

第 51/2014 號行政長官公告

中華人民共和國於二零一零年九月二十八日以照會通知國際海事組織秘書長，一九八八年十一月十一日訂於倫敦的《1966年國際載重線公約1988年議定書》（下稱“1988年議定書”）自二零一零年十月十一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二零一二年十一月三十日透過第MSC.345(91)號決議通過了1988年議定書的修正案。根據1988年議定書第VI條第2款(g)項(ii)的規定及上指決議第3點所述，修正案於二零一四年七月一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，命令公佈上指修正案的中文及英文正式文本。

二零一四年九月十日發佈。

行政長官 崔世安

第MSC.345(91)號決議

(2012年11月30日通過)

通過經修正的《1966年國際載重線公約》

1988年議定書修正案

海上安全委員會，

憶及國際海事組織公約第二十八條第(二)款關於本委員會的職能，

還憶及《1966年國際載重線公約》1988年議定書（以下稱“1988年載重線議定書”）第VI條關於修正程序的規定，

認識到有必要對油船、化學品船和氣體船破損穩性要求中初始裝載狀態和平衡狀態的應用進行進一步明確和統一，

在其九十一屆會議上審議了按1988年載重線議定書第VI/2(a)條提出和分發的1988年載重線議定書修正案，

1. 按1988年載重線議定書第VI/2(d)條規定，通過1988年載重線議定書修正案，其文本載於本決議附件；

2. 按1988年載重線議定書第VI/2(f)(ii)(bb)條規定，決定上述修正案須於2014年1月1日應視為已被接受，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或擁有

Aviso do Chefe do Executivo n.º 51/2014

Considerando que a República Popular da China, por nota datada de 28 de Setembro de 2010, notificou o Secretário-Geral da Organização Marítima Internacional sobre a aplicação na Região Administrativa Especial de Macau, a partir de 11 de Outubro de 2010, do Protocolo de 1988 relativo à Convenção Internacional das Linhas de Carga, 1966, concluído em Londres, em 11 de Novembro de 1988, adiante designado por Protocolo de 1988;

Mais considerando que o Comité de Segurança Marítima da Organização Marítima Internacional, através da sua resolução MSC.345(91), de 30 de Novembro de 2012, adoptou emendas ao Protocolo de 1988 e que, nos termos da subalínea (ii) da alínea (g) do n.º 2 do artigo VI do Protocolo de 1988, e de acordo com o n.º 3 da referida resolução, tais emendas entram em vigor na República Popular da China, incluindo a Região Administrativa Especial de Macau, em 1 de Julho de 2014;

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.345(91), que contém as referidas emendas, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 10 de Setembro de 2014.

O Chefe do Executivo, *Chui Sai On*.

RESOLUTION MSC.345(91)
(adopted on 30 November 2012)ADOPTION OF AMENDMENTS TO THE PROTOCOL
OF 1988 RELATING TO THE INTERNATIONAL
CONVENTION ON LOAD LINES, 1966, 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 ALSO article VI of the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (hereinafter referred to as the “1988 Load Lines Protocol”) concerning amendment procedures,

RECOGNIZING the need to improve clarity and standardize the application of damage stability requirements concerning initial conditions of loading and conditions of equilibrium for oil, chemical and gas tankers,

HAVING CONSIDERED, at its ninety-first session, amendments to the 1988 Load Lines Protocol proposed and circulated in accordance with paragraph 2(a) of article VI thereof,

1. ADOPTS, in accordance with paragraph 2(d) of article VI of the 1988 Load Lines Protocol, amendments to the 1988 Load Lines Protocol, the text of which is set out in the annex to the present resolution;

2. 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 January 2014, unless, prior to that date, more than one third

商船合計噸位數不少於世界商船總噸數50%的締約國通報其反對該修正案；

3. 提請各締約國注意，按1988年載重線議定書第VI/2 (g) (ii) 條規定，該修正案須在按上述2被接受後，於2014年7月1日生效；

4. 要求秘書長按1988年載重線議定書第VI/2 (e) 條規定，將核准無誤的本決議及其附件中修正案文本的副本分發給所有1988年載重線議定書締約國；

5. 還要求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的本組織成員。

附件

經修正的《1966年國際載重線公約》1988年議定書

附則B修正案

附則I

載重線核定規則

第III章

乾舷

第27條——船舶類型

第27 (11) 條——初始裝載狀態

1 (b) (iv) 的第一句由下文替代：

“應考慮裝載每種消耗品及物料的液艙和處所的裝載量為船舶總容量的50%。”

2 在現有 (b) (iv) 後新增 (b) (v) 如下：

“(v) 壓載水艙通常應視為空艙，不應對其進行自由液面修正。”，

現有 (b) (v) 和 (b) (vi) 相應重新編號為 (b) (vi) 和 (b) (vii)。

3 重新編號為 (b) (vi) 的段落由下文替代：

“(vi) 在確定第27 (12) 條規定的破損所用的最終狀態時，可考慮選擇下述處理自由液面的方法：

(aa) 方法1 (適用於虛擬修正)。初始狀態的虛擬重心確定如下：

i. 應按 (i) 至 (iv) 確定裝載狀態；

of the Parties to the 1988 Load Lines Protocol or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of all the merchant fleets of all Parties, have notified their objections to the amendments;

3. INVITES the Parties concerned 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 July 2014 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with 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;

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

ANNEX

AMENDMENTS TO ANNEX B TO THE PROTOCOL OF 1988 RELATING TO THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966, AS AMENDED

ANNEX I

Regulations for determining load lines

Chapter III

Freeboards

Regulation 27 – Types of ships

Regulation 27(11) – Initial condition of loading

1 The first sentence of paragraph (b)(iv) is replaced by the following:

“50 per cent of the ship’s total capacity of tanks and spaces fitted to contain each type of consumables and stores is allowed for.”

