithmetic mean luminous intensity of not less than 0.5 cd when measured over the entire upper hemisphere to permit reading of survival and equipment instructions; however, oil lamps shall not be permitted for this purpose.”

18 In paragraph 4.4.8.9, the words “as described in paragraph 4.1.5.1.19” are inserted between the words “fresh water” and “for each person”.

4.5 Partially enclosed lifeboats

19 Paragraph 4.5.3 is replaced by the following:

“4.5.3 The interior of the lifeboat shall be of a light colour which does not cause discomfort to the occupants.”

4.6 Totally enclosed lifeboats

- 20 In paragraph 4.6.2.8, the word “light” is inserted before the second word “colour”.

4.7 Free-fall lifeboats

- 21 Paragraph 4.7.3.3 is deleted.

CHAPTER V RESCUE BOATS

5.1 Rescue boats

- 22 In the first sentence of paragraph 5.1.1.1, the words “, excluding paragraph 4.4.6.8,” are inserted between the words “4.4.7.4 inclusive” and “and 4.4.7.6” and the references to “4.4.7.6, 4.4.7.7, 4.4.7.9, 4.4.7.10” are replaced by the references to “4.4.7.6, 4.4.7.8, 4.4.7.10, 4.4.7.11”.

- 23 At the end of the first sentence of paragraph 5.1.1.3.2, the words “all wearing immersion suits, and lifejackets if required” are added.

- 24 Paragraph 5.1.1.6 is replaced by the following:

“5.1.1.6 Every rescue boat shall be provided with sufficient fuel, suitable for use throughout the temperature range expected in the area in which the ship operates, and be capable of manoeuvring at a speed of at least 6 knots and maintaining that speed, for a period of at least 4 h, when loaded with its full complement of persons and equipment.”

- 25 The following new paragraph 5.1.1.12 is added after the existing paragraph 5.1.1.11:

“5.1.1.12 Every rescue boat shall be so arranged that an adequate view forward, aft and to both sides is provided from the control and steering position for safe launching and manoeuvring and, in particular, with regard to visibility of areas and crew members essential to man-overboard retrieval and marshalling of survival craft.”

- 26 Paragraph 5.1.3.11 is deleted.

- 27 The following new section 5.1.4 is added after existing section 5.1.3:

“5.1.4 *Additional requirements for fast rescue boats*

5.1.4.1 Fast rescue boats shall be so constructed as to capable of being safely launched and retrieved under adverse weather and sea conditions.

5.1.4.2 Except as provided by this section, all fast rescue boats shall comply with the requirements of section 5.1, except for paragraphs 4.4.1.5.3, 4.4.1.6, 4.4.7.2, 5.1.1.6 and 5.1.1.10.

5.1.4.3 Notwithstanding paragraph 5.1.1.3.1, fast rescue boats shall have a hull length of not less than 6 m and not more than 8.5 m, including inflated structures or fixed fenders.

5.1.4.4 Fast rescue boats shall be provided with sufficient fuel, suitable for use throughout the temperature range expected in the area in which the ship operates, and be capable of manoeuvring, for a period of at least 4 h, at a speed of at least 20 knots in calm water with a crew of 3 persons and at least 8 knots when loaded with its full complement of persons and equipment.

5.1.4.5 Fast rescue boats shall be self-righting or capable of being readily righted by not more than two of their crew.

5.1.4.6 Fast rescue boats shall be self-bailing or be capable of being rapidly cleared of water.

5.1.4.7 Fast rescue boats shall be steered by a wheel at the helmsman's position remote from the tiller. An emergency steering system providing direct control of the rudder, water jet, or outboard motor shall also be provided.

5.1.4.8 Engines in fast rescue boats shall stop automatically or be stopped by the helmsman's emergency release switch, should the rescue boat capsize. When the rescue boat has righted, each engine or motor shall be capable of being restarted provided that the helmsman's emergency release, if fitted, has been reset. The design of the fuel and lubricating systems shall prevent the loss of more than 250 ml of fuel or lubricating oil from the propulsion system, should the rescue boat capsize.

