

**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 63/2014 號行政長官公告****Aviso do Chefe do Executivo n.º 63/2014**

中華人民共和國是國際海事組織的成員國及一九七四年十一月一日訂於倫敦的《國際海上人命安全公約》（下稱“公約”）的締約國；

國際海事組織海上安全委員會於一九九一年五月二十三日透過第MSC.22(59)號決議通過了公約的修正案；

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；

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MSC.22(59)號決議的中文及英文正式文本。

二零一四年九月十八日發佈。

行政長官 崔世安

Considerando que a República Popular da China é um Estado Membro da Organização Marítima Internacional e um Estado Contratante da Convenção Internacional para a Salvaguarda da Vida Humana no Mar, concluída em Londres em 1 de Novembro de 1974, adiante designada por Convenção;

Considerando igualmente que, em 23 de Maio de 1991, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.22(59), adoptou emendas à Convenção;

Considerando ainda 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, tal como emendada, na Região Administrativa Especial de Macau, a partir de 20 de Dezembro de 1999;

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.22(59), que contém as referidas emendas, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 18 de Setembro de 2014.

O Chefe do Executivo, *Chui Sai On*.

## 第 MSC.22 (59) 號決議

(1991 年 5 月 23 日通過)

### 通過《1974 年國際海上人命安全公約》的修正案

海上安全委員會，

憶及《國際海事組織公約》有關本委員會職責的第 28 (b) 條，

注意到《1974 年國際海上人命安全公約》(此後稱為“該公約”)有關該公約除第 1 章規定以外的附件的修正程序的第 VIII (b) 條，

在第五十九次會議上審議了按該公約第 VIII (b) (i) 條提議和散發的該公約的修正案，

1. 按該公約第 VIII (b) (iv) 條通過該公約的修正案，其文本載於本決議的附件中；

2. 按該公約第 VIII (b) (vi) (2) (bb) 條決定：這些修正案在 1993 年 7 月 1 日應視為已獲接受，除非在該日期前多於三分之一的該公約的締約政府或其合計商船船隊不少於世界商船船隊 50% 總噸位的締約政府通知反對這些修正案；

3. 請各締約政府注意：按該公約第 VIII (b) (vii) (2) 條，這些修正案在按上述第 2 段得到接受後，應於 1994 年 1 月 1 日生效；

4. 按該公約第 VIII (b) (v) 條，要求秘書長將本決議及其附件中所載的修正案案文的核證無誤副本分發給《1974 年國際海上人命安全公約》的所有締約政府；

5. 還要求秘書長將本決議的副本分發給非屬該公約締約政府的本組織會員。

## 附件

### 經修正的《1974 年國際海上人命安全公約》的修正案

#### 第 II-2 章

#### 構造—防火、探火和滅火

#### 第 20 條

#### 消防控制圖表

用下列標題取代現有標題：

“消防控制圖表和消防演習”。

在該標題後加入下列文字：

“（本條適用於所有船舶）”。

在第 2 款後加入下列新的第 3 款：

“3 消防演習應按第 III/18 條的規定進行”。

#### 第 21 條

#### 消防設備的即刻可用

在標題後加入下列文字：

“（本條適用於所有船舶）”。

用下列條文取代本條的現有條文：

“消防設備應保持良好狀況並隨時可以立即使用”。

## 第 28 條

### 脫險通道

在標題後加入下列文字：

“(本條第 1.8 款適用於在 1994 年 1 月 1 日及以後建造的船舶)”。

在現有的第 1.7 款後加入下列新的第 1.8 款：

“.8 如果公共處所跨越三層或更多層的甲板並含有家俱等可燃物品和商店、辦公室和餐廳等圍閉處所，則此種公共處所內的每一層應有二個脫險通道，其中之一應能直接進入符合第 5 款要求的圍閉垂直脫險通道”。

## 第 32 條

### 通風系統

在標題後插入下列文字：

“(本條 1.7 款適用於 1994 年 1 月 1 日和以後建造的船舶)”。

下述新的 1.7 款插入原 1.6 款和 2 款之間：

“1.7 如果公共處所跨越三層或更多層露天甲板並含有家俱等可燃物品和商店、辦公室和餐廳等圍閉處所，則此種公共處所應配備排煙系統。該排煙系統應由要求的探煙系統起動並能手動控制。風扇的尺寸應能在 10 分鐘或更短時間內將此種處所內整個容積的空氣排出”。

### 第 36 條

固定式探火和失火報警系統，

自動噴水器、探火和失火報警系統

在標題後加入下列文字：

“（第 2 款適用於在 1994 年 1 月 1 日或以後建造的船舶）”。

將原款編為第 1 款並在新的第 1 款後加入下列新的第 2 款：

“2 如果公共處所跨越三層或更多層的露天甲板並含有家俱等可燃物品和商店、辦公室和餐廳等圍閉處所，則含有此種公共處所的整個主垂直區域應由符合第 12 條的自動噴水滅火系統作全面保護”。

### 第 40 條

消防巡邏、探火、失火報警和廣播系統

在標題後加入下列文字：

“（第 7 款適用於在 1994 年 1 月 1 日或以後建造的船舶）”。

在現有第 6 款後加入下列新的第 7 款：

“7 如果公共處所跨越三層或更多層的露天甲板並含有家俱等可燃物品和商店、辦公室和餐廳等圍閉處所，則含有此種公共處所的整個主垂直區域應由符合第 13 條的探煙系統作全面保護，但第 1.9 款除外。

