

5.3 In a compartment in which the longitudinal divisions are not continuous between the transverse boundaries, the length over which any such divisions are effective as devices to prevent full width shifts of grain surfaces shall be taken to be the actual length of the portion of the division under consideration less two sevenths of the greater of the transverse distances between the division and its adjacent division or ship's side. This correction does not apply in the lower compartments of any combination loading in which the upper compartment is either a filled compartment or a partly filled compartment.

6 OTHER ASSUMPTIONS

An Administration or a Contracting Government on behalf of an Administration may authorize departure from the assumptions contained in this Code in those cases where it considers this to be justified having regard to the provisions for loading or structural arrangements provided the stability criteria in A 7 are met. Where such authorization is granted under this regulation, particulars shall be included in the document of authorization or grain loading data.

第 54/2014 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》的締約國；

國際海事組織大會於一九九三年十一月四日透過第 A.741 (18) 號決議通過了《國際船舶安全操作和防止污染管理規則》，且有關規則自一九九九年十二月二十日起對澳門特別行政區生效；

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，命令公佈包含上指規則的第 A.741 (18) 號決議的中文及英文正式文本。

二零一四年九月十二日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 54/2014

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;

Considerando igualmente que, em 4 de Novembro de 1993, a Assembleia da Organização Marítima Internacional, através da resolução A.741(18), adoptou o Código Internacional de Gestão para a Segurança da Exploração dos Navios e para a Prevenção da Poluição, e que tal Código entrou em vigor, em relação à Região Administrativa Especial de Macau, em 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 A.741(18), que contém o referido Código, nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 12 de Setembro de 2014.

O Chefe do Executivo, *Chui Sai On*.

第 A.741 (18) 號決議

1993 年 11 月 4 日通過

(第 11 項議程)

國際船舶安全操作和防止污染管理規則

(國際安全管理規則)

大會，

憶及《國際海事組織公約》有關大會在海上安全和防止和控制船舶造成海上污染的規則和指南方面的職責的第 15 (j) 條，

還憶及它在第 A.680 (17) 號決議中請會員政府鼓勵負責船舶管理和作業的人員採取必要措施，按照《海事組織船舶安全操作和防污管理指南》，制訂、實施和評估安全和防污管理工作，

還憶及它在第 A.596 (15) 號決議中要求海上安全委員會作為緊急事項，在有關的所有情況下制訂船上和岸上的管理工作指南，並決定在海上安全委員會和海上環境保護委員會的工作方案中分別列入船上安全操作和防止海洋污染的船上和岸上管理工作的事項，

進一步憶及它在第 A.441 (XI) 號決議中請每一國家採取必要措施，確保懸掛其國旗的船舶的所有人向其提供必要的最新資料，使其能識別以合同或其他方式由船舶所有人授權負責該船海上安全和保護海洋環境事項的人員並與此種人員聯繫，

進一步憶及它在第 A.443 (XI) 號決議中請各國政府採取必要措施，保護船長在海上安全和保護海洋環境問題上正當履行其責任的權力，

認識到需要有適當的管理組織滿足船上人員的需要，以達到並保持安全和環境保護的高標準，

還認識到防止海上事故和船舶造成海洋污染的最重要措施，是按照有關海上安全和防止污染的國際公約和標準設計、建造、裝備和維修船舶，並以受過適當培訓的船員操作船舶，

注意到海上安全委員會正在制訂供《1974 年國際海上人命安全公約》（《安全公約》）締約政府通過的要求，這些要求將使符合執行段落 1 中所述的《規則》成為強制性規定，

認識到早日實施該規則將大大有助於改善海上安全和海洋環境保護，

進一步注意到海上安全委員會和海上環境保護委員會在制訂《規則》中已檢查了第 A.680 (17) 號決議及其所附指南，

審議了海上安全委員會在其第六十二次會議上和海上環境保護委員會在其三十四次會議上提出的建議書，

1. 通過載於本決議附件中的《國際船舶安全操作和防止污染管理規則》（《國際安全管理規則》），
2. 強烈敦促各國政府根據強制性採用本規則的進展而定，儘快但不晚於 1998 年 6 月 1 日在國內實施《安管規則》，對懸掛其國旗的客船、油輪、氣體運輸船、散裝船和移動式近海裝置給與優先；

