

**第 16/2015 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》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十二月四日透過第MSC.272(85)號決議通過了《國際救生設備規則》（《救生設備規則》）的修正案，有關修正案自二零一零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.272(85)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 16/2015**

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, tal como emendada, na Região Administrativa Especial de Macau a partir de 20 de Dezembro de 1999;

Considerando igualmente que, em 4 de Dezembro de 2008, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.272(85), 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 Julho de 2010;

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.272(85), 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.272 (85) 號決議

(2008 年 12 月 4 日通過)

### 通過《國際救生設備規則》(《救生設備規則》) 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，

注意到海上安全委員會以第 MSC.48 (66) 號決議通過了《國際救生設備規則》(下文稱“救生設備規則”)，該規則根據《1974 年國際海上人命安全公約》(《安全公約》)(下文稱“公約”)第 III 章成為強制性要求，

還注意到《公約》關於《救生設備規則》的修正程序的第 VIII (b) 條和第 III/3.10 條，

在其第八十五屆會議上，審議了按照《公約》第 VIII (b) (i) 條建議並散發的《救生設備規則》的修正案，

1. 按照《公約》第 VIII (b) (iv) 條，通過《救生設備規則》的修正案，其文本載於本決議的附件中；
2. 按照《公約》第 VIII (b) (vi) (2) (bb) 條，決定上述修正案將於 2010 年 1 月 1 日視為已被接受，除非在該日期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. 請各締約國政府注意：按照《公約》第 VIII (b) (vii) (2) 條，該修正案將在按上述第 2 段被接受後於 2010 年 7 月 1 日生效；
4. 要求秘書長依照《公約》第 VIII (b) (v) 條，將本決議及載於附件的修正案文本的核證無誤副本送發《公約》的所有締約國政府；
5. 進一步要求秘書長將本決議及其附件的副本送發非《公約》締約國政府的本組織會員。

## 附 件

### 《國際救生設備規則》（《救生設備規則》）的修正案

#### 第 IV 章

#### 救生艇筏

##### 4.4 對救生艇的一般要求

1 在第 4.4.2.2 款第.1 目中，在“75kg”之後加上“（擬用於客船上的救生艇）或 82.5kg（擬用於貨船上的救生艇）”。

2 以下列文字取代現有第 4.4.9.1 款：

“4.4.9.1 酌情為客船和（或）貨船核准的、救生艇的乘員數須以持久的字跡清晰地標示在救生艇上。”

##### 4.7 自由降落救生艇

3 以下列文字取代現有第 4.7.2 款：

###### “4.7.2 自由降落救生艇的承載能力

4.7.2.1 自由降落救生艇的承載能力是在不影響推進裝置或任何其他救生艇設備運作的情況下能夠為平均質量為 82.5kg 的人提供的座位數量。座位表面須光滑成型並配有覆蓋全部接觸面的至少 10mm 厚的軟墊，以提供對背部和骨盆的支撐及頭部的柔性橫向支撐。座位須為非折疊式，永久地固定在救生艇上，其佈置須使降放時任何殼體或頂篷的變形不致造成對乘員的傷害。如果座位窄於乘

員的肩部，座位的位置和構造佈置須能夠排除降放時造成傷害的可能性。從甲板至座位頂部的座位間通道淨寬須為至少 480mm，沒有任何障礙物並設有防滑表面和適當的踏腳處，以在處於準備降放位置時得以安全登乘。每一座位須設有適用的在張力下能夠快速鬆放的鎖定式安全帶，以在降放時約束乘員的身體。

4.7.2.2 座位坐板和座位靠背間的角度須至少為  $90^\circ$ 。座位坐板的寬度須至少為 480mm。靠背之前的自由間隙（臀部至膝部長度）與靠背成  $90^\circ$  時測得距離須至少為 650 mm。靠背須從座位坐板向上延伸至少 1,075mm。座位為肩部設置的高度須沿座位靠背量起至少 760mm。腳踏取向須不少於座位坐板角度的一半，腳長須至少為 330mm（見圖 2）。