### 第 III 章

#### 救生設備與裝置

#### 第 18 條

#### 棄船訓練和演習

用下列條文取代本條的現有標題和條文：

#### “應急訓練和演習

1 本條適用於所有船舶

2 手冊

每間船員餐室和文娛室或每間船員房應配備符合第 51 條要求的訓練手冊。

3 集合操演和演習

3.1 每個船員每月至少應參加一次棄船演習和一次消防演習。若有多於 25% 的船員在上一個月沒有參加該特定船上的棄船和消防演習，則應在船舶駛離港口後的 24 小時內舉行該兩項船員演習。主管機關可以接受其他安排，但這些安排至少應等同於無法實施此種做法的那些類別的船舶的安排。

3.2 在從事非短途國際航行的船舶上，應在旅客上船後 24 小時內舉行旅客集合操演。應向旅客講授救生衣的用法以及在緊急情況下應採取的行動。在該次集合後如僅有為數不多的旅客在某個港口上船，則只需提請這些旅客注意第 8.2 條和第 8.4 條要求的應急須知而無需舉行另一次集合操演。

3.3 在從事短途國際航行的船舶上，在船舶駛離後如未舉行旅客集合操演，則應請旅客注意第 8.2 條和第 8.4 條要求的應急須知。

3.4 每次棄船演習應包括：

.1 使用第 6.4.2 條要求的警報系統將旅客和船員召集到集合站並確保他們知道集合部署表中規定的棄船命令；

.2 向集合站報到並準備執行集合部署表中規定的任務；

.3 檢查旅客和船員的穿着是否合適；

.4 檢查是否正確地穿好救生衣；

.5 在完成任何必要的降放準備工作後，至少降下一艘救生艇；

.6 起動並操作救生艇發動機；

.7 操作降放救生筏使用的吊柱。

3.5 在可行時，應按第 3.4.5 款要求，在各次演習中降下不同的救生艇。

3.6 每條救生艇至少每三個月應在棄船演習中帶着指定的操作船員被降放並在水中開動。如果從事短途國際航行的船舶因其港口靠泊裝置和營運方式而不能在某舷降放救生艇，則主管機關可以允許此種船舶不在該舷降放救生艇。但是，所有此種救生艇，每 3 個月應至少降下一次，每年應至少降放水中一次。

3.7 在合理和可行時，救助艇但不包括兼作救助艇的救生艇，每月應帶着指定的船員被降放並在水上進行操縱。在所有情況下，每三個月至少按此要求進行一次。



3.8 如果救生艇和救助艇的降放演習係在船舶前進時進行，因其涉及危險，此種演習只應在有遮蔽的水域並且要在對此種演習有經驗的駕駛員監督下進行。

3.9 在每次棄船演習中應檢查供集合和棄船使用的應急照明。

3.10 每一消防演習應包括：

- .1 向集合站報到並為在第 8.3 條要求的集合部署表中規定的任務做準備工作；
- .2 起動消防泵，至少使用兩個要求的噴咀，檢查該系統是否處於正常的工作狀況；
- .3 檢查消防員的裝備和其他個人救助設備；
- .4 檢查有關的通信設備；
- .5 檢查水密門、防火門和防火擋板的運作；
- .6 檢查為隨後的棄船所做的必要安排。

3.11 在計劃消防演習時應根據船型和貨物充分考慮到可能發生的各種緊急情況下的習慣做法。

3.12 演習中使用過的設備立即恢復到完好的工作狀況；演習中發現的故障和缺陷，應儘快修復。

3.13 在可行時，應按真正出現緊急情況那樣進行演習。

#### 4 船上培訓和指導

4.1 在新船員上船後，應在不遲於兩個星期內儘快進行有關如何使用包括救生艇筏設備在內的船上救生設備和船上消防設備。但是，

如果船舶的船員是定期輪換的，則此種培訓應在船員第一次上船後不遲於兩個星期進行。每次指導應涉及船舶救生和消防的不同方面；但在任何 2 個月的期限內，應講到該船的所有救生和消防設備。

4.2 每一船員均應得到指導；指導應包括但不一定局限於：

- .1 船舶氣脹式救生筏的操作和使用；
- .2 低溫、低溫急救和其他有關的急救程序的問題；
- .3 在惡劣天氣和惡劣海況中使用該船救生設備所必需的特別指導；
- .4 消防設備的操作和使用。

4.3 有關如何使用吊柱降放的救生筏的船上培訓，應在不超過 4 個月的間隔期中在每艘裝有此種設備的船上舉行。凡可行時，此種培訓應包括救生筏的充氣和降下。此種救生筏可以是僅供培訓使用的、不作為船舶救生設備組成部分的專用救生筏。此種救生筏應做有明顯標誌。

## 5 記錄

舉行集合的日期、棄船演習和消防演習的詳細情況、其他的救生設備演習和船上培訓，應在主管機關可能做出規定的日誌上做出記錄。如果在指定時間內未舉行全面的集合操演、演習或培訓，則應在日誌中做出記錄，寫明所舉行的集合演習、演習或培訓的細節和範圍。”

## 第 V 章

### 航行安全

#### 第 17 條

##### 引航員梯和機械式引航員升降機

用下列條文取代本條的現有標題和條文：

##### “引航員登離船裝置

###### (a) 適用範圍

- (i) 航行中可能使用引航員的船舶應配備引航員登離船裝置。
- (ii) 在 1994 年 1 月 1 日或以後安裝的供引航員登離船使用的設備和裝置，應符合本條要求並充分考慮到本組織通過的標準。
- (iii) 在 1994 年 1 月 1 日前配備的供引航員登離船使用的設備和裝置，至少應符合在該日期前實施的第 17 條的要求並充分考慮到在該日期前本組織通過的標準。
- (iv) 在 1994 年 1 月 1 日後予以替換的設備和裝置，在合理和可行時，應符合本條的要求。

