

location or locations covered by each approved port facility security plan and the corresponding date of approval (and the date of approval of any amendments thereto) which will supersede and replace all information communicated to the Organization, pursuant to paragraph 3, during the preceding five years.

5 Contracting Governments shall communicate to the Organization information that an agreement under regulation 11 has been concluded. The information communicated shall include:

- .1 the names of the Contracting Governments which have concluded the agreement;
- .2 the port facilities and the fixed routes covered by the agreement;
- .3 the periodicity of review of the agreement;
- .4 the date of entry into force of the agreement; and
- .5 information on any consultations which have taken place with other Contracting Governments

and thereafter shall communicate, as soon as practically possible, to the Organization information when the agreement has been amended or has ended.

6 Any Contracting Government which allows, under the provisions of regulation 12, any equivalent security arrangements with respect to a ship entitled to fly its flag or with respect to a port facility located within its territory shall communicate to the Organization particulars thereof.

7 The Organization shall make available the information communicated under paragraph 3 to other Contracting Governments upon request.”

第 108/2015 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》（下稱“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五月二十日透過第MSC.152(78)號決議通過了經修正的公約修正案，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，行政長官根據第3/1999號法律《法規的公佈與格式》第六條第一款的規定，命令公佈包含上指修正案的MSC.152(78)號決議的中文及英文文本。

二零一五年七月十五日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 108/2015

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, adiante designada por Convenção, tal como emendada, na Região Administrativa Especial de Macau a partir de 20 de Dezembro de 1999;

Considerando igualmente que, em 20 de Maio de 2004, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.152(78), adoptou emendas à Convenção, tal como emendada, e que tais emendas são aplicáveis na Região Administrativa Especial de Macau desde 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 (Publicação e formulário dos diplomas), a resolução MSC.152(78), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 15 de Julho de 2015.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.152 (78) 號決議

(於 2004 年 5 月 20 日通過)

通過經修正的《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》關於本委員會職責的第 28 (b) 條，

又憶及《1974 年國際海上人命安全 (SOLAS) 公約》(以下簡稱為“公約”)關於適用於除第 I 章的規定以外的公約附則的修正程序的第 VIII (b) 條，

在其第 78 屆會議上審議了根據公約第 VIII (b) (i) 條建議並散發的《SOLAS 公約》修正案，

1. 根據公約第 VIII (b) (iv) 條通過了公約修正案，修正案的正文列於本決議的附件；
2. 根據公約第 VIII (b) (vi) (2) (bb) 條，決定所述修正案將於 2006 年 1 月 1 日視為被接受，除非在此日期之前，有三分之一以上的公約締約國政府或合計商船隊噸位不少於世界商船隊總噸位 50% 的締約國政府對修正案提出反對意見；
3. 請《SOLAS 公約》締約國政府注意，根據公約第 VIII (b) (vii) (2) 條，修正案在按上述第 2 段被接受後，將於 2006 年 7 月 1 日生效；

4. 要求秘書長依照公約第 VIII (b) (v) 條，將本決議及其附件內的修正案正文的核證無誤的副本散發給本公約所有締約國政府；
5. 還要求秘書長將本決議及其附件的副本散發給所有非公約締約國的本組織成員。

附件

經修正的《1974年國際海上人命安全公約》修正案

第 III 章

救生設備和安排

第 19 條 – 應急培訓和演習

1 將第 3.3.3 款的現有文字換成以下內容：

“3.3.3 除第 3.3.4 段和第 3.3.5 段有規定者外，每個救生艇應至少每三個月在棄船演習時由其指定操作船員降落並在水中操縱一次。”

