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第 93/2015 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》（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二零零二年十二月十二日透過第MSC.134 (76) 號決議通過了經修正的公約的修正案，該修正案自二零零四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.134 (76) 號決議的中文及英文文本。

二零一五年七月二日發佈。

行政長官 崔世安

Aviso do Chefe do Executivo n.º 93/2015

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

Considerando igualmente que, em 12 de Dezembro de 2002, o Comité de Segurança Marítima da Organização Marítima Internacional, através da resolução MSC.134(76), adoptou emendas à Convenção, tal como emendada, e que tais emendas são aplicáveis na Região Administrativa Especial de Macau desde 1 de Julho de 2004;

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.134(76), que contém as referidas emendas, nos seus textos em línguas chinesa e inglesa.

Promulgado em 2 de Julho de 2015.

O Chefe do Executivo, *Chui Sai On*.

第 MSC.134 (76) 號決議

(於 2002 年 12 月 12 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》關於本委員會職責的第 28 (b) 條，

進一步憶及有關適用於除第 I 章規定外的本公約附件修正程序的《1974 年國際海上人命安全 (SOLAS) 公約》(以下稱為“公約”) 第 VIII (b) 條，

在其第七十六次會議上，審議了按照本公約第 VIII (b) (i) 條提議和分發的本公約的修正案，

1. 根據公約第 VIII (b) (iv) 條，通過了公約的修正案，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，決定該修正案應於 2004 年 1 月 1 日視為已被接受，除非在此日期之前，有三分之一以上的公約締約國政府或其合計商船隊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. 還請各締約國政府注意，按照公約第 VIII (b) (vii) (2) 條，在修正案按照上述第 2 段被接受後，應於 2004 年 7 月 1 日生效；

4. 要求秘書長按照公約第 VIII (b) (v) 條，將本決議和載於附件中的修正案條文的核證副本發送給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的副本發送給非公約締約國政府的本組織會員。

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 - 分艙與穩性、機電裝置

A-1 部分

船舶結構

- 1 在現有第 3-5 條後增加下列新的第 3-6 條：

“第 3-6 條

進出和在油輪和散貨船貨物區域的處所內的通道

1 適用範圍

1.1 除第 1.2 款中規定者外，本條適用於 2005 年 1 月 1 日或以後建造的 500 總噸及以上的油輪和第 IX/1 條定義的 20,000 總噸及以上的散貨船。

1.2 1994 年 10 月 1 日或以後但在 2005 年 1 月 1 日以前建造的 500 總噸及以上的油輪應符合經第 MSC.27(61)號決議通過的第 II-1/12-2 條的規定。

2 貨物和其他處所的進出通道

2.1 貨物區域的每一處所均應配有固定的進出通道，以便第 IX/1 條定義的主管機關、公司和船上人員及其他必要的人員在整個船舶壽命期內能進行船舶結構的全面和細節檢查和厚度測量。此種進出通道應符合本組織可能修正的第 5 款的要求和海上安全委員會以第 MSC.133 (76) 號決議通過的《用於檢查的進出通道的技術規定》，除非此類修正案係按本公約第 VIII 條有關適用於除第 I 章外的附件的修正程序的規定通過、生效和實施。

2.2 如果固定的進出通道在正常的裝卸作業中可能會受到損壞或者裝配固定的進出通道不實際可行，則主管機關可允許使用《技術規定》中所述的移動式或便攜式進出通道代替固定的進出通道，只要附着、裝配、懸掛或支撐便攜式進出通道的設施構成船舶結構的固定部分。所有便攜式設備均應為由船上人員容易地安裝或使用。

2.3 所有進出通道的建造和材料及其在船舶結構上的安裝均應使主管機關滿意。進出通道應在使用之前或結合使用進行公約第 I/10 條規定的檢驗。

3 安全進出貨艙、液貨艙、壓載艙和其他處所

3.1 貨物區域的貨艙、空隔艙、壓載艙、液貨艙和其他處所的安全進出*應直接從露天甲板開始，並能確保進行其全面檢查。雙層底處所的安全進出口*可從泵艙、深空隔艙、管隧、貨艙、雙層殼處所或擬不裝載油類或危險貨物的類似艙室開始。

