

## 第 54/2015 號行政長官公告

中華人民共和國是國際海事組織的成員國及一九七四年十一月一日訂於倫敦的《國際海上人命安全公約》（下稱“公約”）的締約國；

公約締約政府會議於一九九七年十一月二十七日透過決議 2 通過了《散貨船和油輪檢驗期間的強化檢查方案指南》（第 A.744（18）號決議）修正案，該修正案自一九九九年十二月二十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締約政府會議決議2的中文及英文文本。

二零一五年五月十一日發佈。

行政長官 崔世安

## Aviso do Chefe do Executivo n.º 54/2015

Considerando que a República Popular da China é um Estado Membro da Organização Marítima Internacional e um Estado Contratante da Convenção Internacional para a Salvaguarda da Vida Humana no Mar, concluída em Londres em 1 de Novembro de 1974, adiante designada por Convenção;

Considerando igualmente que, em 27 de Novembro de 1997, a Conferência dos Governos Contratantes da Convenção, através da sua resolução n.º 2, adoptou emendas às Directrizes relativas ao Programa Reforçado de Inspeções no âmbito das Vistorias a Graneleiros e Petroleiros (resolução A.744(18)), e que tais emendas são aplicáveis na Região Administrativa Especial de Macau desde 20 de Dezembro de 1999;

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 n.º 2 da Conferência dos Governos Contratantes da Convenção que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 11 de Maio de 2015.

O Chefe do Executivo, *Chui Sai On*.

## 《1974 年國際海上人命安全公約》

### 締約政府會議決議 2

1997 年 11 月 27 日通過

通過《散貨船和油輪檢驗期間的強化檢查方案指南》

（第 A.744（18）號決議）修正案

會議，

憶及《1974 年國際海上人命安全公約》（以下簡稱“本公約”）  
關於由締約政府會議修正本公約的程序的第 VIII（c）條，

還憶及國際海事組織（海事組織）以第 A.744（18）號決議通過  
了《散貨船和油輪檢驗期間的強化檢查方案》，

進一步憶及本公約正文第 VIII（b）條和附件第 XI/2 條關於修正  
上述指南的程序，

注意到海事組織大會在其第十八次會議通過上第 A.744（18）號  
決議時要求海事組織海上安全委員會和海上環境保護委員會根據其  
應用中取得的經驗，不斷審查該指南並視必要對其加以更新，

還注意到海上安全委員會按照本公約正文第 VIII 條和附件第 XI/2  
條通過的用以修正第 A.744（18）號決議的第 MSC.49（66）號決議，

認識到進一步改進運載固體散貨的船舶的安全標準的緊迫必要性，

審議了按照本公約第 VIII 條提議和分發的上述指南的修正案，

1. 按照本公約第 VIII (c) (ii) 條，通過《散貨船和油輪檢驗期間的強化檢查方案指南》修正案，其條文載於本決議的附件中；
2. 按照本公約第 VIII (b) (vi) (2) (bb) 條，決定本修正案應於 1999 年 1 月 1 日視為已被接受，除非在該日期前超過三分之一的本公約締約政府或其合計的商船隊不少於世界商船隊總噸位百分之五十的締約政府通知海事組織秘書長其反對該修正案；
3. 請締約政府注意，按照本公約第 VIII (b) (vii) (2) 條，本修正案應在其按照上述第 2 款被接受後於 1999 年 7 月 1 日生效。

## 附 件

### 《散貨船和油輪檢驗期間的強化檢查方案指南》（第 A.744

### （18）號決議）修正案

### 散貨船檢驗期間的強化檢查方案指南

### （第 A.744（18）號決議，附件 A）

- 1 在“目錄”末尾增加下列條文：

“附件 10—大量鏽蝕區域的厚度測量範圍要求。散貨船貨物區域內的定期檢驗。”

- 2 以下列條文代替現有第 1.2.10 條：

“1.2.10 防鏽系統通常被認為是：

.1 全面的硬塗層；或

.2 以陽及補充的全面的硬塗層

保護性塗層通常應為環氧樹脂塗層或等效物。如果按照廠家說明施用和維護，也可考慮接受以其他塗層系統作為替代物。

如施用軟塗層，應為驗船師提供可能包括現場清除塗層在內的驗證該塗層效果和評定內部結構情況的安全辦法。如不能夠提供安全辦法，則應清除軟塗層。”

- 3 第 2.3 節的標題“液艙防鏽系統”改為“處所保護”。

- 4 以下列條文代替現有第 2.3.1 款：

“2.3.1 如裝有防鏽系統，應對壓載艙防鏽系統的狀況進行檢查。對除雙層底艙之外的壓載艙，如發現塗層為 1.2.11 所定義的不良狀況，並且未予更新，或者如施用了軟塗層，或者未施用塗層，則有關艙的檢查應以年度為間隔期。當發現雙層底壓載艙中的塗層損壞，或者施用了軟塗層，或者未施用塗層時，則有關艙的檢查可以年度為間隔期。當驗船師認為必要，或者有廣泛的鏽蝕存在時，應進行厚度測量。如貨艙中塗有保護性塗層並發現狀況良好，則可對細節檢驗和厚度測量的範圍予以特別考慮\*。”

說明：

在通篇中，以“當驗船師認為必要，或者有廣泛的鏽蝕存在時，應進行厚度測量”，代替“如驗船師認為必要，應進行厚度測量”一句。

在發現“特別考慮”一詞時，加提下列腳註：

\* 作為最低含義，“特別考慮”一詞需理解為係指進行充分的細節檢查和厚度測量，以確認塗層下結構的實際平均狀況。

- 5 在第 2.4.2 款中，刪去“抽”字使“抽查”變成“檢查”，並在“機械操作的”之前插入“所有”一詞。
- 6 在第 2.6.3 款後增加下列一句：

“1.2.9 中所定義的大量鏽蝕的區域的擴大測量的規定載於附件 10。”
- 7 在第 2.6.4 款後增加下列一句：

“如貨艙中塗有保護性塗層並發現狀況良好，則可對細節檢驗和厚度測量的範圍予以特別考慮。”

