

澳門特別行政區

REGIÃO ADMINISTRATIVA ESPECIAL
DE MACAU

第 86/2015 號行政長官公告

Aviso do Chefe do Executivo n.º 86/2015

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十二月四日透過第MSC.269(85)號決議通過了經修正的公約的修正案，該修正案於下列日期適用於澳門特別行政區：

——附件1所載的修正案，自二零一零年七月一日起；及

——附件2所載的修正案，自二零一一年一月一日起；

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MSC.269(85)號決議的中文及英文文本。

二零一五年六月二十九日發佈。

行政長官 崔世安

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 ainda que, em 4 de Dezembro de 2008, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.269(85), adoptou emendas à Convenção, tal como emendada, e que tais emendas são aplicáveis na Região Administrativa Especial de Macau como se segue:

— as emendas constantes do anexo 1, desde 1 de Julho de 2010; e

— as emendas constantes do anexo 2, desde 1 de Janeiro de 2011;

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.269(85), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 29 de Junho de 2015.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.269 (85) 號決議

(2008 年 12 月 4 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》)(以下簡稱“公約”)關於《公約》附則除第 I 章以外的適用修正程序的第 VIII (b) 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《公約》修正案，

1. 按照《公約》第 VIII (b) (iv) 條，通過了《公約》的修正案，其文本載於本決議的附件 1 和附件 2 中；

2. 按照《公約》第 VIII (b) (vi) (2) (bb) 條，決定：

(a) 附件 1 所列的上述修正案將於 2010 年 1 月 1 日視為已被接受，以及

(b) 附件 2 所列的上述修正案將於 2010 年 7 月 1 日視為已被接受，

除非在上述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這些修正案；

3. 請《公約》締約國政府注意：按照《公約》第 VIII (b) (vii) (2) 條，在按上述第 2 段被接受後，

(a) 附件 1 所列的修正案將於 2010 年 7 月 1 日生效；以及

(b) 附件 2 所列的修正案將於 2011 年 1 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 1 和附件 2 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 1 和附件 2 的副本送發非《公約》締約國政府的本組織會員。

附件 1

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

A 部分

總則

第 2 條－定義

1 在現有的第 26 款之後增加新的第 27 款如下：

“27 2008 年完穩規則係指以第 MSC.267 (85) 號決議通過的《2008 年國際完整穩性規則》，該規則包括引言、A 部分（須作為強制性規定看待）和 B 部分（須作為建議性規定看待），條件是：

- .1 該規則引言和 A 部分的修正案應按照現《公約》關於附則除第 I 章以外的適用修正程序的第 VIII 條規定予以通過、生效和施行；及
- .2 該規則 B 部分的修正案應由海上安全委員會按照其議事規則予以通過。”

B-1 部分

穩性

第 5 條 — 完整穩性資料

- 2 在該條規定的現有標題中，刪去“資料”一詞。
- 3 在第 1 款中，在現有的句子之後增加新一句如下：

“除目前各條的任何其他適用要求外，2010 年 7 月 1 日及以後建造的、長度為 24 米及以上的船舶須起碼符合《2008 年完整穩性規則》A 部分的要求。”

第 II-2 章

構造 — 防火、探火和滅火

A 部分

通則

第 1 條 — 適用範圍

- 4 增加新的第 2.3 款如下：

“2.3 在 2002 年 7 月 1 日及以後但在 2010 年 7 月 1 日之前建造的船舶須符合第 MSC.99(73) 號決議通過的第 9 條第 7.1.1、7.4.4.2、7.4.4.3 和 7.5.2.1.2 款的要求。”

C 部分

抑制火

第 9 條 – 遏制火勢

5 將第 4.1.1.2 款的最後一句移至新的單獨的第 4.1.1.3 款，並將其後的現有各款相應重新編號。

6 將下列文字加在第 4.1.1.2 款末尾：

“在 2010 年 7 月 1 日或以後安裝的、門檻不構成門框一部分的經認可的門，其安裝方式須使門下間隙不超過 12 mm。門下須裝設不燃門檻，地板敷料不得延伸至關閉的門之下。”

7 將下列文字加在第 4.1.2.1 款末尾：

“在 2010 年 7 月 1 日或以後安裝的、門檻不構成門框一部分的經認可的門，其安裝方式須使門下間隙不超過 25 mm。”