3. 要求各國政府將其為實施《安管規則》所採取的行動通知海上安全委員會和海上環境保護委員會；
4. 要求海上安全委員會和海上環境保護委員會制訂實施《安管規則》的指南；
5. 還要求海上安全委員會和海上環境保護委員會不斷檢查該規則及其有關指南並對其作出必要修正；
6. 廢止第 A.680 (17) 號決議。

附件

國際船舶安全操作和防止污染管理規則

（《國際安全管理規則（安管規則）》）

安全和防止污染管理要求

目錄

前言

1 總則

1.1 定義

1.2 目標

1.3 適用範圍

1.4 安全管理制度的功能性要求

2 安全和環境保護政策

3 公司的責任和權力

4 指定的人員

5 船長的責任和權力

6 資源和人員

7 制訂船上作業計劃

8 應急準備

- 9 報告和分析不符合規則的情況、事故和危險事件
- 10 船舶和設備的維修保養
- 11 文件
- 12 公司的核實、檢查和評價
- 13 發證、核實和控制

前言

- 1 本規則的目的是提供船舶安全管理和操作及防止污染的國際標準。
- 2 大會在其通過的第 A.443 (XI) 號決議中請所有政府採取必要措施保護船長正當履行其海上安全和保護海洋環境的責任。
- 3 大會還在其通過的第 A.680 (17) 號決議中進一步認識到需對管理工作加以適當組織，以滿足船上人員的需要，達到並保持安全和環境保護的高標準。
- 4 鑑於沒有二家船公司或船舶所有人是相同的，船舶是在許多不同條件下營運的，因此該規則是以一般原則和目標為基礎的。
- 5 本規則用一般詞語寫成，以具有廣泛的適用性。顯然，不同水平的管理，不論是岸上或是海上管理，對所述項目要求具有不同水平的知識和認識。
- 6 良好的安全管理的基礎是領導層作出承諾。在安全和防止污染事項方面，各級人員的承諾、勝任、態度和動機決定了最後結果。

1 總則

1.1 定義

1.1.1 《國際安全管理規則》(《安管規則》) 係指由大會通過，並可由本組織修正的《國際船舶安全操作和防止污染管理規則》。

1.1.2 “公司” 係指船舶的所有人或承擔了船舶所有人的船舶營運責任或根據承擔的責任同意承擔本規則規定的所有職責和責任的任何其他組織或人員，如經營人或光船租賃者。

1.1.3 “主管機關” 係指船舶船旗國政府。

1.2 目標

1.2.1 本規則的目標是確保海上安全、防止人員傷亡、避免環境損害，特別是海洋環境損害和避免財產的損害。

1.2.2 公司安全管理目標應包括：

- .1 對船舶營運的安全做法和安全工作環境作出規定；
- .2 制定防止所有已知風險的防範措施；和
- .3 不斷提高岸上和海上人員的安全管理技能，包括防備與安全和環境保護有關的緊急事件。

1.2.3 安全管理制度應確保：

- .1 符合強制性規定和規則；和
- .2 考慮到本組織、主管機關、船級社和海運界組織建議的適用規則、指南和標準。

1.3 適用範圍

本規則的要求可適用於一切船舶。

1.4 安全管理制度（安管制度）的功能性要求

每家公司應制訂、實施和保持包括下列功能性要求的安全管理制度：

- .1 安全和環境保護政策；
- .2 確保船舶安全作業和環境保護、符合有關的國際和船旗國立法的指示和程序；
- .3 岸上和船上人員的權限及其聯絡線路；
- .4 報告事故和與本規則不符情況的程序；
- .5 緊急情況的防備和反應程序；和
- .6 內部審計和管理檢查程序。