8 在第 3.3.2 款中，在“艙蓋”一詞後插入“，包括艙蓋板的細節檢驗”。

9 在第 3.3.3 款中，在“鋼質箱形艙蓋”一詞後插入“，包括艙蓋板的細節檢驗”。

10 增加下列新的第 3.3.5 和 3.3.6 款：

“3.3.5 應進行艙口圍板及其扶強材合格狀況的檢查，包括細節檢驗。

3.3.6 應對機械操作的艙蓋的合格運作進行抽查，包括：

- .1 在打開情況下的積載和繫固；
- .2 在關閉情況下的密封適當性和效果；
- .3 液壓和電力部件、鋼絲繩、鏈和聯桿傳動裝置的操作性試驗。”

11 以下列條文代替現有第 3.4.1 和 3.4.2 款：

“3.4.1 對 10 年以上船齡的散貨船，應進行：

- .1 所有貨艙的全面檢驗。如貨艙塗有保護性塗層並發現狀況良好，可對細節檢驗和厚度測量的範圍予以特別考慮；
- .2 足夠範圍的細節檢查，至少為肋骨的 25%，以確定船艙貨艙船殼肋骨下部區域，包括船殼側板的

邊肋骨和邊肋骨端部附件及相連殼板下部大約三分之一長度的狀況。如這一水平的檢驗顯示需要採取補救措施，則檢驗應擴展至包括該貨艙所有船殼肋骨及相連殼板的細節檢驗以及所有其餘貨艙的足夠範圍的細節檢驗；

- .3 當驗船師認為必要時，將進行厚度測量。如厚度測量的結果顯示發現大量鏽蝕，則應按附件 10 增加厚度測量範圍。

#### 3.4.2 對 15 年以上船齡的散貨船，應進行：

- .1 所有貨艙的全面檢驗。如貨艙塗有保護性塗層並發現狀況良好，可對細節檢驗和厚度測量的範圍予以特別考慮；
- .2 足夠範圍的細節檢查，至少為肋骨的 25%，以確定船艙貨艙和另一選定貨艙船殼肋骨下部區域，包括船殼側板的邊肋骨和邊肋骨端部附件及相連殼板下部大約三分之一長度的狀況。如這水平的檢驗顯示需要採取補救措施，則檢驗應擴展至包括該貨艙所有船殼肋骨及相連殼板的細節檢驗以及所有其餘貨艙的足夠範圍的細節檢驗；
- .3 當驗船師認為必要時，應進行厚度測量。如厚度測量的結果顯示發現大量鏽蝕，則應按附件 10 增加厚度測量範圍。”



12 增加如下新的第 3.4.2.4 款：

“4 貨艙中的所有管路和穿透物，包括舷外管路，均應予以檢查。”

13 以下列條文代替現有第 3.5.1 款：

“3.5.1 當定期檢驗和中期強化檢驗的結果表明有需要時，應進行壓載艙檢查。當驗船師認為必要時，應進行厚度測量。如厚度測量顯示發現大量鏽蝕，則應按附件 10 增加厚度測量範圍。”

14 以下列條文代替第 4.2.3 款：

“4.2.3 對除雙層底艙之外的壓載艙，如發現塗層為第 1.2.11 所定義的不良狀況並且未予更新，或者如施用了軟塗層，或者未施用塗層時，則有關艙的檢查應以年度為間隔期。當發現雙層底壓載艙中的塗層損壞，或者施用了軟塗層，或者未施用塗層時，則有關艙的檢查可以年度為間隔期。當驗船師認為必要，或者有廣泛的鏽蝕存在時，應進行厚度測量。”

15 以下列條文代替第 4.3.1 和 4.3.2 款：

“4.3.1 對 5 年以上船齡的散貨船，應進行：

.1 所有貨艙的全面檢驗，包括足夠範圍的細節檢驗，至少為肋骨的 25%，以確定下列者的狀況：

— 船艏貨艙和另一選定貨艙的船殼肋骨，包括其上下端部附件、相鄰船殼板和橫向艙壁；

— 在先前的定期檢驗中按照第 1.2.8 發現的可疑區域；  
和



.2 作為 4.3.1.1 所述全面和細節檢驗的結果，如驗船師認為必要，檢驗應擴展至包括該貨艙的所有船殼肋骨和相鄰殼板的細節檢驗以及所有其餘貨艙的足夠範圍的細節檢驗。

4.3.2 對 10 年以上船齡的散貨船，應進行：

.1 所有貨艙的全面檢驗，包括足夠範圍的細節檢驗，至少為肋骨的 25%，以確定下列者的狀況：

- 所有貨艙的船殼肋骨，包括其上下端部附件、相鄰殼板和橫向艙壁；
- 在先前的定期檢驗中按照第 1.2.8 章發現的可疑區域；和

.2 作為 4.3.2.1 所述全面和細節檢驗的結果，如驗船師認為必要，檢驗將擴展至包括所有貨艙的所有船殼肋骨和相鄰船殼板的細節檢驗。”

16 增加下列新的第 4.3.3 款：

“4.3.3 對 15 年以上船齡的散貨船，應進行：

.1 所有貨艙的全面檢查，包括細節檢查，以確定下列者的狀況：

- 所有貨艙的所有船殼肋骨，包括其上下端部附件、相鄰船殼板和橫向艙壁；和
- 在先前的定期檢驗中按照 1.2.8 發現的可疑區域。”

17 在第 4.4.1 款後增加下列各句：

“中期加強檢驗時厚度測量的最低要求為先前的定期檢驗中按照 1.2.8 發現的可疑區域。如發現 1.2.9 中所定義的大量鏽蝕，則應按附件 10 的要求增加厚度測量範圍。”