8 在第 4.2.1 款中，將下列文字加在第一句之後：

“在 2010 年 7 月 1 日或以後安裝的、門檻不構成門框一部分的經認可的“A”級門，其安裝方式須使門下間隙不超過 12 mm，而且門下須裝設不燃門檻，地板敷料不得延伸至關閉的門之下。在 2010 年 7 月 1 日或以後安裝的、門檻不構成門框一部分的經認可的“B”級門，其安裝方式須使門下間隙不超過 25 mm。”

9 在第 7.1.1 款第一和第二句中，將“不燃”一詞改為“鋼或等效”。

10 在第 7.1.1.1 款開頭，加上“在第 7.1.1.2 款的前提下”，並在“低播焰性材料”一詞之前加上“任何”。

11 將下列新的第.2 目加在原第 7.1.1.1 款之後，並將其後的現有各目相應重新編號：

“.2 在 2010 年 7 月 1 日或以後建造的船舶上，其導管須用耐熱的不燃材料製成，其內外面可貼上具有低播焰特性的薄膜，並且在每一種情況下，其所用厚度的表面面積的熱值不超過 45 MJ/m²；”

12 在第 7.4.4.2 款中，將“不燃”一詞改為“鋼或等效”。

13 在第 7.4.4.3 款中，將“不燃”一詞改為“鋼或等效”。

14 在第 7.4.4.3.1 款開頭，加上“在第 7.4.4.3.2 款的前提下”，並在“低播焰性材料”一詞之前加上“任何”。

15 將下列新的第.3.2 目加在原第 7.4.4.3.1 款之後，並將其後的現有各目相應重新編號：

“.3.2 在 2010 年 7 月 1 日或以後建造的船舶上，其導管須用耐熱的不燃材料製成，其內外面可貼上具有低播焰特性的薄膜，並且在每一種情況下，其所用厚度的表面面積的熱值不超過 45 MJ/m²；”

16 在第 7.5.2.1.2 款末尾，加上文字“及，另外，一個在導管上端的擋火閘”。

第 10 條 – 滅火

17 將下列新的第 10.2.6 款加在現有第 10.2.5 款之後：

“10.2.6 在 2010 年 7 月 1 日及以後建造的、載客 36 人以上的客船須在適當位置設有無沾染的充分再充裝呼吸氣瓶的裝置。

再充裝裝置須是：

- .1 由主配電盤和應急配電盤供電的、或獨立驅動的呼吸氣體壓縮機，其最小功率為每具所要求的呼吸器 60 l/min，但不超過 420 l/min；或
- .2 其壓力適合再充裝船用呼吸器的獨立式高壓存儲系統，其容量為每具所要求的呼吸器至少 1,200 l，但不超過 50,000 l 的自由空氣。”

附件 2

經修正的《1974 年國際海上人命安全公約》的修正案

第 II-2 章

構造－防火、探火和滅火

A 部分

通則

第 1 條－適用範圍

1 將以下新的第 2.4 款加在現有的第 2.3 款之後：

“2.4 具有擬裝運包裝危險貨物的貨物處所的下列船舶，除按照表 19.1 和表 19.3 裝運列為第 6.2 類和第 7 類的危險貨物及有限數量內和免除數量內的危險貨物外，須在不遲於 2011 年 1 月 1 日或其後的第一次換新檢驗之日符合第 19.3 條的要求：

- .1 在 1984 年 9 月 1 日及以後但在 2011 年 1 月 1 日之前建造的客船和 500 總噸及以上的貨船；及
- .2 在 1992 年 2 月 1 日及以後但在 2011 年 1 月 1 日之前建造的 500 總噸以下的貨船。

而且儘管有這些規定：

- .3 在 1984 年 9 月 1 日或以後但在 1986 年 7 月 1 日之前建造的客船和 500 總噸及以上的貨船，如符合經第 MSC.1 (XLV) 號決議通過的第 54.2.3 條，則不必符合第 19.3.3 條；
- .4 在 1986 年 7 月 1 日或以後但在 1992 年 2 月 1 日之前建造的客船和 500 總噸及以上的貨船，如符合經第 MSC.6 (48) 號決議通過的第 54.2.3 條，則不必符合 19.3.3 條；
- .5 在 1984 年 9 月 1 日或以後但在 1998 年 7 月 1 日之前建造的客船和 500 總噸及以上的貨船，不必符合 19.3.10.1 條和 19.3.10.2 條；以及
- .6 在 1992 年 2 月 1 日或以後但在 1998 年 7 月 1 日之前建造的 500 總噸以下的貨船，不必符合第 19.3.10.1 條和第 19.3.10.2 條。”

