

(二) 上述行政長官批示第三款(五)項規定的社會人士：

宋敏莉；

司徒民義。

三、余文峰以兼任制度擔任法律改革諮詢委員會秘書長的委任予以續期。

四、本批示所指成員及秘書長的任期由二零一二年四月一日起至二零一四年三月三十一日止。

二零一二年三月二十日

行政長官 崔世安

第 12/2012 號行政長官公告

中華人民共和國默認接受國際海事組織海上安全委員會於二零一零年十二月三日透過第MSC.310(88)號決議通過的《1972年國際安全集裝箱公約》修正案(下稱“修正案”)；修正案自二零一二年一月一日起生效，並自同日起對中華人民共和國，包括對澳門特別行政區生效。

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，命令公佈上指修正案的中文及英文正式文本。

二零一二年三月二十日發佈。

行政長官 崔世安

經修正的《1972年國際安全集裝箱公約》的修正案

附則一

集裝箱試驗、檢查、批准和維修規則

第一章

批准總則

第1條——安全合格牌照

1 在第3款末尾，增加新的一句如下：

“如堆碼或推拉數值分別小於192,000千克或150千牛頓，該集裝箱須被認為具有有限堆碼或推拉能力並須按照有關標準的要求予以顯著標記。”

2) As seguintes individualidades, nos termos da alínea 5) do n.º 3 do referido despacho do Chefe do Executivo:

Song Man Lei;

António Dias Azedo.

3. É renovada a nomeação, em regime de acumulação, de U Man Fong como secretário-geral do Conselho Consultivo da Reforma Jurídica.

4. O período de funções dos membros e do secretário-geral referidos no presente despacho é de 1 de Abril de 2012 a 31 de Março de 2014.

20 de Março de 2012.

O Chefe do Executivo, *Chui Sai On*.

Aviso do Chefe do Executivo n.º 12/2012

A República Popular da China aceitou tacitamente a Emenda à Convenção Internacional sobre a Segurança dos Contentores de 1972 (Emenda), adoptada em 3 de Dezembro de 2010 pelo Comité de Segurança Marítima da Organização Marítima Internacional, através da sua Resolução MSC.310(88), tendo a Emenda entrado em vigor em 1 de Janeiro de 2012, produzindo efeitos a partir da mesma data na República Popular da China, incluindo a sua Região Administrativa Especial de Macau.

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 referida Emenda, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 20 de Março de 2012.

O Chefe do Executivo, *Chui Sai On*.

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR SAFE CONTAINERS, 1972, AS AMENDED

ANNEX I

REGULATIONS FOR THE TESTING, INSPECTION, APPROVAL AND MAINTENANCE OF CONTAINERS

Chapter I

Regulations common to all systems of approval

Regulation 1 — Safety Approval Plate

1 A new sentence is added at the end of paragraph 3 as follows:

“Where the stacking or racking values are less than 192,000 kg or 150 kN, respectively, the container shall be considered as having limited stacking or racking capacity and shall be conspicuously marked, as required under the relevant standards.”

第2條——維修和檢查

2 在現有第3款之後增加新的第4和第5款如下，並將現有第4款重新編為第6款：

“4 批准的計劃應至少每10年複審一次，以確保其持續可行。為了確保所有參與集裝箱檢查者的一致性，及其持續營運安全，有關締約國須確保每一規定的定期檢查計劃或批准的連續檢查計劃包括以下要素：

- .1 檢查中使用的方法、範圍和標準；
- .2 檢查的頻率；
- .3 檢查人員的資質；
- .4 保存記錄和文件的系統將記載：
 - .1 集裝箱箱主唯一序列號；
 - .2 進行檢查的日期；
 - .3 進行檢查的適任人員的身份；
 - .4 進行檢查的機構的名稱和所在地；
 - .5 檢查結果；和
 - .6 定期檢查計劃的下次檢查日期；
- .5 適當的檢查計劃所涵蓋的所有集裝箱識別號的記錄和更新系統；
- .6 針對特定集裝箱的設計特點的維修標準的方法和系統；
- .7 租賃集裝箱的維修規定，如有別於自有集裝箱的維修規定的話；和
- .8 在業經批准計劃之中增加集裝箱的條件和程序。

