

第 24/2025 號行政長官公告

Aviso do Chefe do Executivo n.º 24/2025

國際海事組織海上安全委員會於二零一五年六月十一日透過第MSC.392 (95) 號決議通過了經修正的《1974年國際海上人命安全公約》修正案，該修正案已於二零一七年一月一日在國際法律秩序上生效，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》第五條（一）項和第六條第一款的規定，命令公佈國際海事組織海上安全委員會透過第MSC.392 (95) 號決議通過的上指修正案的中文和英文正式文本。

二零二五年十二月二十六日發佈。

行政長官 岑浩輝

Considerando que, em 11 de Junho de 2015, o Comité de Segurança Marítima da Organização Marítima Internacional (OMI), através da resolução MSC.392(95), adoptou emendas à Convenção Internacional para a Salvaguarda da Vida Humana no Mar de 1974, tal como emendada, e que tais emendas entraram em vigor na ordem jurídica internacional, incluindo a Região Administrativa Especial de Macau, em 1 de Janeiro de 2017;

O Chefe do Executivo manda publicar, nos termos da alínea 1) do artigo 5.º e do n.º 1 do artigo 6.º da Lei n.º 3/1999 (Publicação e formulário dos diplomas), as referidas emendas adoptadas pelo Comité de Segurança Marítima da OMI através da resolução MSC.392(95), nos seus textos autênticos em línguas chinesa e inglesa.

Promulgado em 26 de Dezembro de 2025.

O Chefe do Executivo, *Sam Hou Fai*.

第 MSC.392 (95) 號決議

(2015 年 6 月 11 日通過)

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二十八條第（二）款，

還憶及《1974 年國際海上人命安全公約》（“本公約”）有關本公約附則（除第 I 章條款外）適用的修正程序的第 VIII (b) (vi) (2) 條，

在其第 95 屆會議上，審議了按照本公約第 VIII (b) (i) 條提出和分發的本公約修正案，

1 按照本公約第 VIII (b) (iv) 條，通過本公約的修正案，其文本載於本決議的附件；

2 按照本公約第 VIII (b) (vi) (2) (bb) 條，決定該修正案須在 2016 年 7 月 1 日視為已被接受，除非在此日期之前，有三分之一以上的本公約締約國政府或其合計商船總噸數不少於世界商船總噸數 50% 的締約國政府通知秘書長其反對該修正案；

3 請本公約各締約國政府注意，按照本公約第 VIII (b) (vii) (2) 條，該修正案在按照上述第 2 段被接受後，將於 2017 年 1 月 1 日生效；

4 要求秘書長按照本公約第 VIII (b) (v) 條，將本決議及其附件中的修正案文本的核證無誤副本分發給本公約所有締約國政府；

5 還要求秘書長將本決議及其附件的副本分發給非本公約締約國的本組織會員國。

附件

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 在現有第 28 款之後新增第 29 和 30 款如下：

“29 IGF 規則係指本組織海上安全委員會以第 MSC.391 (95) 號決議通過的《氣體或其他低閃點燃料動力船舶國際安全規則》，該規則可由本組織修正，但其修正案應按照本公約第 VIII 條有關其附則（除第 I 章以外）的適用修正程序的規定予以通過、生效和實施。

30 低閃點燃料係指其閃點低於根據第 II-2/4.2.1.1 條允許者的氣體或液體燃料。”

F 部分

替代設計和佈置

第 55 條－替代設計和佈置

2 現有第 1 至 3 款改為如下文字：

“1 目的

本條的目的是為機電設備和低閃點燃料儲存及分配系統的替代設計和佈置提供一種方法。

2 通則

2.1 機電設備和低閃點燃料儲存及分配系統的設計和佈置可偏離 C、D、E 或 G 部分所列的要求，但這些替代設計和佈置須滿足有關要求的意圖並提供與本章等效的安全水準。