E 部分

操作性要求

第 16 條 – 操作

2 在第 2.1 款中，將提及“固體散貨安全實用規則”改為提及“國際海運固體散裝貨物 (IMSBC) 規則”。

G 部分

特殊要求

第 19 條－危險貨物運輸

3 將表 19.1 的現有註 1 改為以下文字：

“¹ 對不適用於封閉式貨運集裝箱的第 4 類和第 5.1 類固體。對裝在封閉式貨運集裝箱內的第 2、3、6.1 和 8 類，通風率可減至不少於每小時換氣兩次。對裝在封閉式貨運集裝箱內的第 4 類和第 5.1 類液體，通風率可減至不少於每小時換氣兩次。就本要求而言，封閉式可移動罐櫃即是封閉式集裝箱。”

4 在表 19.2 的註 10 中，將“經修訂的、以第 A.434 (XI) 號決議通過的固體散裝貨物安全實用規則”改為“國際海運固體散裝貨物 (IMSBC) 規則”。

5 以下列表格取代現有表 19.3：

“表 19.3 – 將要求適用於除固體散裝危險貨物以外的各類危險貨物

類別	第 19 條																						
	1.1 至 1.6	1.4S	2.1	2.2	2.3 易燃的 ²⁰	2.3 非易燃的	3 FP ¹⁵ <23°C	3 FP ¹⁵ ≥23°C to ≤60°C	4.1	4.2	4.3 液體 ²¹	4.3 固體	5.1	5.2 ¹⁶	6.1 液體 FP ¹⁵ <23°C	6.1 液體 FP ¹⁵ ≥23°C to ≤60°C	6.1 液體	6.1 固體	8 液體 FP ¹⁵ <23°C	8 液體 FP ¹⁵ ≥23°C to ≤60°C	8 液體	8 固體	9
3.1.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.1.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	-
3.1.3	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.1.4	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3.2	X	-	X	-	X	-	X	-	-	-	X ^g	-	-	-	X	-	-	-	X	-	-	-	X ^g
3.3	X	X	X	X	-	X	X	X	X	X	X	X	X	-	X	X	X	X	X	X	X	X	-
3.4.1	-	-	X	-	-	X	X	-	X ^d	X ^d	X	X	X ^d	-	X	X	-	X ^d	X	X	-	-	X ^d
3.4.2	-	-	X	-	-	-	X	-	-	-	-	-	-	-	X	-	-	-	X	-	-	-	X ^g
3.5	-	-	-	-	-	-	X	-	-	-	-	-	-	-	X	X	X	-	X	X ^p	X ^p	-	-
3.6	-	-	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X ^d
3.7	-	-	-	-	-	-	X	X	X	X	X	X	X	-	X	X	-	-	X	X	-	-	-
3.8	X ²	-	X	X	X	X	X	X	X	X	X	X	X ^p	X	X	X	-	-	X	X	-	-	-
3.9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.10.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.10.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

¹¹ 當《國際危規》要求“機械通風處所”時。

¹² 在所有情況下，裝載於離機器處所隔艙壁橫向 3 m 之外。

¹³ 參閱《國際危規》。

¹⁴ 與所裝運貨物相適應。

- ¹⁵ FP 係指閃點。
- ¹⁶ 按照《國際危規》的規定，禁止將第 5.2 類危險品積載於甲板之下或圍閉的滾裝處所內。
- ¹⁷ 僅適用於《國際危規》所列的會散出易燃蒸氣的危險貨物。
- ¹⁸ 僅適用於《國際危規》所列的閃點低於 23°C 的危險貨物。
- ¹⁹ 僅適用於具有第 6.1 類次危險的危險貨物。
- ²⁰ 按照《國際危規》的規定，禁止在甲板下或封閉的滾裝貨物處所積載具有第 2.1 類次危險的第 2.3 類貨物。
- ²¹ 按照《國際危規》的規定，禁止在甲板下或封閉的滾裝貨物處所積載閃點低於 23°C 的第 4.3 類液體。”
- 6 在第 2.1 款中，在“，只有在載運有限數量”之後增加以下字樣：
- “和免除數量”。
- 7 在第 3.4 款中，原標題改為：
- “3.4 通風佈置”。
- 8 將下列文字加在第 3.6.1 款的第一句之後：
- “並須參考與所運化學品相關的風險及本組織按照類別和物質狀態制定的標準加以選擇。”
- 9 在第 4 款結尾，加上“和免除數量”。

