

第 114/2015 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二零一零年五月二十一日透過第MSC.291(87)號決議通過了經修正的公約修正案，該修正案自二零一二年一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.291(87)號決議的中文及英文文本。

二零一五年七月十六日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 114/2015

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 21 de Maio de 2010, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.291(87), adoptou emendas à Convenção, tal como emendada, e que tais emendas são aplicáveis na Região Administrativa Especial de Macau desde 1 de Janeiro de 2012;

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.291(87), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 16 de Julho de 2015.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.291 (87) 號決議

2010 年 5 月 21 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》關於本委員會職能的第二十八條第(二)款，

進一步憶及《1974 年國際海上人命安全公約》(《安全公約》)(下稱“公約”)關於公約附則除第 I 章外的適用修正程式的第 VIII (b) 條，

在其第 87 屆會議上，審議了根據公約第 VIII (b) (i) 條建議並分發的公約修正案，

1. 根據公約第 VIII (b) (iv) 條，通過公約修正案，其正文載於本決議附件中；
2. 根據公約第 VIII (b) (vi) (2) (bb) 條，決定上述修正案將於 2011 年 7 月 1 日視為已被接受，除非在該日期之前，有超過三分之一的公約締約國政府或其合計商船隊不少於世界商船隊總噸位 50% 的締約國政府表示反對該修正案；

3. 請各《安全公約》締約國政府注意：根據公約第 VIII (b) (vii) (2) 條，該修正案在按上述第 2 段被接受後，將於 2012 年 1 月 1 日生效；
4. 要求秘書長依據公約第 VIII (b) (v) 條將本決議及載於附件中的修正案正文的核證無誤副本送發所有公約締約國政府；
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國政府的本組織會員國。

附 件

經修正的《1974 年國際海上人命安全公約》修正案

第 II-1 章

構造—結構、分艙與穩性、機電設備

A-1 部分

船體結構

1 將以下新的第 3-11 條加在第 3-10 條之後：

“第 3-11 條

原油油船貨油艙防腐保護

1 第 3 款適用於《經 1978 年議定書修訂的〈1973 年國際防止船舶造成污染公約〉》附則 I 第 1 條界定的、5,000 載重噸及以上的下列原油油船*：

- .1 在 2013 年 1 月 1 日或之後簽定建造合同的；或
- .2 如無建造合同，在 2013 年 7 月 1 日或之後安放龍骨或處於相似建造階段的；或
- .3 在 2016 年 1 月 1 日或之後交船的。

2 第 3 款不適用於分別在《經 1978 年議定書修訂的〈1973 年國際防止船舶造成污染公約〉》附則 I 和附則 II 第 1 條中界定的兼用船和化學品船。就本條規定而言，化學品船也包括其證書中規定可載運油類的化學品船。

3 原油油船的所有貨油艙須：

- .1 按照海上安全委員會以第 MSC.288(87)號決議通過的《原油油船貨油艙保護塗層性能標準》，在船舶建造時塗裝塗層，該標準可由本組織修正，但修正案須按照本公約關於附則除第 I 章外的適用修正程式的第 VIII 條予以通過、生效和施行；或
- .2 按照海上安全委員會以第 MSC.289(87)號決議通過的《原油油船貨油艙防腐保護替代方法性能標準》，以替代防腐方法或使用耐腐蝕材料獲得保護，以保持所要求的結構完整性達 25 年，該標準可由本組織修正，但修正案須按照本公約關於附則除第 I 章外的適用修正程式的第 VIII 條予以通過、生效和施行。

4 主管機關可免除原油油船適用第 3 款的要求，以允許使用第 3.1 款規定的新穎原型替代塗層系統進行試驗，但要對其進行適當監控、定期評估，並且在確認一旦該系統失靈或顯示出會失靈時，立即採取糾正措施。此項免除須記錄在免除證書中。

5 如果一艘原油油船僅為運輸和裝卸不會造成腐蝕的貨物而建造，主管機關可免除該船適用第 3 款的要求。此項免除及批准免除的條件須記錄在免除證書中。

第 II-2 章

構造—防火、探火和滅火

A 部分

通則

第 1 條—適用範圍

2 第 2.2 款第.4 項中，刪去“以及”；第.5 項，在結尾處加上“以及”；並在現有第.5 項之後加上下列新的第.6 項：

“.6 第 4.5.7.1 條。”

B 部分

防火與防爆

第 4 條—引燃的可能性

3 將現有第 5.7 款用以下內容替換：

“5.7 氣體測量和探測

5.7.1 便攜式儀器

液貨船須至少配備一台用於測量易燃氣體濃度的便攜式儀器及充足備件。須為這種儀器提供適當的校準方法。

5.7.2 測量雙層殼和雙層底處所內氣體的佈置

5.7.2.1 須配備在雙層殼和雙層底處所內測量氧氣和易燃氣體濃度的適當便攜式儀器。在選擇這些儀器時，須充分注意其與本條第 5.7.2.2 款中提到的固定式氣體取樣管路系統的組合使用。