###### (b) 總則

- (i) 供引航員登離船使用的所有裝置均應有效地達到使引航員安全登船和離船的目的。裝置應保持乾淨，得到適當的維修和存放；應定期檢查，保證它們的使用安全。它們僅應用於人員的登船和離船。

(ii) 引航員登離船裝置的安裝和引航員的登船和離船，應由帶有與駕駛台進行聯繫的通訊裝置的負責的駕駛員進行監督。他還應做出安排，護送引航員經由安全通道前往和離開駕駛台。應向安裝和操作任何機械設備的人員就要採用安全程序進行指導；設備在使用前應進行檢查。

(c) 登離船裝置

(i) 應配備能使引航員從任一船舷安全登船和離船的裝置。

(ii) 在從海平面至船舶的入口或出口位置的距離超過 9m 的所有船上，在欲將舷梯或機械式引航員升降機或其他同樣安全和方便的裝置與引航員梯一起供引航員登船或離船時，船舶應在每舷均應裝有此種設備，除非該設備能移動供任一船舷使用。

(iii) 應使用下列任一裝置提供安全和方便的船舶入口或出口：

(1) 引航員梯。其所需爬高不超過 1.5m，離水面高度不超過 9m；其位置和繫固應做到：

(aa) 避開船舶的任何可能的排放物；

(bb) 在船舶平行船中體的長度範圍內，可行時，在船舶的船中半長範圍內；

(cc) 每一梯階均牢固地靠在船舷上；在護舷木等結構部件妨礙本規定的執行時，應做出使主管機關滿意的特別安排，以保證人員能安全登船和離船；

(dd) 引航員梯的單根長度應能從船舶的入口或出口點抵及水中；應為所有的裝載狀況和船舶縱傾及為 15 度的不利橫傾留出充分的餘量；安全加固點、卸扣和繫索至少應與扶手索的強度相同。

(2) 每當水面至船舶入口點的距離超過 9m 時：與引航員梯一起使用的舷梯，或其他同樣安全和方便的裝置。舷梯應安裝在導向船尾的位置上。在使用時，舷梯的下端應牢固地靠在船舶平行船中體長度範圍內的舷邊；在可行時，應牢固地靠在船中半長範圍內的船舷上；應避開所有的排放物；或

(3) 機械式引航員升降機。其位置應在船舶平行船中體長度的範圍內；可行時應在船舶的船中半長範圍內；應避開所有排放物。

(d) 船舶甲板入口

應配備裝置，確保在引航員梯的上端或任何舷梯或其他設施的上端與船舶的甲板之間有安全、方便和無障礙的通道供任何人員登船和離船。該處的此種通道應由下列裝置提供：

(i) 在欄杆或舷牆中的門。應配有適當的扶手；

(ii) 舷牆梯。應裝有在其底部或底部附近及在更高位置上牢固地固定在船舶結構上的兩根扶手支柱。

(e) 舷門

供引航員登離船使用的舷門不應朝外開。

(f) 機械式引航員升降機

- (i) 機械式引航員升降機及其輔助設備應是主管機關核准的型號。引航員升降機應設計成像活動梯一樣工作，供一人在船舷升降；或像平台一樣工作，供一人或多人在船舷升降。其設計和構造應保證引航員能安全地登船和離船，包括從升降機到甲板和從甲板到升降機的安全通道，此種通道應由有扶欄可靠保護的平台直接構成。
- (ii) 應配備有效的手動裝置，降下或帶回所載人員；該裝置應保持待用狀況，供沒有電源時供用。
- (iii) 升降機應牢固地繫着在船舶結構上。繫着不應僅依靠船舶的舷梯扶手。應在船舶的每一舷為活動式升降機提供適當和牢固的繫着點。
- (iv) 如果在升降機位置的通道上裝有外護舷材，則此種外護舷材應切割至升降機可以靠在船舷上工作。
- (v) 引航員梯應裝在升降機的附近並可供立即使用，做到在升降機行程的任何位置上均可使用。引航員梯應能從自身的進入船舶位置伸至海平面。
- (vi) 船舷處降下升降機的位置應做出標誌。
- (vii) 應為活動式升降機配備適當的、有保護的儲藏位置。天氣極冷時，為避免結冰危險，只應在即將使用前才裝上活動式升降機。

(g) 有關設備

(i) 在傳送人員時，手頭應備有立即可供使用的下列有關設備：

- (1) 如果引航員有此要求：兩根扶手繩。直徑不應小於 28mm，牢固地繫固在船上；
- (2) 帶有自亮燈的救生圈；
- (3) 撇纜。

(ii) 在 (d) 款有此要求時，應配備支柱和舷牆梯。

(h) 照明

應配各適當照明，照亮舷外的登離船裝置、甲板上人員登船和離船的位置和機械式引航員升降機的控制裝置。

## 第 VI 章

用下列條文取代第 VI 章的標題和條文：

### “貨物運輸

#### 第 A 部分

#### 一般規定

#### 第 1 條

#### 適用範圍

1 本章適用於因其對船舶或船上人員的特別危害而需在本條所適用的一切船舶上及噸位小於 500 總噸的船舶上採取特別預防措施的



貨物(不包括散裝液體、散裝氣體或其他作出規定的那些方面的運輸)的運輸。但是，對於噸位小於 500 總噸的船舶，如果主管機關認為，因航行的遮蔽性和條件，應用本章第 A 部分和第 B 部分的任何具體要求是不合理和不必要的，則主管機關可採取能夠保證這些船舶所需安全的其他有效措施。

2 為對本章第 A 部分和第 B 部分的規定作出補充，每一締約政府應保證提供有關貨物及其積載和繫固的適當資料，並特別說明此種貨物的安全運輸所必需的預防措施。

## 第 2 條

### 貨物資料

1 發貨人應在裝貨前及早向船長或其代理提供關於該貨物的適當資料，以便能夠實施此種貨物的適當積載和安全運輸所必需的預防措施。此種資料應在貨物裝船前以書面方式和適當的運輸單據加以確認。