2.2 如果替代設計和佈置偏離 C、D、E 或 G 部分規定的要求，須按照本條規定對設計和佈置進行工程技術分析、評估與認可。

3 工程技術分析

工程技術分析須按照本組織制定的導則編寫並提交給主管機關，並須至少包含下列內容：

- .1 確定船舶類型、機電設備、低閃點燃料儲存及分配系統以及有關處所；
- .2 認定機電設備和低閃點燃料儲存及分配系統不符合的規定性要求；
- .3 認定建議的設計不滿足規定性要求的理由，並通過符合其他公認的工程或行業標準予以支持；
- .4 確定相關規定性要求提及的船舶、機電設備、低閃點燃料儲存及分配系統或相關處所的性能衡準；

- .1 性能衡準須提供不低於 C、D、E 或 G 部分中相關規定性要求的安全水準；和
- .2 性能衡準須可量化並可衡量；
- .5 替代設計和佈置的詳細描述，包括列出設計中所用假設及任何建議的操作限制或條件；
- .6 證明替代設計和佈置滿足安全性能衡準的技術證據；和
- .7 基於對潛在的與建議相關的缺陷和危險進行識別的風險評估。”

3 在現有 F 部分後新增 G 部分如下：

“G 部分

使用低閃點燃料的船舶

第 56 條－適用範圍

1 除第 4 和 5 款規定者外，本部分適用於使用低閃點燃料的下列船舶：

- .1 2017 年 1 月 1 日或以後簽訂建造合同者；
- .2 如無建造合同，2017 年 7 月 1 日或以後安放龍骨或處於類似建造階段者；或
- .3 2021 年 1 月 1 日或以後交付者。

除各條款的任何其他適用要求以外，使用低閃點燃料的此類船舶還須符合本部分的要求。

2 除第 4 和 5 款規定者外，無論何時建造的船舶（包括 2009 年 1 月 1 日前建造者），在 2017 年 1 月 1 日或以後改建成使用低閃點燃料者，須被視作在開始改建之日使用低閃點燃料的船舶。

3 除第 4 和 5 款規定者外，無論何時建造的使用低閃點燃料的船舶（包括 2009 年 1 月 1 日前建造者），在 2017 年 1 月 1 日或以後承諾使用有別於 2017 年 1 月 1 日前被批准使用的低閃點燃料者，須被視作在開始承諾之日使用低閃點燃料的船舶。

4 本部分不適用於第 VII/11.2 條定義的下列氣體運輸船：

.1 用貨物作為燃料並且符合第 VII/11.1 條定義的《IGC 規則》的要求者；或

.2 使用其他低閃點氣體燃料者，只要該氣體燃料的儲存及分配系統設計和佈置符合《IGC 規則》對該氣體貨物的要求。

5 本部分不適用於由締約國政府擁有或經營的、目前僅用於政府非商業性服務的船舶。但是仍鼓勵由締約國政府擁有或經營的、目前僅用於政府非商業性服務的船舶在合理和可行的範圍內符合本部分的要求。

第 57 條—對使用低閃點燃料船舶的要求

除第 56.4 和 56.5 條規定者外，使用低閃點燃料的船舶須符合《IGF 規則》的要求。”

第 II-2 章

構造—防火、探火和滅火

B 部分

火災和爆炸的預防

第 4 條—引燃的可能性

4 刪除第 2.1.3.4 款中的“以及”。

5 在第 2.1 款中，現有第.4 目替換如下：

“.4 對於不適用第 II-1 章 G 部分的貨船，可准許使用閃點低於本條第 2.1.1 款規定的燃油，例如原油，但此種燃油不得儲存在任何機器處所內，且整套裝置應經主管機關認可；以及

.5 對於適用第 II-1 章 G 部分的船舶，可准許使用閃點低於本條第 2.1.1 款規定的燃油。”

6 在現有第 5.3.2.2 款末尾，新增下列句子：

“對於 2017 年 1 月 1 日或以後建造的液貨船，任何隔離措施還須按照第 11.6.1.2 條，在裝載和壓載或卸載過程中，使大量蒸氣、空氣或惰性氣體混合物能夠繼續通過。”

C 部分

抑制火

第 11 條－結構完整性

7 在現有第 6.2 款末尾，新增下列句子：

“對於 2017 年 1 月 1 日或以後建造的液貨船，須按照第 4.5.3.4.1 條佈置開口。”