18 增加下列新的第 4.4.3 款：

“4.4.3 如貨艙塗有保護性塗層並發現狀況良好，可對細節檢驗和厚度測量的範圍予以特別考慮。”

19 將現有第 6、7 和 8 節重新編號為第 7、8 和 9 節，包括各款在內，並插入下列的第 6 節：

## **“6 貨艙損壞和損耗的散貨船的迅速和徹底修理**

### **6.1 綜述**

6.1.1 船殼側板肋骨、其端部附件和／或相鄰殼板，以及影響船殼結構強度或完整性的艙口、水密艙壁和艙蓋及艙口圍壁之間的甲板結構和鋼甲板的超出允許限制的任何損壞或過度損耗，均需迅速和徹底修理。

“迅速”定義為在檢驗時不加延誤地進行。“徹底”定義為全面和永久地令人滿意。

6.1.2 在不能立即得到足夠的修理設施的地方，可考慮允許船舶直接開往有修理設施處。為了進行擬議中的航行，可能需要加以卸貨和／或進行臨時修理。

6.1.3 執行驗船師認為上述區域內的損壞或過度損耗尚不屬於立即影響船舶結構或水密完整性的性質時，可進行限制期內的臨時修理。”

20 在現有第 7.1.1.2 款後增加下列一句：

“在所有情況下，不論何種形式，厚度測量的範圍應足以反映鋼板的實際平均狀況。”

21 以下列表格代替現有附件 1：

“附件 1

定期檢驗時的細節檢驗要求

| 船齡≤5  | 5<船齡≤10                                    | 10<船齡≤15  | 船齡>15                             |
|---|--|---|-----------------------------------|
| 1   | 2  | 3   | 4                                 |
| (A) 船艙貨艙中有代表性位置處的 25% 的船殼肋骨。<br>其餘貨艙中經選定的肋骨。      | (A) 所有貨艙中包括上、下端部附件和相鄰船殼板的 25% 的船殼板。        | (A) 船艙貨艙中的所有船殼肋骨和其餘貨艙中 25% 的肋骨，包括上、下端部附件和相鄰船殼板。 | (A) 所有貨艙中的所有船殼肋骨，包括上、下端部附件和相鄰船殼板。 |
| (B) 每種類型（即頂邊艙、漏斗形邊艙或邊艙）的二個代表性壓載水艙中一個橫向桁材及相關板材和縱桁。 | (B) 在每個壓載水艙（即頂邊艙、漏斗形邊艙或邊艙）中一個橫向桁材及相關板材和縱桁。 | (B) 在每個壓載水艙（即頂邊艙、漏斗形邊艙或邊艙）中的所有橫向桁材及相關板材和縱桁。     | (B) 至 (E) 點參照第 3 欄。               |
| (C) 兩個經選定的貨艙橫向艙壁，包括上、下托座的內部結構（如裝有）。               | (B) 在一個壓載水邊艙中船艙和船尾橫向艙壁，包括加強系統。             | (B) 壓載水艙中所有橫向艙壁，包括加強系統。                         |                                   |

|               |   |   |  |
|---------------|---|---|--|
| (D) 所有貨艙蓋和圍壁。 | (C) 每個貨艙中一個橫向艙壁，包括上、下托座的內部結構（如裝有）。<br>(D) 所有貨艙蓋和圍板。<br>(E) 貨艙艙口間艙口開口線之內的選定區域的鋼甲板。 | (C) 所有貨艙的橫向艙壁，包括上、下托座的內部結構（如裝有）。<br>(D) 所有貨艙艙蓋和圍板。<br>(E) 貨艙艙口間艙口開口線之內的所有鋼甲板。 |  |
|---------------|---|---|--|

(A) — 貨艙橫向肋骨。

(B) — 壓載水艙中的橫向桁材肋骨或水密橫向艙壁。

(C) — 貨艙橫向艙壁板材，加強筋和桁材。

(D) — 貨艙艙蓋和圍板。

(E) — 貨艙艙口間艙口開口線之內的鋼甲板。

註：橫向艙壁的細節檢驗分四級進行：

(a) 級一對無下座板的船舶而言，緊靠內底的上面和緊靠角撐板（如裝有）及頂料器的線上。

(b) 級一緊靠下座板殼板的上面和下面（對裝有下座板的船舶而言），和緊靠頂料板的線上。

(c) 級一約為艙壁的中等高度位置。

(d) 級一緊靠上甲板鋼板的下面和緊連上邊艙，以及對裝有上座板的船舶而言緊靠上座板殼板的下面，或緊靠船舷頂艙的下面。”

22 在附件 A 的附件 8—“厚度測量的推薦程序”綜述中，在第 2 段末尾增加下列文字：

“並應說明最大允許減少。”

23 在附件 A 的附件 8 附錄 2—“厚度測量報告”中，增加標題為“最大允許減少（mm）”的新的一欄。

“附件 10

### 散貨船貨物區域的定期檢驗

| 貨艙中橫向艙壁 |  |  |
|---------|--|--|
| 結構構件    | 測量範圍   | 測量方式   |
| 1. 下座板  | a. 與內底連接的焊接頭的 25mm 之內的橫向區域。<br>b. 與隔板連接的焊接頭的 25mm 之內的橫向區域。     | a. 在扶強材間 1m 的長度上 5 點方式<br>b. 同上                                    |
| 2. 橫向艙壁 | a. 在大約中高位置的橫向區域。<br>b. 在與上甲板相鄰或上座板隔板下面（對裝有上座板的船舶而言）的艙壁的部分橫向區域。 | a. 在板材的 1m <sup>2</sup> 上 5 點方式<br>b. 在板材的 1m <sup>2</sup> 上 5 點方式 |

