

第 170/2014 號行政長官批示

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18/2007號行政法規《公共行政改革諮詢委員會》第四條的規定，作出本批示。

一、委任黃珮琳為公共行政改革諮詢委員會成員，以代替馬志毅。

二、本批示委任成員的任期至二零一七年一月九日。

三、本批示自公佈翌日起生效。

二零一四年六月十八日

行政長官 崔世安

第 23/2014 號行政長官公告

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，中華人民共和國澳門特別行政區政府與日本政府相互通知對方已完成使二零一四年三月十三日在澳門特別行政區簽訂的《中華人民共和國澳門特別行政區政府與日本政府關於稅收信息交換的協定》生效所需的內部法律程序。

上述《協定》的正式英文文本公佈於二零一四年四月八日第十四期第一組的《澳門特別行政區公報》內。根據該《協定》第十二條的規定，自二零一四年五月二十二日起對雙方生效。

二零一四年六月十八日發佈。

行政長官 崔世安

第 24/2014 號行政長官公告

國際海事組織於二零零一年十一月二十九日的第二十二屆大會上透過第A.910 (22) 號決議通過了對《1972年國際海上避碰規則》的修正案，中華人民共和國接受了該修正案；

按照《1972年國際海上避碰規則公約》第VI條第4款的規定，修正案於二零零三年十一月二十九日生效，同時對中華人民共和國生效，包括對澳門特別行政區生效；

Despacho do Chefe do Executivo n.º 170/2014

Usando da faculdade conferida pelo artigo 50.º da Lei Básica da Região Administrativa Especial de Macau e nos termos do artigo 4.º do Regulamento Administrativo n.º 18/2007 (Conselho Consultivo para a Reforma da Administração Pública), o Chefe do Executivo manda:

1. É nomeada Vong Pui Lam como membro do Conselho Consultivo para a Reforma da Administração Pública, em substituição de Ma Chi Ngai Frederico.

2. O mandato do membro nomeado pelo presente despacho termina no dia 9 de Janeiro de 2017.

3. O presente despacho entra em vigor no dia seguinte ao da sua publicação.

18 de Junho de 2014.

O Chefe do Executivo, *Chui Sai On*.

Aviso do Chefe do Executivo n.º 23/2014

O Chefe do Executivo manda tornar público, nos termos do n.º 1 do artigo 6.º da Lei n.º 3/1999 da Região Administrativa Especial de Macau, que o Governo da Região Administrativa Especial de Macau da República Popular da China e o Governo do Japão, efectuaram a notificação recíproca de terem sido cumpridos os respectivos procedimentos legais internos exigidos para a entrada em vigor do «Acordo entre o Governo da Região Administrativa Especial de Macau da República Popular da China e o Governo do Japão relativo à Troca de Informações em Matéria Fiscal», assinado em Macau, aos 13 de Março de 2014.

A versão autêntica na língua inglesa do citado Acordo, encontra-se publicada no *Boletim Oficial* da Região Administrativa Especial de Macau n.º 14, I Série, de 8 de Abril de 2014, e em conformidade com o disposto no seu artigo 12.º, entrou em vigor para ambas as Partes em 22 de Maio de 2014.

Promulgado em 18 de Junho de 2014.

O Chefe do Executivo, *Chui Sai On*.

Aviso do Chefe do Executivo n.º 24/2014

Considerando que, em 29 de Novembro de 2001, a 22.ª Assembleia da Organização Marítima Internacional, através da Resolução A.910 (22), adoptou emendas ao Regulamento Internacional para Evitar Abalroamentos no Mar, 1972, e que tais emendas foram aceites pela República Popular da China;

Mais considerando que, em conformidade com o disposto no n.º 4 do artigo VI da Convenção sobre o Regulamento Internacional para Evitar Abalroamentos no Mar, 1972, tais emendas entraram em vigor em 29 de Novembro de 2003, estando vigentes na República Popular da China, incluindo a Região Administrativa Especial de Macau;

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國際海事組織大會第A.910(22)號決議的英文正式文本及中文譯本。

二零一四年六月十八日發佈。

行政長官 崔世安

A.910(22) 決議

(2001年11月29日通過)

1972年國際海上避碰規則修正案

大會，

憶及1972年國際海上避碰規則公約(以下簡稱“公約”)第VI條關於對該規則的修正，

審議了海上安全委員會在其73屆會議上通過並按照公約第VI條2的規定送交所有締約方的1972年國際海上避碰規則修正案；還審議了海上安全委員會關於該修正案生效的建議案，