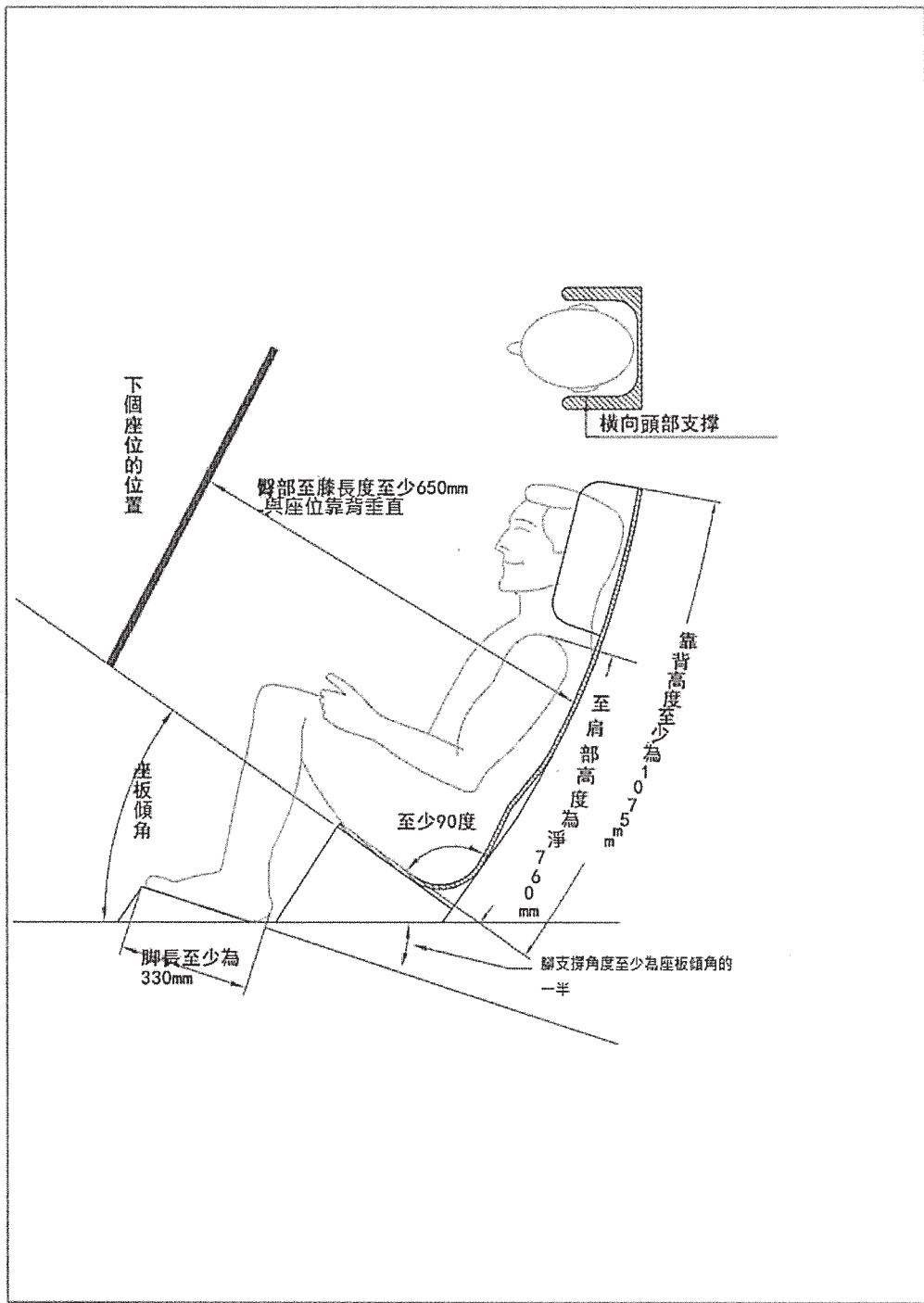


圖 2”

## 第 V 章

### 救助艇

#### 5.1 救助艇

4 在第 5.1.1.1 款第一句中，在提及“4.4.9”之後加上“但就所有救助艇而言，對第 4.4.2.2.1 款須適用平均質量 82.5kg。”

5 在第 5.1.3.5 款第二句中，以“82.5kg”取代“75kg”。

**RESOLUTION MSC.272(85)  
(adopted on 4 December 2008)]**

**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-fifth 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 January 2010 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 2010 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 APPLIANCE (LSA) CODECHAPTER IV  
SURVIVAL CRAFT**4.4 General requirements for lifeboats**

1 In subparagraph .1 of paragraph 4.4.2.2, the words “(for a lifeboat intended for a passenger ship) or 82.5 kg (for a lifeboat intended for a cargo ship)” are inserted after the words “75 kg”.

2 The existing paragraph 4.4.9.1 is replaced by the following:

“4.4.9.1 The number(s) of persons for which the lifeboat is approved, for passenger ships and/or cargo ships, as applicable, shall be clearly marked on it in clear permanent characters.”

**4.7 Free-fall lifeboats**

3 The existing paragraph 4.7.2 is replaced by the following:

**“4.7.2 Carrying capacity of a free-fall lifeboat**

4.7.2.1 The carrying capacity of a free-fall lifeboat is the number of persons having an average mass of 82.5 kg that can be provided with a seat without interfering with the means of propulsion or the operation of any of the lifeboat’s equipment. The seating surface shall be smooth and shaped and provided with cushioning of at least 10 mm over all contact areas to provide support for the back and pelvis and flexible lateral side support for the head. The seats shall be of the non-folding type, permanently secured to the lifeboat and arranged so that any deflection of the hull or canopy during launching will not cause injury to the occupants. The location and structure of the seat shall be arranged to preclude the potential for injury during launch if the seat is narrower than the occupant’s shoulders. The passage between the seats shall have a clear width of at least 480 mm from the deck to the top of the seats, be free of any obstruction and provided with an antislip surface with suitable footholds to allow safe embarkation in the ready-to-launch position. Each seat shall be provided with a suitable locking harness capable of quick release under tension to restrain the body of the occupant during launching.