2 安全和環境保護政策

2.1 公司應制定安全和環境保護政策，應說明如何達到 1.2 款中規定的目標。

2.2 公司應確保船上及岸上各級組織均實施和維護該政策。

3 公司的責任和權力

3.1 如果負責船舶營運的實體不是船舶所有人，所有人必須將該實體的全名和詳情報告主管機關。

3.2 公司應對管理、執行和核證與安全和防污有關或對其有影響的工作的所有人員的責任、權力和相互關係作出規定並制訂成文件。

3.3 公司負責確保提供適當的資源和岸上支持，使被指定人員能履行其職責。

4 指定的人員

為確保每艘船的安全操作，提供公司和船上人員的聯繫，每家公司應視情指定一位或數位能與最高級管理人員直接聯繫的岸上人員。被指定的人員的責任和權力應包括監視每艘船舶操作的安全和防污方面的情況並確保需要提供適當的資源和岸上支持。

5 船長的責任和權力

5.1 公司應對船長下列責任作出明確規定並制訂成文件：

- .1 實施公司的安全和環境保護政策；
- .2 鼓勵船員執行該政策；
- .3 發佈簡潔的適當命令和指示；
- .4 核實遵守了具體要求；和
- .5 檢查安管制度並向岸上管理部門報告其不足處。

5.2 公司應確保船上執行的安管制度，包括強調船長權力的明確說明。公司應在安全和防污決定和要求公司提供必要支援方面具有最高權力和責任。

6 資源和人員

6.1 公司應確保船長：

- .1 有指揮的適當資格；

.2 通曉公司的安全管理制度；和

.3 得到必要支持，以便船長能安全地履行其職責。

6.2 公司應確保每艘船按照國內和國際的要求配備合格、有證書和身體健康的海員。

6.3 公司應制定程序，確保與安全和環境保護有關的新人員和轉到與此有關的新崗位的人員對其職責有一適當熟悉過程。對在開航前必須提供的指示應作出規定、制定成文件並予以提供。

6.4 公司應確保公司安管制度的所有人員對有關規定、規章、規則和指南有適當理解。

6.5 公司制定和維護用以確定支持安管制度所可能需要的任何培訓的程序並確保對所有有關人員提供這種培訓。

6.6 公司應制定程序，確保船舶人員收到的安管制度資料是以工作語文或他們懂得的語文寫成的。

6.7 公司應確保船舶人員能為執行與安管制度有關的職責進行有效聯絡。

7 制訂船上作業計劃

公司應制定用以準備與船舶安全和防污的關鍵性船上作業有關的計劃和指示的程序。有關的各種任務應作出規定並分配給有資格的人員。

8 應急準備

8.1 公司應制訂對潛在的船上緊急情況作出確定、說明和反應的程序。

8.2 公司應制訂應急行動的操練和演習方案。

8.3 安管制度應對確保公司的組織能隨時對涉及其船舶的危險、事故和緊急情況作出反應的措施作出規定。

9 不符合規則的情況、事故和危險事件的報告和分析

9.1 安管制度應包括用以確保向公司報告不符合規則的情況、事故和危險事件並對其作出調查和分析的程序，以改進安全和防污工作。

9.2 公司應制訂實施糾正行動的程序。

10 船舶和設備的維修保養

10.1 公司應制定程序，確保船舶按照有關規定和規則，按照公司可能制訂的任何補充要求得到維修保養。

10.2 為符合這些要求，公司應確保：

- .1 在適當間隔進行檢查；
- .2 報告任何不符合情況及其可能原因，如知道的話；
- .3 採取適當糾正行動；和
- .4 保持這些活動的記錄。

10.3 公司應在安管制度中制定程序，確定其操作上失靈可能導致危險局面的設備和技術系統。安管制度應對旨在提高這種設備或系統可靠性的具體措施作出規定。這些措施應包括對不連續使用備用裝置和設備或技術系統的定期檢查。