2 貨物資料應包括：

- .1 對於雜貨和在貨物成組運輸器具中運輸的貨物：對貨物、貨物或貨物成組運輸器具的毛重和貨物的任何有關特性的一般陳述；
- .2 對於散裝貨物：關於貨物積載系數的資料、平艙程序和，如為濃縮物或可以液化的其他貨物，以證書形式出現的有關貨物的含水量及其可運水份限度的額外資料；



- .3 對於未按 VII/2 條規定分類但具有造成潛在危害的化學性質的散裝貨物：除上述各項要求的資料外，還應有關於其化學性質的資料。

3 在貨物成組運輸器具裝船前，發貨人應確保此種器具的毛重與運輸單據中聲明的毛重是一致的。

### 第 3 條

#### 氧氣分析和氣體探測設備

- 1 在運輸可能釋放有害或易燃氣體或可能在貨物處所中造成氧氣耗竭的散裝貨物時，應提供用以測量空氣中有毒或易燃氣體濃度或氧氣濃度的儀錶及其詳細的使用說明書。此種儀錶應使主管機關滿意。
- 2 主管機關應採取措施，保證船員受到使用此種儀錶的培訓。

### 第 4 條

#### 船上使用殺蟲劑

在船上使用殺蟲劑時應採取適當預防措施，尤其是為熏艙而使用殺蟲劑。

### 第 5 條

#### 積載和繫固

- 1 在甲板上和甲板下運輸的貨物和貨物成組運輸器具，在可行時，其積載和繫固應做到能在航行全過程中防止對船舶和船上人員的損害或危害防止貨物的落水滅失。
- 2 在貨物成組運輸器具中裝載的貨物，其在器具中的裝箱和繫固應做到能在整個航行中防止對船舶和船上人員的損害或危害。

3 在重貨或異常外形尺寸貨物的裝船和運輸過程中，應採取適當預防措施，確保不發生船舶結構性損害，在整個航行中保持適當穩性。

4 在貨物成組運輸器具在滾裝船上的裝貨和運輸過程中，應採取適當預防措施，尤其是對此種船上和貨物容器上的繫固裝置以及繫固位置和繫繩的強度。

5 集裝箱的裝載不應超過《國際安全集裝箱公約》(《集裝箱公約》)規定的安全核准牌上註明的最大總重量。

## 第 B 部分

### 穀物以外的其他散裝貨物的特別規定

#### 第 6 條

##### 裝運的可接受性

1 在散裝貨物裝船前，船長應得到有關船舶穩性和有關標準裝船條件貨物分佈的綜合資料。提供此種資料的方法，應使主管機關滿意。

2 濃縮物或可以液化的其他貨物只有在其實際含水量小於其可運水份限度時才應被接受裝船。但是，如果做出了使主管機關滿意的安全佈置，確保在貨物移動時有足夠的穩性而且船舶具有適當的結構完整性，則即使其含水量超過了上述限度，仍可接受此種濃縮物和其貨物裝船。

3 非屬按第 VII/2 條規定作出分類的貨物但具有可以造成潛在危害的化學性質的散裝貨物，在裝船之前，應為其安全運輸採取特別的預防措施。

## 第 7 條

### 散裝貨物的積載

1 為了減少貨物移動的風險，確保在航行全過程中保持適當的穩性，如必要，在裝船和平艙時，應使散裝貨物在貨物處所的整個範圍內達到合理的水平度。

2 在二層艙中裝散裝貨物時，如果裝船資料指出，如此種二層艙口開着會使底結構的應力達到不能接受的水平，則應關閉艙口。貨物在平艙時應達到合理的水平度並應延伸至二層艙的整個範圍，或用有足夠強度的附加縱向隔板加以固定。應遵守二層艙的負荷容量，保證不使甲板結構過量負載。

## 第 C 部分

### 穀物運輸

## 第 8 條

### 定義

除有明文規定者外，在本部分中：

1 “《國際穀物規則》”係指海上安全委員會以第 MSC.23 (59) 號決議通過的《國際散裝穀物安全運輸規則》。該規定可由本組織作出修正，但此種修正案應按本公約第 VIII 條有關適用於除第 1 章外的附件的修正程序的規定被通過、生效和實施。

2 “穀物”一詞包括小麥、玉米（玉蜀黍）、燕麥、黑麥、大麥、大米、豆類、種子以及行為類似於自然狀況的穀物的穀物加工產品。

## 第 9 條

### 對穀物運輸船舶的要求

1 運輸穀物的貨船，除應符合本條的任何其他適用要求外，還應符合《國際穀物規則》的要求並應持有該規則要求的許可證。就本條而言，該規則的要求應視為強制性要求。

2 在船長未使主管機關或代表主管機關的裝貨港的締約政府確信船舶在提議的裝載條件下符合《國際穀物規則》的要求之前，沒有此種證件的船舶不應裝穀物。”

## 第 VII 章

### 危險貨物運輸

## 第 5 條

### 證件

用下列第 3 款、第 4 款和第 5 款取代本條第 3 款的現有條文：

“3 負責在貨物集裝箱或車輛中裝危險貨物的人員，應出示經簽署的集裝箱裝箱證書或車輛裝車聲明，其中寫明：成組貨物運輸器具中的貨物已得到正確的裝填和繫固並符合一切適用的運輸要求。此種證書或聲明可與第 2 款中所述的證件結合在一起。

4 如有充分理由懷疑裝有危險貨物的集裝箱或公路車輛不符合第 2 款或第 3 款的要求，或者，如果沒有集裝箱證書或車輛裝車聲明，則此種貨物集裝箱或車輛不應被接受發運。

