

澳門特別行政區

REGIÃO ADMINISTRATIVA ESPECIAL
DE MACAU

行政長官辦公室

GABINETE DO CHEFE DO EXECUTIVO

第 70/2021 號行政長官批示

Despacho do Chefe do Executivo n.º 70/2021

行政長官行使《澳門特別行政區基本法》第五十條賦予的職權，並根據第8/2003號行政法規《工商業發展基金》第五條第二款及第四款的規定，作出本批示。

Usando da faculdade conferida pelo artigo 50.º da Lei Básica da Região Administrativa Especial de Macau e nos termos dos n.ºs 2 e 4 do artigo 5.º do Regulamento Administrativo n.º 8/2003 (Fundo de Desenvolvimento Industrial e de Comercialização), o Chefe do Executivo manda:

一、續任下列人士為工商業發展基金管理委員會（下稱“管理委員會”）成員：

1. É renovada a nomeação dos seguintes membros do Conselho Administrativo do Fundo de Desenvolvimento Industrial e de Comercialização, adiante designado por Conselho Administrativo:

(一) 陳詠達；

1) Chan Weng Tat;

(二) 邱潤華；

2) Yau Yun Wah;

(三) 梁仕仁；

3) Leung Antonio;

(四) 羅鵠萍，為財政局代表。

4) Lo Cheok Peng, representante da Direcção dos Serviços de Finanças.

二、續任方偉雄、陳凱詩及雲大衛分別為上款（一）項、（二）項及（四）項所指成員的代任人。

2. É renovada a nomeação de Fong Vai Hong, Chan Hoi Si e Wan Tai Wai, como substitutos, respectivamente, dos membros referidos nas alíneas 1), 2) e 4) do número anterior.

三、委任羅嘉敏為第一款（三）項所指成員的代任人。

3. É nomeada Lo Ka Man, como substituta do membro referido na alínea 3) do n.º 1.

四、管理委員會成員的任期為一年。

4. O mandato dos membros do Conselho Administrativo é de um ano.

五、本批示自二零二一年五月十三日起產生效力。

5. O presente despacho produz efeitos a partir de 13 de Maio de 2021.

二零二一年四月二十六日

26 de Abril de 2021.

行政長官 賀一誠

O Chefe do Executivo, *Ho Iat Seng*.

第 14/2021 號行政長官公告

Aviso do Chefe do Executivo n.º 14/2021

國際海事組織海上安全委員會於二零一六年十一月二十五日透過第MSC.413 (97) 號和第MSC.414 (97) 號決議，及於二零一八年五月二十四日透過第MSC.443 (99) 號和第MSC.444 (99) 號決議，通過了《2008年國際完整穩性規則》（《2008年完穩規則》）修正案，該等修正案於二零二零年一月一日在國際法律秩序上生效，包括對澳門特別行政區生效；

Considerando que o Comité de Segurança Marítima da Organização Marítima Internacional (OMI) adoptou, em 25 de Novembro de 2016, através das resoluções MSC.413(97) e MSC.414(97), e em 24 de Maio de 2018, através das resoluções MSC.443(99) e MSC.444(99), as emendas ao Código Internacional de Estabilidade Intacta, 2008 (Código IS 2008), e que tais emendas entraram em vigor na ordem jurídica internacional, incluindo a Região Administrativa Especial de Macau, em 1 de Janeiro de 2020;

國際海事組織海上安全委員會決定將第MSC.413 (97) 號決議和第MSC.443 (99) 號決議作為單一文件閱讀和理解，從而產生透過第MSC.413 (97) 號決議和第MSC.443 (99) 號決議通過的修正案的綜合文本，以及將第MSC.414 (97) 號決議和第MSC.444 (99) 號決議作為單一文件閱讀和理解，從而產生透過

Considerando ainda que o Comité de Segurança Marítima da OMI decidiu que as resoluções MSC.413(97) e MSC.443(99) devem ser lidas e interpretadas como um único instrumento, do qual resulta o texto consolidado das emendas adoptadas através das resoluções MSC.413(97) e MSC.443(99), e que as resoluções MSC.414(97) e MSC.444(99) devem ser lidas e in-