第 VI 章

貨物裝運

A 部分

通則

10 在原第 1 條之後增加以下新的第 1-1 和 1-2 條：

“第 1-1 條

定義

除非另有明確規定，就本章而言，以下定義適用：

1 國際固體散貨規則係指本組織海上安全委員會以第 MSC.268 (85) 號決議通過的《國際海運固體散裝貨物規則》(《國際固體散貨規則》)。此規則可由本組織加以修正，但修正案應按照現《公約》有關附則除第 I 章以外的適用修正程序的第 VIII 條予以通過、生效和施行；

2 固體散裝貨物係指除液體或氣體以外的、直接裝入船舶裝貨處所而不需任何中間容器的、由成分大體一致的微粒、顆粒或任何較大塊碎片組成的任何物質。

第 1-2 條

裝運穀物以外的其他固體散貨的要求

裝運穀物以外的固體散裝貨物須符合《國際固體散貨規則》的相關規定。”

第 2 條—貨物資料

11 現有第 2 款的第 2 項改為以下文字：

“.2 如為固體散貨，則《國際固體散貨規則》第 4 節所要求的資料。”

12 刪除現有第 2.3 款。

第 3 條—氧氣分析和氣體探測設備

13 在第 1 款中，將“固體”一詞加在第一句的“散裝貨物時，”之前。

B 部分

穀物以外的散裝貨物的特別規定

14 B 部分的標題改為以下文字：

“對固體散裝貨物的特殊規定”

第 6 條 – 裝運的可接受性

15 在現有第 1 款中，將“固體”一詞加在第一句的“散裝貨物裝船前，”之前。

16 刪除現有第 2 和第 3 款。

第 7 條 – 散裝貨物的裝卸和積載

17 在該條的標題中，將“固體”一詞加在“散裝貨物”之前。

18 刪除現有第 4 和第 5 款並將其後各款相應地重新編號。

第 VII 章

危險貨物的裝運

A-1 部分

固體散裝危險貨物的裝運

第 7-1 條 – 適用範圍

19 在本條第 3 款中，刪去“固體散裝危險貨物的安全裝運的細則，其中須包括對”。

20 在第 7-4 條之後加上新的第 7-5 條如下：

“第 7-5 條**裝運固體散裝危險貨物的要求**

裝運固體散裝危險貨物須遵守第 VI/1-1.1 條界定的《國際固體散貨規則》的相關要求。”

RESOLUTION MSC.269(85)
(adopted on 4 December 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-fifth 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 Annexes 1 and 2 to the present resolution;
2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that:
 - (a) the said amendments, set out in Annex 1, shall be deemed to have been accepted on 1 January 2010; and
 - (b) the said amendments, set out in Annex 2, shall be deemed to have been accepted on 1 July 2010,

unless, prior to those dates, 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 the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention:
 - (a) the amendments, set out in Annex 1, shall enter into force on 1 July 2010; and
 - (b) the amendments, set out in Annex 2, shall enter into force on 1 January 2011,

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 Annexes 1 and 2 to all Contracting Governments to the Convention;
5. FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its Annexes 1 and 2 to Members of the Organization, which are not Contracting Governments to the Convention.

ANNEX 1**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****Part A
General****Regulation 2 – Definitions**

1 The following new paragraph 27 is added after the existing paragraph 26:

“27 *2008 IS Code* means the International Code on Intact Stability, 2008, consisting of an introduction, part A (the provisions of which shall be treated as mandatory) and part B (the provisions of which shall be treated as recommendatory), as adopted by resolution MSC.267(85), provided that:

- .1 amendments to the introduction and part A of the Code are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I thereof; and
- .2 amendments to part B of the Code are adopted by the Maritime Safety Committee in accordance with its Rules of Procedure.”

**Part B-1
Stability****Regulation 5 – Intact stability information**

2 In the existing title of the regulation, the word “information” is deleted.

3 In paragraph 1, the following new sentence is added after the existing sentence:

“In addition to any other applicable requirements of the present regulations, ships having a length of 24 m and upwards constructed on or after 1 July 2010 shall as a minimum comply with the requirements of part A of the 2008 IS Code.”

