第 81/2014 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；

公約締約政府會議於一九九七年十一月二十七日透過決議1通過了公約附件修正案；

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公約締約政府會議決議1的中文及英文文本。

二零一四年十月三十日發佈。

行政長官　崔世安

Aviso do Chefe do Executivo n.º 81/2014

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 27 de Novembro de 1997, a Conferência dos Governos Contratantes da Convenção, através da resolução n.º 1, adoptou emendas ao Anexo da 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 n.º 1 da Conferência dos Governos Contratantes, que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 30 de Outubro de 2014.

O Chefe do Executivo, *Chui Sai On*.

《1974 年國際海上人命安全公約》

締約政府會議決議 1

1997 年 11 月 27 日通過

通過《1974 年國際海上人命安全公約》

附件修正案

會議，

憶及《1974 年國際海上人命安全公約》（以下簡稱“本公約”）關於由締約政府會議修正本公約的程序的第 VIII（c）條，

注意到國際海事組織（海事組織）大會通過的關於固體散貨船安全的第 A.713（17）號決議和第 A.797（19）號決議，

深切地關注固體散貨船舶不斷滅失，有時甚至不知蹤跡，和所引起的人員生命的重大損失，

認識到進一步改進固體散貨船設計、設備和操作的各方面安全標準以避免重新引起此類事故的緊迫必要性，

審議了提議並向海事組織所有會員和本公約所有締約政府散發的本公約附件修正案，

1. 按照本公約第 VIII（c）（ii）條，**通過**本公約附件的修正案，其條文載於本決議的附件中；

2. 按照本公約第 VIII（b）（vi）（2）（bb）條，**決定**本修正案應於 1999 年 1 月 1 日視為已被接受，除非在該日期前超過三分之一的本公約締約政府或其合計的商船隊不少於世界商船隊總噸位百分之五十的締約政府通知海事組織秘書長其反對該修正案；

3. **請**締約政府注意，按照本公約第 VIII（b）（vii）（2）條，本修正案應在其按照上述第 2 款被接受後於 1999 年 7 月 1 日生效。

附件

《1974 年國際海上人命安全公約》

附件的修正案

在現有第 XI 章後增加下列新第 XII 章：

“第 XII 章—散貨船補充安全措施

第 1 條

定義

就本章而言：

1. “散貨船”係指如第 IX/1.6 條中所定義的散貨船。

2. “單層舷側船殼構造的散貨船”係指其貨艙是由側板為界壁的散貨船。

3. 散貨船“長度”係指現行《國際船舶載重線公約》所定義的長度。

4. “固體散貨”係指除液體或氣體之外的由顆粒、微粒或物質的任何較大片塊結合而成、通常成分相同、直接裝入船舶貨物處所而無需任何中間容納形式的任何物質。

5. “散貨船艙壁和雙層底強度標準”係指《1974 年國際海上人命安全公約》締約政府會議於 1997 年 11 月 27 日以決議 4 通過的、本組織可以修正的“估算兩個最前貨艙間的橫向水密的縱向波紋艙壁

尺寸和估算最前貨艙允許裝艙的標準”，除非此種修正係按本公約有關適用於附件除第 I 章外的修正程序的第 VIII 條的規定通過、生效和實施。

6. 術語“建議的船舶”與第 II-1/1.1.3.1 條中所定義的含義相同。

第 2 條

適用範圍

散貨船除應適用於其他各章的要求外，還應適用於本章的要求。

第 3 條

實施時間表

（本條適用於 1999 年 7 月 1 日之前建造的散貨船）

就第 XI/2 條所要求的加強的檢查方案而言，適用於第 4 或 6 條的散貨船應按下列時間表符合這些條文的規定：

.1 船齡在 1999 年 7 月 1 日為 20 年和以上的散貨船：至 1999 年 7 月 1 日以後的第一次中期檢驗或第一次定期檢驗之日，以先到日期為準；

.2 船齡在 1999 年 7 月 1 日為 15 年和以上但少於 20 年的散貨船：至 1999 年 7 月 1 日以後的第一次定期檢驗之日，但不晚於 2002 年 7 月 1 日；和

.3 船齡在 1999 年 7 月 1 日為少於 15 年的散貨船：至該船舶船齡到達 15 年之日後的第一次定期檢驗之日，但晚於該船舶船齡到達 17 年之日。

第 4 條

適用於散貨船的破損穩性要求

1. 長度等於和大於 150 米的單層舷側船殼構造、設計載運密度等於和大於 1000 公斤／米 ^{3} 的固體散貨、1999 年 7 月 1 日或之後建造的散貨船，當裝載至夏季載重線時，應能夠經受任何一個貨艙在所有裝載情況下的浸水並以第 3 款規定的滿意平衡狀況保持漂浮。這一要求應符合按照第 3 條規定的實施時間表。