* 參閱本組織以第 A.864 (20) 號大會決議通過的關於進入船上封閉處所的建議書。

3.2 長度為 35 m 或以上的艙和分艙應至少裝配儘可能遠隔的 2 個進出艙口和梯子。長度小於 35 m 的艙應至少配備一個進出艙口和梯子。如果一艙被一個或多個緩衝艙壁或相似的障礙分隔，不可以進出到該艙的其他部分，則應至少配備 2 個艙口和梯子。

3.3 每個貨艙至少應配備儘可能遠隔的 2 個進出通道。這些進出口一般應作對角佈置，例如，一個進出口靠近左舷的前艙壁，另一個進出口則靠近右舷的後艙壁。

4 船舶結構進出手冊

4.1 進行全面和細節檢查和厚度測量的船舶的進出通道應在經主管機關批准的《船舶結構進出手冊》中具有說明，船上應保留經更新的該手冊副本。《船舶結構進出手冊》應包括貨物區域每一處所的下列方面：

- .1 顯示處所進出通道的平面圖，附有適當的技術規範和尺寸；
- .2 顯示能使全面檢查得以進行的每個處所內的進出通道的平面圖，附有適當的技術規範和尺寸。平面圖應表明從何處可以檢查處所內的每個區域；
- .3 顯示能使細節檢查得以進行的處所內的進出通道的平面圖，附有適當的技術規範和尺寸。平面圖應表明關鍵結構區域的位置，進出通道是固定的還是便攜式的以及從何處可以檢查每個區域；
- .4 檢查和維修所有進出通道的結構及附着設施的說明，計及處所內可能含有任何腐蝕性氣體；

- .5 當進行細節檢查和厚度測量使用浮箱時的安全指導說明；
- .6 以安全方式裝配和使用任何便攜式進出通道的說明；
- .7 所有便攜式進出通道的清單；和
- .8 船舶進出通道定期檢查和維修的記錄。

4.2 就本條而言，“關鍵結構區域”係指由計算確定需要監測或從相似或姐妹船的營運歷史中確定屬於易於斷裂、翹曲、變形或腐蝕而會損壞船舶結構完整性的位置。

5 總體技術規範

5.1 對於通過水平開口、艙口或人孔的進出口，其尺寸應足夠一個配備獨立式呼吸裝置和保護設備的人員無障礙地上下任何梯子，同時也提供一個便利從處所底部起吊受傷人員的暢通開口。最小的暢通開口應不小於 600 mm×600 mm。當貨艙進出通道是通過艙口進行佈置時，梯子的上部位置應儘可能靠近艙口圍板。高度大於 900 mm 的進出艙口圍板還應在與梯子連接的外部裝有踏板。

5.2 對於通過貫穿處所全部長度和寬度的緩衝艙壁、地板、樑和桁材構架的垂直開口或人孔的進出口，其最小開口應不小於 600 mm×800 mm，高度從底部殼板開始不應大於 600 mm，除非裝配有格子板或其他踏板。

5.3 對於小於 5,000 總噸的油輪，主管機關可批准在特殊情況中裝配小於第 5.1 和 5.2 款中提及的開口尺寸，但通過此種開口或移動受傷人員的能力要應能證明為主管機關所滿意。”

B 部分

分艙與穩性

第 12-2 條 — 油輪貨物區域中處所的進出口

2 刪除現有的第 12-2 條。

C 部分

機器裝置

第 31 條 – 機器控制

3 在本條第 2 款增加下列新的 .10 分款：

“.10 自動系統應設計為能確保及時地向負責航行值班的駕駛員發出緊急或緊迫減緩或停止推進系統的臨界值警報，以便評估緊急情況中的航行情況。特別是該系統在向負責航行值班的駕駛員提供手動干預機會時應能控制、監測、報告、報警和採取減緩或停止推進系統的安全行動，例如在超速的情況中，但手動干預將使主機和/或推進設備在短時間內完全停止的情況除外。”