第MSC.414 (97) 號決議和第MSC.444 (99) 號決議通過的修正案的綜合文本；

基於此，行政長官根據第3/1999號法律《法規的公佈與格式》第五條（一）項和第六條第一款的規定，命令公佈：

——國際海事組織海上安全委員會透過第MSC.413 (97) 號決議和第MSC.443 (99) 號決議通過的修正案的綜合文本的中文和英文正式文本；

——國際海事組織海上安全委員會透過第MSC.414 (97) 號決議和第MSC.444 (99) 號決議通過的修正案的綜合文本的中文和英文正式文本。

《2008年完穩規則》已透過第38/2016號行政長官公告公佈於二零一六年五月二十七日第二十一期《澳門特別行政區公報》第二組第二副刊。

二零二一年四月二十六日發佈。

行政長官 賀一誠

terpretadas como um único instrumento, do qual resulta o texto consolidado das emendas adoptadas através das resoluções MSC.414(97) e MSC.444(99);

O Chefe do Executivo manda publicar, nos termos da alínea 1) do artigo 5.º e do n.º 1 do artigo 6.º da Lei n.º 3/1999 (Publicação e formulário dos diplomas):

— o texto consolidado das emendas adoptadas pelo Comité de Segurança Marítima da OMI, através das resoluções MSC.413(97) e MSC.443(99), nos seus textos autênticos em línguas chinesa e inglesa;

— o texto consolidado das emendas adoptadas pelo Comité de Segurança Marítima da OMI, através das resoluções MSC.414(97) e MSC.444(99), nos seus textos autênticos em línguas chinesa e inglesa.

O Código IS 2008 encontra-se publicado no 2.º Suplemento do *Boletim Oficial da Região Administrativa Especial de Macau*, II Série, n.º 21, de 27 de Maio de 2016, através do Aviso do Chefe do Executivo n.º 38/2016.

Promulgado em 26 de Abril de 2021.

O Chefe do Executivo, *Ho Iat Seng*.

第 MSC.443 (99) 號決議**(2018 年 5 月 24 日通過)****2008 年國際完整穩性規則****(2008 年完整穩性規則)****A 部分修正案**

海上安全委員會，

憶及《國際海事組織公約》第 28 (b) 條關於本委員會的職能，

還憶及第 MSC.267 (85) 號決議通過的《2008 年國際完整穩性規則》(“2008 年完整規則”)，

進一步憶及第 MSC.413 (97) 號決議通過的《2008 年完整穩性規則》引言和 A 部分修正案，

注意到經第 MSC.269 (85) 號決議修正的《1974 年國際海上人命安全公約》(“本公約”) 第 II-1/2.27.1 章中關於《2008 年完整穩性規則》引言和 A 部分修正案程序的規定，

認識到有必要在《2008 年完整穩性規則》中包含有關從事起拋錨、起重和拖曳作業(包括護航拖曳)的船舶的規定，

在其第九十九屆會議上審議了按本公約第 VIII (b) (i) 條提出和分發的《2008 年完整穩性規則》引言和 A 部分修正案，

- 1 按本公約第 VIII (b) (iv) 條規定，**通過**經第 MSC.413 (97) 號決議修正的《2008 年完整穩性規則》引言和 A 部分修正案，其文本載於本決議附件；
- 2 **同意**現有決議和第 MSC.413 (97) 號決議須作為一個文件閱讀和理解；
- 3 按本公約第 VIII (b) (vi) (2) (bb) 條規定，**決定**該修正案將於 2019 年 7 月 1 日被視為已被接受，除非在此日期之前，有三分之一以上的本公約締約國政府或擁有商船合計噸位數不少於世界商船總噸數 50% 的締約國政府向秘書長通報其反對該修正案；
- 4 **提請**本公約各締約國政府注意，按本公約第 VIII (b) (vii) (2) 條規定，該修正案將在按上述第 3 款被接受後，於 2020 年 1 月 1 日生效；
- 5 **要求**秘書長按本公約第 VIII (b) (v) 條規定，將核正無誤的本決議及其附件中的修正案文本的副本分發給本公約所有締約國政府；
- 6 **還要求**秘書長將本決議及其附件的副本分發給非本公約締約國的本組織成員；
- 7 **進一步要求**秘書長準備經現有決議和第 MSC.413 (97) 號決議通過的修正案的綜合文本。