8 在第 6.3.2 款的第一句和第二句之間新增下列文字：

“此外，對於 2017 年 1 月 1 日或以後建造的液貨船，如果第 4.5.3.2.2 條要求的隔離裝置發生損壞或誤關閉時，輔助裝置須能防止超壓或欠壓。”

G 部分

特殊要求

第 20 條－車輛處所、特種處所和滾裝處所的保護

9 現有第 3.1.2 款替換如下：

“3.1.2 通風系統的性能

3.1.2.1 對於客船，動力通風系統須與其他通風系統分開，並且當車輛處於這類處所時，通風系統須一直工作以提供至少本條第 3.1.1 款要求的換氣次數，但按照本條第 3.1.2.4 款設有空氣質量控制系統者除外。服務於此類貨物處所的能有效封閉的通風導管須與每一此類處所分開。該系統須能從此類處所以外的位置進行控制。

3.1.2.2 對於貨船，當船上有車輛時，風機通常須連續運轉並提

供至少本條第 3.1.1 款所要求的換氣次數，但按照本條第 3.1.2.4 款設有空氣質量控制系統者除外。如這樣做不可行，在天氣允許的情況下，風機須每天在限定的時間內運轉且無論如何應在卸貨前一段合理的時間開始運轉，經過這段時間的運轉後，須證明滾裝處所或車輛處所已經除氣。為此，須配備 1 套或 1 套以上便攜式可燃氣體探測儀。該系統須與其他通風系統完全分開。對每一貨物處所，服務於滾裝或車輛處所的通風導管須可以有效封閉。該系統須能從此類處所以外的位置進行控制。

3.1.2.3 通風系統須能防止空氣分層及形成氣囊。

3.1.2.4 對於所有船舶，如根據本組織制定的導則設有空氣質量控制系統，通風系統工作時可減少換氣次數和/或通風量。此種放鬆要求不適用於本條第 3.2.2 款要求每小時至少換氣 10 次的處所以及第 19.3.4.1 條和第 20-1 條所述處所。”

附錄

證書

客船安全證書格式

客船安全證書

10 在現有第 2.1 款後新增第 2.2 款如下：

“2.2 該船符合公約第 II-1 章 G 部分要求，使用……作為燃料
/不適用。”

11 現有第 2.2 至 2.11 款相應重新編號。

貨船安全構造證書格式

貨船安全構造證書

12 現有第 2 款替換如下：

“2 檢驗表明：

.1 該船在上述條文所定義的結構、機械和設備等方面的狀況令人滿意，並符合公約第 II-1 章和第 II-2 章的有關要求（消防安全系統和設備及防火控制圖除外）；和

.2 該船符合公約第 II-1 章 G 部分要求，使用……作為燃料/不適用。”

RESOLUTION MSC.392(95)
(adopted on 11 June 2015)

**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 ALSO article VIII(b)(vi)(2) of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I,

HAVING CONSIDERED, at its ninety-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 the annex to the present resolution;

2. DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2016, 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 to the Secretary-General 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, the amendments shall enter into force on 1 January 2017 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, for the purposes of 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; and

5. REQUESTS ALSO 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 CONVENTION FOR THE
SAFETY OF LIFE AT SEA, 1974, AS AMENDEDCHAPTER II-1
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY,
MACHINERY AND ELECTRICAL INSTALLATIONSPart A
General

Regulation 2 – Definitions

1 The following new paragraphs 29 and 30 are added after the existing paragraph 28:

"29 *IGF Code* means the International Code of safety for ships using gases or other low-flashpoint fuels as adopted by the Maritime Safety Committee of the Organization by resolution MSC.391(95), 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.

30 *Low-flashpoint fuel* means gaseous or liquid fuel having a flashpoint lower than otherwise permitted under regulation II-2/4.2.1.1."

Part F
Alternative design and arrangements

Regulation 55 – Alternative design and arrangements

2 The existing paragraphs 1 to 3 are replaced with the following:

"1 Purpose

The purpose of this regulation is to provide a methodology for alternative design and arrangements for machinery, electrical installations and low-flashpoint fuel storage and distribution systems.