2. 長度等於和大於 150 米的單層舷側船殼構造、載運密度等於和大於 1780 公斤／米 ^{3} 的固體散貨、1999 年 7 月 1 日之前建造的散貨船，當裝載至夏季載重線時，應能夠經受一個船艙貨艙在所有裝載情況下的浸水並以第 3 款規定的滿意平衡狀保持漂浮。這一要求應符合按照第 3 條規定的實施時間表。

3. 浸水後的平衡狀況應符合經第 A.514（13）號決議修正的第 A.320（IX）號決議—與《1966 年國際船舶載重線公約》第 27 條等效的條款—的附件中規定的平衡狀況，但應以第 6 款的規定為準。假定的浸水只需考慮到貨艙處所的浸水。裝載的貨艙的滲透率應假定為 0.9，而空艙的滲透率應假定為 0.95，除非與某一特定貨物有關的滲透率是為被貨物佔據的進水的貨艙容積所假定而 0.95 的滲透率是為該貨艙的剩餘空容積所假定的。

4. 1999 年 7 月 1 日之前建造、按照 1966 年 4 月 5 日通過的《1966 年國際船舶載重線公約》第 27（7）條已被勘定為降低乾舷的散貨船可視為符合第 2 款。

5. 按照經第 A.514（13）號決議修正的第 A.320（IX）號決議“與《1966 年國際船舶載重線公約》第 27 條等效的條款”第（8）段的規定已被勘定為降低乾舷的散貨船，可視情被視為符合第 1 款或第 2 款。

6. 在按照《1966 年國際船舶載重線公約的 1988 年議定書》附件 B 中所載的第 27（8）條規定已被勘定為降低乾舷的散貨船上，浸水後的平衡狀況應符合該議定書的有關規定。

第 5 條

散貨船的結構強度

（本條適用於 1999 年 7 月 1 日或之後建造的散貨船）

長度等於和大於 150 米的單層舷側船殼構造、設計載運密度等於和大於 1000 公斤／米 ^{3} 的固體散貨的散貨船，在同時也考慮到貨艙積水產生的動態影響並考慮到本組織通過的建議書的情況下，應具有足夠的強度經受任何一個貨艙在所有裝載和壓載情況下的浸水。

第 6 條

散貨船的結構和其他要求

（本條適用於 1999 年 7 月 1 日之前建造的散貨船）

1. 長度等於和大於 150 米的單層舷側船殼構造、設計載運密度等於和大於 1780 公斤／米 ^{3} 的固體散貨的散貨船，應按第 3 條中規定的實施時間表符合本條的要求。

2. 兩個船艏貨艙之間的橫向水密艙壁和船艏貨艙雙層底，在考慮到艙中積水產生的動態影響的情況下，按照散貨船艙壁和雙層底強度標準，應具有足夠的強度經受船艏貨艙的浸水。就本條而言，散貨船艙壁和雙層底強度標準應被看成是強制性的。

3. 在考慮加強橫向水密艙壁或雙層底以符合第 2 款要求的必要性和程度時，可計及下列限制：

.1 在貨艙之間分配整個貨物重量的限制；和

.2 最大載重量的限制。

4. 對於為滿足第 2 款的要求而使用上述第 3.1 和 3.2 項中所述的任何一項或兩項限制的船舶，凡當運載密度等於和大於 1780 公斤／米 ^{3} 的固體散貨時，應符合這些限制。

第 7 條

散貨船貨艙結構的檢驗

（本條適用於 1999 年 7 月 1 日之前建造的散貨船）

長度等於和大於 150 米的單層舷側船殼構、船齡為 10 年及以上的散貨船，不得載運密度等於和大於 1780 公斤／米 ^{3} 的固體散貨，除非它們令人滿意地進行了下列之一者：

.1 按照第 XI/2 條所要求的加強的檢查方案，定期檢驗；或

.2 與第 XI/2 條所要求的加強的檢查方案中的定期檢驗範圍相同的所有貨艙的檢驗。

第 8 條

有關符合散貨船要求的信息

1. 第 VI/7.2 條所要求的小冊子應由主管機關或代表其加以簽註，以視情指明第 4、5、6 和 7 條得到遵守。

2. 按照第 6 條的要求對載運密度等於和大於 1780 公斤／米^{3}的固體散貨所給與的任何限制應在第 1 款中所述的小冊子中加以確定和記錄。

3. 第 2 款適用的散貨船應在左右兩舷船舯側板的甲板線以下永久標示側面為 500 毫米和頂端為 300 毫米的堅固等邊三角形，並塗以與船殼反差明顯的顏色。

第 9 條

對由於其貨艙的設計形狀不能夠符合

第 4.2 條的散貨船的要求

（本條適用於 1999 年 7 月 1 日之前建造的散貨船）

對於適用於第 4.2 條的限制而建造成的橫向水密艙壁的數量不足以符合該條的散貨船，主管機關可允許放寬對第 4.2 和 6 條的適用，其條件是，它們應符合下列要求：

