

**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*.

## 第 MSC.69 (69) 號決議

(1998 年 5 月 18 日通過)

### 通過經修正的《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，

還憶及《1974 年國際海上人命安全公約》(以下稱為“本公約”)有關修正除第 I 章外的本公約附件的程序的第 VIII (b) 條，

在其第六十九次會議上審議了按本公約第 VIII (b) (i) 條提議和分發的本公約修正案，

1. 按本公約第 VIII (b) (iv) 條通過本公約的修正案，其條文載於本決議附件中；
2. 按本公約第 VIII (b) (vi) (2) (bb) 條決定：該套修正案在 2002 年 1 月 1 日應視為已被接受，除非在此日期前超過三分之一的本公約締約政府或其綜合商船隊不少於世界商船隊總噸位 50% 的締約政府作出通知反對該套修正案；
3. 請各締約政府注意：按本公約第 VIII (b) (vii) (2) 條，該套修正案在其按上述第 2 段被接受後應於 2002 年 7 月 1 日生效；
4. 要求秘書長按本公約第 VIII (b) (v) 條將本決議和附件中所載修正案的核證無誤副本分發給本公約的所有締約政府；

5. 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-1 章

#### 構造－結構、分艙與穩性、機電設備

#### B 部分－分艙與穩性

#### 第 14 條－客船和貨船的水密艙壁等等的構造和初次試驗

1 以下列條文取代第 3 款的現有條文：

“3 對各主要艙室進行灌水試驗是非強制性的。在未進行灌水試驗時，如可行應進行沖水試驗。該實驗應在船舶艙裝的最後階段進行。如沖水試驗因可能造成機電設備的絕緣或艙裝物品的損壞而不可行，則可由對焊接進行仔細的觀察檢查來代替，必要時應使用着色探傷試驗或超聲波探漏試驗或等效試驗予以輔助。在任何情況下都應對水密艙壁作徹底檢查。”

### 第 IV 章

#### 無線電通信

#### 第 1 條－適用範圍

2 在第 1 款中，在“this chapter”（本章）一詞前加上“Unless expressly provided otherwise”（除另有明文規定者外）。

#### 第 2 條－術語和定義

3 在現有 .15 項後加上下列新的第 1 款 .16 項：

“.16 全球海上遇險和安全系統（遇險和安全系統）識別係指海上移動業務識別、船舶呼號、海事衛星識別和系列號識別，它們可由船舶設備傳輸並用於識別船舶。”

4 以下列條文替代第 2 款的現有條文：

“2 本章中使用的和在《無線電規則》和《國際海上搜尋和救助公約》（《1979 搜救公約》）中作出定義並可予修正的所有術語和縮略語的意思與該規則和《搜救公約》中定義者相同。”

5 在現有第 5 條後加上下列新的第 5-1 條：

#### “第 5-1 條

##### 全球海上遇險和安全系統識別

- 1 本條適用於從事所有航行的所有船舶。
- 2 每一締約政府承諾作出適當安排對全球海上遇險和安全系統（遇險和安全系統）識別作出登記並將有關這些識別的信息在一天 24 小時內隨時提供給救助協調中心。如適當，締約政府應將指定的識別通知管理此種識別登記的國際組織。”

#### 第 13 條 – 能源

6 在第 8 款中，在 “chapter”（章）一詞後加上 “including the navigation receiver referred to in regulation 18”（包括第 18 條中所述的航行接收機）。

#### 第 15 條 – 保養要求

7 在現有第 8 款後加上下列新的第 9 款：

“9 每隔不超過 12 個月應對衛星示位標作出測試，檢查其運作有效性的所有方面，特別是頻率穩定性、信號強度和編碼。但在正當和合理時，主管機關可將間隔期延長至 17 個月。可在船上或經認可的測試和維修站進行測試。”

8 在現有的第 17 條加上下列新的第 18 條：

### “第 18 條

#### 船位更新

所有本章適用的、能自動在遇險警報中列入船位的所有船載雙向通信設備應自動取得由外部或內部航行接收機（在裝有任一者時）提供的此種信息。如未安裝此種接收機，則在船舶航行時，應每隔不超過四小時對船位和測定船位的時間作手動更新，使其隨時可供通信設備傳輸。”

## 第 VI 章

### 貨物運輸

#### 第 5 條 — 積載和繫固

9 以下列條文取代第 6 款的現有條文：

“6 在整個航行期間，非固體和液體散貨的所有貨物均應按主管機關批准的《貨物繫固手冊》裝船、積載和繫固。對第 II-2/3.14 條中定義的有滾裝貨物處所的船舶，按《貨物繫固手冊》對此種貨物的所有繫固均應在船舶離開泊位前完成。《貨物繫固手冊》應按至少等同於本組織制定的有關指南的標準編寫。”

## 第 VII 章

### 危險品運輸

#### 第 5 條 – 證件

10 刪去第 6 款的現有條文。

#### 第 6 條 – 積載要求

11 本條標題改為“積載和繫固”。

12 在現有第 5 款後加上下列新的第 6 款：

“6 在整個航行期間，非固體和液體散貨的所有貨物均應按主管機關批准的《貨物繫固手冊》裝船、積載和繫固。對第 II-2/3.14 條中定義的有滾裝貨物處所的船舶，按《貨物繫固手冊》對此種貨物的所有繫固均應在船舶離開泊位前完成。《貨物繫固手冊》應按至少等同於本組織制定的有關指南的標準編寫。”