第 20 條 – 就緒狀態、維護和檢查

2 將第 1 段第二句話中的“第 3 和第 6.2 款”字樣換成“第 3.2、第 3.3 和第 6.2 款”。

3 將第 3 款的現有文字換成以下內容：

“3 維護

3.1 救生設備的維護、測試和檢查應根據本組織制訂的導則*來開展，其開展方式要充分考慮到確保此種設備的可靠性。

3.2 應備有符合第 36 條的救生設備的船上維護說明並據此進行維護。

* 參見《救生艇、下水設備和船上釋放裝置定期服務和維護導則》(MSC/Circ.1093)。

3.3 主管機關應依照第 3.2 款的要求，接受船上的計劃維護安排，其中包括第 36 條的要求。”

4 將第 6 款的現有文字換成以下內容：

“6 每周檢查

每周應進行下述測試和檢查，檢查報告應記錄在《船舶日誌》中。

- .1 應對所有救生筏、救助艇和降落設備進行目視檢查，確保其隨時可用。檢查應包括但不限於：掛鈎的狀況、它們與救生艇的連接和有載釋放裝置業經妥善及完全歸位；
- .2 只要環境溫度在起動和運轉發動機所要求的最低溫度以上，救生艇和救助艇的所有發動機應運轉總時間不少於 3 分鐘。在此時間內，應表明變速箱和齒輪組滿意地接合。如果安裝在救助艇上的艇外馬達的特性不允許其在推進器非淹沒狀態下運轉 3 分鐘，則它應運轉製造商手冊中規定的時間。作為特例，主管機關可對 1986 年 7 月 1 日以前建造的船舶免除此項要求；
- .3 除自由降落救生艇外，如果氣候和海況允許，貨船上的救生艇應在艇上無人情況下從其存放位置移至能夠表明降落設備滿意工作所需的位置；以及
- .4 應測試通用應急警報。”

5 將第 7 款的現有文字編號為第 7.2 款，並新增第 7.1 款如下：

“7.1 除自由降落救生艇外，如果氣候和海況允許，所有救生艇均應在艇上無人情況下從其存放位置放出。”

6 將第 11 款的現有文字用下文代替：

“11 降落設備和有載釋放裝置的定期服務

11.1 釋放設備應：

- .1 根據第 36 條要求的船上維護說明來維護；
- .2 在第 I/7 或 I/8 條（如適用）要求的年度檢驗時受到全面的檢查；以及
- .3 在完成上述第.2 段所述的檢查後，在最大降落速度時對絞車剎車作動力測試。施加的荷載應為無人乘坐時的救生艇的質量。但在不超過 5 年的間隔，應採用 1.1 倍絞車最大工作載荷的驗證載荷來測試。

11.2 救生筏有載釋放裝置應：

- .1 根據第 36 條要求的船上維護說明來維護；
- .2 由受過正式培訓的熟悉該系統的人員在第 I/7 和 I/8 條要求的年度檢驗期間時進行全面的檢查和操作性測試；以及
- .3 當釋放裝置拆卸檢修時，在救生艇載有全部乘員和設備的總質量的 1.1 倍載荷下進行操作性測試。此種拆卸檢修應至少每五年進行一次。*”

* 參見本組織以 A.689 (17) 號大會決議通過的《救生設備測試建議》。對於 1999 年 7 月 1 日或以後安裝在船上的救生設備，參見本組織以海安會 MSC.81 (70) 號決議通過的經修訂的《救生設備測試建議》。

第 32 條—個人救生設備

7 第 3 款的現有文字用以下內容取代：

“3 救生服

3.1 本條適用於所有貨船。但是，對於 2006 年 7 月 1 日以前建造的貨船，應不晚於 2006 年 7 月 1 日或以後的第一次安全設備檢驗時符合第 3.2 款至第 3.5 款。

3.2 應向船上的每個人提供符合規則第 2.3 節要求的救生服。但是，對於第 IX/1 條所定義的散貨船以外的船舶，如果船舶一直在溫暖的氣候中**航行，如果主管機關認為救生服沒有必要，可不必要求這些救生服。