.1 對於船艏貨艙，第 XI/2 條所要求的加強的檢查方案中規定的年度檢驗的檢查應由其中規定的貨艙中期檢驗的檢查代替；

.2 按照第 XI/1 條的規定，視情在所有貨艙或貨物傳輸帶槽中安裝經主管機關或其認可的組織批准的污水井高水位報警器，並能在駕駛台給與視聽報警；和

.3 備有具體貨艙浸水設想詳細資料。該資料應附有根據《國際安全管理（安管）規則》第 8 節的規定進行撤離準備的詳細說明並作為船培訓和操練的基礎。

第 10 條

固體散貨密度說明

1. 在將散貨裝於散貨船之前，託運人應說明貨物密度，並提供第 VI/2 條所要求的貨物信息。

2. 對於第 6 條適用的散貨船，密度宣佈為在 1250 公斤／米 ^{3} 至 1780 公斤／米 ^{3} 之間的任何貨物，其密度均應由經正式認可的測試組織核實，除非此散貨船符合適於載運本章有關密度等於和大於 1780 公斤／米 ^{3} 的固體散貨的所有要求。

第 11 條

裝載儀

（本條適用於無論何建造日期的散貨船）

1. 長度等於和大於 150 米的散貨船，在考慮到本組織通過的建議的情況下，應裝有能夠提供船體桁材剪切力和彎曲力矩信息的裝載儀。

2. 建造於 1999 年 7 月 1 日之前的長度等於和大於 150 米的散貨船，應在不晚於 1999 年 7 月 1 日之後進行的該船首次中期或定期檢驗之日符合第 1 款的要求。”

RESOLUTION 1 OF THE CONFERENCE OF CONTRACTING GOVERNMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974 ADOPTED ON 27 NOVEMBER 1997

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

THE CONFERENCE,

RECALLING article VIII(c) of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as "the Convention"), concerning the procedure for amending the Convention by a Conference of Contracting Governments,

NOTING resolutions A.713(17) and A.797(19) adopted by the Assembly of the International Maritime Organization (IMO), concerning the safety of ships carrying solid bulk cargoes,

BEING DEEPLY CONCERNED at the continued loss of ships carrying bulk cargoes, sometimes without a trace, and the heavy loss of life incurred,

RECOGNIZING the urgent need to further improve the safety standards of ships carrying solid bulk cargoes, in all aspects of their design, equipment and operation to avoid recurrence of such casualties,

HAVING CONSIDERED amendments to the Annex to the Convention proposed and circulated to all Members of IMO and all Contracting Governments to the Convention,

1. ADOPTS, in accordance with article VIII(c)(ii) of the Convention, amendments to the Annex 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 amendments shall be deemed to have been accepted on 1 January 1999, unless, prior to that date, more than one third of Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than fifty per cent of the gross tonnage of the world's merchant fleet, have notified the Secretary-General of IMO of 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 July 1999 upon their acceptance in accordance with paragraph 2 above.

ANNEX

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

The following new chapter XII is added after existing chapter XI:

"CHAPTER XII - ADDITIONAL SAFETY MEASURES FOR BULK CARRIERS

Regulation 1

Definitions

For the purpose of this chapter:

1 "Bulk carrier" means a bulk carrier as defined in regulation IX/1.6.

2 "Bulk carrier of single side skin construction" means a bulk carrier in which a cargo hold is bounded by the side shell.

3 "Length" of a bulk carrier means the length as defined in the International Convention on Load Lines in force.

4 "Solid bulk cargo" means any material, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material, generally uniform in composition, which is loaded directly into the cargo spaces of a ship without any intermediate form of containment.

5 "Bulk carrier bulkhead and double bottom strength standards" means "Standards for the evaluation of scantlings of the transverse watertight vertically corrugated bulkhead between the two foremost cargo holds and for the evaluation of allowable hold loading of the foremost cargo hold" adopted by resolution 4 of the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 on 27 November 1997, 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.

6 The term "ships constructed" has the same meaning as defined in regulation II-1/1.1.3.1.

Regulation 2

Application

Bulk carriers shall comply with the requirements of this chapter in addition to the applicable requirements of other chapters.