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

Part A
General

Regulation 1 – Application

4 The following new paragraph 2.3 is added:

“2.3 Ships constructed on or after 1 July 2002 and before 1 July 2010 shall comply with paragraphs 7.1.1, 7.4.4.2, 7.4.4.3 and 7.5.2.1.2 of regulation 9, as adopted by resolution MSC.99(73).”

Part C
Suppression of fire

Regulation 9 – Containment of fire

5 The last sentence of paragraph 4.1.1.2 is moved to a new separate paragraph 4.1.1.3 and the existing following paragraphs are renumbered accordingly.

6 The following text is added at the end of paragraph 4.1.1.2:

“Doors approved without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 12 mm. A non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door.”

7 The following text is added at the end of paragraph 4.1.2.1:

“Doors approved without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 25 mm.”

8 In paragraph 4.2.1, the following text is added after the first sentence:

“Doors approved as “A” class without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 12 mm and a non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door. Doors approved as “B” class without the sill being part of the frame, which are installed on or after 1 July 2010, shall be installed such that the gap under the door does not exceed 25 mm.”

9 In paragraph 7.1.1, in the first and second sentences, the words “non-combustible” are replaced by the words “steel or equivalent”.

10 At the beginning of paragraph 7.1.1.1, the words “subject to paragraph 7.1.1.2” are added and the word “a” before the word “material” is replaced by the word “any”.

11 The following new subparagraph .2 is added after the existing paragraph 7.1.1.1 and the existing subsequent subparagraphs are renumbered accordingly:

“.2 on ships constructed on or after 1 July 2010, the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value not exceeding 45 MJ/m² of their surface area for the thickness used;”

12 In paragraph 7.4.4.2, the words “non-combustible” are replaced by the words “steel or equivalent”.

13 In paragraph 7.4.4.3, the words “non-combustible” are replaced by the words “steel or equivalent”.

14 At the beginning of paragraph 7.4.4.3.1, the words “subject to paragraph 7.4.4.3.2” are added and the word “a” before the word “material” is replaced by the word “any”.

15 The following new subparagraph .3.2 is added after the existing paragraph 7.4.4.3.1 and the existing subsequent subparagraphs are renumbered accordingly:

“.3.2 on ships constructed on or after 1 July 2010, the ducts shall be made of heat resisting non-combustible material, which may be faced internally and externally with membranes having low flame-spread characteristics and, in each case, a calorific value not exceeding 45 MJ/m² of their surface area for the thickness used;”

16 At the end of paragraph 7.5.2.1.2, the words “and, in addition, a fire damper in the upper end of the duct” are added.

Regulation 10 – Fire fighting

17 The following new paragraph 10.2.6 is inserted after the existing paragraph 10.2.5:

“10.2.6 Passenger ships carrying more than 36 passengers constructed on or after 1 July 2010 shall be fitted with a suitably located means for fully recharging breathing air cylinders, free from contamination. The means for recharging shall be either:

- .1 breathing air compressors supplied from the main and emergency switchboard, or independently driven, with a minimum capacity of 60 l/min per required breathing apparatus, not to exceed 420 l/min; or
- .2 self-contained high-pressure storage systems of suitable pressure to recharge the breathing apparatus used on board, with a capacity of at least 1,200 l per required breathing apparatus, not to exceed 50,000 l of free air.”

ANNEX 2

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF
LIFE AT SEA, 1974, AS AMENDEDCHAPTER II-2
CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND
FIRE EXTINCTIONPart A
General

Regulation 1 – Application

1 The following new paragraph 2.4 is added after the existing paragraph 2.3:

“2.4 The following ships, with cargo spaces intended for the carriage of packaged dangerous goods, shall comply with regulation 19.3, except when carrying dangerous goods specified as classes 6.2 and 7 and dangerous goods in limited quantities and excepted quantities in accordance with tables 19.1 and 19.3, not later than the date of the first renewal survey on or after the 1 January 2011:

- .1 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 September 1984 but before 1 January 2011; and
- .2 cargo ships of less than 500 gross tonnage constructed on or after 1 February 1992 but before 1 January 2011,

and notwithstanding these provisions:

- .3 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 September 1984 but before 1 July 1986 need not comply with regulation 19.3.3 provided that they comply with regulation 54.2.3 as adopted by resolution MSC.1(XLV);
- .4 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 July 1986 but before 1 February 1992 need not comply with regulation 19.3.3 provided that they comply with regulation 54.2.3 as adopted by resolution MSC.6(48);
- .5 cargo ships of 500 gross tonnage and upwards and passenger ships constructed on or after 1 September 1984 but before 1 July 1998 need not comply with regulations 19.3.10.1 and 19.3.10.2; and
- .6 cargo ships of less than 500 gross tonnage constructed on or after 1 February 1992 but before 1 July 1998 need not comply with regulations 19.3.10.1 and 19.3.10.2.”

