ANNEX XIV

INTERNATIONAL DEVELOPMENT ASSOCIATION

In its application to the International Development Association (hereinafter called "the Association") the Convention, including this annex, shall operate subject to the following provisions:

1. The following shall be substituted for section 4:

"Actions may be brought against the Association only in a court of competent jurisdiction in the territories of a member in which the Association has an office, has appointed an agent for the purpose of accepting service or notice of process, or has issued or guaranteed securities. No actions shall, however, be brought by members or persons acting for or deriving claims from members. The property and assets of the Association shall, wheresoever located and by whomsoever held, be immune from all forms of seizure, attachment or execution before the delivery of final judgment against the Association."

2. Section 32 of the standard clauses shall only apply to differences arising out of the interpretation or application of privileges and immunities which are derived by the Association from this Convention and are not included in those which it can claim under its Articles of Agreement or otherwise.

3. The provisions of the Convention (including this annex) do not modify or amend or require the modification or amendment of the Articles of Agreement of the Association or impair or limit any of the rights, immunities, privileges or exemptions conferred upon the Association or any of its members, governors, executive directors, alternates, officers or employees by the Articles of Agreement of the Association, or by any statute, law or regulation of any member of the Association or any political subdivision of any such member, or otherwise.

第 18/2016 號行政長官公告

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《1974年國際海上人命安全公約》（下稱"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二零零八年五月十六日透過第MSC.256（84）號決議通過了經修正的公約的修正案，該修正案自二零一零年一月一日起適用於澳門特別行政區；

基於此，行政長官根據第3/1999號法律《法規的公佈與格式》第六條第一款的規定，命令公佈包含上指修正案的第MSC.256（84）號決議的中文及英文文本。

二零一六年三月二十二日發佈。

行政長官　崔世安

Aviso do Chefe do Executivo n.º 18/2016

Considerando 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 Internacional para a Salvaguarda da Vida Humana no Mar de 1974, adiante designada por Convenção, tal como emendada, na Região Administrativa Especial de Macau, a partir de 20 de Dezembro de 1999;

Considerando igualmente que, em 16 de Maio de 2008, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.256(84), adoptou emendas à Convenção, tal como emendada, e que tais emendas são aplicáveis na Região Administrativa Especial de Macau desde 1 de Janeiro de 2010;

O Chefe do Executivo manda publicar, nos termos do n.º 1 do artigo 6.º da Lei n.º 3/1999 (Publicação e formulário dos diplomas), a resolução MSC.256(84), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 22 de Março de 2016.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.256（84）號決議

（2008 年 5 月 16 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》關於本委員會職能的第 28（b）條，

進一步憶及《1974 年國際海上人命安全公約》（《安全公約》）（下文稱《公約》）關於《公約》附則除第 I 章規定外的適用修正程序的第 VIII（b）條，

在其第 84 屆會議上審議了根據《公約》第 VIII（b）（i）條建議並散發的《公約》修正案，

1. 按照《公約》第 VIII（b）（iv）條，通過《公約》修正案，其文本列於本決議的附件；

2. 按照《公約》第 VIII（b）（vi）（2）（bb）條，決定上述修正案將於 2009 年 7 月 1 日視為已被接受，除非在此日期之前，有超過三分之一的《公約》締約國政府或其合計商船總噸位不少於世界商船總噸位 50%的締約國政府表示反對該修正案；