5.1.4.9 Fast rescue boats shall, if possible, be equipped with an easily and safely operated fixed single-point suspension arrangement or equivalent.

5.1.4.10 A rigid fast rescue boat shall be constructed in such a way that, when suspended by its lifting point, it is of sufficient strength to withstand a load of 4 times the mass of its full complement of persons and equipment without residual deflection upon removal of the load.

5.1.4.11 The normal equipment of a fast rescue boat shall include a VHF radiocommunication set which is hands-free and watertight.”

CHAPTER VI LAUNCHING AND EMBARKATION APPLIANCES

6.1 Launching and embarkation appliances

28 In paragraph 6.1.1.5, the word “factory” is inserted before the words “static proof load” and the word “on” between the words “load” and “test” is deleted.

29 The following new paragraph 6.1.1.11 is added after existing paragraph 6.1.1.10:

“6.1.1.11 Rescue boat launching appliances shall be provided with foul weather recovery strops for recovery where heavy fall blocks constitute a danger.”

30 In paragraph 6.1.2.12, the words “or a mechanism activated by the operator” are replaced by the words “either on deck or in the survival craft or rescue boat”.

- 31 The following new paragraph 6.1.2.13 is added after the existing paragraph 6.1.2.12:
- “6.1.2.13 A lifeboat launching appliance shall be provided with means for hanging-off the lifeboat to free the on-load release mechanism for maintenance.”
- 32 The following new section 6.1.7 is added after the existing section 6.1.6:
- “6.1.7 *Launching appliances for fast rescue boats*
- 6.1.7.1 Every fast rescue boat launching appliance shall comply with the requirements of paragraphs 6.1.1 and 6.1.2 except 6.1.2.10 and, in addition, shall comply with the requirements of this paragraph.
- 6.1.7.2 The launching appliance shall be fitted with a device to dampen the forces due to interaction with the waves when the fast rescue boat is launched or recovered. The device shall include a flexible element to soften shock forces and a damping element to minimize oscillations.
- 6.1.7.3 The winch shall be fitted with an automatic high-speed tensioning device which prevents the wire from going slack in all sea state conditions in which the fast rescue boat is intended to operate.
- 6.1.7.4 The winch brake shall have a gradual action. When the fast rescue boat is lowered at full speed and the brake is applied sharply, the additional dynamic force induced in the wire due to retardation shall not exceed 0.5 times the working load of the launching appliance.
- 6.1.7.5 The lowering speed for a fast rescue boat with its full complement of persons and equipment shall not exceed 1 m/s. Notwithstanding the requirements of paragraph 6.1.1.9, a fast rescue boat launching appliance shall be capable of hoisting the fast rescue boat with 6 persons and its full complement of equipment at a speed of not less than 0.8 m/s. The appliance shall also be capable of lifting the rescue boat with the maximum number of persons that can be accommodated in it, as calculated in accordance with paragraph 4.4.2.”

CHAPTER VII OTHER LIFE-SAVING APPLIANCES

7.2 General alarm and public address system

- 33 The third sentence of paragraph 7.2.1.1 is deleted.
- 34 The second sentence of paragraph 7.2.1.2 is deleted.

第 24/2015 號行政長官公告

Aviso do Chefe do Executivo n.º 24/2015

按照中央人民政府的命令，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，命令公佈聯合國安全理事會於二零一四年九月二十四日通過的關於恐怖主義行為對國際和平與安全構成威脅的第2178（2014）號決議的中文及英文正式文本。

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, por ordem do Governo Popular Central, a Resolução n.º 2178 (2014), adoptada pelo Conselho de Segurança das Nações Unidas, em 24 de Setembro de 2014, relativa às ameaças à paz e segurança internacionais causadas por actos terroristas, nos seus textos autênticos em línguas chinesa e inglesa.

二零一五年四月十四日發佈。

Promulgado em 14 de Abril de 2015.

行政長官 崔世安

O Chefe do Executivo, *Chui Sai On*.