3.3 如果船上有遠離於通常存放救生服的處所的值班或工作站，應在這些處所按任何時間通常在這些位置值班或工作的人數提供額外的救生服。

3.4 救生服的放置應隨時可用，其位置應清晰標註。

3.5 可使用本條所要求的救生服來滿足第 7.3 條的要求。”

第 IV 章

無線電通信

第 15 條—維護要求

8 將第 9 款的現有文字換成以下內容：

“9 衛星無線電應急示位標應：

** 參見《保溫評估導則》(MSC/Circ.1046)。

.1 對操作效率的各方面進行年度測試，重點特別要放在按以下時間間隔核查操作頻率發射、編碼和註冊：

.1 在客船上，在《客船安全證書》到期之前的 3 個月內；以及

.2 在貨船上，在《貨船無線電安全證書》到期之前的 3 個月內，或周年日的 3 個月之前或之後。

測試可在船上或在一個認可的測試站進行；以及

.2 維護間隔不超過 5 年，在認可的岸上維護設施中進行。”

附錄

證書

《貨船無線電安全設備證書》的設備記錄（格式 E）

9 刪去第 2 節第 9 項，並將第 10、10.1 和 10.2 項分別重新編號為第 9、9.1 和 9.2 項。

RESOLUTION MSC.152(78)
(adopted on 20 May 2004)

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

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 amendment procedure applicable to the Annex to the Convention, other than the provisions of chapter I thereof,

HAVING CONSIDERED, at its seventy-eighth 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, amendments to the Convention, 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 said amendments shall be deemed to have been accepted on 1 January 2006, 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 SOLAS 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 2006 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 CONVENTION FOR THE SAFETY OF
LIFE AT SEA, 1974, AS AMENDED****CHAPTER III
LIFE-SAVING APPLIANCES AND ARRANGEMENTS****Regulation 19 – Emergency training and drills**

- 1 The existing text of paragraph 3.3.3 is replaced by the following:

“3.3.3 Except as provided in paragraphs 3.3.4 and 3.3.5, each lifeboat shall be launched, and manoeuvred in the water by its assigned operating crew, at least once every three months during an abandon ship drill.”

Regulation 20 – Operational readiness, maintenance and inspections

- 2 In paragraph 1, in the second sentence, the words “paragraphs 3 and 6.2” are replaced by the words “paragraphs 3.2, 3.3 and 6.2”.

- 3 The existing text of paragraph 3 is replaced by the following:

“3 Maintenance

3.1 Maintenance, testing and inspections of life-saving appliances shall be carried out based on the guidelines developed by the Organization* and in a manner having due regard to ensuring reliability of such appliances.

3.2 Instructions for on-board maintenance of life-saving appliances complying with regulation 36 shall be provided and maintenance shall be carried out accordingly.

3.3 The Administration may accept, in compliance with the requirements of paragraph 3.2, a shipboard planned maintenance programme, which includes the requirements of regulation 36.”

- 4 The existing text of paragraph 6 is replaced by the following:

“6 Weekly inspection

The following tests and inspections shall be carried out weekly and a report of the inspection shall be entered in the log-book:

* Refer to the Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear (MSC/Circ.1093).

- .1 all survival craft, rescue boats and launching appliances shall be visually inspected to ensure that they are ready for use. The inspection shall include, but is not limited to, the condition of hooks, their attachment to the lifeboat and the on-load release gear being properly and completely reset;
- .2 all engines in lifeboats and rescue boats shall be run for a total period of not less than 3 min, provided the ambient temperature is above the minimum temperature required for starting and running the engine. During this period of time, it should be demonstrated that the gear box and gear box train are engaging satisfactorily. If the special characteristics of an outboard motor fitted to a rescue boat would not allow it to be run other than with its propeller submerged for a period of 3 min, it should be run for such a period as prescribed in the manufacturer's handbook. In special cases, the Administration may waive this requirement for ships constructed before 1 July 1986;
- .3 lifeboats, except free-fall lifeboats, on cargo ships shall be moved from their stowed position, without any persons on board, to the extent necessary to demonstrate satisfactory operation of launching appliances, if weather and sea conditions so allow; and
- .4 the general emergency alarm shall be tested.”