3. 請《安全公約》締約國政府注意，按照《公約》第 VIII（b）（vii）（2）條，該修正案在按上述第 2 段被接受後將於 2010 年 1 月 1 日生效；

4. 建議各有關締約國政府自 2010 年 1 月 1 日起在第一次換證檢驗時簽發符合附件中修正案的證書；

5. 要求秘書長遵照《公約》第 VIII（b）（v）條將本決議及載於附件的修正案正文的核證無誤副本發送給《公約》的所有締約國政府；

6. 進一步要求秘書長將本決議及其附件的副本發送給非《公約》締約國政府的本組織會員國。

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

第 3-4 條　液貨船應急拖帶裝置

1　將現有的第 3-4 條改為以下內容：

“第 3-4 條　應急拖帶裝置和程序

1　液貨船應急拖帶裝置

1.1　不小於 20,000 載重噸的所有液貨船均須在兩端裝有應急拖帶裝置。

1.2　對於 2002 年 7 月 1 日或以後建造的液貨船：

.1　該裝置須在被拖帶的船舶沒有主電源的情況下能夠在任何時候迅速部署，並易於連接到主拖船舶上。應急拖帶裝置中至少須有一個事先安裝就緒，可迅速部署；並且

.2　船舶兩端的應急拖帶裝置均須有足夠的強度，同時考慮到船舶的大小和載重量以及在惡劣氣候條件下的預期受力。應急拖帶裝置的設計、構造和原型試驗須經主管機關根據本組織制訂的導則予以認可。

1.3　對於 2002 年 7 月 1 日以前建造的液貨船，應急拖帶裝置的設計和構造須經主管機關根據本組織制訂的導則予以認可。

2 船上應急拖帶程序

2.1 本款適用於：

.1 所有客船，不晚於 2010 年 1 月 1 日；

.2 2010 年 1 月 1 日及以後建造的貨船；及

.3 2010 年 1 月 1 日以前建造的貨船，不晚於 2012 年 1 月 1 日。

2.2 船舶須配備船舶專用應急拖帶程序。該程序須備於船上以供緊急情況下使用，並須根據船上現有裝置和可利用設備加以制訂。

2.3 程序須包括：

.1 標明可能的應急拖帶裝置的前甲板和後甲板示意圖；

.2 船上可用於應急拖帶的設備的詳細目錄；

.3 通信手段和方法；及

.4 便利應急拖帶作業的準備和操作的程序範例。”

2 在現有第 3-8 條後增加新的第 3-9 條如下：

“第 3-9 條 登乘和離船裝置

1 除非主管機關認為遵守某一具體條款為不合理或不切實際，2010 年 1 月 1 日或以後建造的船舶須按照本條第 2 款配備在港口和港口相關地點使用的登乘和離船裝置，例如跳板和舷梯。

2 第 1 款要求的登乘和離船裝置須依據本組織制訂的導則建造和安裝。

3 對於所有船舶，登乘和離船裝置須在考慮到任何有關安全裝載限制的情況下經受檢查並維持在適合其預期用途的狀態。所有用於支持登乘和離船裝置的纜索均須按照第 III/20.4 條的要求進行維護。”

第 II-2 章

構造—防火、探火和滅火

第 10 條 滅火

3 在現有的第 4.1.4 款之後增加新的第 4.1.5 款如下：

“4.1.5 在 2010 年 1 月 1 日後的第一次計劃的乾塢檢驗時，2002 年 7 月 1 日之前建造的船舶上用於保護機器處所和貨泵艙的固定式二氧化碳滅火系統須符合《消防安全系統規則》第 5 章第 2.2.2 段的要求。”

第 19 條 危險貨物運輸

4 在第 4 款中，刪去“第 VII/2 條所界定的”等字。

第 20 條 車輛處所、特種處所和滾裝處所的保護

5 將現有的第 6.1.4 款改為如下的第 6.1.4 款，並在第 6.1.4 款後增加新的第 6.1.5 款如下：

“6.1.4 本款要求須適用於 2010 年 1 月 1 日或以後建造的船舶。

在 2002 年 7 月 1 日及以後但在 2010 年 1 月 1 日之前建造的船舶須符合以前適用的經第 MSC.99（73）號決議修正的第 6.1.4 款的要求。如果安裝了固定式壓力水霧滅火系統，鑑於在固定式壓力水霧滅火系統工作期間有大量的水積聚在一層或幾層甲板上會導致穩性的嚴重削弱，須作出下列安排：