| 包括交叉板條、主貨艙口、艙蓋、艙口圍板和船舷頂艙在內的甲板結構 |   |   |
|---------------------------------|---|---|
| 結構構件                            | 測量範圍  | 測量方式  |
| 1. 橫貫甲板條形板                      | 可疑的橫貫甲板條形板  | a. 在甲板下扶強材間 1m 的長度上 5 點方式   |
| 2. 甲板下扶強材                       | a. 橫向構件<br>b. 縱向構件  | a. 在每端和跨中 5 點方式<br>b. 在桁材和法蘭上均 5 點方式  |
| 3. 艙蓋                           | a. 邊緣，每側和兩端，3 個位置<br>b. 3 個縱向區域，舷外列板（2）和中線列板（1）   | a. 在每個位置上 5 點方式<br>b. 在每個區域 5 點測量   |
| 4. 艙口圍板                         | 圍板每側和每端，一個區域為圍板下 1/3，一個區域為圍板上 2/3   | 每個區域即端圍板或側圍板 5 點測量  |
| 5. 頂側水壓載艙                       | a. 水密橫向艙壁<br>i. 艙壁的下 1/3<br>ii. 艙壁的上 2/3<br>iii. 扶強材<br>b. 2 個代表性緩衝橫向艙壁<br>i. 艙壁的下 1/3<br>ii. 艙壁的上 2/3<br>iii. 扶強材<br>c. 斜板的 3 個代表性底板<br>i. 液艙的下 1/3<br>ii. 液艙的上 2/3<br><br>d. 可疑和相鄰的縱桁 | i. 在板材的 1m <sup>2</sup> 上 5 點方式<br>ii. 在板材的 1m <sup>2</sup> 上 5 點方式<br>iii. 在 1m 的長度上 5 點方式<br><br>i. 在板材的 1m <sup>2</sup> 上 5 點方式<br>ii. 在板材的 1m <sup>2</sup> 上 5 點方式<br>iii. 在 1m 的長度上 5 點方式<br>c.<br>i. 在板材的 1m <sup>2</sup> 上 5 點方式<br>ii. 桁材和法蘭的 1m <sup>2</sup> 長度上均 5 點方式<br><br>d. 桁材和法蘭的 1m 長度上均 5 點方式 |
| 6. 主甲板                          | 可疑的板和相鄰處（4）   | 板材的 1m <sup>2</sup> 上 5 點方式   |
| 7. 主甲板縱桁                        | 被測量的板材處，最少 3 個縱桁  | 桁材和法蘭的 1m 長度上均 5 點方式  |
| 8. 加強肋骨／橫樑                      | 可疑板   | 1m <sup>2</sup> 上 5 點方式   |

| 雙層底和漏斗式結構     |                            |  |
|---------------|----------------------------|--|
| 結構構件          | 測量範圍                       | 測量方式   |
| 1. 內／雙層底板     | 可疑板加所有相鄰板                  | 1m 長度上的縱桁之間的每一鑲板 5 點方式   |
| 2. 內／雙層底縱桁    | 被測量板的 3 個縱桁                | 在跨桁材的一條直線上，測量 3 次，並在法蘭上測量 3 次                                    |
| 3. 縱向桁材或橫向肋板  | b. 可疑板                     | b. 在大約 1m <sup>2</sup> 上 5 點方式                                   |
| 4. 水密艙壁（水密肋板） | a. 液艙的下 1/3<br>b. 液艙的上 2/3 | a. 板的 1m <sup>2</sup> 上 5 點方式<br>b. 間隔板的 1m <sup>2</sup> 上 5 點方式 |
| 5. 加強肋骨       | 可疑板                        | 板的 1m <sup>2</sup> 上 5 點方式                                       |
| 6. 船底／船側殼板縱桁  | 可疑區域中最少 3 個縱桁              | 在跨桁材的一條直線上測量 3 次，在法蘭上測量 3 次                                      |



| 貨艙        |            |  |
|-----------|------------|--|
| 結構構件      | 測量範圍       | 測量方式   |
| 1. 船側殼板肋骨 | 可疑肋骨及每一相鄰處 | a. 在每端和跨中：桁材和法蘭上均 5 點方式<br>b. 在殼板和下斜板焊接的附件上的 25mm 內 5 點方式” |

油輪檢驗期間的強化檢查方案指南（第 A.744（18）號決議，附件 B）

25 第 1.2.1 款後增加下列一句：

“當在既用作液貨艙又用作壓載艙的艙中發現大量鏽蝕時，該艙將按壓載艙處理。”

26 以下列條文代替現有第 1.2.8 款：

“1.2.8 防鏽系統通常被認為是：

- .1 全面的硬塗層；或
- .2 以陽極補充的全面的硬塗層。

保護性塗層通常應為環氧樹脂塗層或等效物。如果按照廠家說明施用和維護，也可考慮接受以其他塗層系統作為替代物。

如施用軟塗層，應為驗船師提供可能包括現場清除塗層在內的驗證該塗層效果和評定內部結構情況的安全辦法。如不能夠提供安全辦法，則應清除軟塗層。”

27 在第 2.3.1 款第二句中，在“更新的”一詞後增加“或施用了軟塗層”數詞。

- 28 在第 4.2.4 款第一句中，在“更新的”一詞後增加“或施用了軟塗層的”諸詞。
- 29 在第 7.1.1.2 款後增加下列一句：
- “在所有情況下，不論何種形式，厚度測量的範圍應足以相當於鋼板的實際平均狀況。”
- 30 在附件 B 的附件 10—“厚度測量的推薦程序”綜述中，在第 2 款末尾增加下列諸詞：
- “並應說明最大允許減少。”
- 31 在附件 B 的附件 10 附錄 2—“厚度測量報告”中，增加標題為“最大允許減少（mm）”的新的一欄。

**RESOLUTION 2 OF THE CONFERENCE OF CONTRACTING GOVERNMENTS TO  
THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974  
ADOPTED ON 27 NOVEMBER 1997**

**ADOPTION OF AMENDMENTS TO THE GUIDELINES ON THE ENHANCED  
PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS  
AND OIL TANKERS (RESOLUTION A.744(18))**