5.7.2.2 如果使用撓性的氣體取樣軟管無法可靠地測量雙層殼處所的氣體，此類處所須安裝固定式氣體取樣管路。取樣管路的走向須與此類處所的設計相適應。

5.7.2.3 氣體取樣管路的製造材料和尺寸須防止在管內發生限流。如使用塑料材料，須具有導電性。

5.7.3 油船雙層殼和雙層底處所內的固定式碳氫化合物氣體探測系統的佈置

5.7.3.1 除第 5.7.1 和 5.7.2 款的要求以外，2012 年 1 月 1 日或之後建造的 20,000 載重噸及以上的油船須安裝一個符合《國際消防安全系統規則》的固定式碳氫化合物氣體探測系統，用於測量所有壓載艙和與貨艙相鄰的雙層殼和雙層底空艙處所（包括首尖艙和艙壁甲板下與貨艙相鄰的任何其他艙室和處所）內的碳氫化合物氣體濃度。

5.7.3.2 在這種處所裝有恒定運作惰性氣體系統的油船無需安裝固定式碳氫化合物氣體探測系統。

5.7.3.3 儘管有以上要求，受本條第 5.10 款規定約束的貨泵艙無需符合本款的要求。

RESOLUTION MSC.291(87)
(adopted on 21 May 2010)

**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 to the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-seventh 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 July 2011, 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 January 2012 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 II-1
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY
AND ELECTRICAL INSTALLATIONS

PART A-1

STRUCTURE OF SHIPS

- 1 The following new regulation 3-11 is added after regulation 3-10:

**"Regulation 3-11
Corrosion protection of cargo oil tanks of crude oil tankers**

1 Paragraph 3 shall apply to crude oil tankers, as defined in regulation 1 of Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, of 5,000 tonnes deadweight and above:

- .1 for which the building contract is placed on or after 1 January 2013; or
- .2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2013; or
- .3 the delivery of which is on or after 1 January 2016.

2 Paragraph 3 shall not apply to combination carriers or chemical tankers as defined in regulations 1 of Annexes I and II, respectively, to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto. For the purpose of this regulation, chemical tankers also include chemical tankers certified to carry oil.

3 All cargo oil tanks of crude oil tankers shall be:

- .1 coated during the construction of the ship in accordance with the Performance standard for protective coatings for cargo oil tanks of crude oil tankers, adopted by the Maritime Safety Committee by resolution MSC.288(87), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I; or

- .2 protected by alternative means of corrosion protection or utilization of corrosion resistance material to maintain required structural integrity for 25 years in accordance with the Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers, adopted by the Maritime Safety Committee by resolution MSC.289(87), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I.
- 4 The Administration may exempt a crude oil tanker from the requirements of paragraph 3 to allow the use of novel prototype alternatives to the coating system specified in paragraph 3.1, for testing, provided they are subject to suitable controls, regular assessment and acknowledgement of the need for immediate remedial action if the system fails or is shown to be failing. Such exemption shall be recorded on an exemption certificate.
- 5 The Administration may exempt a crude oil tanker from the requirements of paragraph 3 if the ship is built to be engaged solely in the carriage of cargoes and cargo handling operations not causing corrosion. Such exemption and conditions for which it is granted shall be recorded on an exemption certificate.

CHAPTER II-2 CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Part A General

Regulation 1 – Application

2 In paragraph 2.2, in subparagraph .4, the word "and" is deleted; in subparagraph .5 the word "and" is added at the end; and the following new subparagraph .6 is added after the existing subparagraph .5:

".6 regulation 4.5.7.1."

Part B
Prevention of fire and explosion

Regulation 4 – Probability of ignition

3 The existing paragraph 5.7 is replaced by the following:

"5.7 Gas measurement and detection

5.7.1 *Portable instrument*

Tankers shall be equipped with at least one portable instrument for measuring oxygen and one for measuring flammable vapour concentrations, together with a sufficient set of spares. Suitable means shall be provided for the calibration of such instruments.

5.7.2 *Arrangements for gas measurement in double-hull spaces and double-bottom spaces*

5.7.2.1 Suitable portable instruments for measuring oxygen and flammable vapour concentrations in double-hull spaces and double-bottom spaces shall be provided. In selecting these instruments, due attention shall be given to their use in combination with the fixed gas sampling line systems referred to in paragraph 5.7.2.2.

5.7.2.2 Where the atmosphere in double-hull spaces cannot be reliably measured using flexible gas sampling hoses, such spaces shall be fitted with permanent gas sampling lines. The configuration of gas sampling lines shall be adapted to the design of such spaces.

5.7.2.3 The materials of construction and dimensions of gas sampling lines shall be such as to prevent restriction. Where plastic materials are used, they shall be electrically conductive.

5.7.3 *Arrangements for fixed hydrocarbon gas detection systems in double-hull and double-bottom spaces of oil tankers*

5.7.3.1 In addition to the requirements in paragraphs 5.7.1 and 5.7.2, oil tankers of 20,000 tonnes deadweight and above, constructed on or after 1 January 2012, shall be provided with a fixed hydrocarbon gas detection system complying with the Fire Safety Systems Code for measuring hydrocarbon gas concentrations in all ballast tanks and void spaces of double-hull and double-bottom spaces adjacent to the cargo tanks, including the forepeak tank and any other tanks and spaces under the bulkhead deck adjacent to cargo tanks.

5.7.3.2 Oil tankers provided with constant operative inerting systems for such spaces need not be equipped with fixed hydrocarbon gas detection equipment.

5.7.3.3 Notwithstanding the above, cargo pump-rooms subject to the provisions of paragraph 5.10 need not comply with the requirements of this paragraph."