.1 對於客船：

.1.1 在艙壁甲板以上處所，須設有泄水孔以保證這些水能被迅速地直接排往舷外，並考慮到本組織制訂的導則；

.1.2.1 在滾裝客船上，當船舶在海上航行時泄水孔的閥門須保持開啟狀態，該閥門須裝有符合現行《國際載重線公約》的、能從艙壁甲板以上的位置操作的可靠關閉裝置；

.1.2.2 第 6.1.4.1.2.1 款所述閥門的任何操作均須記錄在航海日誌中；

.1.3 在艙壁甲板以下處所，主管機關可要求在第 II-1/35-1 條的要求以外另裝抽水和排水設施。在這種情況下，排水系統的能力須能夠排掉不低於水霧系統泵和所要求數目的消防水槍的組合能力的 125%，並考慮到本組織制訂的導則。排水系統的閥門須能夠從所保護位置的外部靠近滅火系統控制的位置進行操作。污水井須具有足夠的容量，並須佈置在船側，在每一水密艙內彼此間距不得超過 40 米；

.2 對於貨船，排水和抽水裝置須能夠防止形成自由液面。在這種情況下，排水系統的能力須能夠排掉不低於水霧系統泵和所要求數目的消防水槍的組合能力的 125%，並考慮到本組織制訂的導則。排水系統的閥門須能夠從所保護位置的外部靠近滅火系統控制的位置進行操作。污水井須具有足夠的容量，並須佈置在船側，在每一水密艙內彼此間距不得超過 40 米。如果不可能做到，主管機關在認可穩性資料時須按其認為必要的程度，考慮到水所增加的重量和自由液面對船舶穩性的不利影響。這些信息須包括在第 II-1/5-1 條所要求的向船長提供的穩性資料中。

6.1.5 在所有船舶上，對裝有固定式壓力水霧滅火系統的封閉式車輛和滾裝處所，須配備防止排水設備堵塞的裝置，並考慮到本組織制訂的導則。在 2010 年 1 月 1 日之前建造的船舶須在 2010 年 1 月 1 日之後的第 1 次檢驗時符合本款的要求。”

第 III 章

救生設備和裝置

第 6 條 通信

6 將現有的第 2.2 款修改如下：

“**2.2 搜救定位裝置**

所有客船和所有 500 總噸及以上的貨船，每艘須配備至少一個搜救定位裝置。所有 300 總噸及以上但低於 500 總噸的貨船須配備

至少一個搜救定位裝置。此種搜救定位裝置須符合適用的性能標準，該性能標準不低於本組織通過的性能標準。此種搜救定位裝置的存放位置須使它能夠被迅速地放置到除第 31.1.4 條要求的救生筏以外的所有救生艇筏上。也可以在每艘救生艇筏（第 31.1.4 條要求的救生艇筏除外）存放一個搜救定位裝置。對至少配備兩個搜救定位裝置並配備自由降落救生艇的船舶，其中一個搜救定位裝置須存放在一艘自由降落救生艇中，另一個則存放於最靠近駕駛台的地方，以便於在船上使用和轉移到任何另一隻救生艇筏上。”

第 26 條　對客滾船的附加要求

7　將現有的第 2.5 款改為如下內容：

“2.5　客滾船上配備的救生筏須按照每四隻救生筏配備一個搜救定位裝置的比例配備搜救定位裝置。該搜救定位裝置須安裝在救生筏內，使其天線在救生筏佈放時高於海平面一米以上，但對於帶有天蓬的可反轉救生筏，搜救定位裝置的佈置須使生存者能容易地拿到並安裝。每個搜救定位裝置的佈置均須使其在救生筏佈放時能夠手動安裝。存放配備有搜救定位裝置的救生筏的容器須具有清楚的標記。”

第 IV 章

無線電通信

第 7 條　無線電設備：通則

8　將現有的第 1 款第.3 項改為如下內容：

“.3 一個能夠以 9GHz 波段或自動識別系統的指定頻率工作的搜救定位裝置，它：”