5 In paragraph 7, the existing text is numbered as paragraph 7.2 and the following new paragraph 7.1 is added:

“7.1 All lifeboats, except free-fall lifeboats, shall be turned out from their stowed position, without any persons on board if weather and sea conditions so allow.”

6 The existing text of paragraph 11 is replaced by the following:

“11 Periodic servicing of launching appliances and on-load release gear

11.1 Launching appliances shall be:

- .1 maintained in accordance with instructions for on-board maintenance as required by regulation 36;
- .2 subject to a thorough examination at the annual surveys required by regulations I/7 or I/8, as applicable; and
- .3 upon completion of the examination referred to in .2 subjected to a dynamic test of the winch brake at maximum lowering speed. The load to be applied shall be the mass of the lifeboat without persons on board, except that, at intervals not exceeding five years, the test shall be carried out with a proof load of 1.1 times the maximum working load of the winch.

11.2 Lifeboat on-load release gear shall be:

- .1 maintained in accordance with instructions for on-board maintenance as required by regulation 36;
- .2 subject to a thorough examination and operational test during the annual surveys required by regulations I/7 and I/8 by properly trained personnel familiar with the system; and
- .3 operationally tested under a load of 1.1 times the total mass of the lifeboat when loaded with its full complement of persons and equipment whenever the release gear is overhauled. Such over-hauling and test shall be carried out at least once every five years.*”

Regulation 32 – Personal life-saving appliances

7 The existing text of paragraph 3 is replaced by the following:

“3 Immersion suits

3.1 This paragraph applies to all cargo ships. However, with respect to cargo ships constructed before 1 July 2006, paragraphs 3.2 to 3.5 shall be complied with not later than the first safety equipment survey on or after 1 July 2006.

3.2 An immersion suit complying with the requirements of section 2.3 of the Code shall be provided for every person on board the ship. However, for ships other than bulk carriers, as defined in regulation IX/1, these immersion suits need not be required if the ship is constantly engaged on voyages in warm climates** where, in the opinion of the Administration, immersion suits are unnecessary.

3.3 If a ship has any watch or work stations which are located remotely from the place or places where immersion suits are normally stowed, additional immersion suits shall be provided at these locations for the number of persons normally on watch or working at those locations at any time.

3.4 Immersion suits shall be so placed as to be readily accessible and their position shall be plainly indicated.

3.5 The immersion suits required by this regulation may be used to comply with the requirements of regulation 7.3.”

* Refer to the Recommendation on testing of life-saving appliances, adopted by the Organization by resolution A.689(17). For life-saving appliances installed on board on or after 1 July 1999, refer to the Revised Recommendations on testing of life-saving appliances, adopted by the Organization by resolution MSC.81(70).

** Refer to the Guidelines for assessment of thermal protection (MSC/Circ.1046).

CHAPTER IV RADIOCOMMUNICATIONS

Regulation 15 – Maintenance requirements

8 The existing text of paragraph 9 is replaced by the following:

“9 Satellite EPIRBs shall be:

- .1 annually tested for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals as specified below:
 - .1 on passenger ships, within 3 months before the expiry date of the Passenger Ship Safety Certificate; and
 - .2 on cargo ships, within 3 months before the expiry date, or 3 months before or after the anniversary date, of the Cargo Ship Safety Radio Certificate.

The test may be conducted on board the ship or at an approved testing station; and

- .2 subject to maintenance at intervals not exceeding five years, to be performed at an approved shore-based maintenance facility.”

APPENDIX CERTIFICATES

Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E)

9 In section 2, item 9 is deleted and items 10, 10.1 and 10.2 are renumbered as items 9, 9.1 and 9.2 respectively.