5 締約國須定期對經批准計劃進行審核以確保符合該締約國批准的規定。當與批准條件不再相符時，締約國須撤銷批准。”

3 在重新編號的第6款之後，增加新的第7款如下：

“7 主管機關須公開有關經批准的連續檢查計劃的信息。”

附錄

4 在現有第9段之後，增加新的第10和第11段如下：

“10 只有當批准集裝箱單門營運時，才應在牌照上標明單門的堆碼強度。該標記須表明：對1.8g的單門允許堆碼質量（……千克……磅）。此標記須顯示在緊鄰推拉試驗值處（參見第5行）。

Regulation 2 — Maintenance and examination

2 After the existing paragraph 3, new paragraphs 4 and 5 are added as follows and the existing paragraph 4 is renumbered as paragraph 6:

“4 As a minimum, approved programmes should be reviewed once every 10 years to ensure their continued viability. In order to ensure uniformity by all involved in the inspection of containers and their ongoing operational safety, the Contracting Party concerned shall ensure the following elements are covered in each prescribed periodic or approved continuous examination programme:

- .1 methods, scope and criteria to be used during examinations;
- .2 frequency of examinations;
- .3 qualifications of personnel to carry out examinations;
- .4 system of keeping records and documents that will capture:
 - .1 the owner's unique serial number of the container;
 - .2 the date on which the examination was carried out;
 - .3 identification of the competent person who carried out the examination;
 - .4 the name and location of the organization where the examination was carried out;
 - .5 the results of the examination; and
 - .6 in the case of a Periodic Examination Scheme (PES), the Next Examination Date (NED);
- .5 a system for recording and updating the identification numbers of all containers covered by the appropriate examination scheme;
- .6 methods and systems for maintenance criteria that addresses the design characteristics of the specific containers;
- .7 provisions for maintaining leased containers if different than those used for owned containers; and
- .8 conditions and procedures for adding containers into an already approved programme.

5 The Contracting Party shall carry out periodic audits of approved programmes to ensure compliance with the provisions approved by the Contracting Party. The Contracting Party shall withdraw any approval when the conditions of approval are no longer complied with.”

3 After the renumbered paragraph 6, a new paragraph 7 is added as follows:

“7 Administrations shall make information on approved Continuous Examination Programmes publicly available.”

APPENDIX

4 After the existing paragraph 9, new paragraphs 10 and 11 are added as follows:

“10 One door off stacking strength to be indicated on plate only if the container is approved for one door off operation. The marking shall show: ALLOWABLE STACKING MASS ONE DOOR OFF FOR 1.8 g (... kg ... lbs). This marking shall be displayed immediately near the racking test value (see line 5).

11 只有當批准集裝箱單門營運時，才應在牌照上標明單門的推拉強度。該標記須表明：單門的推拉試驗載荷數值（……千克……磅）。此標記須顯示在緊鄰堆碼試驗值處（參見第6行）。”

附則二

集裝箱結構的安全要求和試驗

試驗載荷和試驗程序

5 在現有第7節之後，增加新的第8節如下：

“8 單門營運

1 拆下一箱門的集裝箱，其承受推拉載荷的能力會顯著下降，並且其堆碼強度也可能降低。將營運集裝箱拆下一箱門被視為對集裝箱的改造。集裝箱單門營運須經批准。此等批准應基於下述試驗結果。

2 成功完成堆碼試驗後，可核定集裝箱上允許施加的堆碼質量，並應在安全合格牌照上緊接第5行之下注明：對1.8g的單門允許堆碼質量（……千克和……磅）。

3 成功完成推拉試驗後，推拉試驗載荷應在安全合格牌照上緊接第6行之下注明：單門的推拉試驗載荷數值（……千克和……磅）。

試驗載荷和作用力	試驗程序
堆碼	
內載負荷：	
均勻分佈的載荷使集裝箱和試驗載荷的組合質量等於1.8R。	試驗程序如2堆碼之下所述。
外部作用力：	
使四個角件各受到一個垂直向下的力，該力等於0.25×1.8×允許施加的靜力堆碼質量。	
橫向推拉	
內載負荷：	
無。	試驗程序如4橫向推拉之下所述。
外部作用力：	
從側面推拉集裝箱的端部結構。該力須與集裝箱設計承受的力等同。”	

11 One door off racking strength to be indicated on plate only if the container is approved for one door off operation. The marking shall show: RACKING TEST LOAD VALUE ONE DOOR OFF (... kg ... lbs). This marking shall be displayed immediately near the stacking test value (see line 6).”