第 II-2 章

構造 – 防火、探火和滅火

第 3 條 – 定義

4 第 20 款中“第 VII/2 條”由“第 VII/1.1 條所定義的《IMDG 規則》”代替。

第 19 條 – 危險貨物運輸

5 在表 19.3 豎欄 7 和 8 中（關於 3 類閃點），數字“3.13.2”和“3.3”中由數字“3”分別代替。

6 在表 19.3 豎欄 13 中（關於 5.2 類），第 15 行（關於第 3.10.1 段）和第 16 行（關於第 3.10.2 段）中的符號“X”更換為符號“X¹⁶”並增加下列新的說明 16:

“¹⁶ 根據經修正的《IMDG 規則》的規定，禁止在甲板下或封閉的滾裝處所中積載 5.2 類危險貨物。”

第 III 章

救生設備和裝置

第 26 條 – 客滾船的附加要求

7 在第 1 款末尾增加下列新的.4 分款：

“.4 2004 年 7 月 1 日以前，應在不晚於該日或其後的首次檢驗之日符合第 2.5 款的要求。”

8 在第 2 款後增加下列新的.5 分款：

“.5 客滾船上的救生筏應按每 4 個救生筏配備一部應答器的比率配備雷達應答器*。應答器應安裝在救生筏內，當救生筏展開時，其天線應高於海平面 1 m，但天篷式可逆轉救生筏除外，其應答器應佈置成倖存者便於接近和安裝。每一應答器均應佈置成當救生筏張開時能手動安裝。裝有應答器的救生筏的容器應有明顯的標記。

* 參閱經本組織以第 A.802 (19) 號決議通過的《用於搜尋和救助作業的救生艇筏雷達應答器性能標準》。

第 XII 章

散貨船的附加安全措施

9 在現有的第 11 條後增加下列新的第 12 條和第 13 條：

“第 12 條

艙、壓載和乾燥處所水位探測裝置

(此條適用於不論其建造日期如何的散貨船)

1 散貨船上應安裝如下水位探測裝置：

- .1 在每一貨艙中，一個用於當任一艙中內底以上的水位達到 0.5 m 的高度時，另一個用於當高度不小於貨艙深度 15% 但不超過 2 m 的高度時，發出視聽警報的探測裝置。在第 9.2 條適用的散貨船上，只需安裝帶有後一個報警器的探測裝置。水位探測裝置應安裝在貨艙的後端。對於用作水壓載的貨艙，可安裝超控警報裝置。可視警報裝置應能清楚地辨別在每一艙中探測到的兩種不同的水位；
- .2 在第 II-1/11 條要求的防撞艙壁前面的壓載艙中，當艙中的液體位置不超過艙容量的 10% 時，發出視聽警報。當使用此艙時，可安裝便於啟動的超控警報裝置；和
- .3 在除錨鏈艙之外的任何乾燥或空隔處所中，其延伸至最前貨艙前面的任何部分在水位處於甲板以上 0.1 m 時，發出視聽警報。如果封閉處所的容量未超過船舶最大排水量的 0.1% 時，則不必提供這樣的警報裝置。