10.4 10.2 中所述檢查以及 10.3 中所述措施應成為船舶作業維修保養日常工作的組成部分。

11 文件

11.1 公司應制定和維護用以控制與安管制度有關的所有文件和資料的程序。

11.2 公司應確保：

- .1 在所有有關位置備有有效文件；
- .2 由被授權人員檢查和核准對文件的改動；和
- .3 及時撤換過時文件。

11.3 用於說明和實施安管制度的文件可被稱為“安全管理手冊”。文件應以公司認為最有效的形式保存。每艘船應在船上攜帶有關該船的全部文件。

12 公司的核證、檢查和評價

12.1 公司應進行內部安全檢查，核證安全和防污活動是否符合安全管理制度。

12.2 公司應按照公司制定的程序，定期評價有效性和在需要時檢查安管制度。

12.3 審查和可能的糾正活動應按文件規定的程序進行。

12.4 進行審查的人員應獨立於受審查的部門，但因公司的規模和性質而不可行時除外。

12.5 審查和檢查的結果應提請負責有關方面的所有人員注意。

12.6 負責有關方面的管理人員應對發現的缺陷及時採取改正行動。

13 發證、核實和控制

13.1 船舶應由向其頒發了該船的合格證件的公司經營。

13.2 合格證件應頒發給符合《安管規則》要求的每一公司；頒證機關應是主管機關可代表該公司業務地國主管機關、由主管機關或國家政府認可的組織。該文件應視為公司能符合該規則要求的證據。

13.3 該證件的一份副本應放在船上，在有此要求時，由船長出示給主管機關或由其認可的組織供認證。

13.4 主管機關或經主管機關認可的組織應向船舶頒發一份各為“安全管理證書”的證書。當頒發證書時，主管機關應證實公司及其船上管理部門是按照經核准的安管制度工作的。

13.5 主管機關或經主管機關認可的組織應定期核查經核准的船舶安管制度能正常發揮作用。

Resolution A.741(18)

Adopted on 4 November 1993
(Agenda item 11)

**INTERNATIONAL MANAGEMENT CODE FOR THE SAFE OPERATION
OF SHIPS AND FOR POLLUTION PREVENTION
(International Safety Management (ISM) Code)**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO resolution A.680(17), by which it invited Member Governments to encourage those responsible for the management and operation of ships to take appropriate steps to develop, implement and assess safety and pollution-prevention management in accordance with the IMO Guidelines on Management for the Safe Operation of Ships and for Pollution Prevention,

RECALLING ALSO resolution A.596(15), by which it requested the Maritime Safety Committee to develop, as a matter of urgency, guidelines, wherever relevant, concerning shipboard and shore-based management, and its decision to include in the work programme of the Maritime Safety Committee and the Marine Environment Protection Committee an item on shipboard and shore-based management for the safe operation of ships and for the prevention of marine pollution, respectively,

RECALLING FURTHER resolution A.441(XI), by which it invited every State to take the necessary steps to ensure that the owner of a ship which flies the flag of that State provides such State with the current information necessary to enable it to identify and contact the person contracted or otherwise entrusted by the owner to discharge his responsibilities for that ship in regard to matters relating to maritime safety and the protection of the marine environment,

RECALLING FURTHER resolution A.443(XI), by which it invited Governments to take the necessary steps to safeguard the shipmaster in the proper discharge of his responsibilities in regard to maritime safety and the protection of the marine environment,

RECOGNIZING the need for appropriate organization of management to enable it to respond to the need of those on board ships to achieve and maintain high standards of safety and environmental protection,

RECOGNIZING ALSO that the most important means of preventing maritime casualties and pollution of the sea from ships is to design, construct, equip and maintain ships and to operate them with properly trained crews in compliance with international conventions and standards relating to maritime safety and pollution prevention,

NOTING that the Maritime Safety Committee is developing requirements for adoption by Contracting Governments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, which will make compliance with the Code referred to in operative paragraph 1 mandatory,

CONSIDERING that the early implementation of that Code would greatly assist in improving safety at sea and protection of the marine environment,

NOTING FURTHER that the Maritime Safety Committee and the Marine Environment Protection Committee have reviewed resolution A.680(17) and the Guidelines annexed thereto in developing the Code,

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee at its sixty-second session and by the Marine Environment Protection Committee at its thirty-fourth session,

1. ADOPTS the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code), set out in the annex to the present resolution;
2. STRONGLY URGES Governments to implement the ISM Code on a national basis, giving priority to passenger ships, tankers, gas carriers, bulk carriers and mobile offshore units which are flying their flags, as soon as possible but not later than 1 June 1998, pending development of the mandatory application of the Code;
3. REQUESTS Governments to inform the Maritime Safety Committee and the Marine Environment Protection Committee of the action they have taken in implementing the ISM Code;
4. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to develop Guidelines for the implementation of the ISM Code;
5. REQUESTS ALSO the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Code and its associated Guidelines under review and to amend them as necessary;
6. REVOKES resolution A.680(17).