ANNEX II

STRUCTURAL SAFETY REQUIREMENTS AND TESTS

Test loads and test procedures

5 After the existing section 7, a new section 8 is added as follows:

“8 ONE DOOR OFF OPERATION

1 Containers with one door removed have a significant reduction in their ability to withstand racking loads and, potentially, a reduction in stacking strength. The removal of a door on a container in operation is considered a modification of the container. Containers must be approved for one door off operation. Such approval should be based on test results as set forth below.

2 On successful completion of the stacking test the container may be rated for the allowable superimposed stacking mass, which should be indicated on the Safety Approval Plate immediately below line 5: ALLOWABLE STACKING MASS FOR 1.8 g (... kg and ... lbs) ONE DOOR OFF.

3 On successful completion of the racking test the racking test load should be indicated on the Safety Approval Plate immediately below line 6: RACKING TEST LOAD VALUE (...kg and ... lbs) ONE DOOR OFF.

TEST LOADINGS AND APPLIED FORCES	TEST PROCEDURES
Stacking	
Internal loading:	
A uniformly distributed load such that the combined mass of the container and test load is equal to 1.8R.	The test procedures should be as set forth under 2 STACKING
Externally applied forces:	
Such as to subject each of the four corner fittings to a vertical downward force equal to 0.25 x 1.8 x the allowable superimposed static stacking mass.	
Transverse racking	
Internal loading:	
None.	The test procedures should be as set forth under 4 TRANSVERSE RACKING
Externally applied forces:	
Such as to rack the end structures of the container sideways. The forces shall be equal to those for which the container was designed.”	

6 在現有附則二後，新增附則三如下：

**“附則三
控制和驗證**

1 引言

本公約第VI條提及締約國可採取的控制措施。除非有重要證據認為集裝箱的狀況對安全構成明顯風險，此等控制措施應僅限於核實集裝箱具有有效的安全合格牌照和經批准的連續檢查計劃或有效的下次檢查日期標記。本附則提供的詳細規定，使受權官員能評估集裝箱結構敏感部件的完整性，並幫助其決定集裝箱是否安全而能繼續運輸或者是否應在採取補救措施之前停止營運。所提供的標準須用以作出立即停止營運的決定，而不應用作《集裝箱安全公約》經批准的連續檢查計劃或定期檢查計劃之下的維修或營運標準。

2 控制措施

受權官員應考慮以下方面：

.1 應控制對安全構成明顯風險的集裝箱；

.2 破損等同於或超過下述標準的載貨集裝箱，應被視為對人員造成危險。受權官員應停止這些集裝箱的營運。但是，如果集裝箱是在無需從現有運輸工具上起吊的情況下被運往其最終目的地，受權官員可允許該集裝箱的繼續運送；

.3 破損等同於或超過下述標準的空載集裝箱，同樣被視為對人員造成危險。只要可被安全運輸，空載集裝箱通常被運送至箱主選定的堆場進行修理；這可能涉及到國內或國際運輸。任何破損集裝箱的運送，應在裝卸和運輸中對其結構缺陷予以充分注意；

.4 在集裝箱受到控制時，受權官員應視情況通知集裝箱箱主、承租人或受託人；

.5 本附則中所列規定，對集裝箱的所有類型或所有可能的缺陷或缺陷組合而言，並非詳盡無遺；

.6 集裝箱的破損可看似嚴重而不構成明顯安全風險。某些破損，如孔洞，可能違反海關要求，但卻不構成結構上的嚴重性；和

.7 重大破損可能是對該集裝箱或其他集裝箱的不當裝卸或集裝箱內貨物嚴重移動造成較大碰撞的結果。因此，對新近的碰撞破損痕跡應給予特別注意。

6 After the existing annex II, a new annex III is added as follows:

“ANNEX III

CONTROL AND VERIFICATION

1 Introduction

Article VI of the Convention refers to the control measures that may be taken by Contracting Parties. Such control should be limited to verifying that the container carries a valid Safety Approval Plate, and an approved continuous examination programme (ACEP) or a valid Next Examination Date (NED) marking, unless there is significant evidence for believing that the condition of the container is such as to create an obvious risk to safety. This Annex provides specifics to enable authorized officers to assess the integrity of structurally sensitive components of containers and to help them decide whether a container is safe to continue in transportation or whether it should be stopped until remedial action has been taken. The criteria given are to be used to make immediate out of service determinations, and should not be used as repair or in-service criteria under a CSC ACEP or a periodic examination scheme.