附錄

證書

客船安全證書的設備記錄（格式 P）

9 在客船安全證書的設備記錄（格式 P）第 2 節中，將現有第 11.1 項改為如下內容：

“11.1 搜救定位裝置的數目

11.1.1 雷達搜救應答器（SART）

11.1.2 自動識別系統搜救發射機（AIS-SART）”，

並且在第 3 節中將現有第 6 項改為如下內容：

“6 船舶的搜救定位裝置

6.1 雷達搜救應答器（SART）

6.2 自動識別系統搜救發射機（AIS-SART）”。

貨船設備安全證書的設備記錄（格式 E）

10 在貨船設備安全證書的設備記錄（格式 E）的第 2 節中，將現有第 9.1 項改為如下內容：

“9.1 搜救定位裝置的數目

9.1.1 雷達搜救應答器（SART）

9.1.2 自動識別系統搜救發射機（AIS-SART）”。

貨船無線電安全證書的設備記錄（格式 R）

11 在貨船無線電安全證書的設備記錄（格式 R）的第 2 節中，將現有第 6 項改為如下內容：

“6 船舶的搜救定位裝置

6.1 雷達搜救應答器（SART）

6.2 自動識別系統搜救發射機（AIS-SART）”。

核能客船安全證書的設備記錄（格式 PNUC）

12 在核能客船安全證書的設備記錄（格式 PNUC）第 2 節中，將現有第 11.1 項改為如下內容：

“11.1 搜救定位裝置的數目

11.1.1 雷達搜救應答器（SART）

11.1.2 自動識別系統搜救發射機（AIS-SART）”，

並且在第 3 節中，將現有第 6 項改為如下內容：

“6 船舶的搜救定位裝置

6.1 雷達搜救應答器（SART）

6.2 自動識別系統搜救發射機（AIS-SART）”。

核能貨船安全證書的設備記錄（格式 CNUC）

13 核能貨船安全證書的設備記錄（格式 CNUC）第 2 節中，將第 9 項刪除，並將第 10、10.1 和 10.2 項分別重新編號為第 9、9.1 和 9.2，並將重新編號的第 9.1 項改為如下內容：

“9.1 搜救定位裝置的數目

9.1.1 雷達搜救應答器（SART）

9.1.2 自動識別系統搜救發射機（AIS-SART）”，

並且在第 3 節中將現有第 6 項改為如下內容：

“6 船舶的搜救定位裝置

6.1 雷達搜救應答器（SART）

6.2 自動識別系統搜救發射機（AIS-SART）”。

RESOLUTION MSC.256(84)
(adopted on 16 May 2008)

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 amendment procedure applicable to the Annex to the Convention, other than to the provisions of chapter I thereof,

HAVING CONSIDERED, at its eighty-fourth 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 said amendments shall be deemed to have been accepted on 1 July 2009, 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 SOLAS 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 2010 upon their acceptance in accordance with paragraph 2 above;

4. RECOMMENDS the Contracting Governments concerned to issue certificates complying with the annexed amendments at the first renewal survey on or after 1 January 2010;

5. 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;

6. 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

Regulation 3-4 – Emergency towing arrangements on tankers

1 The existing regulation 3-4 is replaced by the following:

"Regulation 3-4
Emergency towing arrangements and procedures

1 Emergency towing arrangements on tankers

1.1 Emergency towing arrangements shall be fitted at both ends on board every tanker of not less than 20,000 tonnes deadweight.

1.2 For tankers constructed on or after 1 July 2002:

.1 the arrangements shall, at all times, be capable of rapid deployment in the absence of main power on the ship to be towed and easy connection to the towing ship. At least one of the emergency towing arrangements shall be pre-rigged ready for rapid deployment; and

.2 emergency towing arrangements at both ends shall be of adequate strength taking into account the size and deadweight of the ship, and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization.

1.3 For tankers constructed before 1 July 2002, the design and construction of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization.

