

YEi.003 Nome: 1: ALI 2: ABDULLAH 3: SALEH 4:

Nome (grafia original): [vide versão original em língua inglesa]

Título: Cargo: a) Presidente do Partido do Congresso Geral Popular do Iémen b) Ex-Presidente da República do Iémen **Data de nascimento:** a) 21/03/1945 b) 21/03/1946 c) 21/03/1942 d) 21/03/1947 **Local de nascimento:** a) Bayt al-Ahmar, província de Sana'a, Iémen b) Sana'a, Iémen c) Sana'a, Sanhan, Al-Rib' al-Sharqi **Também conhecido por, suficiente para identificação:** Ali Abdallah Salih **insuficiente para identificação:** — **Nacionalidade:** Iémen **Passaporte n.º:** 00016161 (Iémen) **N.º de identificação nacional:** 01010744444 **Endereço:** — **Data de inserção na lista:** 07/11/2014 (alterada em 20/11/2014) **Outras informações:** Sexo [Masculino].

B. Entidades e outros grupos

第 18/2015 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二零一一年五月二十日透過第MSC.320(89)號決議通過了《國際救生設備規則》（《救生設備規則》）修正案，該修正案自二零一三年一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.320(89)號決議的中文及英文文本。

二零一五年三月五日發佈。

代理行政長官 陳海帆

Aviso do Chefe do Executivo n.º 18/2015

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 20 de Maio de 2011, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.320(89), adoptou emendas ao Código Internacional dos Meios de Salvação (Código LSA), e que tais emendas são aplicáveis na Região Administrativa Especial de Macau desde 1 de Janeiro 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 Região Administrativa Especial de Macau, a resolução MSC.320(89), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 5 de Março de 2015.

A Chefe do Executivo, interina, *Chan Hoi Fan*.

第MSC.320（89）號決議

（2011年5月20日通過）

通過《國際救生設備規則》（《救生設備規則》）

修正案

海上安全委員會，

憶及《國際海事組織公約》第28（b）條關於本委員會的職能，

注意到以第MSC.48（66）號決議通過的《國際救生設備規則》（以下稱“《救生設備規則》”），根據《1974年國際海上人命安全公約》（以下稱“該公約”）第III章規定，已成為強制性要求，

還注意到該公約第VIII（b）條和第III/3.10條關於修正《救生設備規則》的程序規定，

在其第89屆會議上，審議了按該公約第VIII（b）（i）條提出和散發的《救生設備規則》修正案，

1. 按照該公約第VIII（b）（iv）條，通過《救生設備規則》的修正案，其文本載於本決議附件；

2. 按照該公約第VIII（b）（vi）（2）（bb）條，決定該修正案於2012年7月1日須視為被接受，除非在此日期之前，有三分之一以上的該公約締約國政府或擁有商船合計噸位不少於世界商船總噸位50%的締約國政府通知其反對該修正案；

3. 請各締約國政府注意，按照該公約第VIII（b）（vii）（2）條，該修正案須在按上述第2段被接受後，於2013年1月1日生效；

4. 要求秘書長遵照該公約第VIII（b）（v）條，將本決議及其附件中的修正案文本的核證無誤副本發送給所有該公約締約國政府；

5. 進一步要求秘書長將本決議及其附件的副本發送給非該公約締約國的本組織會員國。

附件

《國際救生設備規則》（《救生設備規則》）修正案

第 IV 章

救生艇筏

- 1 在第 4.4.7.6 款中，在現有第.1 項後插入新的第.2 至.6 項如下：
 - “.2 儘管有第.7.2 項的要求，當救生艇完全浮於水面操作釋放裝置時，或如救生艇未到達水面，只有通過多個有意的和持續的動作（包括解除或繞過為防意外或過早脫鉤而設置的安全聯鎖），該裝置才能打開；
 - .1 在縱傾至 10°和任何一舷橫傾至 20°的情況下，該裝置不能因吊艇裝置或操作裝置、控制桿或與其相連接的、或成為其組成部件的軟軸的磨損、錯位和意外的力而導致開啟；和
 - .2 第 4.4.7.6.2 項和第 4.4.7.6.2.1 目的功能衡準適用於可能經認可的救生艇釋放和回收系統的 0%至 100%的安全工作負荷範圍；
 - .3 除“對心式”釋放裝置（此形式靠救生艇的重力保持釋放裝置完全鎖閉）外，吊艇裝置須設計成在通過操作裝置有意打開吊鉤鎖定裝置之前，由吊鉤鎖定裝置對活動鉤體保持完全鎖閉，並能承受任何操作條件下的安全工

作負荷。對於使用活動鉤體的尾部和直接或間接鎖定活動鉤體的尾部的凸輪的設計，凸輪從鎖定位置向任一方向轉動至 45°（或如受設計限制，僅單方向轉動至 45°）範圍內，吊鉤裝置須保持關閉並能承受其安全工作負荷；