2 General

2.1 Machinery, electrical installation and low-flashpoint fuel storage and distribution systems design and arrangements may deviate from the requirements set out in parts C, D, E or G, provided that the alternative design and arrangements meet the intent of the requirements concerned and provide an equivalent level of safety to this chapter.

2.2 When alternative design or arrangements deviate from the prescriptive requirements of parts C, D, E or G, an engineering analysis, evaluation and approval of the design and arrangements shall be carried out in accordance with this regulation.

3 Engineering analysis

The engineering analysis shall be prepared and submitted to the Administration, based on the guidelines developed by the Organization and shall include, as a minimum, the following elements:

- .1 determination of the ship type, machinery, electrical installations, low-flashpoint fuel storage and distribution systems and space(s) concerned;
- .2 identification of the prescriptive requirement(s) with which the machinery, electrical installations and low-flashpoint fuel storage and distribution systems will not comply;
- .3 identification of the reason the proposed design will not meet the prescriptive requirements supported by compliance with other recognized engineering or industry standards;
- .4 determination of the performance criteria for the ship, machinery, electrical installation, low-flashpoint fuel storage and distribution system or the space(s) concerned addressed by the relevant prescriptive requirement(s):
 - .1 performance criteria shall provide a level of safety not inferior to the relevant prescriptive requirements contained in parts C, D, E or G; and
 - .2 performance criteria shall be quantifiable and measurable;
- .5 detailed description of the alternative design and arrangements, including a list of the assumptions used in the design and any proposed operational restrictions or conditions;
- .6 technical justification demonstrating that the alternative design and arrangements meet the safety performance criteria; and
- .7 risk assessment based on identification of the potential faults and hazards associated with the proposal.

3 The new part G is added after the existing part F as follows:

**"Part G
Ships using low-flashpoint fuels**

Regulation 56 – Application

1 Except as provided for in paragraphs 4 and 5, this part shall apply to ships using low-flashpoint fuels:

- .1 for which the building contract is placed on or after 1 January 2017;
- .2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2017; or
- .3 the delivery of which is on or after 1 January 2021.

Such ships using low-flashpoint fuels shall comply with the requirements of this part in addition to any other applicable requirements of the present regulations.

2 Except as provided for in paragraphs 4 and 5, a ship, irrespective of the date of construction, including one constructed before 1 January 2009, which converts to using low-flashpoint fuels on or after 1 January 2017 shall be treated as a ship using low-flashpoint fuels on the date on which such conversion commenced.

3 Except as provided for in paragraphs 4 and 5, a ship using low-flashpoint fuels, irrespective of the date of construction, including one constructed before 1 January 2009, which, on or after 1 January 2017, undertakes to use low-flashpoint fuels different from those which it was originally approved to use before 1 January 2017 shall be treated as a ship using low-flashpoint fuels on the date on which such undertaking commenced.

4 This part shall not apply to gas carriers, as defined in regulation VII/11.2:

- .1 using their cargoes as fuel and complying with the requirements of the IGC Code, as defined in regulation VII/11.1; or
- .2 using other low-flashpoint gaseous fuels provided that the fuel storage and distribution systems design and arrangements for such gaseous fuels comply with the requirements of the IGC Code for gas as a cargo.

5 This part shall not apply to ships owned or operated by a Contracting Government and used, for the time being, only in Government non-commercial service. However, ships owned or operated by a Contracting Government and used, for the time being, only in Government non-commercial service are encouraged to act in a manner consistent, so far as reasonable and practicable, with this part.

Regulation 57 – Requirements for ships using low-flashpoint fuels

Except as provided in regulations 56.4 and 56.5, ships using low-flashpoint fuels shall comply with the requirements of the IGF Code."