5 運輸危險貨物的每一船舶應有特別的清單或艙單，按第 2 條規定的分類，列出船上的危險貨物及其位置。按照類別標明並列出船上所有危險貨物位置的詳細的積載圖，可用以代替此種特別清單或艙單。在船舶駛離前應向港口國當局指定的人員或組織提供其中某一證件的副本。”

在第 7 條後加上下列新的第 7-1 條：

### “第 7-1 條

#### 危險貨物事故的報告

1 在發生了包裝的危險貨物從船上落入海中滅失或可能滅失的事故時，船長或負責該船的其他人應立即將此種事故的詳細情況儘可能最充分地向最近的沿海國報告。應根據本組織通過的指南和總原則作出報告。

2 在第 1 款中所述的船舶被遺棄時，或在從此種船上發出的報告不完整或得不到時，該船的所有人、承租人、管理人或經營人或這些人的代表應在可能的最充分的範圍承擔本條對船長規定的義務。

## RESOLUTION MSC.22(59)

(adopted on 23 May 1991)

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

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING article VIII(b) of the International Convention for the Safety of Life at Sea, 1974, hereinafter referred to as "the Convention" concerning the procedures for amending the Annex to the Convention, other than the provisions of chapter I,

HAVING CONSIDERED, at its fifty-ninth 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, the amendments to the Convention, the texts of which are 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 amendments shall be deemed to have been accepted on 1 July 1993 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 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 1994 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 International Convention for the Safety of Life at Sea, 1974;
5. FURTHER REQUESTS the Secretary-General to transmit copies of the resolution 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-2

CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION  
AND FIRE EXTINCTION

## Regulation 20

## Fire control plans

The existing heading is replaced by the following:

"Fire control plans and fire drills".

The following text is inserted after the heading:

"(This regulation applies to all ships)".

The following new paragraph 3 is added after paragraph 2:

"3 Fire drills shall be conducted in accordance with the provisions of regulation III/18".

## Regulation 21

## Ready availability of fire-extinguishing appliances

The following text is added after the heading:

"(This regulation applies to all ships)".

The existing text of this regulation is replaced by the following:

"Fire-extinguishing appliances shall be kept in good order and be available for immediate use at all times".

## Regulation 28

## Means of escape

The following text is inserted after the heading:

"(Paragraph 1.8 of this regulation applies to ships constructed on or after 1 January 1994)".

The following new subparagraph 1.8 is added after existing subparagraph 1.7:

"1.8 Where public spaces span three or more decks and contain combustibles such as furniture and enclosed spaces such as shops, offices and restaurants, each level within the space shall have two means of escape, one of which shall give direct access to an enclosed vertical means of escape meeting the requirements of paragraph 5".

#### Regulation 32

##### Ventilation systems

The following text is inserted after the heading:

"(Paragraph 1.7 of this regulation applies to ships constructed on or after 1 January 1994)".

The following new paragraph 1.7 is inserted between existing paragraphs 1.6 and 2:

"1.7 Where public spaces span three or more open decks and contain combustibles such as furniture and enclosed spaces such as shops, offices and restaurants, the space shall be equipped with a smoke extraction system. The smoke extraction system shall be activated by the required smoke detection system and be capable of manual control. The fans shall be sized such that the entire volume within the space can be exhausted in 10 min or less".

#### Regulation 36

##### Fixed fire detection and fire alarm systems Automatic sprinkler, fire detection and fire alarm systems

The following text is inserted after the heading:

"(Paragraph 2 applies to ships constructed on or after 1 January 1994)".

The existing paragraph is numbered as paragraph 1, and the following new paragraph 2 is added after new paragraph 1:

"2 Where public spaces span three or more open decks and contain combustibles such as furniture and enclosed spaces such as shops, offices and restaurants, the entire main vertical zone containing the space shall be protected throughout with an automatic sprinkler system in compliance with regulation 12".

#### Regulation 40

##### Fire patrols, detection, alarms and public address systems

The following text is inserted after the heading:

"(Paragraph 7 applies to ships constructed on or after 1 January 1994)".



The following new paragraph 7 is added after existing paragraph 6:

"7 Where public spaces span three or more open decks and contain combustibles such as furniture and enclosed spaces such as shops, offices and restaurants, the entire main vertical zone containing the space shall be protected throughout with a smoke detection system complying with regulation 13, with the exception of paragraph 1.9".

### Chapter III

#### LIFE-SAVING APPLIANCES AND ARRANGEMENTS

#### Regulation 18

#### Abandon ship training and drills

The existing heading and text of this regulation are replaced by the following:

#### "Emergency training and drills

1 This regulation applies to all ships.

2 Manuals

A training manual complying with the requirements of regulation 51 shall be provided in each crew messroom and recreation room or in each crew cabin.

3 Practice musters and drills

3.1 Each member of the crew shall participate in at least one abandon ship drill and one fire drill every month. The drills of the crew shall take place within 24 h of the ship leaving a port if more than 25% of the crew have not participated in abandon ship and fire drills on board that particular ship in the previous month. The Administration may accept other arrangements that are at least equivalent for those classes of ship for which this is impracticable.

3.2 On a ship engaged on an international voyage which is not a short international voyage, musters of the passengers shall take place within 24 h after their embarkation. Passengers shall be instructed in the use of the lifejackets and the action to take in an emergency. If only a small number of passengers embark at a port after the muster has been held it shall be sufficient, instead of holding another muster, to draw the attention of these passengers to the emergency instructions required by regulations 8.2 and 8.4.

3.3 On a ship engaged on a short international voyage, if a muster of the passengers is not held on departure, the attention of the passengers shall be drawn to the emergency instructions required by regulations 8.2 and 8.4.