附 件

2008 年國際完整穩性規則 (2008 年完整穩性規則) 修正案

引言

1 目的

1 1.2 段起首部分替換如下：

“1.2 除非另有說明，本規則中的完整穩性衡準適用於下列長度為 24m 及以上的船舶和其他海上運輸工具。本規則中的完整穩性衡準還適用於從事某種作業的相同船舶和海上運輸工具：”

2 在 1.2 段中，在現有 .6 段後插入下列 .7 至 .9 段：

“.7 從事起拋錨作業的船舶；

.8 從事港口、沿海或遠洋拖曳作業和護航作業的船舶；

.9 從事起重作業的船舶；”

剩下的小節相應重新編號。

2 定義

3 在現有 2.27 段後，插入 2.28 至 2.31 段如下：

“2.27 從事起拋錨作業的船舶係指從事裝置或其他船舶的錨及相關繫泊纜的布置、回收和重新定位的船舶。與起拋錨相關的作用力通常與絞車纜繩拉力有關，並可包括作用於牽引點和尾

滾筒的垂直力、橫向力和縱向力。

2.28 從事港口拖曳的船舶係指從事通常在進港或離港和靠離泊時，擬用於遮蔽水域內救助船或其他浮式結構作業的船舶。

2.29 從事沿海或遠洋拖曳作業的船舶係指從事擬用於遮蔽水域外救助船或其他浮式結構作業的船舶，其與拖曳相關的力通常為船舶繫纜樁拉力的函數。*

2.30 從事起重作業的船舶係指包括從事通過絞纜機、起重機，A 形吊架或其他起重裝置使用垂向力抬升或降低物體作業的船舶。”

2.31 從事護航作業的船舶係指專門在正常或應急操縱時從事被救助船操舵、制動和其他操縱的船舶，其操舵力和制動力由作用於船體和附屬體的水動力和裝進裝置的推力產生（還見圖 2.8-1）。

腳註

4 現有第 2.29 段的腳註重新編號為腳註 3，其餘腳註相應重新編號。

**RESOLUTION MSC.443(99)
(adopted on 24 May 2018)**

**AMENDMENTS TO PART A OF THE
INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS 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.267(85), by which it adopted the International Code on Intact Stability, 2008 ("the 2008 IS Code"),

RECALLING FURTHER resolution MSC.413(97), by which it adopted amendments to the introduction and part A of the 2008 IS Code,

NOTING the provisions regarding the procedure for amendments to the introduction and part A of the 2008 IS Code, stipulated in regulation II-1/2.27.1 of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"), as amended by resolution MSC.269(85),

RECOGNIZING the need to include provisions regarding ships engaged in anchor handling, lifting and towing operations, including escort towing, in the 2008 IS Code,

HAVING CONSIDERED, at its ninety-ninth session, amendments to part A of the 2008 IS 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 part A of the 2008 IS Code, as amended by resolution MSC.413(97), the text of which is set out in the annex to the present resolution;

2 AGREES that the present resolution and resolution MSC.413(97) shall be read and interpreted together as one single instrument;

3 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 2019, 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 the Secretary-General of the Organization of their objections to the amendments;

4 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2020 upon its acceptance in accordance with paragraph 3 above;

5 REQUESTS the Secretary-General of the Organization, for the purposes of 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;

6 REQUESTS ALSO the Secretary-General of the Organization to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

7 REQUESTS FURTHER the Secretary-General to prepare a consolidated text of the amendments adopted by the present resolution and resolution MSC.413(97).