Part E
Operational requirements

Regulation 16 – Operations

2 In paragraph 2.1, the reference to “the Code of Safe Practice for Solid Bulk Cargoes” is replaced by the reference to “the International Maritime Solid Bulk Cargoes (IMSBC) Code”.

Part G
Special requirements

Regulation 19 – Carriage of dangerous goods

3 The existing note 1 to table 19.1 is replaced by the following:

“¹ For classes 4 and 5.1 solids not applicable to closed freight containers. For classes 2, 3, 6.1 and 8 when carried in closed freight containers, the ventilation rate may be reduced to not less than two air changes per hour. For classes 4 and 5.1 liquids when carried in closed freight containers, the ventilation rate may be reduced to not less than two air changes per hour. For the purpose of this requirement, a portable tank is a closed freight container.”

4 In note 10 to table 19.2, the words “the Code of Safe Practice for Solid Bulk Cargoes, adopted by resolution A.434(XI)” are replaced by the words “the International Maritime Solid Bulk Cargoes (IMSBC) Code”.

5 The existing table 19.3 is replaced by the following table:

“Table 19.3 – Application of the requirements to different classes of dangerous goods except solid dangerous goods in bulk

Class	Regulation 19																							
	1.1 to 1.6	1.4S	2.1	2.2	2.3 flammable ²⁰	2.3 non-flammable	3 FP ¹⁵ < 23°C	3 FP ¹⁵ ≥ 23°C to ≤ 60°C	4.1	4.2	4.3 liquids ²¹	4.3 solids	5.1	5.2 ¹⁶	6.1 liquids FP ¹⁵ < 23°C	6.1 liquids FP ¹⁵ ≥ 23°C to ≤ 60°C	6.1 liquids	6.1 solids	8 liquids FP ¹⁵ < 23°C	8 liquids FP ¹⁵ ≥ 23°C to ≤ 60°C	8 liquids	8 solids	9	
3.1.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
3.1.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	-
3.1.3	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3.1.4	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3.2	X	-	X	-	X	-	X	-	-	-	X ¹⁸	-	-	-	X	-	-	-	X	-	-	-	X ¹⁷	
3.3	X	X	X	X	-	X	X	X	X	X	X	X	X	-	X	X	X	X	X	X	X	X	-	
3.4.1	-	-	X	-	-	X	X	-	X ¹¹	X ¹¹	X	X	X ¹¹	-	X	X	-	X ¹¹	X	X	-	-	X ¹¹	
3.4.2	-	-	X	-	-	-	X	-	-	-	-	-	-	-	X	-	-	-	X	-	-	-	X ¹⁷	
3.5	-	-	-	-	-	-	X	-	-	-	-	-	-	-	X	X	X	-	X	X ¹⁹	X ¹⁹	-	-	
3.6	-	-	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X ¹⁴	
3.7	-	-	-	-	-	-	X	X	X	X	X	X	X	-	X	X	-	-	X	X	-	-	-	
3.8	X ¹²	-	X	X	X	X	X	X	X	X	X	X	X ¹³	X	X	X	-	-	X	X	-	-	-	
3.9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
3.10.1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
3.10.2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

- ¹¹ When “mechanically-ventilated spaces” are required by the IMDG Code.
- ¹² Stow 3 m horizontally away from the machinery space boundaries in all cases.
- ¹³ Refer to the IMDG Code.
- ¹⁴ As appropriate for the goods to be carried.
- ¹⁵ FP means flashpoint.
- ¹⁶ Under the provisions of the IMDG Code, stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces is prohibited.
- ¹⁷ Only applicable to dangerous goods evolving flammable vapour listed in the IMDG Code.

- ¹⁸ Only applicable to dangerous goods having a flashpoint less than 23°C listed in the IMDG Code.
- ¹⁹ Only applicable to dangerous goods having a subsidiary risk class 6.1.
- ²⁰ Under the provisions of the IMDG Code, stowage of class 2.3 having subsidiary risk class 2.1 under deck or in enclosed ro-ro spaces is prohibited.
- ²¹ Under the provisions of the IMDG Code, stowage of class 4.3 liquids having a flashpoint less than 23°C under deck or in enclosed ro-ro spaces is prohibited.”