2 Emergency towing procedures on ships

2.1 This paragraph applies to:

.1 all passenger ships, not later than 1 January 2010;

.2 cargo ships constructed on or after 1 January 2010; and

.3 cargo ships constructed before 1 January 2010, not later than 1 January 2012.

2.2 Ships shall be provided with a ship-specific emergency towing procedure. Such a procedure shall be carried aboard the ship for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship.

2.3 The procedure shall include:

.1 drawings of fore and aft deck showing possible emergency towing arrangements;

.2 inventory of equipment on board that can be used for emergency towing;

.3 means and methods of communication; and

.4 sample procedures to facilitate the preparation for and conducting of emergency towing operations."

2 The following new regulation 3-9 is added after the existing regulation 3-8:

"Regulation 3-9
Means of embarkation on and disembarkation from ships

1 Ships constructed on or after 1 January 2010 shall be provided with means of embarkation on and disembarkation from ships for use in port and in port-related operations, such as gangways and accommodation ladders, in accordance with paragraph 2, unless the Administration deems that compliance with a particular provision is unreasonable or impractical.

2 The means of embarkation and disembarkation required in paragraph 1 shall be constructed and installed based on the guidelines developed by the Organization.

3 For all ships the means of embarkation and disembarkation shall be inspected and maintained in suitable condition for their intended purpose, taking into account any restrictions related to safe loading. All wires used to support the means of embarkation and disembarkation shall be maintained as specified in regulation III/20.4."

CHAPTER II-2
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Regulation 10 – Fire fighting

3 The following new paragraph 4.1.5 is added after the existing paragraph 4.1.4:

"4.1.5 By the first scheduled dry-docking after 1 January 2010, fixed carbon dioxide fire-extinguishing systems for the protection of machinery spaces and cargo pump-rooms on ships constructed before 1 July 2002 shall comply with the provisions of paragraph 2.2.2 of chapter 5 of the Fire Safety Systems Code."

Regulation 19 – Carriage of dangerous goods

4 In paragraph 4, the words ", as defined in regulation VII/2," are deleted.

Regulation 20 – Protection of vehicle, special category and ro-ro spaces

5 The existing paragraph 6.1.4 is replaced by the following paragraph 6.1.4 and new paragraph 6.1.5 is added after paragraph 6.1.4 as follows:

"6.1.4 The requirement of this paragraph shall apply to ships constructed on or after 1 January 2010. Ships constructed on or after 1 July 2002 and before 1 January 2010 shall comply with the previously applicable requirements of paragraph 6.1.4, as amended by resolution MSC.99(73). When fixed pressure water spraying systems are fitted, in view of the serious loss of stability which could arise due to large quantities of water accumulating on the deck or decks during the operation of the fixed pressure water-spraying system, the following arrangements shall be provided:

.1 in passenger ships:

.1.1 in the spaces above the bulkhead deck, scuppers shall be fitted so as to ensure that such water is rapidly discharged directly overboard, taking into account the guidelines developed by the Organization;

.1.2.1 in ro-ro passenger ships, discharge valves for scuppers, fitted with positive means of closing operable from a position above the bulkhead deck in accordance with the requirements of the International Convention on Load Lines in force, shall be kept open while the ships are at sea;

.1.2.2 any operation of valves referred to in paragraph 6.1.4.1.2.1 shall be recorded in the log-book;

.1.3 in the spaces below the bulkhead deck, the Administration may require pumping and drainage facilities to be provided additional to the requirements of regulation II-1/35-1. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity of both the water-spraying system pumps and the required number of fire hose nozzles, taking into account the guidelines developed by the Organization. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment;

.2 in cargo ships, the drainage and pumping arrangements shall be such as to prevent the build-up of free surfaces. In such case, the drainage system shall be sized to remove no less than 125% of the combined capacity of both the water-spraying system pumps and the required number of fire hose nozzles, taking into account the guidelines developed by the Organization. The drainage system valves shall be operable from outside the protected space at a position in the vicinity of the extinguishing system controls. Bilge wells shall be of sufficient holding capacity and shall be arranged at the side shell of the ship at a distance from each other of not more than 40 m in each watertight compartment. If this is not possible, the adverse effect upon stability of the added weight and free surface of water

shall be taken into account to the extent deemed necessary by the Administration in its approval of the stability information. Such information shall be included in the stability information supplied to the master as required by regulation II-1/5-1.