ANNEX

AMENDMENTS TO THE INTERNATIONAL CODE ON INTACT STABILITY, 2008
(2008 IS CODE)

INTRODUCTION

1 Purpose

1 The chapeau of paragraph 1.2 is replaced with the following:

"1.2 Unless otherwise stated, this Code contains intact stability criteria applicable to ships and other marine vehicles of 24 m in length and above, as listed below. The Code also provides intact stability criteria applicable to the same ships and marine vehicles when engaged in certain operations:"

2 In paragraph 1.2, the following new subparagraphs .7 to .9 are inserted after the existing subparagraph .6:

.7 ships engaged in anchor handling operations;

.8 ships engaged in harbour, coastal or ocean-going towing operations and escort operations;

.9 ships engaged in lifting operations;"

and the remaining subparagraphs are renumbered accordingly.

2 Definitions

3 The following new paragraphs 2.27 to 2.31 are inserted after the existing paragraph 2.26:

"2.27 *Ship engaged in anchor handling operations* means a ship engaged in operations with deployment, recovering and repositioning of anchors and the associated mooring lines of rigs or other vessels. Forces associated with anchor handling are generally associated with the winch line pull and may include vertical, transverse, and longitudinal forces applied at the towing point and over the stern roller.

2.28 *Ship engaged in harbour towing* means a ship engaged in an operation intended for assisting ships or other floating structures within sheltered waters, normally while entering or leaving port and during berthing or unberthing operations.

2.29 *Ship engaged in coastal or ocean-going towing* means a ship engaged in an operation intended for assisting ships or other floating structures outside sheltered waters in which the forces associated with towing are often a function of the ship's bollard pull."

2.30 "*Ship engaged in lifting operation* means a ship engaged in an operation involving the raising or lowering of objects using vertical force by means of winches, cranes, A-frames or other lifting devices. Fishing vessels shall not be included in this definition."

2.31 *Ship engaged in escort operation* means a ship specifically engaged in steering, braking and otherwise controlling of the assisted ship during ordinary or emergency manoeuvring, whereby the steering and braking forces are generated by the hydrodynamic forces acting on the hull and appendages and the thrust forces exerted by the propulsion units (see also figure 2.8-1).

FOOTNOTES

4 The existing footnote to paragraph 2.29 is renumbered as footnote 3 and the remaining footnotes are renumbered accordingly*.

* These footnotes are for reference purposes only and do not form part of the adopted amendments.

第 MSC.444 (99) 號決議

(2018 年 5 月 24 日通過)

2008 年國際完整穩性規則 (2008 年完整穩性規則)

A 部分修正案

海上安全委員會，

憶及《國際海事組織公約》第 28 (b) 條關於本委員會的職能，

還憶及第 MSC.267 (85) 號決議通過的《2008 年國際完整穩性規則》(“2008 年完整穩性規則”)，

進一步憶及第 MSC.414 (97) 號決議通過的《2008 年完整穩性規則》引言和 A 部分修正案，

注意到經第 MSC.270 (85) 號決議修正的《1966 年國際載重線公約 1988 年議定書》(“1988 年載重線議定書”)附則 1/3 條中的(16).1 款關於《2008 年完整穩性規則》引言和 A 部分修正程序的規定，

認識到有必要在《2008 年完整穩性規則》中包含有關從事起拋錨、起重和拖曳作業 (包括護航拖曳) 的船舶的規定，

在其第九十九屆會議上審議了按《1988 年載重線議定書》第 VI 條 2 (a) 款提出和分發的《2008 年完整穩性規則》A 部分修正案，

1 按《1988 年載重線議定書》第 VI 條 2(d) 規定，通過經第 MSC.414 (97) 號決議修正的《2008 年 IS 規則》A 部分修正案，其文本載於