Annex

INTERNATIONAL MANAGEMENT CODE FOR THE SAFE OPERATION OF SHIPS AND FOR POLLUTION PREVENTION (International Safety Management (ISM) Code)

SAFETY AND POLLUTION-PREVENTION MANAGEMENT REQUIREMENTS

Contents

PREAMBLE

1 GENERAL

1.1 Definitions

1.2 Objectives

1.3 Application

1.4 Functional requirements for a safety-management system (SMS)

2 SAFETY AND ENVIRONMENTAL-PROTECTION POLICY

3 COMPANY RESPONSIBILITIES AND AUTHORITY

4 DESIGNATED PERSON(S)

5 MASTER'S RESPONSIBILITY AND AUTHORITY

6 RESOURCES AND PERSONNEL

7 DEVELOPMENT OF PLANS FOR SHIPBOARD OPERATIONS

8 EMERGENCY PREPAREDNESS

- 9 REPORTS AND ANALYSIS OF NON-CONFORMITIES, ACCIDENTS AND HAZARDOUS OCCURRENCES
- 10 MAINTENANCE OF THE SHIP AND EQUIPMENT
- 11 DOCUMENTATION
- 12 COMPANY VERIFICATION, REVIEW AND EVALUATION
- 13 CERTIFICATION, VERIFICATION AND CONTROL

PREAMBLE

- 1 The purpose of this Code is to provide an international standard for the safe management and operation of ships and for pollution prevention.
- 2 The Assembly adopted resolution A.443(XI), by which it invited all Governments to take the necessary steps to safeguard the shipmaster in the proper discharge of his responsibilities with regard to maritime safety and the protection of the marine environment.
- 3 The Assembly also adopted resolution A.680(17), by which it further recognized the need for appropriate organization of management to enable it to respond to the need of those on board ships to achieve and maintain high standards of safety and environmental protection.
- 4 Recognizing that no two shipping companies or shipowners are the same, and that ships operate under a wide range of different conditions, the Code is based on general principles and objectives.
- 5 The Code is expressed in broad terms so that it can have a widespread application. Clearly, different levels of management, whether shore-based or at sea, will require varying levels of knowledge and awareness of the items outlined.
- 6 The cornerstone of good safety management is commitment from the top. In matters of safety and pollution prevention it is the commitment, competence, attitudes and motivation of individuals at all levels that determines the end result.

1 GENERAL

1.1 Definitions

1.1.1 *International Safety Management (ISM) Code* means the International Management Code for the Safe Operation of Ships and for Pollution Prevention as adopted by the Assembly, as may be amended by the Organization.

1.1.2 *Company* means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the shipowner and who on assuming such responsibility has agreed to take over all the duties and responsibility imposed by the Code.

1.1.3 *Administration* means the Government of the State whose flag the ship is entitled to fly.

1.2 Objectives

1.2.1 The objectives of the Code are to ensure safety at sea, prevention of human injury or loss of life, and avoidance of damage to the environment, in particular to the marine environment, and to property.

1.2.2 Safety-management objectives of the Company should, *inter alia*:

- .1 provide for safe practices in ship operation and a safe working environment;

- .2 establish safeguards against all identified risks; and
- .3 continuously improve safety-management skills of personnel ashore and aboard ships, including preparing for emergencies related both to safety and environmental protection.

1.2.3 The safety-management system should ensure:

- .1 compliance with mandatory rules and regulations; and
- .2 that applicable codes, guidelines and standards recommended by the Organization, Administrations, classification societies and maritime industry organizations are taken into account.

1.3 Application

The requirements of this Code may be applied to all ships.