THE CONFERENCE,

RECALLING article VIII(c) of the International Convention for the Safety of Life at Sea, 1974 (hereinafter referred to as "the Convention"), concerning the procedure for amending the Convention by a Conference of Contracting Governments,

RECALLING ALSO resolution A.744(18) by which the Assembly of the International Maritime Organization (IMO) adopted Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers,

RECALLING FURTHER article VIII(b) and regulation XI/2 of the Convention concerning the procedure for amending the aforementioned Guidelines,

NOTING that the IMO Assembly, at its eighteenth session, when adopting resolution A.744(18), requested the IMO Maritime Safety Committee and the Marine Environment Protection Committee to keep the Guidelines under review and update them as necessary, in the light of experience gained in their application,

NOTING ALSO resolution MSC.49(66) by which amendments to resolution A.744(18) were adopted by the Maritime Safety Committee in accordance with article VIII and regulation XI/2 of the Convention,

RECOGNIZING the urgent need to further improve the safety standards of ships carrying solid bulk cargoes,

HAVING CONSIDERED amendments to the said Guidelines proposed and circulated in accordance with article VIII of the Convention,

1. ADOPTS, in accordance with article VIII(c)(ii) of the Convention, amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers, 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 1999, 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 fifty per cent of the gross tonnage of the world's merchant fleet, have notified the Secretary-General of IMO of 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 1999 upon their acceptance in accordance with paragraph 2 above

**AMENDMENTS TO THE GUIDELINES ON THE ENHANCED PROGRAMME OF  
INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS  
(RESOLUTION A.744(18))**

**GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS  
OF BULK CARRIERS (resolution A.744(18), Annex A)**

- 1 In the "Contents", the following text is added at the end:

"Annex 10 - Requirements for extent of thickness measurement at areas of substantial corrosion. Periodical survey of bulk carriers within the cargo area".

- 2 Existing paragraph 1.2.10 is replaced by the following:

"1.2.10 *A corrosion prevention system* is normally considered either:

- .1 a full hard coating; or
- .2 a full hard coating supplemented by anodes

Protective coating should usually be epoxy coating or equivalent. Other coating systems may be considered acceptable as alternatives provided that they are applied and maintained in compliance with the manufacturer's specifications.

Where soft coatings have been applied, safe access should be provided for the surveyor to verify the effectiveness of the coating and to carry out an assessment of the conditions of internal structures which may include spot removal of the coating. When safe access cannot be provided, the soft coating should be removed."

- 3 The title "Tank corrosion - prevention system" of section 2.3 is changed to "Space protection".

- 4 Existing paragraph 2.3.1 is replaced by the following:

"2.3.1 Where provided, the condition of corrosion prevention system of ballast tanks should be examined. For ballast tanks, excluding double bottom tanks, where a coating is found in POOR condition as defined in 1.2.11, and it is not renewed, or where a soft coating has been applied, or where a coating has not been applied, the tanks in question should be examined at annual intervals. When such breakdown of coating is found in ballast double bottom tanks, or where a soft coating has been applied, or where a coating has not been applied, the tanks in question may be examined at annual intervals. When considered necessary by the surveyor, or where extensive corrosion exists, thickness measurements should be carried out. Where a protective coating is provided in cargo holds and is found in good condition, the extent of close-up surveys and thickness measurements may be specially considered\*."

**NOTES:**

All through the text, replace the sentence "Thickness measurement should be carried out as considered necessary by the surveyor" with the expression "When considered necessary by the surveyor, or where extensive corrosion exists, thickness measurements should be carried out."

Where the words "specially considered" are found, add a reference to the following footnote:

\* As a minimum, the words "specially considered" is taken to mean that sufficient close-up inspection and thickness measurements are taken to confirm the actual average condition of the structure under the coating.

- 5 In paragraph 2.4.2, the word "Random" is deleted and the word "all" is inserted between the words "operation of" and "mechanically".

- 6 The following sentence is added to paragraph 2.6.3:

"Provisions for extended measurements for areas with substantial corrosion as defined in 1.2.9 are given in annex 10."

- 7 The following sentence is added to paragraph 2.6.4:

"Where a protective coating is provided in cargo holds and is found to be in GOOD condition, the extent of close-up surveys and thickness measurements may be specially considered."

- 8 In paragraph 3.3.2, the words ", including close-up survey of hatch cover plating" are inserted after the words "hatch covers".

- 9 In paragraph 3.3.3, the words ", including close-up survey of hatch cover plating" are inserted after the words "steel pontoons".

- 10 The following new paragraphs 3.3.5 and 3.3.6 are added:

3.3.5 Checking the satisfactory condition of hatch coaming plating and its stiffeners, including close-up survey should be made

3.3.6 Random checking of the satisfactory operation of mechanically operated hatch covers should be made, including:

- .1 stowage and securing in the open condition;
- .2 proper fit and efficiency of sealing in the closed condition;
- .3 operational testing of hydraulic and power components, wires, chains, and link drives."

11 Existing paragraphs 3.4.1 and 3.4.2 are replaced by the following:

"3.4.1 For bulk carriers over 10 years of age, the following should be carried out:

- .1 overall survey of all cargo holds. Where a protective coating is provided in cargo holds and is found to be in GOOD condition, the extent of close-up surveys and thickness measurements may be specially considered;
- .2 close-up examination of sufficient extent, minimum 25% of frames, to establish the condition of the lower region of the shell frames, including approximately the lower one third length of the side frames at side shell and side frame end attachments and the adjacent shell plating in the forward cargo hold. Where this level of survey reveals the need for remedial measures, the survey is to be extended to include a close-up survey of all of the shell frames and adjacent shell plating of that cargo hold as well as a close-up survey of sufficient extent of all remaining cargo holds;
- .3 when considered necessary by the surveyor, thickness measurements are to be carried out. If the results of these thickness measurements indicate that substantial corrosion is found, the extent of thickness measurements should be increased in accordance with annex 10.