**RESOLUTION MSC.69(69)**  
**(adopted on 18 May 1998)**

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION  
FOR THE SAFETY OF LIFE AT SEA, 1974, 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 FURTHER article VIII(b) of the International Convention for the Safety of Life at Sea (SOLAS), 1974, hereinafter referred to as "the Convention", concerning the procedures for amending the Annex to the Convention other than chapter I,

HAVING CONSIDERED, at its sixty-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, amendments 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 2002, 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 July 2002 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 Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annex 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-1

CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY  
AND ELECTRICAL INSTALLATIONS

## PART B - SUBDIVISION AND STABILITY

**Regulation 14 - Construction and initial testing of watertight bulkheads, etc., in passenger ships and cargo ships**

1 The existing text of paragraph 3 is replaced by the following:

"3 Testing main compartments by filling them with water is not compulsory. When testing by filling with water is not carried out, a hose test shall be carried out where practicable. This test shall be carried out in the most advanced stage of the fitting out of the ship. Where a hose test is not practicable because of possible damage to machinery, electrical equipment insulation or outfitting items, it may be replaced by a careful visual examination of welded connections, supported where deemed necessary by means such as a dye penetrant test or an ultrasonic leak test or an equivalent test. In any case a thorough inspection of the watertight bulkheads shall be carried out."

## CHAPTER IV

## RADIOCOMMUNICATIONS

**Regulation 1 - Application**

2 In paragraph 1, the words "Unless expressly provided otherwise," are inserted before the words "this chapter".

**Regulation 2 - Terms and definitions**

3 The following new subparagraph .16 of paragraph 1 is added after existing subparagraph .15:

".16 *Global Maritime Distress and Safety System (GMDSS) identities* means maritime mobile services identity, the ship's call sign, Inmarsat identities and serial number identity which may be transmitted by the ship's equipment and used to identify the ship."

4 The existing text of paragraph 2 is replaced by the following:

"2 All other terms and abbreviations which are used in this chapter and which are defined in the Radio Regulations and in the International Convention on Maritime Search and Rescue (SAR), 1979, as may be amended, shall have the meanings as defined in those Regulations and the SAR Convention."

- 5 The following new regulation 5-1 is added after existing regulation 5:

**"Regulation 5-1**

**Global Maritime Distress and Safety System identities**

- 1 This regulation applies to all ships on all voyages.
- 2 Each Contracting Government undertakes to ensure that suitable arrangements are made for registering Global Maritime Distress and Safety System (GMDSS) identities and for making information on these identities available to rescue co-ordination centres on a 24-hour basis. Where appropriate, international organizations maintaining a registry of these identities shall be notified by the Contracting Government of these assignments."

**Regulation 13 - Source of energy**

- 6 In paragraph 8, the words ", including the navigation receiver referred to in regulation 18," are inserted after the word "chapter".

**Regulation 15 - Maintenance requirements**

- 7 The following new paragraph 9 is added after existing paragraph 8:
- "9 Satellite EPIRBs shall be tested at intervals not exceeding 12 months for all aspects of operational efficiency with particular emphasis on frequency stability, signal strength and coding. However, in cases where it appears proper and reasonable, the Administration may extend this period to 17 months. The test may be conducted on board the ship or at an approved testing or servicing station."
- 8 The following new regulation 18 is added after existing regulation 17:

**"Regulation 18**

**Position-updating**

All two-way communication equipment carried on board a ship to which this chapter applies which is capable of automatically including the ship's position in the distress alert shall be automatically provided with this information from an internal or external navigation receiver, if either is installed. If such a receiver is not installed, the ship's position and the time at which the position was determined shall be manually updated at intervals not exceeding four hours, while the ship is underway, so that it is always ready for transmission by the equipment."

## CHAPTER VI

## CARRIAGE OF CARGOES

## Regulation 5 - Stowage and securing

9 The existing text of paragraph 6 is replaced by the following:

"6 All cargoes, other than solid and liquid bulk cargoes, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. In ships with ro-ro cargo spaces, as defined in regulation II-2/3.14, all securing of such cargoes, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to relevant guidelines developed by the Organization."

## CHAPTER VII

## CARRIAGE OF DANGEROUS GOODS

## Regulation 5 - Documents

10 The existing text of paragraph 6 is deleted.

## Regulation 6 - Stowage requirements

11 The title of this regulation is replaced by "Stowage and securing".

12 The following new paragraph 6 is added after existing paragraph 5:

"6 All cargoes, other than solid and liquid bulk cargoes, shall be loaded, stowed and secured throughout the voyage in accordance with the Cargo Securing Manual approved by the Administration. In ships with ro-ro cargo spaces, as defined in regulation II-2/3.14, all securing of such cargoes, in accordance with the Cargo Securing Manual, shall be completed before the ship leaves berth. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to relevant guidelines developed by the Organization."

## 第 83/2014 號行政長官公告

## Aviso do Chefe do Executivo n.º 83/2014

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;

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一九九九年五月二十七日透過第MSC.87(71)號決議通過了經修正的公約的修正案,有關修正案自二零零一年一月一日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.87(71)號決議的中文及英文文本。

二零一四年十月三十一日發佈。

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 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 ainda que, em 27 de Maio de 1999, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.87(71), adoptou emendas à Convenção, tal como emendada, e que tais emendas são aplicáveis na Região Administrativa Especial de Macau, a partir de 1 de Janeiro de 2001;

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.87(71), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 31 de Outubro de 2014.

O Chefe do Executivo, *Chui Sai On*.