4.7.2.2 The angle between the seat pan and the seat back shall be at least 90°. The width of the seat pan shall be at least 480 mm. Free clearance in front of the backrest (buttock to knee length) shall be at least 650 mm measured at an angle of 90° to the backrest. The backrest shall extend at least 1,075 mm above the seat pan. The seat shall provide for shoulder height, measured along the seat back, of at least 760 mm. The footrest shall be oriented at not less than half of the angle of the seat pan and shall have a foot length of at least 330 mm (see figure 2).

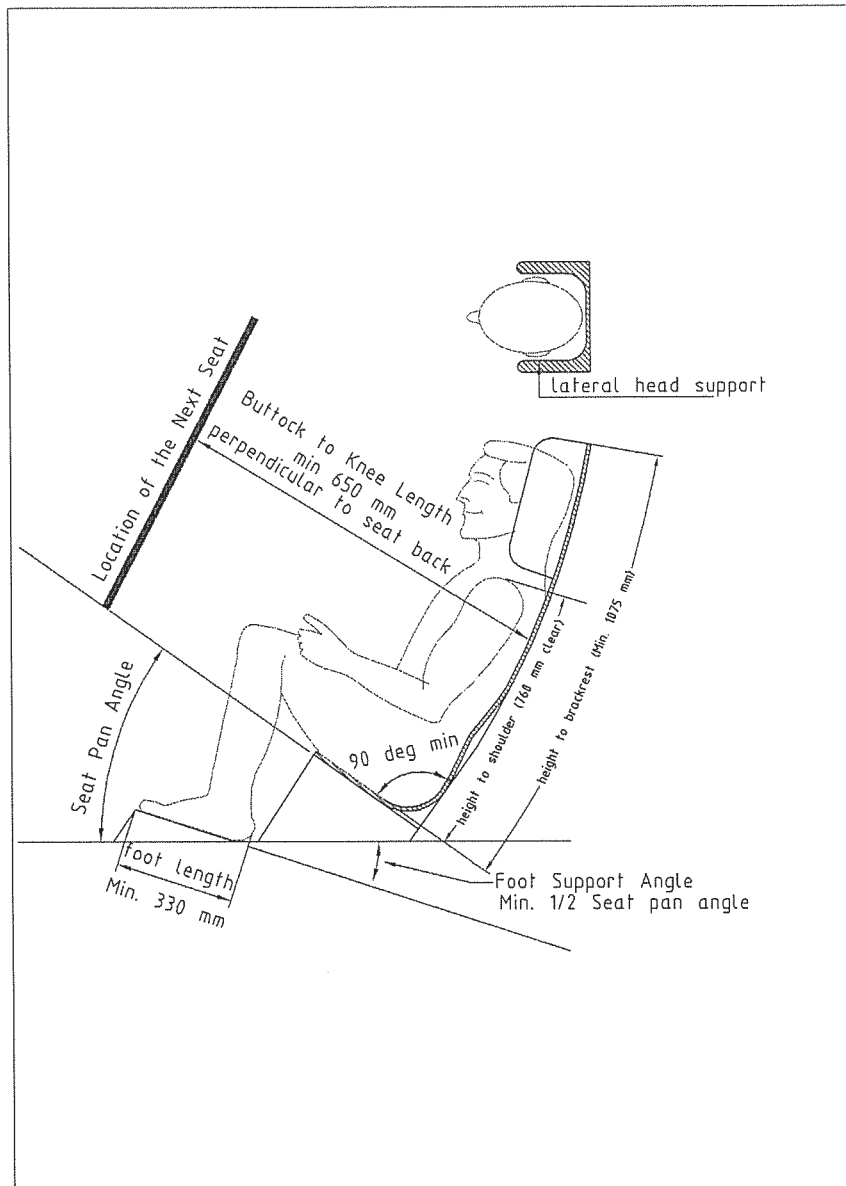


Figure 2”

## CHAPTER V RESCUE BOATS

### 5.1 Rescue boats

4 In the first sentence of paragraph 5.1.1.1, the words “, except that, for all rescue boats, an average mass of 82.5 kg shall apply to paragraph 4.4.2.2.1” are added after the reference to “4.4.9”.

5 In the second sentence of paragraph 5.1.3.5, the words “75 kg” are replaced by the words “82.5 kg”.