

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*.

第 A.1004 (25) 號決議

2007 年 11 月 29 日通過

《1972 年國際海上避碰規則》的修正案

大會，

憶及《1972 年國際海上避碰規則公約》（在下文稱“公約”）關於《規則》的修正案的第 VI 條，

審議了海上安全委員會第八十二屆會議通過的並按《公約》第 VI 條第 2 款發給所有締約國的《1972 年國際海上避碰規則》修正案以及海上安全委員會有關這些修正案的生效的建議，

1. 按《公約》第 VI 條第 3 款通過本決議附件所載的修正案；
2. 按《公約》第 VI 條第 4 款決定這些修正案應於 2009 年 12 月 1 日生效，除非到 2008 年 6 月 1 日為止有超過三分之一的公約締約國通知反對這些修正案；
3. 要求秘書長按公約第 VI 條第 3 款將這些修正案發給所有的公約締約國供接受；
4. 請各公約締約國在不遲於 2008 年 6 月 1 日提交它們可能持有的對修正案的反對意見，此後這些修正案應按《公約》第 VI 條第 4 款的規定，視為在本決議確定的日期生效。

附件

經修正的《1972 年國際海上避碰規則》的修正案

附則 IV

遇險信號

- 1 下列信號在一起或單獨使用或展示時，表示遇險和需要援助：
 - (a) 約每隔一分鐘開一槍或發出其它爆炸性信號；
 - (b) 用任何霧號裝置連續發聲；
 - (c) 火箭或炮彈，以短暫間隔每次一發拋出紅星；
 - (d) 以《摩斯信號規則》的… --- … (SOS) 信號組構成的任何發信號方法發出的信號；
 - (e) 用無線電話發出的由口說的“MAYDAY”一詞組成的信號；
 - (f) 由 N.C.表示的《國際信號規則》的遇險信號；
 - (g) 由下列者構成的信號：在一四方旗的上方或下方有一個球或球狀物；
 - (h) 船舶上的火焰（如點燃的瀝青桶或油桶等）；
 - (i) 發出紅光的火箭降落傘閃光信號或手提火焰信號；
 - (j) 發出橙色煙的煙號；

- (k) 將從兩側伸展的手臂慢慢反覆舉起和放下；
- (l) 通過在下列頻道或頻率上發出的數字選擇性呼叫（DSC）發出的遇險警戒：
 - (i) 甚高頻第 70 信道，或
 - (ii) 2187.5 kHz、8414.5 kHz、4207.5 kHz、6312 kHz、12577 kHz 或 16804.5 kHz 頻率上的中頻/高頻；
- (m) 船舶的 Inmarsat 或其他移動衛星業務提供商的船舶地球站發出的船到岸遇險警戒；
- (n) 應急無線電示位標發出的信號；
- (o) 包括救生筏雷達應答器在內的無線電通信系統發出的經核准的信號。

2 禁止為指示遇險和援助需要以外的其他目的使用或展示任何上述信號，還禁止使用可能與任何上述信號混淆的其他信號。

3 請注意《國際信號規則》、《國際空中和海上搜救手冊》第 III 卷的有關章節和下列信號：

- (a) 帶有一個黑色方塊和圓圈或其他適當符號的一塊橙色帆布（供從空中識別）；
- (b) 一個染色標誌。

RESOLUTION A.1004(25)**Adopted on 29 November 2007****AMENDMENTS TO THE INTERNATIONAL REGULATIONS
FOR PREVENTING COLLISIONS AT SEA, 1972**

THE ASSEMBLY,

RECALLING article VI of the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (hereinafter referred to as “the Convention”), on amendments to the Regulations,

HAVING CONSIDERED the amendments to the International Regulations for Preventing Collisions at Sea, 1972, adopted by the Maritime Safety Committee at its eighty-second session, and communicated to all Contracting Parties in accordance with paragraph 2, article VI of the Convention; and also the recommendations of the Maritime Safety Committee concerning the entry into force of these amendments,

1. ADOPTS, in accordance with paragraph 3, article VI of the Convention, the amendments set out in the annex to the present resolution;
2. DECIDES, in accordance with paragraph 4, article VI of the Convention, that the amendments shall enter into force on 1 December 2009, unless by 1 June 2008 more than one third of Contracting Parties to the Convention have notified their objection to the amendments;
3. REQUESTS the Secretary-General, in conformity with paragraph 3, article VI of the Convention, to communicate these amendments to all Contracting Parties to the Convention for acceptance;
4. INVITES Contracting Parties to the Convention to submit any objections they may have to the amendments not later than 1 June 2008, whereafter the amendments will be deemed to have entered into force as determined in the present resolution, in accordance with the provisions of paragraph 4 of article VI of the Convention.

ANNEX

AMENDMENTS TO THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972, AS AMENDED

Annex IV

Distress signals

1 The following signals, used or exhibited either together or separately, indicate distress and need of assistance:

- (a) a gun or other explosive signals fired at intervals of about a minute;
- (b) a continuous sounding with any fog-signalling apparatus;
- (c) rockets or shells, throwing red stars fired one at a time at short intervals;
- (d) a signal made by any signalling method consisting of the group ... – – – ... (SOS) in the Morse Code;
- (e) a signal sent by radiotelephony consisting of the spoken word “MAYDAY”;
- (f) the International Code Signal of distress indicated by N.C.;
- (g) a signal consisting of a square flag having above or below it a ball or anything resembling a ball;
- (h) flames on the vessel (as from a burning tar barrel, oil barrel, etc.);
- (i) a rocket parachute flare or a hand-flare showing a red light;
- (j) a smoke signal giving off orange-coloured smoke;
- (k) slowly and repeatedly raising and lowering arms outstretched to each side;
- (l) a distress alert by means of digital selective calling (DSC) transmitted on:
 - (i) VHF channel 70, or
 - (ii) MF/HF on the frequencies 2187.5 kHz, 8414.5 kHz, 4207.5 kHz, 6312 kHz, 12577 kHz or 16804.5 kHz;
- (m) a ship-to-shore distress alert transmitted by the ship’s Inmarsat or other mobile satellite service provider ship earth station;
- (n) signals transmitted by emergency position-indicating radio beacons;
- (o) approved signals transmitted by radiocommunications systems, including survival craft radar transponders.

2 The use or exhibition of any of the foregoing signals, except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with any of the above signals, is prohibited.

3 Attention is drawn to the relevant sections of the International Code of Signals, the International Aeronautical and Maritime Search and Rescue Manual, Volume III and the following signals:

- (a) a piece of orange-coloured canvas with either a black square and circle or other appropriate symbol (for identification from the air);
- (b) a dye marker.

第 88/2015 號行政長官公告

按照中央人民政府的命令，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，命令公佈聯合國安全理事會於二零一五年二月二十四日通過的關於中東局勢（也門）的第2204（2015）號決議的中文及英文正式文本。

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 88/2015

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), por ordem do Governo Popular Central, a Resolução n.º 2204 (2015), adoptada pelo Conselho de Segurança das Nações Unidas em 24 de Fevereiro de 2015, relativa à situação no Médio Oriente (Iémen), nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 29 de Junho de 2015.

O Chefe do Executivo, *Chui Sai On*.