3.4 Each abandon ship drill shall include:

- .1 summoning of passengers and crew to muster stations with the alarm required by regulation 6.4.2 and ensuring that they are made aware of the order to abandon ship specified in the muster list;
- .2 reporting to stations and preparing for the duties described in the muster list;
- .3 checking that passengers and crew are suitably dressed;
- .4 checking that lifejackets are correctly donned;
- .5 lowering of at least one lifeboat after any necessary preparation for launching;
- .6 starting and operating the lifeboat engine;
- .7 operation of davits used for launching liferafts.

3.5 Different lifeboats shall, as far as practicable, be lowered in compliance with the requirements of paragraph 3.4.5 at successive drills.

3.6 Each lifeboat shall be launched with its assigned operating crew aboard and manoeuvred in the water at least once every 3 months during an abandon ship drill. The Administration may allow ships operating on short international voyages not to launch the lifeboats on one side if their berthing arrangements in port and their trading patterns do not permit launching of lifeboats on that side. However, all such lifeboats shall be lowered at least once every 3 months and launched at least annually.

3.7 As far as is reasonable and practicable, rescue boats other than lifeboats which are also rescue boats, shall be launched each month with their assigned crew aboard and manoeuvred in the water. In all cases this requirement shall be complied with at least once every 3 months.

3.8 If lifeboat and rescue boat launching drills are carried out with the ship making headway, such drills shall, because of the dangers involved, be practised in sheltered waters only and under the supervision of an officer experienced in such drills.

3.9 Emergency lighting for mustering and abandonment shall be tested at each abandon ship drill.

3.10 Each fire drill shall include:

- .1 reporting to stations and preparing for the duties described in the muster list required by regulation 8.3;
- .2 starting a fire pump using at least the two required jets of water to show that the system is in proper working order;

- .3 checking fireman's outfits and other personal rescue equipment;
- .4 checking the relevant communication equipment;
- .5 checking the operation of watertight doors, fire doors, and fire dampers;
- .6 checking the necessary arrangements for subsequent abandonment of the ship.

3.11 Fire drills should be planned in such a way that due consideration is given to regular practice in the various emergencies that may occur depending on the type of ship and its cargo.

3.12 The equipment used during drills shall immediately be brought back to its fully operational condition, and any faults and defects discovered during the drills shall be remedied as soon as possible.

3.13 Drills shall, as far as practicable, be conducted as if there were an actual emergency.

#### 4 On-board training and instructions

4.1 On-board training and instructions in the use of the ship's life-saving appliances, including survival craft equipment, and in the use of the ship's fire-extinguishing appliances shall be given as soon as possible but not later than 2 weeks after a crew member joins the ship. However, if the crew member is on a regularly scheduled rotating assignment to the ship, such training shall be given not later than 2 weeks after the time of first joining the ship. Individual instruction may cover different parts of the ship's life-saving and fire-extinguishing appliances, but all the ship's life-saving and fire-extinguishing appliances shall be covered within any period of 2 months.

4.2 Each member of the crew shall be given instructions which shall include but not necessarily be limited to:

- .1 operation and use of the ship's inflatable liferafts;
- .2 problems of hypothermia, first-aid treatment of hypothermia and other appropriate first-aid procedures;
- .3 special instructions necessary for use of the ship's life-saving appliances in severe weather and severe sea conditions;
- .4 operation and use of fire-extinguishing appliances.

4.3 On-board training in the use of davit-launched liferafts shall take place at intervals of not more than 4 months on every ship fitted with such appliances. Whenever practicable this shall include the inflation and lowering of a liferaft. This liferaft may be a special liferaft intended for training purposes only, which is not part of the ship's life-saving equipment: such a special liferaft shall be conspicuously marked.

## 5 Records

The date when musters are held, details of abandon ship drills and fire drills, drills of other life-saving appliances and on-board training shall be recorded in such log-book as may be prescribed by the Administration. If a full muster, drill or training session is not held at the appointed time, an entry shall be made in the log-book stating the circumstances and the extent of the muster, drill or training session held."

## CHAPTER V

## SAFETY OF NAVIGATION

## Regulation 17

## Pilot ladders and mechanical pilot hoists

The existing heading and text of this regulation are replaced by the following:

## "Pilot transfer arrangements

(a) Application

- (i) Ships engaged on voyages in the course of which pilots are likely to be employed shall be provided with pilot transfer arrangements.
- (ii) Equipment and arrangements for pilot transfer which are installed on or after 1 January 1994 shall comply with the requirements of this regulation and due regard shall be paid to the standards adopted by the Organization.
- (iii) Equipment and arrangements for pilot transfer which are provided on ships before 1 January 1994 shall at least comply with the requirements of regulation 17 in force prior to that date and due regard shall be paid to the standards adopted by the Organization prior to that date.
- (iv) Equipment and arrangements which are replaced after 1 January 1994 shall, in so far as is reasonable and practicable, comply with the requirements of this regulation.



(b) General

- (i) All arrangements used for pilot transfer shall efficiently fulfil their purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.
- (ii) The rigging of the pilot transfer arrangements and the embarkation and disembarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigating bridge who shall also arrange for the escort of the pilot by a safe route to and from the navigating bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.