1. 按照公約第VI條3的規定通過該修正案，其文本載於本決議的附件中；

2. 按照公約第VI條4的規定，決定該修正案應於2003年11月29日生效，除非在2002年5月29日之前有三分之一以上的締約方通知他們反對該修正案；

3. 要求秘書長依照公約第VI條3的規定，將本決議送交公約的所有締約方認可；

4. 提請各締約方在2002年5月29日之前提出任何對該修正案的反對，該修正案在此日期之後將視為已被接受，按本決議的規定生效。

附件

《1972年國際海上避碰規則》修正案

1. 第3條

——第(a)款修正如下：

(a) “船舶”一詞係指用作或者能夠用作水上運輸工具各類水上船筏，包括非排水船舶、地效船和水上飛機。

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 A.910(22) que contém as referidas emendas, no seu texto autêntico em língua inglesa, com a respectiva tradução para a língua chinesa.

Promulgado em 18 de Junho de 2014.

O Chefe do Executivo, *Chui Sai On*.

Resolution A.910(22)

Adopted on 29 November 2001

AMENDMENTS TO THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

THE ASSEMBLY,

RECALLING Article VI of the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (hereinafter referred to as “the Convention”), on amendments to the Regulations,

HAVING CONSIDERED the amendments to the International Regulations for Preventing Collisions at Sea, 1972, adopted by the Maritime Safety Committee at its seventy-third session and communicated to all Contracting Parties in accordance with paragraph 2 of Article VI of the Convention; and also the recommendations of the Maritime Safety Committee concerning the entry into force of these amendments,

1. ADOPTS, in accordance with paragraph 3 of Article VI of the Convention, the amendments set out in the Annex to the present resolution;

2. DECIDES, in accordance with paragraph 4 of Article VI of the Convention, that the amendments shall enter into force on 29 November 2003 unless by 29 May 2002 more than one third of the Contracting Parties have notified their objection to the amendments;

3. REQUESTS the Secretary-General, in conformity with paragraph 3 of Article VI of the Convention, to communicate this resolution to all Contracting Parties to the Convention for acceptance;

4. INVITES Contracting Parties to submit any objections to the amendments not later than 29 May 2002 whereafter the amendments will be deemed to have been accepted to enter into force as determined in the present resolution.

ANNEX

AMENDMENTS TO THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

1 Rule 3: Paragraph (a) is amended to read as follows:

“(a) The word “vessel” includes every description of water craft, including non-displacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water”.

——增加新的第(m)款如下：

(m) “地效船”一詞係指多式船艇，其主要操作方式是利用表面效應貼近水面飛行。

2. 第8條

——第(a)款修正如下：

(a) 應根據本章各條規定採取避免碰撞的任何行動，如當時環境許可，應是積極地，並應及早地進行和注意運用良好的船藝。

3. 第18條

——增加新的第(f)款如下：

(f) (i) 地效船在貼近水面起飛、降落和飛行時應寬裕地讓清所有其他船舶並避免妨礙它們的航行；

(ii) 在水面上操作的地效船應作為動力船舶遵守本章各條。

4. 第23條

——增加以下新第(c)款並相應重新編號：

(c) 除本條第(a)款規定的號燈外，地效船只有在貼近水面起飛、降落和飛行時才應顯示高密度的環照紅色閃光燈。

5. 第31條

——第31條修正如下：

當水上飛機或地效船不可能顯示按本章各條規定的各種特性或位置的號燈和號型時，則應顯示儘可能近似於這種特性和位置的號燈和號型。

6. 第33條

——第33(a)條修正如下：

(a) 長度為12米或12米以上的船舶應配備一個號笛，長度為20米或20米以上的船舶，除了號笛以外還應配備一個號鐘，長度為100米或100米以上的船舶，除了號笛和號鐘以外還應配備一個號鑼。號鑼的音調和聲音不可與號鐘相混淆。號笛、號鐘和號鑼應符合本規則附錄III所載規格。號鐘、號鑼或二者均可用與其各自聲音特性相同的其他設備代替，但任何時候都要能以手動鳴放規定的聲號。

7. 第35條

——增加新的第(i)款並相應重新編號：

(i) 長度為12米或12米以上但小於20米的船舶，不要求鳴放本條第(g)款和第(h)款規定的聲號。但如不鳴放上

A new paragraph (m) is added as follows:

“(m) The term “Wing-In-Ground (WIG) craft” means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.”