6.1.5 On all ships, for closed vehicles and ro-ro spaces and special category spaces, where fixed pressure water-spraying systems are fitted, means shall be provided to prevent the blockage of drainage arrangements, taking into account the guidelines developed by the Organization. Ships constructed before 1 January 2010 shall comply with the requirements of this paragraph by the first survey after 1 January 2010."

CHAPTER III
LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Regulation 6 – Communications

6 The existing paragraph 2.2 is replaced by the following:

"**2.2 Search and rescue locating devices**

At least one search and rescue locating device shall be carried on each side of every passenger ship and of every cargo ship of 500 gross tonnage and upwards. At least one search and rescue locating device shall be carried on every cargo ship of 300 gross tonnage and upwards but less than 500 gross tonnage. Such search and rescue locating devices shall conform to the applicable performance standards not inferior to those adopted by the Organization. The search and rescue locating devices shall be stowed in such location that they can be rapidly placed in any survival craft other than the liferaft or liferafts required by regulation 31.1.4. Alternatively one search and rescue locating device shall be stowed in each survival craft other than those required by regulation 31.1.4. On ships carrying at least two search and rescue locating devices and equipped with free-fall lifeboats one of the search and rescue locating devices shall be stowed in a free-fall lifeboat and the other located in the immediate vicinity of the navigation bridge so that it can be utilized on board and ready for transfer to any of the other survival craft."

Regulation 26 – Additional requirements for ro-ro passenger ships

7 The existing paragraph 2.5 is replaced by the following:

"2.5 Liferafts carried on ro-ro passenger ships shall be fitted with a search and rescue locating device in the ratio of one search and rescue locating device for every four liferafts. The search and rescue locating device shall be mounted inside the liferaft so its antenna is more than one metre above the sea level when the liferaft is deployed, except that for canopied reversible liferafts the search and rescue locating device shall be so arranged as to be readily accessed and erected by survivors. Each search and rescue locating device shall be arranged to be manually erected when the liferaft is deployed. Containers of liferafts fitted with search and rescue locating devices shall be clearly marked."

CHAPTER IV
RADIOCOMMUNICATIONS

Regulation 7 – Radio equipment: General

8 In paragraph 1, subparagraph .3 is replaced by the following:

".3 a search and rescue locating device capable of operating either in the 9 GHz band or on frequencies dedicated for AIS, which:"

APPENDIX
CERTIFICATES

Record of Equipment for Passenger Ship Safety Certificate (Form P)

9 In the Record of Equipment for Passenger Ship Safety Certificate (Form P), in section 2, the existing item 11.1 is replaced by the following:

"11.1 Number of search and rescue locating devices
11.1.1 Radar search and rescue transponders (SART)
11.1.2 AIS search and rescue transmitters (AIS-SART)",

and in section 3, the existing item 6 is replaced by the following:

"6 Ship's search and rescue locating device
6.1 Radar search and rescue transponder (SART)
6.2 AIS search and rescue transmitter (AIS-SART)".

Record of Equipment for Cargo Ship Safety Equipment Certificate (Form E)

10 In the Record of Equipment for Cargo Ship Safety Equipment Certificate (Form E), in section 2, the existing item 9.1 is replaced by the following:

"9.1 Number of search and rescue locating devices
9.1.1 Radar search and rescue transponders (SART)
9.1.2 AIS search and rescue transmitters (AIS-SART)".