3.4.2 For bulk carriers over 15 years of age, the following should be carried out:

- .1 overall survey of all cargo holds. Where a protective coating is provided in cargo holds and is found to be in GOOD condition, the extent of close-up surveys and thickness measurements may be specially considered;
- .2 close-up examination of sufficient extent, minimum 25% of frames, to establish the condition of the lower region of the shell frames, including approximately the lower one third length of the side frames at side shell and side frame end attachments and the adjacent shell plating in the forward cargo hold and one other selected cargo hold. Where this level of survey reveals the need for remedial measures, the survey is to be extended to include a close-up survey of all of the shell frames and adjacent shell plating of that cargo hold as well as a close-up survey of sufficient extent of all remaining cargo holds;
- .3 when considered necessary by the surveyor, thickness measurements should be carried out. If the results of these thickness measurements indicate that substantial corrosion is found, the extent of thickness measurements should be increased in accordance with annex 10."



12 Add a new paragraph 3.4.2.4 as follows:

"4 all piping and penetrations in cargo holds, including overboard piping, should be examined."

13 Existing paragraph 3.5.1 is replaced by the following:

"3.5.1 Examination of ballast tanks should be carried out when required as a consequence of the results of the periodical survey and intermediate enhanced survey. When considered necessary by the surveyor, thickness measurements should be carried out. If the results of these thickness measurements indicate that substantial corrosion is found, the extent of thickness measurements should be increased in accordance with annex 10."

14 Existing paragraph 4.2.3 is replaced by the following:

"4.2.3 For ballast tanks excluding double-bottom tanks, where a coating is found in POOR condition, as defined in 1.2.11, and it is not renewed, or where soft coating has been applied, or where a coating has not been applied, the tanks in question should be examined at annual intervals. When such breakdown of coating is found in ballast double-bottom tanks, or where soft coating has been applied, or where a coating has not been applied, the tanks in question may be examined at annual intervals. When considered necessary by the surveyor, or where extensive corrosion exists, thickness measurements should be carried out."

15 Existing paragraphs 4.3.1 and 4.3.2 are replaced by the following:

"4.3.1 For bulk carriers over 5 years of age, the following should be carried out:

- .1 an overall survey of all cargo holds, including a close-up survey of sufficient extent, minimum 25% of frames, should be carried out to establish the condition of:
  - shell frames including their upper and lower end attachments, adjacent shell plating and transverse bulkheads in the forward cargo hold and one other selected cargo hold;
  - areas found suspect according to 1.2.8 at the previous periodical survey, and
- .2 where considered necessary by the surveyor as a result of the overall and close-up survey as described in 4.3.1.1, the survey should be extended to include a close-up survey of all the shell frames and adjacent shell plating of that cargo hold as well as a close-up survey of sufficient extent of all remaining cargo holds.

4.3.2 For bulk carriers over 10 years of age, the following should be carried out:



- .1 an overall survey of all cargo holds, including a close-up survey of sufficient extent, minimum 25% of frames, is to be carried out to establish the condition of:
      - shell frames including their upper and lower end attachments, adjacent shell plating and transverse bulkheads in all cargo holds;
      - areas found suspect according to chapter 1.2.8 at the previous periodical survey; and
    - .2 where considered necessary by the surveyor as a result of the overall and close-up survey as described in 4.3.2.1, the survey is to be extended to include a close-up survey of all the shell frames and adjacent shell plating of all cargo holds."
- 16 The following new paragraph 4.3.3 is added:

"4.3.3 For bulk carriers over 15 years of age, the following should be carried out:

  - .1 an overall survey of all cargo holds, including a close-up survey, is to be carried out to establish the condition of:
      - all shell frames including their upper and lower end attachments, adjacent shell plating and transverse bulkheads in all cargo holds; and
      - areas found suspect according to 1.2.8 at the previous periodical survey."
- 17 The following sentences are added to paragraph 4.4.1:

"The minimum requirement for thickness measurements at the intermediate enhanced survey are areas found to be suspect areas according to 1.2.8 at the previous periodical survey. Where substantial corrosion as defined in 1.2.9 is found, the extent of thickness measurements should be increased in accordance with the requirements of annex 10."
- 18 The following new paragraph 4.4.3 is added:

"4.4.3 Where a protective coating is provided in cargo holds and is found in GOOD condition, the extent of close-up surveys and thickness measurements may be specially considered."
- 19 Existing sections 6, 7 and 8 are renumbered as sections 7, 8 and 9, including all relevant paragraphs, and the following new section 6 is inserted:

**"6 PROMPT AND THOROUGH REPAIRS OF BULK CARRIERS RELATIVE TO DAMAGES AND WASTAGE IN CARGO HOLDS**

**6.1 General**

6.1.1. Any damage or excessive wastage beyond allowable limits to side shell frames, their end attachments and/or adjacent shell plating, and deck structure and deck plating between hatches, watertight bulkheads and hatch covers and hatch coamings that affect the structural strength or integrity of the hull of the vessel, is to be promptly and thoroughly repaired.

"Prompt" is defined as to be done without delay at the time of the survey. "Thorough" is defined as satisfactory in all respects and permanent.

6.1.2 For locations where adequate repair facilities are not immediately available, consideration may be given to allowing a vessel to proceed directly to a repair facility. This may require discharging of the cargo and/or temporary repairs for the intended voyage.

6.1.3 Damages or excessive wastage in the areas noted above which are considered by the attending surveyor to be of a nature not immediately affecting the vessel's structural or watertight integrity may be temporarily repaired for a limited period "

20 The following sentence is added to existing paragraph 7.1.1.2:

"In all cases, regardless of the pattern, the extent of thickness measurements should be sufficient as to represent the actual average condition of the plate."