(c) Transfer arrangements

- (i) Arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship.
- (ii) In all ships where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 m, and when it is intended to embark and disembark pilots by means of the accommodation ladder, or by means of mechanical pilot hoists or other equally safe and convenient means in conjunction with a pilot ladder, the ship shall carry such equipment on each side, unless the equipment is capable of being transferred for use on either side.
- (iii) Safe and convenient access to, and egress from, the ship shall be provided by either:
  - (1) a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that:
    - (aa) it is clear of any possible discharges from the ship;
    - (bb) it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship;
    - (cc) each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;

- (dd) the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list of 15°; the securing strongpoints, shackles and securing ropes shall be at least as strong as the side ropes;
  - (2) an accommodation ladder in conjunction with the pilot ladder, or other equally safe and convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m. The accommodation ladder shall be sited leading aft. When in use, the lower end of the accommodation ladder shall rest firmly against the ship's side within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges; or
  - (3) a mechanical pilot hoist so located that it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship and clear of all discharges.
- (d) Access to the ship's deck
- Means shall be provided to ensure safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder or other appliance, and the ship's deck. Where such passage is by means of:
- (i) a gateway in the rails or bulwark, adequate handholds shall be provided;
  - (ii) a bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points shall be fitted. The bulwark ladder shall be securely attached to the ship to prevent overturning.
- (e) Shipside doors
- Shipside doors used for pilot transfer shall not open outwards.
- (f) Mechanical pilot hoists
- (i) The mechanical pilot hoist and its ancillary equipment shall be of a type approved by the Administration. The pilot hoist shall be designed to operate as a moving ladder to lift and lower one person on the side of the ship, or as a platform to lift and lower one or more persons on the side of the ship. It shall be of such design and construction as to ensure that the pilot can be embarked and disembarked in a safe manner, including a safe access from the hoist to the deck and vice versa. Such access shall be gained directly by a platform securely guarded by handrails.

- (ii) Efficient hand gear shall be provided to lower or recover the person or persons carried, and kept ready for use in the event of power failure.
- (iii) The hoist shall be securely attached to the structure of the ship. Attachment shall not be solely by means of the ship's side rails. Proper and strong attachment points shall be provided for hoists of the portable type on each side of the ship.
- (iv) If belting is fitted in the way of the hoist position, such belting shall be cut back sufficiently to allow the hoist to operate against the ship's side.
- (v) A pilot ladder shall be rigged adjacent to the hoist and available for immediate use so that access to it is available from the hoist at any point of its travel. The pilot ladder shall be capable of reaching the sea level from its own point of access to the ship.
- (vi) The position on the ship's side where the hoist will be lowered shall be indicated.
- (vii) An adequate protected stowage position shall be provided for the portable hoist. In very cold weather, to avoid the danger of ice formation, the portable hoist shall not be rigged until its use is imminent.

(g) Associated equipment

- (i) The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred:
  - (1) two man-ropes of not less than 28 mm in diameter properly secured to the ship if required by the pilot;
  - (2) a lifebuoy equipped with a self-igniting light;
  - (3) a heaving line.
- (ii) When required by paragraph (d), stanchions and bulwark ladders shall be provided.

(h) Lighting

Adequate lighting shall be provided to illuminate the transfer arrangements overside, the position on deck where a person embarks or disembarks and the controls of the mechanical pilot hoist."

## CHAPTER VI

The title and text of chapter VI are replaced by the following:

"CARRIAGE OF CARGOES

PART A

GENERAL PROVISIONS

Regulation 1

Application

1 This chapter applies to the carriage of cargoes (except liquids in bulk, gases in bulk and those aspects of carriage covered by other chapters) which, owing to their particular hazards to ships or persons on board, may require special precautions in all ships to which the present regulations apply and in cargo ships of less than 500 tons gross tonnage. However, for cargo ships of less than 500 tons gross tonnage, the Administration, if it considers that the sheltered nature and conditions of voyage are such as to render the application of any specific requirements of part A or B of this chapter unreasonable or unnecessary, may take other effective measures to ensure the required safety for these ships.

2 To supplement the provisions of parts A and B of this chapter, each Contracting Government shall ensure that appropriate information on cargo and its stowage and securing is provided, specifying, in particular, precautions necessary for the safe carriage of such cargoes.



## Regulation 2

### Cargo information

1 The shipper shall provide the master or his representative with appropriate information on the cargo sufficiently in advance of loading to enable the precautions which may be necessary for proper stowage and safe carriage of the cargo to be put into effect. Such information shall be confirmed in writing and by appropriate shipping documents prior to loading the cargo on the ship.

2 The cargo information shall include:

- .1 in the case of general cargo, and of cargo carried in cargo units, a general description of the cargo, the gross mass of the cargo or of the cargo units, and any relevant special properties of the cargo;
- .2 in the case of a bulk cargo, information on the stowage factor of the cargo, the trimming procedures and, in the case of a concentrate or other cargo which may liquefy, additional information in the form of a certificate on the moisture content of the cargo and its transportable moisture limit;
- .3 in the case of a bulk cargo not classified in accordance with the provisions of regulation VII/2, but which has chemical properties that may create a potential hazard, in addition to the information required by the preceding subparagraphs, information on its chemical properties.

3 Prior to loading cargo units on board ships, the shipper shall ensure that the gross mass of such units is in accordance with the gross mass declared on the shipping documents.

## Regulation 3

### Oxygen analysis and gas detection equipment

1 When transporting a bulk cargo which is liable to emit a toxic or flammable gas, or cause oxygen depletion in the cargo space, an appropriate instrument for measuring the concentration of gas or oxygen in the air shall be provided together with detailed instructions for its use. Such an instrument shall be to the satisfaction of the Administration.

2 The Administration shall take steps to ensure that crews of ships are trained in the use of such instruments.

#### Regulation 4

##### The use of pesticides in ships

Appropriate precautions shall be taken in the use of pesticides in ships, in particular for the purposes of fumigation.