- .4 為使艇鉤具備穩定性，釋放裝置須設計成當其完全復位至鎖閉位置時，救生艇的重力不應導致任何力傳遞到操作裝置；
- .5 鎖定裝置須設計成不會因吊鉤負荷產生的力而轉動開啟；和
- .6 如設有靜水聯鎖，該聯鎖須在救生艇從水中被起吊時自動復位。”

2 在第 4.4.7.6 款中，現有第.2 項由下列內容替代：

“.7 該裝置須具有兩種脫開能力：正常（無載）脫開能力和有載脫開能力：

- .1 正常（無載）脫開能力須在救生艇浮於水面時或吊艇鉤未承受載荷時將救生艇脫開，而無需人工摘除艇鉤鈎或卸扣；和
- .2 有載脫開能力須在吊艇鉤受載荷時釋放救生艇。除非配備其他手段，否則該裝置須配備靜水壓力聯鎖，以確保在救生艇浮於水面之前，釋放裝置無法啟動。如出現故障或救生艇未到達水面，須有靜水聯鎖或類似設備的越控裝置進行緊急釋放。該聯鎖越控能力須有適當的保護，以防意外或過早使用。適當的保護須包

括不屬正常無載脫開要求的特殊機械保護，此外還有一個危險標誌。該保護須能被一個有意施加的適當最小力破壞，例如打碎保護玻璃或透明蓋。不應採用貼紙或細繩作為保護。為防止過早的有載脫開，釋放裝置的有載操作須要求操作者有多個有意的和持續的動作才能脫鉤；”。

3 在第 4.4.7.6 款中，現有第.3 項重新編號為第.8 項，且“在沒有過度受力情況下”由“，並且任何指示器不應指示釋放裝置已復位”替代。

4 在第 4.4.7.6 款中，在重新編號的第.8 項後新增第.9 項如下：

“.9 艇鉤、釋放手柄、軟軸或機械操作連接件和救生艇內艇鉤固定結構連接件的所有部件須使用耐海洋環境腐蝕的材料製成而無需塗覆或鍍鋅。艇鉤的設計和製造公差須使使用壽命期間的預期磨損不會對其正常功能產生不利影響。機械操縱所使用的連接件（例如軟軸）須進行防水保護，使其不暴露在外；”。

5 在第 4.4.7.6 款中，現有第.4 至.8 項分別重新編號為第.10 至.14 項。

6 在第 4.4.7.6 款的重新編號的第.10 項中，“清楚地（clearly）”由“明確地（unambiguously）”替代。

7 在第 4.4.7.6 款的重新編號的第.14 項中，“救生艇釋放裝置的固定結構接頭”由“救生艇釋放裝置的承載部件和固定結構接頭”替代。

8 在第 4.4.7.6 款中，在重新編號的第.14 項後新增如下第.15 和.16 項：

“.15 靜水壓力聯鎖設計的安全系數根據所用材料極限強度須不小於最大操作力的 6 倍；

.16 操縱軟軸設計的安全系數根據所用材料極限強度須不小於最大操作力的 2.5 倍；和”。

9 在第 4.4.7.6 款中，現有第.9 項重新編號為第.17 項。在重新編號的第.17 項中，“第 4.4.7.6.2.2 和 4.4.7.6.3 項”由“第 4.4.7.6.7、4.4.7.6.8 和 4.4.7.6.15 項”替代。

10 在第 4.4.7.6 款中，原引用的第.9 項由第.17 項替代。

RESOLUTION MSC.320(89)
(adopted on 20 May 2011)

**ADOPTION OF AMENDMENTS TO THE
INTERNATIONAL LIFE-SAVING APPLIANCE (LSA) CODE**

THE MARITIME SAFETY COMMITTEE,

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

NOTING resolution MSC.48(66), by which it adopted the International Life-Saving Appliance Code (hereinafter referred to as "the LSA Code"), which has become mandatory under chapter III of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as "the Convention"),

NOTING ALSO article VIII(b) and regulation III/3.10 of the Convention concerning the procedure for amending the LSA Code,

HAVING CONSIDERED, at its eighty-ninth session, amendments to the LSA Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1. ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the LSA Code, 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 July 2012, 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 2013 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 LIFE-SAVING APPLIANCES (LSA) CODE