1.4 Functional requirements for a safety-management system (SMS)

Every Company should develop, implement and maintain a safety-management system (SMS) which includes the following functional requirements:

- .1 a safety and environmental-protection policy;
- .2 instructions and procedures to ensure safe operation of ships and protection of the environment in compliance with relevant international and flag State legislation;
- .3 defined levels of authority and lines of communication between, and amongst, shore and shipboard personnel;
- .4 procedures for reporting accidents and non-conformities with the provisions of this Code;
- .5 procedures to prepare for and respond to emergency situations; and
- .6 procedures for internal audits and management reviews.

2 SAFETY AND ENVIRONMENTAL-PROTECTION POLICY

2.1 The Company should establish a safety and environmental-protection policy which describes how the objectives given in paragraph 1.2 will be achieved.

2.2 The Company should ensure that the policy is implemented and maintained at all levels of the organization, both ship-based as well as shore-based.

3 COMPANY RESPONSIBILITIES AND AUTHORITY

3.1 If the entity who is responsible for the operation of the ship is other than the owner, the owner must report the full name and details of such entity to the Administration.

3.2 The Company should define and document the responsibility, authority and interrelation of all personnel who manage, perform and verify work relating to and affecting safety and pollution prevention.

3.3 The Company is responsible for ensuring that adequate resources and shore-based support are provided to enable the designated person or persons to carry out their functions.

4 DESIGNATED PERSON(S)

To ensure the safe operation of each ship and to provide a link between the company and those on board, every company, as appropriate, should designate a person or persons ashore having direct access to the

highest level of management. The responsibility and authority of the designated person or persons should include monitoring the safety and pollution-prevention aspects of the operation of each ship and ensuring that adequate resources and shore-based support are applied, as required.

5 MASTER'S RESPONSIBILITY AND AUTHORITY

5.1 The Company should clearly define and document the master's responsibility with regard to:

- .1 implementing the safety and environmental-protection policy of the Company;
- .2 motivating the crew in the observation of that policy;
- .3 issuing appropriate orders and instructions in a clear and simple manner;
- .4 verifying that specified requirements are observed; and
- .5 reviewing the SMS and reporting its deficiencies to the shore-based management.

5.2 The Company should ensure that the SMS operating on board the ship contains a clear statement emphasizing the master's authority. The Company should establish in the SMS that the master has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention and to request the Company's assistance as may be necessary.

6 RESOURCES AND PERSONNEL

6.1 The Company should ensure that the master is:

- .1 properly qualified for command;
- .2 fully conversant with the Company's SMS; and
- .3 given the necessary support so that the master's duties can be safely performed.

6.2 The Company should ensure that each ship is manned with qualified, certificated and medically fit seafarers in accordance with national and international requirements.

6.3 The Company should establish procedures to ensure that new personnel and personnel transferred to new assignments related to safety and protection of the environment are given proper familiarization with their duties. Instructions which are essential to be provided prior to sailing should be identified, documented and given.

6.4 The Company should ensure that all personnel involved in the Company's SMS have an adequate understanding of relevant rules, regulations, codes and guidelines.

6.5 The Company should establish and maintain procedures for identifying any training which may be required in support of the SMS and ensure that such training is provided for all personnel concerned.

6.6 The Company should establish procedures by which the ship's personnel receive relevant information on the SMS in a working language or languages understood by them.

6.7 The Company should ensure that the ship's personnel are able to communicate effectively in the execution of their duties related to the SMS.

7 DEVELOPMENT OF PLANS FOR SHIPBOARD OPERATIONS

The Company should establish procedures for the preparation of plans and instructions for key shipboard operations concerning the safety of the ship and the prevention of pollution. The various tasks involved should be defined and assigned to qualified personnel.

8 EMERGENCY PREPAREDNESS

8.1 The Company should establish procedures to identify, describe and respond to potential emergency shipboard situations.

8.2 The Company should establish programmes for drills and exercises to prepare for emergency actions.

8.3 The SMS should provide for measures ensuring that the Company's organization can respond at any time to hazards, accidents and emergency situations involving its ships.