2 Rule 8: Paragraph (a) is amended to read as follows:

“(a) Any action to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.”

3 Rule 18: A new paragraph (f) is added as follows:

“(f) (i) A WIG craft shall, when taking off, landing and in flight near the surface, keep well clear of all other vessels and avoid impeding their navigation;

(ii) a WIG craft operating on the water surface shall comply with the Rules of this Part as a power-driven vessel.”

4 Rule 23: A new paragraph (c) is added, as follows, and the following paragraph renumbered accordingly:

“(c) A WIG craft only when taking off, landing and in flight near the surface shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit a high intensity all-round flashing red light.”

5 Rule 31 is amended to read as follows:

“Where it is impracticable for a seaplane or a WIG craft to exhibit lights and shapes of the characteristics or in the positions prescribed in the Rules of this Part she shall exhibit lights and shapes as closely similar in characteristics and position as is possible.”

6 Rule 33: Paragraph (a) is amended to read as follows:

“(a) A vessel of 12 metres or more in length shall be provided with a whistle, a vessel of 20 metres or more in length shall be provided with a bell in addition to a whistle, and a vessel of 100 metres or more in length shall, in addition, be provided with a gong, the tone and sound of which cannot be confused with that of the bell. The whistle, bell and gong shall comply with the specification in Annex III to these Regulations. The bell or gong or both may be replaced by other equipment having the same respective sound characteristics, provided that manual sounding of the required signals shall always be possible.”

7 Rule 35: A new paragraph (i) is added as follows, and the following paragraphs renumbered accordingly:

“(i) A vessel of 12 metres or more but less than 20 metres in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However,

述聲號，則應鳴放他種有效的聲號，每次間隔不超過兩分鐘。

8. 附錄I

第13節 高速船*

——本節現有條款修正如下：

(a) 高速船的桅頂燈可置於低於本附錄第2(a)(i)款規定的相應於船寬的高度上，但由舷燈和桅頂燈形成的等腰三角形的底邊角，在側視時不應小於27°。

(b) 長度為50米或50米以上的高速船上，本附錄第2(a)(ii)款所要求的前桅燈和主桅燈之間4.5米的垂向距離可以修改，但此距離應不少於下列公式決定的數值：

$$y = \frac{(a + 17\Psi)C}{1000} + 2$$

式中：y 為主桅燈高於前桅燈的高度（米）

a 為航行狀況下前桅燈高於水面的高度（米）

Ψ 為航行狀況下的縱傾（度）

C 為桅頂燈的垂向距離（米）

9. 附錄III

第1節 號笛

——第(a)款修正如下：

(a) 頻率和可聽距離

笛號的基頻應在70-700赫的範圍內。笛號的可聽距離應通過其頻率和來確定，這些頻率可包括基頻和（或）一種或多種較高的頻率，並具下文第1(c)款規定的聲壓級。對於長度為20米或20米以上的船舶，頻率範圍為180-700赫（+/-1%），對於長度為20米以下的船舶，頻率範圍為180-2100赫（+/-1%）。

——第(c)款修正如下：

(c) 笛號的聲強和可聽距離

船上所裝的號笛，在其最大聲強方向上，距離1米處，在頻率180-700赫（+/-1%）（長度20米或20米以上船舶）或180-2100赫（+/-1%）（長度20米以下船舶）範圍內的至少一個1/3倍頻帶中，應具有不小於下表所規定相應數值的聲壓級別。

if she does not, she shall make some other efficient sound signal at intervals of not more than 2 minutes.”

8 ANNEX I, section 13 is amended to read as follows:

“13. High-speed craft*

(a) The masthead light of high-speed craft may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this annex, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27°.

(b) On high-speed craft of 50 metres or more in length, the vertical separation between foremast and mainmast light of 4.5 metres required by paragraph 2(a)(ii) of this annex may be modified provided that such distance shall not be less than the value determined by the following formula:

$$y = \frac{(a + 17\Psi)C}{1000} + 2$$

where: y is the height of the mainmast light above the fore mast light in metres;

a is the height of the foremast light above the water surface in service condition in metres;

Ψ is the trim in service condition in degrees;

C is the horizontal separation of masthead lights in metres.”