2 第 1 款中規定的視聽警報裝置應位於駕駛室。

3 2004 年 7 月 1 日之前建造的散貨船應在不晚於 2004 年 7 月 1 日之後船舶進行的年度、中期或換新檢驗之日符合本條的要求，取早者。

第 13 條

泵系的可用性

（此條適用於不論其建造日期如何的散貨船）

1 在散貨船上，排放防撞艙壁前面的壓載艙和延伸至最前貨艙前面的乾燥處所某些部分的艙底的設施，應能從易於接近的封閉處所進行操作，其位置為從駕駛室或推進機械控制位置都易於通達，而無須橫穿露天乾舷甲板或上層建築甲板。如服務於此種艙櫃或艙底的管道貫穿防撞艙壁，使用遙控啟動裝置操作此類艙、艙底泵和閥作為第 II-1/11.4 條規定的閥門控制的替代辦法，是可以接受的，只要這樣的控制閥的位置符合本條的要求。

2 2004 年 7 月 1 日之前建造的散貨船應在不晚於 2004 年 7 月 1 日之後船舶進行的首次中期或換新檢驗之日符合本條的要求，但無論如何不得晚於 2007 年 7 月 1 日。”

RESOLUTION MSC.134(76)
(adopted on 12 December 2002)

**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 seventy-sixth 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 January 2004, 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 SOLAS 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 2004 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 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-1

STRUCTURE OF SHIPS

- 1 The following new regulation 3-6 is added after existing regulation 3-5:

“Regulation 3-6**Access to and within spaces in the cargo area of oil tankers and bulk carriers****1 Application**

1.1 Except as provided for in paragraph 1.2, this regulation applies to oil tankers of 500 gross tonnage and over and bulk carriers, as defined in regulation IX/1, of 20,000 gross tonnage and over, constructed on or after 1 January 2005.

1.2 Oil tankers of 500 gross tonnage and over constructed on or after 1 October 1994 but before 1 January 2005 shall comply with the provisions of regulation II-1/12-2 adopted by resolution MSC.27(61).

2 Means of access to cargo and other spaces

2.1 Each space within the cargo area shall be provided with a permanent means of access to enable, throughout the life of a ship, overall and close-up inspections and thickness measurements of the ship's structures to be carried out by the Administration, the company, as defined in regulation IX/1, and the ship's personnel and others as necessary. Such means of access shall comply with the requirements of paragraph 5 and with the Technical provisions for means of access for inspections, adopted by the Maritime Safety Committee by resolution MSC.133(76), 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.

2.2 Where a permanent means of access may be susceptible to damage during normal cargo loading and unloading operations or where it is impracticable to fit permanent means of access, the Administration may allow, in lieu thereof, the provision of movable

or portable means of access, as specified in the Technical provisions, provided that the means of attaching, rigging, suspending or supporting the portable means of access forms a permanent part of the ship's structure. All portable equipment shall be capable of being readily erected or deployed by ship's personnel.

2.3 The construction and materials of all means of access and their attachment to the ship's structure shall be to the satisfaction of the Administration. The means of access shall be subject to survey prior to, or in conjunction with, its use in carrying out surveys in accordance with regulation I/10.

3 Safe access to cargo holds, cargo tanks, ballast tanks and other spaces

3.1 Safe access* to cargo holds, cofferdams, ballast tanks, cargo tanks and other spaces in the cargo area shall be direct from the open deck and such as to ensure their complete inspection. Safe access* to double bottom spaces may be from a pump-room, deep cofferdam, pipe tunnel, cargo hold, double hull space or similar compartment not intended for the carriage of oil or hazardous cargoes.

3.2 Tanks, and subdivisions of tanks, having a length of 35 m or more, shall be fitted with at least two access hatchways and ladders, as far apart as practicable. Tanks less than 35 m in length shall be served by at least one access hatchway and ladder. When a tank is subdivided by one or more swash bulkheads or similar obstructions which do not allow ready means of access to the other parts of the tank, at least two hatchways and ladders shall be fitted.

3.3 Each cargo hold shall be provided with at least two means of access as far apart as practicable. In general, these accesses should be arranged diagonally, for example one access near the forward bulkhead on the port side, the other one near the aft bulkhead on the starboard side.