9 REPORTS AND ANALYSIS OF NON-CONFORMITIES, ACCIDENTS AND HAZARDOUS OCCURRENCES

9.1 The SMS should include procedures ensuring that non-conformities, accidents and hazardous situations are reported to the Company, investigated and analysed with the objective of improving safety and pollution prevention.

9.2 The Company should establish procedures for the implementation of corrective action.

10 MAINTENANCE OF THE SHIP AND EQUIPMENT

10.1 The Company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the Company.

10.2 In meeting these requirements the Company should ensure that:

- .1 inspections are held at appropriate intervals;
- .2 any non-conformity is reported, with its possible cause, if known;
- .3 appropriate corrective action is taken; and
- .4 records of these activities are maintained.

10.3 The Company should establish procedures in its SMS to identify equipment and technical systems the sudden operational failure of which may result in hazardous situations. The SMS should provide for specific measures aimed at promoting the reliability of such equipment or systems. These measures should include the regular testing of stand-by arrangements and equipment or technical systems that are not in continuous use.

10.4 The inspections mentioned in 10.2 as well as the measures referred to in 10.3 should be integrated into the ship's operational maintenance routine.

11 DOCUMENTATION

11.1 The Company should establish and maintain procedures to control all documents and data which are relevant to the SMS.

11.2 The Company should ensure that:

- .1 valid documents are available at all relevant locations;
- .2 changes to documents are reviewed and approved by authorized personnel; and
- .3 obsolete documents are promptly removed.

11.3 The documents used to describe and implement the SMS may be referred to as the Safety Management Manual. Documentation should be kept in a form that the Company considers most effective. Each ship should carry on board all documentation relevant to that ship.

12 COMPANY VERIFICATION, REVIEW AND EVALUATION

12.1 The Company should carry out internal safety audits to verify whether safety and pollution-prevention activities comply with the SMS.

12.2 The Company should periodically evaluate the efficiency of and, when needed, review the SMS in accordance with procedures established by the Company.

12.3 The audits and possible corrective actions should be carried out in accordance with documented procedures.

12.4 Personnel carrying out audits should be independent of the areas being audited unless this is impracticable due to the size and the nature of the Company.

12.5 The results of the audits and reviews should be brought to the attention of all personnel having responsibility in the area involved.

12.6 The management personnel responsible for the area involved should take timely corrective action on deficiencies found.

13 CERTIFICATION, VERIFICATION AND CONTROL

13.1 The ship should be operated by a Company which is issued a document of compliance relevant to that ship.

13.2 A document of compliance should be issued for every Company complying with the requirements of the ISM Code by the Administration, by an organization recognized by the Administration or by the Government of the country acting on behalf of the Administration in which the Company has chosen to conduct its business. This document should be accepted as evidence that the Company is capable of complying with the requirements of the Code.

13.3 A copy of such a document should be placed on board in order that the master, if so asked, may produce it for the verification of the Administration or organizations recognized by it.

13.4 A certificate, called a Safety Management Certificate, should be issued to a ship by the Administration or organization recognized by the Administration. The Administration should, when issuing the certificate, verify that the Company and its shipboard management operate in accordance with the approved SMS.

13.5 The Administration or an organization recognized by the Administration should periodically verify the proper functioning of the ship's SMS as approved.

第 55/2014 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》的締約國；

國際海事組織大會於一九九一年十一月六日透過第A.714 (17)號決議通過了《貨物積載和繫固安全實用規則》，且有相關規則自一九九九年十二月二十日起對澳門特別行政區生效；

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，命令公佈包含上指規則的第A.714 (17)號決議的中文及英文文本。

二零一四年九月十二日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 55/2014

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;

Considerando igualmente que, em 6 de Novembro de 1991, a Assembleia da Organização Marítima Internacional, através da resolução A.714(17), adoptou o Código de Prática Segura em Armazenamento e Fixação de Carga, e que tal Código entrou em vigor, em relação à Região Administrativa Especial de Macau, em 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 A.714(17), que contém o referido Código, nos seus textos em línguas chinesa e inglesa.

Promulgado em 12 de Setembro de 2014.

O Chefe do Executivo, *Chui Sai On*.