2 After the existing paragraph (b)(iv), a new paragraph (b)(v) is inserted as follows:

“(v) Ballast water tanks shall normally be considered to be empty and no free surface correction shall be made for them.”,

and the existing paragraphs (b)(v) and (b)(vi) are renumbered as (b)(vi) and (b)(vii), accordingly.

3 The renumbered paragraph (b)(vi) is replaced by the following:

“(vi) Alternative treatment for free surface may be considered when developing the final condition for application of damage specified in regulation 27(12):

(aa) Method 1 (appropriate to virtual corrections). The virtual centre of gravity for the initial condition is determined as follows:

i. the loading condition shall be developed in accordance with paragraphs (i) to (iv);

- ii. 自由液面的修正計入重心高度；
- iii. 使用上述裝載狀態下的重心高度，生成一個在夏季載重線吃水水平縱傾時所有艙櫃為空的虛擬初始狀態；和
- iv. 使用上述初始狀態核查破損情況是否符合破損穩性衡準。

(bb) 方法2（適用於按破損情況下假定的液艙所裝載液體使用實際自由液面力矩）。初始狀態的虛擬重心確定如下：

- i. 應按 (i) 至 (iv) 確定裝載狀態；
- ii. 使用夏季載重線吃水水平縱傾時生成的艙櫃有裝載的初始虛擬狀態，可為每種破損情況生成一個在夏季載重線吃水水平縱傾時艙櫃裝載液體的虛擬初始狀態。使用上述裝載狀態的重心高度和自由液面修正時，對每種破損情況分別進行計算，破損前僅有擬破損的裝載液體的艙櫃為空艙；和
- iii. 使用上述初始狀態核查破損情況是否符合破損穩性衡準（每種破損情況對應一個初始狀態）。”

第27(13)條——平衡狀態

4 在現有 (f) 後新增 (g) 如下：

“(g) 不要求使用穩性儀、穩性軟件或其他認可方法證明船舶在營運裝載狀態下符合上述 (a)、(c)、(d) 和 (e) 規定的剩餘穩性衡準。”

第 52/2014 號行政長官公告

中華人民共和國於二零零五年六月十七日以照會通知國際海事組織秘書長，一九八八年十一月十一日訂於倫敦的《1974年國際海上人命安全公約》1988年議定書（下稱“議定書”）適用於澳門特別行政區；

國際海事組織海上安全委員會於二零一二年十一月三十日透過第MSC.344(91)號決議通過了議定書的修正案，該修正案自二零一四年七月一日起在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，命令公佈包含上述修正案的MSC.344(91)號決議中文及英文正式文本。

二零一四年九月十二日發佈。

行政長官 崔世安

ii. the correction for the free surfaces is added to the vertical centre of gravity;

iii. one virtual initial condition with all compartments empty is generated on summer load line draught with level trim, using the vertical centre of gravity from the above loading condition; and

iv. the damage cases will be checked for compliance with the damage stability criteria using the above initial condition.

(bb) Method 2 (appropriate to the use of actual free surface moments according to the assumed tank fillings for damage case). The virtual centre of gravity for the initial condition is determined as follows:

i. the loading condition shall be developed in accordance with paragraphs (i) to (iv);

ii. one virtual initial condition for each damage case with liquid-filled compartments may be generated on summer load line draught with level trim, using the initial virtual condition with filled compartments generated on summer load line draught with level trim. Using the vertical centre of gravity and free surface correction from the above loading condition separate calculations for each damage case are performed, only the liquid-filled compartments to be damaged are left empty before damage; and

iii. the damage cases will be checked for compliance with the damage stability criteria using above initial conditions (one initial condition for each damage case).”

Regulation 27(13) – Condition of equilibrium

4 A new paragraph (g) is added after the existing paragraph (f), as follows:

“(g) Compliance with the residual stability criteria specified in paragraphs (a), (c), (d) and (e) above is not required to be demonstrated in service loading conditions using a stability instrument, stability software or other approved method.”

Aviso do Chefe do Executivo n.º 52/2014

Considerando que a República Popular da China, por nota datada de 17 de Junho de 2005, notificou o Secretário-Geral da Organização Marítima Internacional sobre a aplicação na Região Administrativa Especial de Macau do Protocolo de 1988 relativo à Convenção Internacional para a Salvaguarda da Vida Humana no Mar de 1974, concluído em Londres, em 11 de Novembro de 1988, adiante designado por Protocolo;

Considerando igualmente que, em 30 de Novembro de 2012, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.344(91), adoptou emendas ao Protocolo, e que tais emendas produziram efeitos na Região Administrativa Especial de Macau a partir de 1 de Julho de 2014;

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.344(91) que contém as referidas emendas, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 12 de Setembro de 2014.

O Chefe do Executivo, *Chui Sai On*.