9 ANNEX III

Section 1 – Whistles: Paragraph (a) is amended to read as follows:

“(a) *Frequencies and range of audibility*

The fundamental frequency of the signal shall lie within the range 70-700Hz. The range of audibility of the signal from a whistle shall be determined by those frequencies, which may include the fundamental and/or one or more higher frequencies, which lie within the range 180-700Hz (+/-1%) for a vessel of 20 metres or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 metres in length and which provide the sound pressure levels specified in paragraph 1(c) below.”

Paragraph (c) is amended to read as follows:

“(c) *Sound signal intensity and range of audibility*

A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 metre from it, a sound pressure level in at least one 1/3rd-octave band within the range of frequencies 180-700Hz (+/-1%) for a vessel of 20 metres or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 metres in length, of not less than the appropriate figure given in the table below.”

* 參見1994年《國際高速船安全規則》和2000年《國際高速船安全規則》。

* Refer to the International Code of Safety for High-Speed Craft, 1994 and the International Code of Safety for High-Speed Craft, 2000.

船舶長度 (米)	1/3倍頻帶聲壓級 (距離1米, 相對於 $2 \times 10^{-5} \text{N/m}^2$) (分貝)	可聽距離 (海里)
200或200以上	143	2
75或75以上但小於200	138	1.5
20或20以上但小於75	130	1
小於20	120 ^{*1}	0.5
	115 ^{*2}	
	111 ^{*3}	

*1 當量測頻率在180-450赫時

*2 當量測頻率在450-800赫時

*3 當量測頻率在800-2100赫時

第2節 號鐘和號鑼

——第 (b) 款修正如下:

(b) 構造

號鐘和號鑼應用抗蝕材料製成, 其設計應能使之發出清晰的音調。長度為20米或20米以上的船舶, 號鐘口的直徑應不小於300毫米。如可行, 建議用一個機動鐘錘, 以保證敲力穩定, 但仍應可能用手操作。鐘錘的質量不得小於號鐘質量的3%。

第 25/2014 號行政長官公告

中華人民共和國透過二零一三年一月十七日照會向萬國郵政聯盟國際局總局長交存了其對二零零八年八月十二日在日內瓦通過的《萬國郵政聯盟總規則第一附加議定書》(下稱“議定書”)的核准書, 同時聲明議定書適用於中華人民共和國澳門特別行政區;

議定書於二零一三年二月六日對中華人民共和國生效, 包括對澳門特別行政區生效;

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, 命令公佈議定書的法文正式文本及中文譯本。

二零一四年六月十八日發佈。

行政長官 崔世安

Length of vessel in metres	1/3rd-octave band level at 1 metre in dB referred to $2 \times 10^{-5} \text{N/m}^2$	Audibility range in nautical miles
200 or more	143	2
75 but less than 200	138	1.5
20 but less than 75	130	1
Less than 20	120 ^{*1}	0.5
	115 ^{*2}	
	111 ^{*3}	

*1 When the measured frequencies lie within the range 180-450Hz

*2 When the measured frequencies lie within the range 450-800Hz

*3 When the measure frequencies lie within the range 800-2100Hz

Section 2 – Bell or gong: Paragraph (b) is amended to read as follows:

“(b) Construction

Bells and gongs shall be made of corrosion-resistant material and designed to give a clear tone. The diameter of the mouth of the bell shall be not less than 300 mm for vessels of 20 metres or more in length. Where practicable, a power-driven bell striker is recommended to ensure constant force but manual operation shall be possible. The mass of the striker shall be not less than 3 per cent of the mass of the bell.”

Aviso do Chefe do Executivo n.º 25/2014

Considerando que, a República Popular da China depositou, através da Nota datada de 17 de Janeiro de 2013, junto do Director-Geral da Secretaria Internacional da União Postal Universal, o seu instrumento de ratificação do Primeiro Protocolo Adicional ao Regulamento Geral da União Postal Universal, concluído em Genebra, em 12 de Agosto de 2008, adiante designado por Protocolo, tendo, no mesmo momento, declarado que o Protocolo se aplica na Região Administrativa Especial de Macau da República Popular da China;

Considerando igualmente que o Protocolo entrou em vigor na República Popular da China, incluindo a Região Administrativa Especial de Macau, em 6 de Fevereiro de 2013;

O Chefe do Executivo manda publicar, nos termos do n.º 1 do artigo 6.º da Lei n.º 3/1999 da RAEM, o texto autêntico em língua francesa do Protocolo, acompanhado da sua tradução para a língua chinesa.

Promulgado em 18 de Junho de 2014.

O Chefe do Executivo, *Chui Sai On*.