CHAPTER IV SURVIVAL CRAFT

1 In paragraph 4.4.7.6, the following new subparagraphs .2 to .6 are inserted after the existing subparagraph .1:

- "2 notwithstanding subparagraph .7.2 the mechanism shall only open when the release mechanism is operated with the boat fully waterborne or, if the boat is not waterborne, by multiple, deliberate and sustained action which shall include the removal or bypassing of safety interlocks designed to prevent premature or inadvertent release;
 - .1 the mechanism shall not be able to open due to wear, misalignment and unintended force within the hook assembly or operating mechanism, control rods or cables as may be connected to, or form part of the hook assembly and with trim of up to 10° and a list of up to 20° either way; and
 - .2 the functional criteria of 4.4.7.6.2 and 4.4.7.6.2.1 apply for the range of loads, representing 0% to 100% of the safe working load of the lifeboat release and retrieval system for which it may be approved;
- .3 unless a release mechanism is of the load over centre type, which is held fully closed by the weight of the lifeboat, the hook assembly shall be designed so that the moveable hook component is kept fully closed by the hook locking parts capable of holding its safe working load under any operational conditions until the hook locking part is deliberately caused to open by means of the operating mechanism. For designs utilizing the tail of the movable hook component and cam either directly or indirectly securing the tail of the movable hook component, the hook assembly shall continue to be closed and hold its safe working load through rotation of the cam of up to 45 degrees in either direction, or 45 degrees in one direction if restricted by design, from its locked position;
- .4 to provide hook stability, the release mechanism shall be designed so that, when it is fully reset in the closed position, the weight of the lifeboat does not cause any force to be transmitted to the operating mechanism;
- .5 locking devices shall be designed so that they can not turn to open due to forces from the hook load; and
- .6 if a hydrostatic interlock is provided, it shall automatically reset upon lifting the boat from the water."

- 2 In paragraph 4.4.7.6, the existing subparagraph .2 is replaced by the following:
- "7 the mechanism shall have two release capabilities: normal (off-load) release capability and on-load release capability:
- .1 normal (off-load) release capability shall release the lifeboat when it is waterborne or when there is no load on the hooks, and not require manual separation of the lifting ring or shackle from the jaw of the hook; and
- .2 on-load release capability shall release the lifeboat with a load on the hooks. This release mechanism shall be provided with a hydrostatic interlock unless other means are provided to ensure that the boat is waterborne before the release mechanism can be activated. In case of failure or when the boat is not waterborne, there shall be a means to override the hydrostatic interlock or similar device to allow emergency release. This interlock override capability shall be adequately protected against accidental or premature use. Adequate protection shall include special mechanical protection not normally required for off-load release, in addition to a danger sign. The protection shall be deliberately destroyed by applying a suitable minimum force, for instance by breaking a protection glass or translucent cover. A label or thin wire seal is not considered sufficiently robust. To prevent a premature on-load release, on-load operation of the release mechanism shall require multiple, deliberate and sustained action or actions by the operator;"
- 3 In paragraph 4.4.7.6, the existing subparagraph .3 is renumbered as subparagraph .8 and the words "without excessive force" are replaced by the words ", and any indicators shall not indicate the release mechanism is reset".
- 4 In paragraph 4.4.7.6, the following new subparagraph .9 is inserted after the renumbered subparagraph .8:
- "9 all components of the hook unit, release handle unit, control cables or mechanical operating links and the fixed structural connections in a lifeboat shall be of material corrosion resistant in the marine environment without the need for coatings or galvanizing. Design and manufacturing tolerances shall be such that anticipated wear throughout the service life of the mechanism shall not adversely affect its proper functioning. Mechanical operating links such as control cables shall be waterproof and shall have no exposed or unprotected areas;"
- 5 In paragraph 4.4.7.6, the existing subparagraphs .4 to .8 are renumbered as subparagraphs .10 to .14, respectively.
- 6 In paragraph 4.4.7.6, in the renumbered subparagraph .10, the word "clearly" is replaced by the word "unambiguously".
- 7 In paragraph 4.4.7.6, in the renumbered subparagraph .14, the words "the load-bearing components of the release mechanism and" are added at the beginning and the words "of the release mechanism" are deleted.

8 In paragraph 4.4.7.6, the following new subparagraphs .15 and .16 are inserted after the renumbered subparagraph .14:

.15 a hydrostatic interlock shall be designed for a factor of safety of not less than 6 times maximum operating force based on the ultimate strength of the materials used;

.16 the operating cables shall be designed for a factor of safety of not less than 2.5 times maximum operating force based on the ultimate strength of the materials used; and".

9 In paragraph 4.4.7.6, the existing subparagraph .9 is renumbered as subparagraph .17 and in the renumbered subparagraph .17, the references to paragraphs "4.4.7.6.2.2 and 4.4.7.6.3" are replaced by the references to paragraphs "4.4.7.6.7, 4.4.7.6.8 and 4.4.7.6.15".

10 In paragraph 4.4.7.6, the referenced subparagraph .9 is replaced by .17.

第 19/2015 號行政長官公告

Aviso do Chefe do Executivo n.º 19/2015

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二零一零年五月二十日透過第MSC.287(87)號決議通過了《國際散貨船和油船目標型船舶建造標準》，該標準自二零一二年一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，命令公佈包含上指標準的第MSC.287(87)號決議的中文及英文文本。

二零一五年三月九日發佈。

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 20 de Maio de 2010, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.287(87), adoptou as Normas de Construção de Navios Baseadas em Objectivos para Graneliros e Petroleiros, e que tais Normas são aplicáveis na Região Administrativa Especial de Macau desde 1 de Janeiro de 2012;

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.287(87), que contém as referidas Normas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 9 de Março de 2015.

O Chefe do Executivo, *Chui Sai On*.