6 In paragraph 2.1, after the words “except when carrying dangerous goods in limited quantities”, the following words are added:

“and excepted quantities”.

7 In paragraph 3.4, the existing title is replaced as follows:

“3.4 *Ventilation arrangement*”.

8 The following text is added at the end of the first sentence of paragraph 3.6.1:

“and shall be selected taking into account the hazards associated with the chemicals being transported and the standards developed by the Organization according to the class and physical state.”

9 At the end of paragraph 4, the words “and excepted quantities” are added.

CHAPTER VI CARRIAGE OF CARGOES

Part A General provisions

10 The following new regulations 1-1 and 1-2 are added after the existing regulation 1:

“Regulation 1-1 Definitions

For the purpose of this chapter, unless expressly provided otherwise, the following definitions shall apply:

1 *IMSBC Code* means the International Maritime Solid Bulk Cargoes (IMSBC) Code adopted by the Maritime Safety Committee of the Organization by resolution MSC.268(85), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the Annex other than chapter I.

2 *Solid bulk cargo* means any cargo, other than liquid or gas, consisting of a combination of particles, granules or any larger pieces of material generally uniform in composition, which is loaded directly into the cargo spaces of a ship without any intermediate form of containment.

Regulation 1-2 Requirements for the carriage of solid bulk cargoes other than grain

The carriage of solid bulk cargoes other than grain shall be in compliance with the relevant provisions of the IMSBC Code.”

Regulation 2 – Cargo information

11 The existing subparagraph .2 of paragraph 2 is replaced by the following:

“2 in the case of solid bulk cargo, information as required by section 4 of the IMSBC Code.”

12 The existing paragraph 2.3 is deleted.

Regulation 3 – Oxygen analysis and gas detection equipment

13 In paragraph 1, the word “solid” is inserted in the first sentence, after the words “When transporting a”.

Part B Special provisions for bulk cargoes other than grain

14 The title of part B is replaced as follows:

“Special provisions for solid bulk cargoes”

Regulation 6 – Acceptability for shipment

15 In existing paragraph 1, the word “solid” is inserted in the first sentence after the words “Prior to loading a”.

16 The existing paragraphs 2 and 3 are deleted.

Regulation 7 – Loading, unloading and stowage of bulk cargoes

- 17 In the heading of the regulation, the word “solid” is inserted after the words “stowage of”.
- 18 The existing paragraphs 4 and 5 are deleted and the subsequent paragraphs are renumbered accordingly.

CHAPTER VII CARRIAGE OF DANGEROUS GOODS

Part A-1 Carriage of dangerous goods in solid form in bulk

Regulation 7-1 – Application

- 19 In paragraph 3 of the regulation, the words “detailed instructions on the safe carriage of dangerous goods in solid form in bulk which shall include” are deleted.
- 20 The following new regulation 7-5 is inserted after regulation 7-4:

“Regulation 7-5 Requirements for the carriage of dangerous goods in solid form in bulk

The carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code, as defined in regulation VI/1-1.1.”

第 87/2015 號行政長官公告

國際海事組織於二零零七年十一月二十九日的第二十五屆大會上透過第A.1004(25)號決議通過了《1972年國際海上避碰規則》的修正案，中華人民共和國接受了該修正案；

按照《1972年國際海上避碰規則公約》第VI條第4款的規定，修正案於二零零九年十二月一日生效，同時對中華人民共和國生效，包括對澳門特別行政區生效；

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A.1004(25)號決議的中文及英文文本。

二零一五年六月二十九日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 87/2015

Considerando que, em 29 de Novembro de 2007, a 25.ª Assembleia da Organização Marítima Internacional, através da resolução A.1004(25), adoptou emendas ao Regulamento Internacional para Evitar Abalroamentos no Mar, 1972, e que tais emendas foram aceites pela República Popular da China;

Mais considerando que, em conformidade com o disposto no n.º 4 do artigo VI da Convenção sobre o Regulamento Internacional para Evitar Abalroamentos no Mar, 1972, tais emendas entraram em vigor em 1 de Dezembro de 2009, estando vigentes na República Popular da China, incluindo a 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 (Publicação e formulário dos diplomas), a resolução A.1004(25) que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 29 de Junho de 2015.

O Chefe do Executivo, *Chui Sai On*.