Regulation 3

Implementation schedule

(This regulation applies to bulk carriers constructed before 1 July 1999)

Bulk carriers to which regulations 4 or 6 apply shall comply with the provisions of such regulations according to the following schedule, with reference to the enhanced programme of inspections required by regulation XI/2:

.1 bulk carriers which are 20 years of age and over on 1 July 1999, by the date of the first intermediate survey or the first periodical survey after 1 July 1999, whichever comes first;

.2 bulk carriers which are 15 years of age and over but less than 20 years of age on 1 July 1999, by the date of the first periodical survey after 1 July 1999, but not later than 1 July 2002; and

.3 bulk carriers which are less than 15 years of age on 1 July 1999, by the date of the first periodical survey after the date on which the ship reaches 15 years of age, but not later than the date on which the ship reaches 17 years of age.

Regulation 4

Damage stability requirements applicable to bulk carriers

1 Bulk carriers of 150 m in length and upwards of single side skin construction, designed to carry solid bulk cargoes having a density of 1000 kg/m^3 and above, constructed on or after 1 July 1999 shall, when loaded to the summer load line, be able to withstand flooding of any one cargo hold in all loading conditions and remain afloat in a satisfactory condition of equilibrium, as specified in paragraph 3.

2 Bulk carriers of 150 m in length and upwards of single side skin construction, carrying solid bulk cargoes having a density of 1780 kg/m^3 and above, constructed before 1 July 1999 shall, when loaded to the summer load line, be able to withstand flooding of the foremost cargo hold in all loading conditions and remain afloat in a satisfactory condition of equilibrium, as specified in paragraph 3. This requirement shall be complied with in accordance with the implementation schedule specified in regulation 3.

3 Subject to the provisions of paragraph 6, the condition of equilibrium after flooding shall satisfy the condition of equilibrium laid down in the annex to resolution A.320(IX) - Regulation equivalent to regulation 27 of the International Convention on Load Lines, 1966, as amended by resolution A.514(13). The assumed flooding need only take into account flooding of the cargo hold space. The permeability of a loaded hold shall be assumed as 0.9 and the permeability of an empty hold shall be assumed as 0.95, unless a permeability relevant to a particular cargo is assumed for the volume of a flooded hold occupied by cargo and a permeability of 0.95 is assumed for the remaining empty volume of the hold.

4 Bulk carriers constructed before 1 July 1999 which have been assigned a reduced freeboard in compliance with regulation 27(7) of the International Convention on Load Lines, 1966, as adopted on 5 April 1966, may be considered as complying with paragraph 2.

5 Bulk carriers which have been assigned a reduced freeboard in compliance with the provisions of paragraph (8) of the regulation equivalent to regulation 27 of the International Convention on Load Lines, 1966, adopted by resolution A.320(IX), as amended by resolution A.514(13), may be considered as complying with paragraphs 1 or 2, as appropriate.

6 On bulk carriers which have been assigned reduced freeboard in compliance with the provisions of regulation 27(8) set out in Annex B of the Protocol of 1988 relating to the International Convention on Load Lines, 1966, the condition of equilibrium after flooding shall satisfy the relevant provisions of that Protocol.

Regulation 5

Structural strength of bulk carriers

(This regulation applies to bulk carriers constructed on or after 1 July 1999)

Bulk carriers of 150 m in length and upwards of single side skin construction, designed to carry solid bulk cargoes having a density of 1000 kg/m^3 and above, shall have sufficient strength to withstand flooding of any one cargo hold in all loading and ballast conditions, taking also into account dynamic effects resulting from the presence of water in the hold, and taking into account the recommendations adopted by the Organization.

Regulation 6

Structural and other requirements for bulk carriers

(This regulation applies to bulk carriers constructed before 1 July 1999)

1 Bulk carriers of 150 m in length and upwards of single side skin construction, carrying solid bulk cargoes having a density of 1780 kg/m^3 and above, shall comply with the requirements of this regulation in accordance with the implementation schedule specified in regulation 3.

2 The transverse watertight bulkhead between the two foremost cargo holds and the double bottom of the foremost cargo hold shall have sufficient strength to withstand flooding of the foremost cargo hold, taking also into account dynamic effects resulting from the presence of water in the hold, in compliance with the Bulk carrier bulkhead and double bottom strength standards. For the purpose of this regulation, the Bulk carrier bulkhead and double bottom strength standards shall be treated as mandatory.