4 Ship structure access manual

4.1 A ship's means of access to carry out overall and close-up inspections and thickness measurements shall be described in a Ship structure access manual approved by the Administration, an updated copy of which shall be kept on board. The Ship structure access manual shall include the following for each space in the cargo area:

- .1 plans showing the means of access to the space, with appropriate technical specifications and dimensions;
- .2 plans showing the means of access within each space to enable an overall inspection to be carried out, with appropriate technical specifications and dimensions. The plans shall indicate from where each area in the space can be inspected;
- .3 plans showing the means of access within the space to enable close-up inspections to be carried out, with appropriate technical specifications and dimensions. The plans shall indicate the positions of critical structural

* Refer to the Recommendations for entering enclosed spaces aboard ships, adopted by the Organization by resolution A.864(20).

areas, whether the means of access is permanent or portable and from where each area can be inspected;

- .4 instructions for inspecting and maintaining the structural strength of all means of access and means of attachment, taking into account any corrosive atmosphere that may be within the space;
- .5 instructions for safety guidance when rafting is used for close-up inspections and thickness measurements;
- .6 instructions for the rigging and use of any portable means of access in a safe manner;
- .7 an inventory of all portable means of access; and
- .8 records of periodical inspections and maintenance of the ship's means of access.

4.2 For the purpose of this regulation “critical structural areas” are locations which have been identified from calculations to require monitoring or from the service history of similar or sister ships to be sensitive to cracking, buckling, deformation or corrosion which would impair the structural integrity of the ship.

5 General technical specifications

5.1 For access through horizontal openings, hatches or manholes, the dimensions shall be sufficient to allow a person wearing a self-contained air-breathing apparatus and protective equipment to ascend or descend any ladder without obstruction and also provide a clear opening to facilitate the hoisting of an injured person from the bottom of the space. The minimum clear opening shall not be less than 600 mm x 600 mm. When access to a cargo hold is arranged through the cargo hatch, the top of the ladder shall be placed as close as possible to the hatch coaming. Access hatch coamings having a height greater than 900 mm shall also have steps on the outside in conjunction with the ladder.

5.2 For access through vertical openings, or manholes, in swash bulkheads, floors, girders and web frames providing passage through the length and breadth of the space, the minimum opening shall be not less than 600 mm x 800 mm at a height of not more than 600 mm from the bottom shell plating unless gratings or other foot holds are provided.

5.3 For oil tankers of less than 5,000 tonnes deadweight, the Administration may approve, in special circumstances, smaller dimensions for the openings referred to in paragraphs 5.1 and 5.2, if the ability to traverse such openings or to remove an injured person can be proved to the satisfaction of the Administration.”

PART B

SUBDIVISION AND STABILITY

Regulation 12-2 - Access to spaces in the cargo area of oil tankers

- 2 The existing regulation 12-2 is deleted.

PART C

MACHINERY INSTALLATIONS

Regulation 31 - Machinery control

- 3 The following new sub-paragraph .10 is added to paragraph 2 of the regulation:

".10 automation systems shall be designed in a manner which ensures that threshold warning of impending or imminent slowdown or shutdown of the propulsion system is given to the officer in charge of the navigational watch in time to assess navigational circumstances in an emergency. In particular, the systems shall control, monitor, report, alert and take safety action to slow down or stop propulsion while providing the officer in charge of the navigational watch an opportunity to manually intervene, except for those cases where manual intervention will result in total failure of the engine and/or propulsion equipment within a short time, for example in the case of overspeed."

CHAPTER II-2

CONSTRUCTION – FIRE PROTECTION, FIRE DETECTION AND FIRE EXTINCTION

Regulation 3 – Definitions

- 4 In paragraph 20, the words “regulation VII/2” are replaced by the words “the IMDG Code, as defined in regulation VII/1.1”.

Regulation 19 – Carriage of dangerous goods

- 5 In table 19.3, in vertical columns 7 and 8 (concerning flashpoints of class 3), the numbers “3.1 3.2” and “3.3”, respectively, are replaced by the number “3”.

