

第 91/2015 號行政長官公告

Aviso do Chefe do Executivo n.º 91/2015

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》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二零零零年十二月五日透過第MSC.103(73)號決議通過了《國際散裝運輸液化氣體船舶構造和設備規則》(IGC規則)的修正案，該修正案自二零零二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.103(73)號決議的中文及英文文本。

二零一五年七月三日發佈。

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

Considerando igualmente que, em 5 de Dezembro de 2000, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.103(73), adoptou emendas ao Código Internacional para a Construção e Equipamento de Navios que Transportam Gases Liquefeitos a Granel (Código IGC), e que tais emendas são aplicáveis na Região Administrativa Especial de Macau desde 1 de Julho de 2002;

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.103(73), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 3 de Julho de 2015.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.103 (73) 號決議

(2000 年 12 月 5 日通過)

通過《國際散裝運輸液化氣體船舶構造和 設備規則》(IGC 規則)的修正案

海上安全委員會，

憶及《國際海事組織公約》關於本委員會職責的第 28 (b) 條，

又憶及委員會據以通過《國際散裝運輸液化氣體船舶構造和設備規則》(《IGC 規則》) 的第 MSC.5 (48) 號決議，

還憶及《1974 年國際海上人命安全公約 (《SOLAS》)》(以下簡稱“公約”) 關於《IGC 規則》修正程序的第 VIII (b) 條和第 VII/11.1 條，

希望保持對《IGC 規則》的更新，

在其第七十三次會議上審議了按公約第 VIII (b) (i) 條提議和散發的《IGC 規則》修正案，

1. 按公約第 VIII (b) (iv) 條通過《IGC 規則》修正案，其條文載於本決議附件中；

2. 按公約第 VIII (b) (vi) (2) (bb) 條決定：修正案應於 2002 年 1 月 1 日視為已被接受，除非在此日期之前，有超過三分之一的公約締約國政府或其合計商船隊總噸位不少於世界商船隊總噸位 50% 的締約國政府通知反對該修正案；
3. 提請締約政府注意，按公約第 VIII (b) (vii) (2) 條，這些修正案依上文第 2 段被接受後，將於 2002 年 7 月 1 日生效；
4. 要求秘書長按照公約第 VIII (b) (v) 條，將本決議和附件中所載修正案條文的核證副本發給本公約所有締約政府；
5. 還要求秘書長將本決議及其附件的副本發給非本公約締約政府的本組織成員。

附件

《國際散裝運輸液化氣體船舶構造和 設備規則》（IGC 規則）的修正案

第 3 章

船舶裝置

- 1 在第 3.7 款的標題後插入以下條文：

“（第 3.7.2.2 款適用於 2002 年 7 月 1 日或以後建造的船舶）”

- 2 第 3.7.2 款的原條文由下文取代：

“3.7.2.1 A 型獨立液艙船舶的貨艙或屏蔽間處所應設有適合於在液貨艙泄露或破裂時處理液貨的排泄系統。該裝置應能夠將任何泄漏的貨物送回液貨管系。

3.7.2.2 第 3.7.2.1 款中提及的裝置應配有可拆卸的短管。”

- 3 第 3.7.4 款的原條文由下文取代：

“3.7.4 壓載處所（包括用於壓載管道的濕箱型龍骨）、燃油艙和氣體安全處所可與機器處所內的泵連接。有壓載管道通過的乾箱型龍骨，可與機器處所內的泵連接，但連接裝置要直接通到泵並且泵的排放要直接通到舷外，在兩條管線上不得設有能將箱型龍骨的管線與服務於氣體安全處所的管線相連的閥門或歧管。泵通氣口不應朝向機器處所。”

第 4 章

貨物圍護

- 4 用下文取代第 4.8.3 款的第 3 句：

“對於連接內層和外層船殼的結構構件，可使用平均溫度來確定鋼的等級。”

- 5 用下文取代第 4.10.10.3.7 款的第 1 句：

“除液貨艙外的壓力容器的氣壓試驗應由主管機關個案考慮。”

第 5 章

程序壓力容器及液體、蒸汽和壓力管道系統

- 6 在第 5.6 款的標題後插入以下條文：

“（第 5.6.5 款適用於 2002 年 7 月 1 日或以後建造的船舶）”

- 7 在原第 5.6.4 款後插入如下新的第 5.6.5 款：

“5.6.5 第 5.6.4 款所述的緊急關閉閥的 30 秒關閉時間應從手動或自動啟動時間開始算至最後關閉。該時間稱為總關閉時間，由信號反應時間和閥門關閉時間組成。閥門關閉時間應能避免管路中的衝擊壓力。此類閥門的關閉應能夠平穩地切斷液流。”