#### Regulation 5

##### Stowage and securing

- 1 Cargo and cargo units carried on or under deck shall be so loaded, stowed and secured as to prevent as far as is practicable, throughout the voyage, damage or hazard to the ship and the persons on board, and loss of cargo overboard.
- 2 Cargo carried in a cargo unit shall be so packed and secured within the unit as to prevent, throughout the voyage, damage or hazard to the ship and the persons on board.
- 3 Appropriate precautions shall be taken during loading and transport of heavy cargoes or cargoes with abnormal physical dimensions to ensure that no structural damage to the ship occurs and to maintain adequate stability throughout the voyage.
- 4 Appropriate precautions shall be taken during loading and transport of cargo units on board ro-ro ships, especially with regard to the securing arrangements on board such ships and on the cargo units and with regard to the strength of the securing points and lashings.
- 5 Containers shall not be loaded to more than the maximum gross weight indicated on the Safety Approval Plate under the International Convention for Safe Containers (CSC).

## SPECIAL PROVISIONS FOR BULK CARGOES OTHER THAN GRAIN

## Regulation 6

## Acceptability for shipment

1 Prior to loading a bulk cargo, the master shall be in possession of comprehensive information on the ship's stability and on the distribution of cargo for the standard loading conditions. The method of providing such information shall be to the satisfaction of the Administration .

2 Concentrates or other cargoes which may liquefy shall only be accepted for loading when the actual moisture content of the cargo is less than its transportable moisture limit. However, such concentrates and other cargoes may be accepted for loading even when their moisture content exceeds the above limit, provided that safety arrangements to the satisfaction of the Administration are made to ensure adequate stability in the case of cargo shifting and further provided that the ship has adequate structural integrity.

3 Prior to loading a bulk cargo which is not a cargo classified in accordance with the provisions of regulation VII/2 but which has chemical properties that may create a potential hazard, special precautions for its safe carriage shall be taken.

## Regulation 7

## Stowage of bulk cargo

1 Bulk cargoes shall be loaded and trimmed reasonably level, as necessary, to the boundaries of the cargo space so as to minimize the risk of shifting and to ensure that adequate stability will be maintained throughout the voyage.

2 When bulk cargoes are carried in 'tween-decks, the hatchways of such 'tween-decks shall be closed in those cases where the loading information indicates an unacceptable level of stress of the bottom structure if the hatchways are left open. The cargo shall be trimmed reasonably level and shall either extend from side to side or be secured by additional longitudinal divisions of sufficient strength. The safe load-carrying capacity of the 'tween-decks shall be observed to ensure that the deck-structure is not overloaded.

## PART C

## CARRIAGE OF GRAIN

## Regulation 8

## Definitions

For the purposes of this part, unless expressly provided otherwise:

1 "International Grain Code" means the International Code for the Safe Carriage of Grain in Bulk adopted by the Maritime Safety Committee of the Organization by resolution MSC.23(59) 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.

2 The term "grain" includes wheat, maize (corn), oats, rye, barley, rice, pulses, seeds and processed forms thereof whose behaviour is similar to that of grain in its natural state.

## Regulation 9

## Requirements for cargo ships carrying grain

1 In addition to any other applicable requirements of the present regulations, a cargo ship carrying grain shall comply with the requirements of the International Grain Code, and hold a document of authorization as required by that Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory.

2 A ship without such a document shall not load grain until the master satisfies the Administration, or the Contracting Government of the port of loading on behalf of the Administration, that the ship will comply with the requirements of the International Grain Code in its proposed loaded condition."

## CHAPTER VII

## CARRIAGE OF DANGEROUS GOODS

## Regulation 5

## Documents

The existing text of of paragraph 3 of this regulation is replaced by the following paragraphs 3, 4, and 5:

"3 The persons responsible for the packing of dangerous goods in a freight container or road vehicle shall provide a signed container packing certificate or vehicle packing declaration stating that the cargo in the unit has been properly packed and secured and that all applicable transport requirements have been met. Such a certificate or declaration may be combined with the document referred to in paragraph 2.

4 Where there is due cause to suspect that a freight container or road vehicle in which dangerous goods are packed is not in compliance with the requirements of paragraph 2 or 3, or where a container packing certificate or vehicle packing declaration is not available, the freight container or vehicle shall not be accepted for shipment.

5 Each ship carrying dangerous goods shall have a special list or manifest setting forth, in accordance with the classification set out in regulation 2, the dangerous goods on board and the location thereof. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority".

The following new regulation 7-1 is inserted after regulation 7:

"Regulation 7-1

Reporting of incidents involving dangerous goods

1 When an incident takes place involving the loss or likely loss overboard of packaged dangerous goods into the sea, the master, or other person having charge of the ship, shall report the particulars of such an incident without delay and to the fullest extent possible to the nearest coastal State. The report shall be based on the guidelines and general principles adopted by the Organization .

2 In the event of the ship referred to in paragraph 1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the owner, charterer, manager or operator of the ship, or their agents shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation.

第 64/2014 號行政長官公告

中華人民共和國是國際海事組織的成員國及一九七四年十一月一日訂於倫敦的《國際海上人命安全公約》(下稱“公約”)的締約國;

國際海事組織海上安全委員會於一九九四年十二月九日透過第MSC.42(64)號決議通過了公約的修正案;

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;

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MSC.42(64)號決議的中文及英文文本。

二零一四年九月十八日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 64/2014

Considerando que a República Popular da China é um Estado Membro da Organização Marítima Internacional e um Estado Contratante da Convenção Internacional para a Salvaguarda da Vida Humana no Mar, concluída em Londres em 1 de Novembro de 1974, adiante designada por Convenção;

Considerando igualmente que, em 9 de Dezembro de 1994, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.42(64), adoptou emendas à Convenção;

Considerando ainda 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, tal como emendada, na Região Administrativa Especial de Macau, a partir de 20 de Dezembro de 1999;

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.42(64), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 18 de Setembro de 2014.

O Chefe do Executivo, *Chui Sai On*.