21 Existing annex 1 is replaced by the following:

"Annex 1

Requirements for close-up survey at periodical surveys

| AGE $\leq 5$   | 5 < AGE $\leq 10$  | 10 < AGE $\leq 15$   | AGE > 15   |
|--|--|--|--|
| 1  | 2  | 3  | 4  |
| <p>(A) 25% of shell frames in the forward cargo hold at representative positions.</p> <p>Selected frames in remaining cargo holds</p> <p>(B) One transverse web with associated plating and longitudinals in two representative water ballast tanks of each type (i.e. topside, hopper side or side tank.)</p> <p>(C) Two selected cargo hold transverse bulkheads, including internal structure of upper and lower stools, where fitted</p> <p>(D) All cargo hold hatch covers and coamings</p> | <p>(A) 25% of shell frames in all cargo holds including upper and lower end attachments and adjacent shell plating.</p> <p>(B) One transverse web with associated plating and longitudinals in each water ballast tank (i.e. topside, hopper side or side tank)</p> <p>(B) Forward and aft transverse bulkhead in one side ballast tank, including stiffening system.</p> <p>(C) One transverse bulkhead in each cargo hold, including internal structure of upper and lower stools, where fitted.</p> <p>(D) All cargo hold hatch covers and coamings.</p> <p>(E) Selected areas of deck plating inside line of hatch openings between cargo hold hatches</p> | <p>(A) All shell frames in the forward cargo hold and 25% of frames in remaining cargo holds, including upper and lower end attachments and adjacent shell plating.</p> <p>(B) All transverse webs with associated plating and longitudinals in each water ballast tank (i.e. topside, hopper side or side tank)</p> <p>(B) All transverse bulkheads in ballast tanks, including stiffening systems.</p> <p>(C) All cargo hold transverse bulkheads including internal structure of upper and lower stools, where fitted.</p> <p>(D) All cargo hold hatch covers and coamings.</p> <p>(E) All deck plating inside line of hatch openings between cargo hold hatches.</p> | <p>(A) All shell frames in all cargo holds including upper and lower end attachments and adjacent shell plating</p> <p>Areas (B)-(E) as for column 3</p> |

- (A) - Cargo hold transverse frame  
 (B) - Transverse web frame or water tight transverse bulkhead in water ballast tanks  
 (C) - Cargo hold transverse bulkheads plating, stiffeners and girders  
 (D) - Cargo hold hatch covers and coamings  
 (E) - Deck plating inside line of hatch openings between cargo hold hatches

Note Close-up survey of transverse bulkheads to be carried out at four levels:

Level (a) - Immediately above the inner bottom and immediately above the line of gussets (if fitted) and shedders for ships without lower stool

Level (b) - Immediately above and below the lower stool shelf plate (for those ships fitted with lower stools), and immediately above the line of the shedder plates.

Level (c) - About mid-height of the bulkhead.

Level (d) - Immediately below the upper deck plating and immediately adjacent to the upper wing tank, and immediately below the upper stool shelf plate for those ships fitted with upper stools, or immediately below the topside tank "

22 In Annex 8 to Annex A - "Recommended procedures for thickness measurements", General, the following words are added at the end of paragraph 2:

"and the maximum allowable diminution should be stated."

23 In Appendix 2 to Annex 8 to Annex A - "Reports on thickness measurement", a new column headed "Maximum allowable diminution (mm)" is added.

24 The following new annex 10 is added:

"ANNEX 10

**REQUIREMENTS FOR EXTENT OF THICKNESS MEASUREMENT  
AT AREAS OF SUBSTANTIAL CORROSION**

**PERIODICAL SURVEY OF BULK CARRIERS WITHIN THE CARGO AREA**

| SHELL PLATING                      |   |   |
|------------------------------------|---|---|
| STRUCTURAL MEMBER                  | EXTENT OF MEASUREMENT   | PATTERN OF MEASUREMENT  |
| 1. Bottom and side shell plating   | a. Suspect plate, plus four adjacent plates<br><br>b. See other tables for particulars on gauging in way of tanks and cargo holds | a. 5 point pattern for each panel between longitudinals       |
| 2. Bottom/side shell longitudinals | Minimum of three longitudinals in way of suspect areas  | 3 measurements in line across web<br>3 measurements on flange |

| TRANSVERSE BULKHEADS IN CARGO HOLDS |   |  |
|-------------------------------------|---|--|
| STRUCTURAL MEMBER                   | EXTENT OF MEASUREMENT   | PATTERN OF MEASUREMENT   |
| 1. Lower stool                      | a. Transverse band within 25 mm of welded connection to innerbottom.<br><br>b. Transverse band within 25 mm of welded connection to shelf plate.  | a. 5 point between stiffeners over 1 m length<br><br>b. Ditto  |
| 2. Transverse bulkhead              | a. Transverse band at approximately mid-height<br><br>b. Transverse band at part of bulkhead adjacent to upper deck or below upper stool shelf plate (for those ships fitted with upper stools) | a. 5 point pattern over 1 m <sup>2</sup> of plating<br><br>b. 5 point pattern over 1 m <sup>2</sup> of plating |

| DECK STRUCTURE INCLUDING CROSS STRIPS, MAIN CARGO HATCHWAYS, HATCH COAMINGS, COAMINGS AND TOPSIDE TANKS |  |  |
|---|--|--|
| STRUCTURAL MEMBER   | EXTENT OF MEASUREMENT  | PATTERN OF MEASUREMENT   |
| 1. Cross deck strip plating   | Suspect cross deck strip plating   | a. 5 point pattern between underdeck stiffeners over 1 m length  |
| 2. Underdeck stiffeners   | a. Transverse members<br>b. Longitudinal member  | a. 5 point pattern at each end and mid-span<br>b. 5 point pattern on both web and flange   |
| 3. Hatch covers   | a. Skirt, each side and ends, 3 locations<br>b. 3 longitudinal bands, outboard strakes (2) and centerline strake (1).  | a. 5 point pattern at each location<br>b. 5 point measurement each band  |
| 4. Hatch coamings   | Each side and end of coaming, one band lower 1/3, one band upper 2/3 of coaming  | 5 point measurement each band, i.e. end or side coaming  |
| 5. Topside water ballast tanks  | a. Watertight transverse bulkheads<br>i. lower 1/3 of bulkhead<br>ii. upper 2/3 of bulkhead<br>iii. stiffeners<br>b. 2 representative swash transverse bulkheads<br>i. lower 1/3 of bulkhead<br>ii. upper 2/3 of bulkhead<br>iii. stiffeners | i. 5 point pattern over 1 m <sup>2</sup> of plating<br>ii. 5 point pattern over 1 m <sup>2</sup> of plating<br>iii. 5 point pattern over 1 m length<br><br>i. 5 point pattern over 1 m <sup>2</sup> of plating<br>ii. 5 point pattern over 1 m <sup>2</sup> of plating<br>iii. 5 point pattern over 1 m length |