- 8 將原第 5.6.5 款重新編號為第 5.6.6 款。

5.7 船舶的貨物軟管

- 9 原第 5.7.3 款由下文取代：

“5.7.3 對於 2002 年 7 月 1 日或以後安裝到船上的貨物軟管，配有端部附件的每一新型貨物軟管應在正常環境溫度下，以從零到至少兩倍於規定的最大工作壓力進行 200 個壓力周期的原型試驗。周期壓力試驗過後，原型試驗應表明其破裂壓力至少為極限工作溫度下的規定最大工作壓力的 5 倍。原型試驗用過的軟管不應再用於貨物輸送。此後，對每一段新生產的軟管在投入使用前，應在環境溫度下以不低於其規定的最大工作壓力的 1.5 倍、不高於其破裂壓力的 2/5 的壓力進行靜水壓力試驗。軟管上應用模板印製或以其他方式標出試驗的日期，其規定的最大工作壓力以及，如果用於環境溫度服務以外的服務，其最高和最低工作溫度（視情而定）。規定的最大工作壓力不應小於 10 bar 表壓。”

第 8 章

貨艙透氣系統

- 10 用下文取代原第 8.2.7 款條文中的第 1 句：

“對第 8.2.6 中規定的設定壓力的改變，以及對第 13.4.1 款中所述的報警器的相應重新設定，應在船長的監督下根據經主管機關認可並載於船舶操作手冊中的程序來進行。”

第 9 章

環境控制

- 11 在第 9.5.3 款末尾增加以下句子：

“惰性氣體系統在不使用時，應與貨物區域的貨物系統分開，但貨物處所或屏蔽間處所的連接裝置除外。”

第 11 章

防火和滅火

- 12 用下文取代第 11.2.4 款中的第 2 句：

“滅火系統中的所有管線、閘門、噴頭和其他裝置應耐火並耐水腐蝕。”

第 13 章

儀錶（測量、煙氣探測）

- 13 用下文取代第 13.3.1 款的最後 3 句：

“5.6.1 和 5.6.3 中所述的緊急關閉閘可用於該目的。如另一個閘門被用於該目的，則船上應有 5.6.4 中所述的相同信息。在裝貨期間，如果使用這些閘有可能在裝貨系統中產生潛在的超壓衝擊，則港口國當局可同意採取替代措施，如限制裝貨速度等。”

第 14 章

人員保護

- 14 原第 14.3.2 款由下文取代：

“14.3.2 船舶應根據本組織制定的指南配備醫療急救設備，包括氧氣復蘇設備和所載貨物的解毒劑。”

第 18 章

操作要求

- 15 原第 18.3.3 款由下文取代：

“18.3.3 應根據本組織制定的指南對高級船員進行應急程序的培訓，以便處理貨物泄漏、溢出和火災等問題，並應對其中足夠的人員講授和培訓與所載貨物有關的基本急救。”

- 16 在第 18.9 款的參考資料清單中，增加對第 17.4.3 款的提及。

RESOLUTION MSC.103(73)
(adopted on 5 December 2000)

**ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CODE FOR THE
CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED
GASES IN BULK (IGC CODE)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution MSC.5(48) by which it adopted the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code),

RECALLING FURTHER article VIII(b) and regulation VII/11.1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 (hereinafter referred to as “the Convention”) concerning the procedure for amending the IGC Code,

BEING DESIROUS of keeping the IGC Code up to date,

HAVING CONSIDERED, at its seventy-third session, amendments to the IGC 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 IGC 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 2002, 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 2002 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 CODE FOR THE
CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING
LIQUEFIED GASES IN BULK (IGC CODE)****CHAPTER 3****SHIP ARRANGEMENTS**

- 1 The following text is inserted after the title of paragraph 3.7:

“(Paragraph 3.7.2.2 applies to ships constructed on or after 1 July 2002)”

- 2 The existing text of paragraph 3.7.2 is replaced by the following:

3.7.2.1 The hold or interbarrier spaces of Type A independent tank ships should be provided with a drainage system suitable for handling liquid cargo in the event of cargo tank leakage or rupture. Such arrangements should provide for the return of any cargo leakage to the liquid cargo piping.

3.7.2.2 Arrangements referred to in 3.7.2.1 should be provided with a removable spool piece.”

- 3 The existing text of paragraph 3.7.4 is replaced by the following:

3.7.4 Ballast spaces, including wet duct keels used as ballast piping, fuel-oil tanks and gas-safe spaces may be connected to pumps in the machinery spaces. Dry duct keels with ballast piping passing through, may be connected to pumps in the machinery spaces, provided the connections are led directly to the pumps and the discharge from the pumps lead directly overboard with no valves or manifolds in either line which could connect the line from the duct keel to lines serving gas-safe spaces. Pump vents should not be open to machinery spaces.”