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

Part B
Prevention of fire and explosion

Regulation 4 — Probability of ignition

- 4 In paragraph 2.1.3.4, the word "and" is deleted.
- 5 In paragraph 2.1, the existing subparagraph .4 is replaced with the following:
 - .4 in cargo ships, to which part G of chapter II-1 is not applicable, the use of oil fuel having a lower flashpoint than otherwise specified in paragraph 2.1.1, for example crude oil, may be permitted provided that such fuel is not stored in any machinery space and subject to the approval by the Administration of the complete installation; and
 - .5 in ships, to which part G of chapter II-1 is applicable, the use of oil fuel having a lower flashpoint than otherwise specified in paragraph 2.1.1 is permitted."
- 6 At the end of existing paragraph 5.3.2.2, the following sentence is added:

"For tankers constructed on or after 1 January 2017, any isolation shall also continue to permit the passage of large volumes of vapour, air or inert gas mixtures during cargo loading and ballasting, or during discharging in accordance with regulation 11.6.1.2."

Part C
Suppression of fire

Regulation 11 — Structural Integrity

- 7 At the end of existing paragraph 6.2, the following sentence is added:

"For tankers constructed on or after 1 January 2017, the openings shall be arranged in accordance with regulation 4.5.3.4.1."
- 8 In paragraph 6.3.2, the following text is added between the first and the second sentences:

"In addition, for tankers constructed on or after 1 January 2017, the secondary means shall be capable of preventing over-pressure or under-pressure in the event of damage to, or inadvertent closing of, the means of isolation required in regulation 4.5.3.2.2."

Part G
Special requirements

Regulation 20 – Protection of vehicle, special category and ro-ro spaces

9 The existing paragraph 3.1.2 is replaced with the following:

3.1.2 Performance of ventilation systems

3.1.2.1 In passenger ships, the power ventilation system shall be separate from other ventilation systems. The power ventilation system shall be operated to give at least the number of air changes required in paragraph 3.1.1 at all times when vehicles are in such spaces, except where an air quality control system in accordance with paragraph 3.1.2.4 is provided. Ventilation ducts serving such cargo spaces capable of being effectively sealed shall be separated for each such space. The system shall be capable of being controlled from a position outside such spaces.

3.1.2.2 In cargo ships, the ventilation fans shall normally be run continuously and give at least the number of air changes required in paragraph 3.1.1 whenever vehicles are on board, except where an air quality control system in accordance with paragraph 3.1.2.4 is provided. Where this is impracticable, they shall be operated for a limited period daily as weather permits and in any case for a reasonable period prior to discharge, after which period the ro-ro or vehicle space shall be proved gas-free. One or more portable combustible gas detecting instruments shall be carried for this purpose. The system shall be entirely separate from other ventilation systems. Ventilation ducts serving ro-ro or vehicle spaces shall be capable of being effectively sealed for each cargo space. The system shall be capable of being controlled from a position outside such spaces.

3.1.2.3 The ventilation system shall be such as to prevent air stratification and the formation of air pockets.

3.1.2.4 For all ships, where an air quality control system is provided based on the guidelines developed by the Organization, the ventilation system may be operated at a decreased number of air changes and/or a decreased amount of ventilation. This relaxation does not apply to spaces to which at least ten air changes per hour is required by paragraph 3.2.2 of this regulation and spaces subject to regulations 19.3.4.1 and 20-1.

APPENDIX**CERTIFICATES****FORM OF SAFETY CERTIFICATE FOR PASSENGER SHIPS****PASSENGER SHIP SAFETY CERTIFICATE**

10 The following new paragraph 2.2 is added after the existing paragraph 2.1:

2.2 the ship complied with part G of chapter II-1 of the Convention using as fuel/N.A."

11 The existing paragraphs 2.2 to 2.11 are renumbered accordingly.

FORM OF SAFETY CONSTRUCTION CERTIFICATE FOR CARGO SHIPS**CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE**

12 The existing paragraph 2 is replaced with the following:

"2. That the survey showed that:

.1 the condition of the structure, machinery and equipment as defined in the above regulation was satisfactory and the ship complied with the relevant requirements of chapters II-1 and II-2 of the Convention (other than those relating to fire safety systems and appliances and fire control plans); and

.2 the ship complied with part G of chapter II-1 of the Convention using as fuel/N.A."