6 In table 19.3, in vertical column 13 (concerning class 5.2), the character “X” in rows 15 (concerning paragraph 3.10.1) and 16 (concerning paragraph 3.10.2) is replaced by the character “X¹⁶” and a new note 16 is added as follows:

“¹⁶ Under the provisions of the IMDG Code, as amended, stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces is prohibited.”

CHAPTER III

LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Regulation 26 - Additional requirements for ro-ro passenger ships

7 The following new subparagraph .4 is added at the end of paragraph 1:

“.4 before 1 July 2004 shall comply with the requirements of paragraph 2.5 not later than the first survey on or after that date.”

8 The following new subparagraph .5 is added at the end of paragraph 2:

“.5 Liferafts carried on ro-ro passenger ships shall be fitted with a radar transponder* in the ratio of one transponder for every four liferafts. The transponder shall be mounted inside the liferaft so its antenna is more than one metre above the sea level when the liferaft is deployed, except that for canopied reversible liferafts the transponder shall be so arranged as to be readily accessed and erected by survivors. Each transponder shall be arranged to be manually erected when the liferaft is deployed. Containers of liferafts fitted with transponders shall be clearly marked.

* Refer to the Performance standards for survival craft radar transponders for use in search and rescue operations, adopted by the Organization by resolution A.802(19).”

CHAPTER XII

ADDITIONAL SAFETY MEASURES FOR BULK CARRIERS

9 The following new regulations 12 and 13 are added after existing regulation 11:

“Regulation 12

Hold, ballast and dry space water level detectors

(This regulation applies to bulk carriers regardless of their date of construction)

1 Bulk carriers shall be fitted with water level detectors:

- .1 in each cargo hold, giving audible and visual alarms, one when the water level above the inner bottom in any hold reaches a height of 0.5 m and another at a height not less than 15% of the depth of the cargo hold but not more than 2 m. On bulk carriers to which regulation 9.2 applies, detectors with only the latter alarm need be installed. The water level detectors shall be fitted in the aft end of the cargo holds. For cargo holds which are used for water ballast, an alarm overriding device may be installed. The visual alarms shall clearly discriminate between the two different water levels detected in each hold;
 - .2 in any ballast tank forward of the collision bulkhead required by regulation II-1/11, giving an audible and visual alarm when the liquid in the tank reaches a level not exceeding 10% of the tank capacity. An alarm overriding device may be installed to be activated when the tank is in use; and
 - .3 in any dry or void space other than a chain cable locker, any part of which extends forward of the foremost cargo hold, giving an audible and visual alarm at a water level of 0.1 m above the deck. Such alarms need not be provided in enclosed spaces the volume of which does not exceed 0.1% of the ship's maximum displacement volume.
- 2 The audible and visual alarms specified in paragraph 1 shall be located on the navigation bridge.
- 3 Bulk carriers constructed before 1 July 2004 shall comply with the requirements of this regulation not later than the date of the annual, intermediate or renewal survey of the ship to be carried out after 1 July 2004, whichever comes first.

Regulation 13

Availability of pumping systems

(This regulation applies to bulk carriers regardless of their date of construction)

- 1 On bulk carriers, the means for draining and pumping ballast tanks forward of the collision bulkhead and bilges of dry spaces any part of which extends forward of the foremost cargo hold, shall be capable of being brought into operation from a readily accessible enclosed space, the location of which is accessible from the navigation bridge or propulsion machinery control position without traversing exposed freeboard or superstructure decks. Where pipes serving such tanks or bilges pierce the collision bulkhead, valve operation by means of remotely operated actuators may be accepted, as an alternative to the valve control specified in regulation II-1/11.4, provided that the location of such valve controls complies with this regulation.
- 2 Bulk carriers constructed before 1 July 2004 shall comply with the requirements of this regulation not later than the date of the first intermediate or renewal survey of the ship to be carried out after 1 July 2004, but in no case later than 1 July 2007.”