Record of Equipment for Cargo Ship Radio Certificate (Form R)

11 In the Record of Equipment for Cargo Ship Safety Radio Certificate (Form R), in section 2, the existing item 6 is replaced by the following:

"6 Ship's search and rescue locating device
6.1 Radar search and rescue transponder (SART)
6.2 AIS search and rescue transmitter (AIS-SART)".

Record of Equipment for the Nuclear Passenger Ship Safety Certificate (Form PNUC)

12 In the Record of Equipment for Nuclear Passenger Ship Safety Certificate (Form PNUC), in section 2, the existing item 11.1 is replaced by the following:

"11.1 Number of search and rescue locating devices
11.1.1 Radar search and rescue transponders (SART)
11.1.2 AIS search and rescue transmitters (AIS-SART)",

and in section 3, the existing item 6 is replaced by the following:

"6 Ship's search and rescue locating device
6.1 Radar search and rescue transponder (SART)
6.2 AIS search and rescue transmitter (AIS-SART)".

Record of Equipment for the Nuclear Cargo Ship Safety Certificate (Form CNUC)

13 In the Record of Equipment for Nuclear Cargo Ship Safety Certificate (Form CNUC), in section 2, item 9 is deleted and items 10, 10.1 and 10.2 are renumbered as items 9, 9.1 and 9.2 respectively; and the renumbered item 9.1 is replaced by the following:

"9.1 Number of search and rescue locating devices
9.1.1 Radar search and rescue transponders (SART)
9.1.2 AIS search and rescue transmitters (AIS-SART)",

and in section 3, the existing item 6 is replaced by the following:

"6 Ship's search and rescue locating device
6.1 Radar search and rescue transponder (SART)
6.2 AIS search and rescue transmitter (AIS-SART)".

二零一六年三月二十九日於行政長官辦公室

辦公室代主任 盧麗卿

Gabinete do Chefe do Executivo, aos 29 de Março de 2016. — A Chefe do Gabinete, substituta, *Lo Lai Heng.*

行政法務司司長辦公室

第 3/2016 號行政法務司司長批示

行政法務司司長行使《澳門特別行政區基本法》第六十四條賦予的職權，並根據第6/1999號行政法規第二條第一款（二）項及第七條，結合第109/2014號行政命令第一款、第二款及第五款的規定，作出本批示。

轉授一切所需權力予民政總署管理委員會主席戴祖義或其法定代任人，以代表澳門特別行政區作為簽署人，與"長江建築有限公司"簽署《黑沙環重型停車場旁興建新休憩區工程合同》。

二零一六年三月二十二日

行政法務司司長 陳海帆

二零一六年三月二十三日於行政法務司司長辦公室

辦公室代主任 張少雄

GABINETE DA SECRETÁRIA PARA A ADMINISTRAÇÃO E JUSTIÇA

Despacho da Secretária para a Administração e Justiça n.º 3/2016

Usando da faculdade conferida pelo artigo 64.º da Lei Básica da Região Administrativa Especial de Macau e nos termos da alínea 2) do n.º 1 do artigo 2.º e do artigo 7.º, ambos do Regulamento Administrativo n.º 6/1999, conjugados com os n.ºs 1, 2 e 5 da Ordem Executiva n.º 109/2014, a Secretária para a Administração e Justiça manda:

São subdelegados no presidente do Conselho de Administração do Instituto para os Assuntos Cívicos e Municipais, José Maria da Fonseca Tavares, ou no seu substituto legal, todos os poderes necessários para representar a Região Administrativa Especial de Macau, como outorgante, no contrato de «Obra de construção de um novo espaço de lazer junto ao silo dos veículos pesados da Areia Preta», a celebrar com a «Companhia de Construção Cheong Kong Limitada».

22 de Março de 2016.

A Secretária para a Administração e Justiça, *Chan Hoi Fan.*

Gabinete da Secretária para a Administração e Justiça, aos 23 de Março de 2016. — O Chefe do Gabinete, substituto, *Cheong Sio Hong.*