2 Control measures

Authorized officers should consider the following:

.1 control should be exercised on those containers that create an obvious risk to safety;

.2 loaded containers with damages equal to, or in excess of, the criteria set forth below are deemed to place a person in danger. The authorized officer should stop those containers. However, the authorized officer may permit the onward movement of the container, if it is to be moved to its ultimate destination without lifting from its current means of transport;

.3 empty containers with damages equal to, or in excess of, the criteria set forth below are also deemed to place a person in danger. Empty containers are typically repositioned for repair at an owner-selected depot provided they can be safely moved; this can involve either a domestic or an international move. Any damaged container being repositioned should be handled and transported with due regard to its structural deficiency;

.4 authorized officers should notify the container owner, lessee or bailee, as appropriate, whenever a container is placed under control;

.5 the provisions set forth in this Annex are not exhaustive for all types of containers or all possible deficiencies or combination of deficiencies;

.6 damage to a container may appear serious without creating an obvious risk to safety. Some damage such as holes may infringe customs requirements but may not be structurally significant; and

.7 major damage may be the result of significant impact which could be caused by improper handling of the container or other containers, or significant movement of the cargo within the container. Therefore, special attention should be given to signs of recent impact damage.

3 受權官員的培訓

實施控制的締約國應確保被指派施行這些評估和控制措施的受權官員接受必要的培訓。培訓應包括理論和實踐指導。

4 結構敏感部件和對各部件嚴重結構缺陷的定義

4.1 下列部件具有結構敏感性，應檢查是否有嚴重缺陷。

結構敏感部件	嚴重結構缺陷
頂樑	頂樑的局部變形長度超過60mm，或頂樑部件的裂口或裂紋或開裂長度超過45mm。 注：對罐式集裝箱的某些設計而言，頂樑不是重要的結構部件。
底樑	底樑的局部垂直變形長度超過100mm，或底樑部件的裂口或裂紋或開裂長度超過75mm。
門楣	門楣的局部變形長度超過80mm，或裂紋或開裂長度超過80mm。
門檻	門檻的局部變形長度超過100mm，或裂紋或開裂長度超過100mm。
角柱	角柱的局部變形長度超過50mm，或裂紋或開裂長度超過50mm。
角件和中間角件（鑄件）	角件缺失，角件的任何穿透裂紋或開裂，角件的任何妨礙繫固或起吊的變形，角件的任何超過原平面5mm的變形，角件孔寬度超過66mm，角件孔長度超過127mm，角件孔面的厚度減少至小於23mm，或角件周圍部件的焊縫裂口長度超過50mm。
底部結構	兩個或以上相鄰底橫樑缺失或從底樑脫落。底橫樑總數的百分之二十（20%）或以上缺失或脫落。 注：如允許繼續運輸，必須防止已脫落的底橫樑自由晃動。
鎖杆	一個或多個中間鎖杆失效。 注：一些集裝箱被設計和批准為（並在《國際集裝箱安全公約》牌照上如此標示）在一箱門打開或拆下的情況下營運。

3 Training of authorized officers

The Contracting Party exercising control should ensure that authorized officers tasked to carry out these assessments and control measures receive the necessary training. This training should involve both theoretical and practical instruction.