本決議附件；

2 同意現有決議和第 MSC.413(97)號決議須作為單一文件閱讀和理解；

3 按《1988年載重線議定書》第 VI 條 2(f)(ii)(bb)規定，決定該修正案將於 2019 年 7 月 1 日被視為已被接受，除非在此日期之前，有三分之一以上的《1988年載重線議定書》締約國政府或擁有商船合計數不少於所有締約國政府商船總數 50%的締約國政府向本組織秘書長通報其反對該修正案；

4 提請《1988年載重線議定書》締約國政府注意，按《1988年載重線議定書》第 VI 條 2(g)(ii)規定，該修正案將在按上述第 2 款被接受後，於 2020 年 1 月 1 日生效；

5 要求本組織秘書長按《1988年載重線議定書》第 VI 條 2(e)規定，將核正無誤的本決議及其附件中的修正案文本的副本分發給《1988年載重線議定書》所有締約國政府；

6 還要求本組織秘書長將本決議及其附件的副本分發給非《1988年載重線議定書》締約國政府的本組織成員；

7 進一步要求秘書長準備經現有決議和第 MSC.414(97)號決議通過的修正案的綜合文本。

附 件

2008 年國際完整穩性規則 (2008 年完整穩性規則) 修正案

引言

1 目的

1 第 1.2 段起首部分替換如下：

“1.2 除非另有說明，本規則中的完整穩性衡準適用於下列長度為 24m 及以上的船舶和其他海上運輸工具。本規則中的完整穩性衡準還適用於從事某種作業的相同船舶和海上運輸工具：”

2 在第 1.2 段中，在現有 .6 段後插入下列 .7 至 .9 段：

“.7 從事起拋錨作業的船舶；

.8 從事港口、沿海或遠洋拖曳作業和護航作業的船舶；

.9 從事起重作業的船舶；”

剩下的小節相應重新編號。

2 定義

3 在現有 2.27 段後，插入 2.28 至 2.31 段如下：

“2.27 從事起拋錨作業的船舶係指從事裝置或其他船舶的錨及相關繫泊纜的布置、回收和重新定位的船舶。與起拋錨相關的作用力通常與絞車纜繩拉力有關，並可包括作用於牽

引點和尾滾筒的垂直力、橫向力和縱向力。

- 2.28 從事港口拖曳的船舶係指通常在進港或離港和靠離泊時，從事擬用於遮蔽水域內救助船或其他浮式結構作業的船舶。
- 2.29 從事沿海或遠洋拖曳作業的船舶係指從事擬用於遮蔽水域外救助船或其他浮式結構作業的船舶，其與拖曳相關的力通常為船舶繫纜樁拉力的函數。*
- 2.30 從事起重作業的船舶係指包括從事通過絞纜機、起重機，A 形吊架或其他起重裝置使用垂向力抬升或降低物體作業的船舶。
- 2.31 從事護航作業的船舶係指專門在正常或應急操縱時從事被救助船操舵、制動和其他操縱的船舶，其操舵力和制動力由作用於船體和附屬體的水動力和裝進裝置的推力產生（還見圖 1）。

腳註

- 4 現有第 2.29 段的腳註重新編號為腳註 3，其餘腳註相應重新編號。

RESOLUTION MSC.444(99)
(adopted on 24 May 2018)

AMENDMENTS TO PART A OF THE
INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS 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.267(85), by which it adopted the International Code on Intact Stability, 2008 ("the 2008 IS Code"),

RECALLING FURTHER resolution MSC.414(97), by which it adopted amendments to the introduction and part A of the 2008 IS Code,

NOTING the provisions regarding the procedure for amendments to the introduction and part A of the 2008 IS Code, stipulated in paragraph (16).1 of regulation I/3 of the Protocol of 1988 relating to the International Convention on Load Lines, 1966 ("1988 Load Lines Protocol"), as amended by resolution MSC.270(85),

RECOGNIZING the need to include provisions regarding ships engaged in anchor handling, lifting and towing operations, including escort towing, in the 2008 IS Code,

HAVING CONSIDERED, at its ninety-ninth session, amendments to part A of the 2008 IS Code, proposed and circulated in accordance with paragraph 2(a) of article VI of the 1988 Load Lines Protocol,