3 In considering the need for, and the extent of, strengthening of the transverse watertight bulkhead or double bottom to meet the requirements of paragraph 2, the following restrictions may be taken into account:

.1 restrictions on the distribution of the total cargo weight between the cargo holds; and

.2 restrictions on the maximum deadweight.

4 For bulk carriers using either of, or both, the restrictions given in paragraphs 3.1 and 3.2 above for the purpose of fulfilling the requirements of paragraph 2, these restrictions shall be complied with whenever solid bulk cargoes having a density of 1780 kg/m^3 and above are carried.

Regulation 7

Survey of the cargo hold structure of bulk carriers

(This regulation applies to bulk carriers constructed before 1 July 1999)

Bulk carriers of 150 m in length and upwards of single side skin construction, of 10 years of age and over, shall not carry solid bulk cargoes having a density of 1780 kg/m^3 and above unless they have satisfactorily undergone either:

.1 a periodical survey in accordance with the enhanced programme of inspections required by regulation XI/2; or

.2 a survey of all cargo holds to the same extent as required for periodical surveys in the enhanced survey programme of inspections required by regulation XI/2.

Regulation 8

Information on compliance with requirements for bulk carriers

1 The booklet required by regulation VI/7.2 shall be endorsed by the Administration, or on its behalf, to indicate that regulations 4, 5, 6 and 7, as appropriate, are complied with.

2 Any restrictions imposed on the carriage of solid bulk cargoes having a density of 1780 kg/m^3 and above in accordance with the requirements of regulation 6 shall be identified and recorded in the booklet referred to in paragraph 1.

3 Bulk carriers to which paragraph 2 applies shall be permanently marked on the side shell at amidships, port and starboard, with a solid equilateral triangle having sides of 500 mm and its apex 300 mm below the deck line, and painted a contrasting colour to that of the hull.

Regulation 9

Requirements for bulk carriers not being capable of complying with regulation 4.2 due to the design configuration of their cargo holds

(This regulation applies to bulk carriers constructed before 1 July 1999)

For bulk carriers being within the application limits of regulation 4.2, which have been constructed with an insufficient number of transverse watertight bulkheads to satisfy that regulation, the Administration may allow relaxation from the application of regulations 4.2 and 6 on condition that they shall comply with the following requirements:

.1 for the foremost cargo hold, the inspections prescribed for the annual survey in the enhanced programme of inspections required by regulation XI/2 shall be replaced by the inspections prescribed therein for the intermediate survey of cargo holds;

.2 are provided with bilge well high water level alarms in all cargo holds, or in cargo conveyor tunnels, as appropriate, giving an audible and visual alarm on the navigation bridge, as approved by the Administration or an organization recognized by it in accordance with the provisions of regulation XI/1, and

.3 are provided with detailed information on specific cargo hold flooding scenarios. This information shall be accompanied by detailed instructions on evacuation preparedness under the provisions of Section 8 of the International Safety Management (ISM) Code and be used as the basis for crew training and drills.

Regulation 10

Solid bulk cargo density declaration

1 Prior to loading bulk cargo on a bulk carrier, the shipper shall declare the density of the cargo, in addition to providing the cargo information required by regulation VI/2.

2 For bulk carriers to which regulation 6 applies, unless such bulk carriers comply with all the relevant requirements of this chapter applicable to the carriage of solid bulk cargoes having a density of 1780 kg/m^3 and above, any cargo declared to have a density within the range 1250 kg/m^3 to 1780 kg/m^3 shall have its density verified by an accredited testing organization.

Regulation 11

Loading instrument

(This regulation applies to bulk carriers regardless of their date of construction)

1 Bulk carriers of 150 m in length and upwards shall be fitted with a loading instrument capable of providing information on hull girder shear forces and bending moments, taking into account the recommendation adopted by the Organization.

2 Bulk carriers of 150 m in length and upwards constructed before 1 July 1999 shall comply with the requirements of paragraph 1 not later than the date of the first intermediate or periodical survey of the ship to be carried out after 1 July 1999.

第 82/2014 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；

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；

國際海事組織海上安全委員會於一九九八年五月十八日透過第MSC.69（69）號決議通過了經修正的公約的修正案，該修正案自二零零二年七月一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第MSC.69（69）號決議的中文及英文文本。

二零一四年十月二十四日發佈。

行政長官　崔世安

Aviso do Chefe do Executivo n.º 82/2014

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 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;

Considerando igualmente que, em 18 de Maio de 1998, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.69(69), adoptou emendas à Convenção, tal como emendada, e que tais emendas são aplicáveis na Região Administrativa Especial de Macau, a partir de 1 de Julho de 2002;

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.69(69), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 24 de Outubro de 2014.

O Chefe do Executivo, *Chui Sai On*.