| STRUCTURAL MEMBER                       | EXTENT OF MEASUREMENT  | PATTERN OF MEASUREMENT  |
|---|--|---|
| 5. Topside water ballast tanks (cont'd) | c. 3 representative bays of slope plating<br><br>i. lower 1/3 of tank<br>ii. upper 2/3 of tank<br><br>d. Longitudinals, suspect and adjacent | c.<br>i. 5 point pattern over 1 m <sup>2</sup> of plating<br>ii. 5 point pattern over 1 m <sup>2</sup> of plating<br><br>d. 5 point pattern both web and flange over 1 m length |
| 6. Main deck plating                    | Suspect plates and adjacent (4)  | 5 point pattern over 1 m <sup>2</sup> of plating  |
| 7. Main deck longitudinals              | Minimum of 3 longitudinals where plating measured  | 5 point pattern on both web and flange over 1 m length  |
| 8. Web frames/transverses               | Suspect plates   | 5 point pattern over 1 m <sup>2</sup>   |

| DOUBLE BOTTOM AND HOPPER STRUCTURE           |  |   |
|--|--|---|
| STRUCTURAL MEMBER                            | EXTENT OF MEASUREMENT                                  | PATTERN OF MEASUREMENT  |
| 1. Inner/double bottom plating               | Suspect plate plus all adjacent plates                 | 5 point pattern for each panel between longitudinals over 1 m length  |
| 2. Inner/double bottom longitudinals         | Three longitudinals where plates measured              | 3 measurements inline across web, and 3 measurements on flange  |
| 3. Longitudinal girders or transverse floors | b. Suspect plates                                      | b. 5 point pattern over about 1 m <sup>2</sup>  |
| 4. Watertight bulkheads (WT floors)          | a. lower 1/3 of tank<br><br>b. upper 2/3 of tank       | a. 5 point pattern over 1 m <sup>2</sup> of plating<br><br>b. 5 point pattern alternate plates over 1 m <sup>2</sup> of plating |
| 5. Web frames                                | Suspect plate  | 5 point pattern over 1 m <sup>2</sup> of plating  |
| 6. Bottom/side shell longitudinals           | Minimum of three longitudinals in way of suspect areas | 3 measurements in line across web<br>3 measurements on flange   |



| CARGO HOLDS          |                                 |  |
|----------------------|---------------------------------|--|
| STRUCTURAL MEMBER    | EXTENT OF MEASUREMENT           | PATTERN OF MEASUREMENT   |
| 1. Side shell frames | Suspect frame and each adjacent | a. At each end and mid span: 5 point pattern of both web and flange<br><br>b. 5 point pattern within 25 mm of welded attachment to both shell and lower slope plate" |

**GUIDELINES ON THE ENHANCED PROGRAMME OF INSPECTION DURING SURVEYS OF OIL TANKERS (Resolution A.744(18), Annex B))**

- 25 The following sentence is added to paragraph 1.2.1:

"A tank which is used for both cargo and ballast will be treated as a ballast tank when substantial corrosion has been found in that tank."

- 26 Existing paragraph 1.2.8 is replaced by the following:

"1.2.8 A corrosion prevention system is normally considered either:

- .1 a full hard coating; or
- .2 a full hard coating supplemented by anodes.

Protective coating should usually be epoxy coating or equivalent. Other coating systems may be considered acceptable as alternatives provided that they are applied and maintained in compliance with the manufacturer's specifications.

Where soft coatings have been applied, safe access should be provided for the surveyor to verify the effectiveness of the coating and to carry out an assessment of the conditions of internal structures which may include spot removal of the coating. When safe access cannot be provided, the soft coating should be removed."

- 27 In paragraph 2.3.1, second sentence, the words "or where soft coating has been applied," are added after the word "renewed".
- 28 In paragraph 4.2.4, first sentence, the words "or where soft coating has been applied," are added after the word "renewed".



29 The following sentence is added to paragraph 7.1.1.2:

"In all cases, regardless of the pattern, the extent of thickness measurements should be sufficient as to represent the actual average condition of the plate."

30 In annex 10 to Annex B - "Recommended procedures for thickness measurements". General, the following words are added at the end of paragraph 2.

"and the maximum allowable diminution should be stated."

31 In Appendix 2 to annex 10 to Annex B - "Reports on thickness measurement", a new column headed "Maximum allowable diminution (mm)" is added.

### 第 55/2015 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二零零三年六月五日透過第MSC.144 (77) 號決議通過了《散貨船和油輪檢驗期間的強化檢查方案指南》（經修正的第A.744 (18) 號決議）的修正案，該修正案自二零零五年一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.144 (77) 號決議的中文及英文文本。

二零一五年五月十一日發佈。

行政長官 崔世安

### Aviso do Chefe do Executivo n.º 55/2015

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 5 de Junho de 2003, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.144(77), adoptou emendas às Directrizes relativas ao Programa Reforçado de Inspeções no âmbito das Vistorias a Graneleiros e Petroleiros (resolução A.744(18), tal como emendada), e que tais emendas são aplicáveis na Região Administrativa Especial de Macau desde 1 de Janeiro de 2005;

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.144(77), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 11 de Maio de 2015.

O Chefe do Executivo, Chui Sai On.