CHAPTER 4**CARGO CONTAINMENT**

- 4 The third sentence of paragraph 4.8.3 is replaced by the following:

“For structural members connecting inner and outer hulls, the mean temperature may be taken for determining the steel grade.”

- 5 The first sentence of paragraph 4.10.10.3.7 is replaced by the following:

“Pneumatic testing of pressure vessels other than cargo tanks should only be considered on an individual case basis by the Administration.”

CHAPTER 5

PROCESS PRESSURE VESSELS AND LIQUID, VAPOUR, AND PRESSURE PIPING SYSTEMS

- 6 The following text is inserted after the title of paragraph 5.6:

“(Paragraph 5.6.5 applies to ships constructed on or after 1 July 2002)”

- 7 A new paragraph 5.6.5 is inserted after existing paragraph 5.6.4:

“5.6.5 The closure time of 30 s for the emergency shutdown valve referred to in 5.6.4 should be measured from the time of manual or automatic initiation to final closure. This is called the total shutdown time and is made up of a signal response time and a valve closure time. The valve closure time should be such as to avoid surge pressure in pipelines. Such valves should close in such a manner as to cut off the flows smoothly.”

- 8 Existing paragraph 5.6.5 is renumbered as paragraph 5.6.6.

5.7 Ship's cargo hoses

- 9 Existing paragraph 5.7.3 is replaced by the following:

"5.7.3 For cargo hoses installed on board ships on or after 1 July 2002, each new type of cargo hose, complete with end-fittings, should be prototype-tested at a normal ambient temperature with 200 pressure cycles from zero to at least twice the specified maximum working pressure. After this cycle pressure test has been carried out, the prototype test should demonstrate a bursting pressure of at least 5 times its specified maximum working pressure at the extreme service temperature. Hoses used for prototype testing should not be used for cargo service. Thereafter, before being placed in service, each new length of cargo hose produced should be hydrostatically tested at ambient temperature to a pressure not less than 1.5 times its specified maximum working pressure, but not more than two-fifths of its bursting pressure. The hose should be stencilled or otherwise marked with the date of testing, its specified maximum working pressure and, if used in services other than the ambient temperature services, its maximum and minimum service temperature, as applicable. The specified maximum working pressure should not be less than 10 bar gauge."

CHAPTER 8

CARGO TANK VENT SYSTEMS

- 10 The existing text of the first sentence of paragraph 8.2.7 is replaced by the following:

"The changing of the set pressure under the provisions of 8.2.6, and the corresponding resetting of the alarms referred to in 13.4.1, should be carried out under the supervision of the master in accordance with procedures approved by the Administration and specified in the ship's operating manual."

CHAPTER 9**ENVIRONMENTAL CONTROL**

- 11 The following sentence is added at the end of paragraph 9.5.3:

"When not in use, the inert gas system should be made separate from the cargo system in the cargo area except for connections to the hold spaces or interbarrier spaces."

CHAPTER 11**FIRE PROTECTION AND FIRE EXTINCTION**

- 12 The second sentence of paragraph 11.2.4 is replaced by the following:

"All pipes, valves, nozzles and other fittings in the fire-fighting systems should be resistant to the effects of fire and to corrosion by water."

CHAPTER 13**INSTRUMENTATION (GAUGING, GAS DETECTION)**

- 13 The last three sentences of paragraph 13.3.1 are replaced by the following:

"The emergency shutdown valve referred to in 5.6.1 and 5.6.3 may be used for this purpose. If another valve is used for this purpose, the same information as referred to in 5.6.4 should be available on board. During loading, whenever the use of these valves may possibly create a potential excess pressure surge in the loading system, the port State authority may agree to alternative arrangements such as limiting the loading rate, etc."

CHAPTER 14**PERSONNEL PROTECTION**

- 14 Existing paragraph 14.3.2 is replaced by the following:

"14.3.2 The ship should have on board medical first-aid equipment, including oxygen resuscitation equipment and antidotes for cargoes to be carried, based on the guidelines developed by the Organization."

CHAPTER 18**OPERATING REQUIREMENTS**

- 15 Existing paragraph 18.3.3 is replaced by the following:

"18.3.3 Officers should be trained in emergency procedures to deal with conditions of leakage, spillage or fire involving the cargo, based on the guidelines developed by the Organization, and a sufficient number of them should be instructed and trained in essential first aid for cargoes carried."

- 16 In paragraph 18.9, the reference to paragraph 17.4.3 is added to the list of references.