4 Structurally sensitive components and definition of serious structural deficiencies in each

4.1 The following components are structurally sensitive and should be examined for serious deficiencies:

Structurally sensitive component	Serious structural deficiency
Top rail	Local deformation to the rail in excess of 60 mm or separation or cracks or tears in the rail material in excess of 45 mm in length. Note: On some designs of tank containers the top rail is not a structurally significant component.
Bottom rail	Local deformation perpendicular to the rail in excess of 100 mm or separation or cracks or tears in the rail's material in excess of 75 mm in length
Header	Local deformation to the header in excess of 80 mm or cracks or tears in excess of 80 mm in length.
Sill	Local deformation to the sill in excess of 100 mm or cracks or tears in excess of 100 mm in length.
Corner posts	Local deformation to the post exceeding 50 mm or tears or cracks in excess of 50 mm in length.
Corner and intermediate fittings (Castings)	Missing corner fittings, any through cracks or tears in the fitting, any deformation of the fitting that precludes full engagement of securing or lifting fittings, any deformation of the fitting beyond 5 mm from its original plane, any aperture width greater than 66 mm, any aperture length greater than 127 mm, any reduction in thickness of the plate containing the top aperture that makes it less than 23 mm thick or any weld separation of adjoining components in excess of 50 mm in length.
Under structure	Two or more adjacent cross members missing or detached from the bottom rails. Twenty per cent (20%) or more of the total number of cross members are missing or detached. Note: If onward transportation is permitted, it is essential that detached cross members are precluded from falling free.
Locking rods	One or more inner locking rod is non-functional. Note: Some containers are designed and approved (and so recorded on the CSC Plate) to operate with one door open or removed.

4.2 同一結構敏感部件的兩次或以上破損事故，即使每次破損都低於上表所述標準，其影響可能等同或大於表中所述單一破損的影響。在此情況下，受權官員可停止集裝箱的營運並尋求締約國的進一步指導。

4.3 對於罐式集裝箱，還應檢查罐體與集裝箱框架的連接件是否有任何與表中所述缺陷相似且明顯可見的嚴重結構缺陷。如在任何連接件中發現任何此類嚴重結構缺陷，控制官員應停止集裝箱的營運。

4.4 對於帶折疊式端框架的平台集裝箱，端框架的鎖緊機構和端框架轉動所繞的鉸鏈銷具有結構敏感性，也應檢查其是否有破損。”

4.2 The effect of two or more incidents of damage in the same structurally sensitive component, even though each is less than in the above table, could be equal to, or greater than, the effect of the single damage noted in the table. In such circumstances, the authorized officer may stop the container and seek further guidance from the Contracting Party.

4.3 For tank containers, the attachment of the shell to the container frame should also be examined for any readily visible serious structural deficiency comparable to that specified in the table. If any such serious structural deficiency is found in any of these attachments, the control officer should stop the container.

4.4 For platform containers with folding end frames, the end frame locking mechanism and the hinge pins about which the end frame rotates are structurally sensitive and should also be inspected for damage.”

批 示 摘 錄

透過簽署人二零一二年一月二十日之批示：

應李寶敏的請求，其在政府總部輔助部門擔任第一職階二等行政技術助理員的編制外合同自二零一二年三月十八日起予以解除。

透過簽署人二零一二年二月十日之批示：

應譚偉南的請求，其在政府總部輔助部門擔任第六職階輕型車輛司機的散位合同自二零一二年三月二十日起予以解除。

二零一二年三月二十一日於行政長官辦公室

辦公室主任 譚俊榮

Extractos de despachos

Por despacho do signatário, de 20 de Janeiro de 2012:

Lei Pou Man — rescindido, a seu pedido, o contrato além do quadro como assistente técnico administrativo de 2.ª classe, 1.º escalão, nos SASG, a partir de 18 de Março de 2012.

Por despacho do signatário, de 10 de Fevereiro de 2012:

Tam Wai Nam — rescindido, a seu pedido, o contrato de assalariamento como motorista de ligeiros, 6.º escalão, nos SASG, a partir de 20 de Março de 2012.

Gabinete do Chefe do Executivo, aos 21 de Março de 2012. — O Chefe do Gabinete, *Alexis, Tam Chon Weng*.

行 政 法 務 司 司 長 辦 公 室

第 6/2012 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，連同經第26/2011號行政命令修改的第120/2009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譚偉文或其法定代任人，以便代表澳門特別行政區作為簽署人，與“利成

GABINETE DA SECRETÁRIA PARA A ADMINISTRAÇÃO E JUSTIÇA

Despacho da Secretária para a Administração e Justiça n.º 6/2012

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 120/2009, com a nova redacção dada pela Ordem Executiva n.º 26/2011, a Secretária para a Administração e Justiça manda:

São subdelegados no presidente do Conselho de Administração do Instituto para os Assuntos Cívicos e Municipais, Tam Vai Man, ou no seu substituto legal, todos os poderes necessários para representar a Região Administrativa Especial de Macau,