1 ADOPTS, in accordance with paragraph 2(d) of article VI of the 1988 Load Lines Protocol, amendments to part A of the 2008 IS Code, as amended by resolution MSC.414(97), the text of which is set out in the annex to the present resolution;

2 AGREES that the present resolution and resolution MSC.414(97) shall be read and interpreted together as one single instrument;

3 DETERMINES, in accordance with paragraph 2(f)(ii)(bb) of article VI of the 1988 Load Lines Protocol, that the said amendments shall be deemed to have been accepted on 1 July 2019, unless, prior to that date, more than one third of the Parties to the 1988 Load Lines Protocol or Parties, the combined merchant fleets of which constitute not less than 50% of all the merchant fleets of all Parties, have notified the Secretary-General of the Organization of their objections to the amendments;

4 INVITES Parties to the 1988 Load Lines Protocol to note that, in accordance with paragraph 2(g)(ii) of article VI of the 1988 Load Lines Protocol, the amendments shall enter into force on 1 January 2020 upon its acceptance in accordance with paragraph 3 above;

5 REQUESTS the Secretary-General of the Organization, for the purposes of paragraph 2(e) of article VI of the 1988 Load Lines Protocol, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to the 1988 Load Lines Protocol;

6 REQUESTS ALSO the Secretary-General of the Organization to transmit copies of this resolution and its annex to Members of the Organization which are not Parties to the 1988 Load Lines Protocol.

7 REQUESTS FURTHER the Secretary-General to prepare a consolidated text of the amendments adopted by the present resolution and resolution MSC.414(97).

ANNEX

**AMENDMENTS TO THE INTERNATIONAL CODE ON INTACT STABILITY, 2008
(2008 IS CODE)****INTRODUCTION****1 Purpose**

1 The chapeau of paragraph 1.2 is replaced with the following:

"1.2 Unless otherwise stated, this Code contains intact stability criteria applicable to ships and other marine vehicles of 24 m in length and above, as listed below. The Code also provides intact stability criteria applicable to the same ships and marine vehicles when engaged in certain operations:"

2 In paragraph 1.2, the following new subparagraphs .7 to .9 are inserted after the existing subparagraph .6:

".7 ships engaged in anchor handling operations;

.8 ships engaged in harbour, coastal or ocean-going towing operations and escort operations;

.9 ships engaged in lifting operations;"

and the remaining subparagraphs are renumbered accordingly.

2 Definitions

3 The following new paragraphs 2.27 to 2.31 are inserted after the existing paragraph 2.26:

"2.27 *Ship engaged in anchor handling operations* means a ship engaged in operations with deployment, recovering and repositioning of anchors and the associated mooring lines of rigs or other vessels. Forces associated with anchor handling are generally associated with the winch line pull and may include vertical, transverse, and longitudinal forces applied at the towing point and over the stern roller.

2.28 *Ship engaged in harbour towing* means a ship engaged in an operation intended for assisting ships or other floating structures within sheltered waters, normally while entering or leaving port and during berthing or unberthing operations.

2.29 *Ship engaged in coastal or ocean-going towing* means a ship engaged in an operation intended for assisting ships or other floating structures outside sheltered waters in which the forces associated with towing are often a function of the ship's bollard pull.*

2.30 "*Ship engaged in lifting operation* means a ship engaged in an operation involving the raising or lowering of objects using vertical force by means of winches, cranes, A-frames or other lifting devices. Fishing vessels shall not be included in this definition."

2.31 *Ship engaged in escort operation* means a ship specifically engaged in steering, braking and otherwise controlling of the assisted ship during ordinary or emergency manoeuvring, whereby the steering and braking forces are generated by the hydrodynamic forces acting on the hull and appendages and the thrust forces exerted by the propulsion units (see also figure 2.8-1).

FOOTNOTES

4 The existing footnote to paragraph 2.29 is renumbered as footnote 3 and the remaining footnotes are renumbered accordingly*.

* These footnotes are for reference purposes only and do not form part of the adopted amendments.