

L.N. 54 of 2016

**Merchant Shipping (Safety) (Carriage of Cargoes)
(Amendment) Regulation 2016**

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Merchant Shipping (Safety) (Carriage of Cargoes) (Amendment) Regulation 2016

(Made by the Secretary for Transport and Housing under sections 107, 112A and 112B of the Merchant Shipping (Safety) Ordinance (Cap. 369))

1. Commencement

This Regulation comes into operation on 1 July 2016.

2. Merchant Shipping (Safety) (Carriage of Cargoes) Regulation amended

The Merchant Shipping (Safety) (Carriage of Cargoes) Regulation (Cap. 369 sub. leg. AV) is amended as set out in sections 3 to 20.

3. Title amended

The title, after “**CARGOES**”—

Add

“AND OIL FUEL”.

4. Part 1 heading added

Before section 1—

Add

“Part 1

Preliminary and Application”.

5. Section 1 amended (interpretation)

(1) Section 1(1), definition of *cargo*—

Repeal paragraph (a).

- (2) Section 1(1), definition of *Cargo Securing Manual*, paragraph (a), after “solid”—

Add

“bulk cargoes”.

- (3) Section 1(1), definition of *Cargo Securing Manual*—

Repeal paragraphs (b) and (c)

Substitute

“(b) is approved by an Administration; and

(c) is of a standard equivalent to or higher than the standard as set out in the guidelines contained in the Annex to the MSC.1/Circular 1353 of the Maritime Safety Committee of the IMO, as from time to time revised or amended by the IMO;”.

- (4) Section 1(1)—

Repeal the definition of *freight container*

Substitute

“*freight container* (運貨貨櫃) has the meaning given by section 2(1) of the Freight Containers (Safety) Ordinance (Cap. 506);”.

- (5) Section 1(1), English text, definition of *tons*, paragraph (b)—

Repeal the semicolon

Substitute a full stop.

- (6) Section 1(1)—

(a) definition of *bulk cargo*;

(b) definition of *Code of Safe Practices for Cargo Stowage and Securing*;

- (c) definition of *IMDG Code*;
- (d) definition of *Merchant Shipping Notice*;
- (e) definition of *moisture content*;
- (f) definition of *ro-ro cargo spaces*;
- (g) definition of *transportable moisture limit*—

Repeal the definitions.

- (7) Section 1(1)—

Add in alphabetical order

“*Administration* (主管機關) means—

- (a) in relation to a Hong Kong ship, the Director;
and
- (b) in relation to a non-Hong Kong ship, the
government of the State whose flag the ship is
entitled to fly;

bulk carrier (散裝貨輪) means a ship that is constructed primarily to carry dry cargo in bulk, and includes an ore carrier and a combination carrier;

cargo transport unit (貨物運輸單元) means a road transport tank or freight vehicle, a railway transport tank or freight wagon, a multimodal freight container or portable tank, or a multi-element gas container;

container (貨櫃) has the meaning given by section 2 of the Freight Containers (Safety) Ordinance (Cap. 506);

liquid bulk cargo (液體散裝貨物) means any cargo that is liquid in bulk;

non-Hong Kong ship (非香港船舶) means a ship other than a Hong Kong ship;

shipper (付運人), in relation to a cargo, means—

- (a) a person by whom, or in whose name, or on whose behalf, a contract of carriage of cargoes by sea has been concluded in respect of the cargo with a carrier; or
- (b) a person by whom, or in whose name, or on whose behalf, the cargo is delivered to a carrier under a contract of carriage of cargoes by sea concluded in respect of the cargo;

solid bulk cargo (固體散裝貨物) means any cargo, other than liquid cargo or gas cargo, consisting of a combination of particles, granules or any larger pieces of material generally uniform in composition, which is loaded directly into the cargo spaces of a ship without any intermediate form of containment;”.

- (8) Section 1—

Repeal subsection (2).

6. Section 2 amended (application)

- (1) Section 2—

Repeal subsection (1)

Substitute

“(1) Subject to subsection (2), this Regulation applies to—

- (a) a Hong Kong ship wherever it may be; and
- (b) a non-Hong Kong ship while it is within the waters of Hong Kong.”.

- (2) Section 2(2)—

Repeal

“in relation to any ship which is not a Hong Kong ship”

Substitute

“to a non-Hong Kong ship flying the flag of a State that is not a party to the Convention”.

- (3) Section 2(3)(a)—

Repeal

“or 8(1), (2), (4), (5) or (6)”

Substitute

“, 7A or 8(1)”.

7. Part 2 heading added

Before section 3—

Add

“Part 2

All Cargoes”.

8. Section 3 amended (cargo information to be furnished before loading)

- (1) Section 3(1)—

Repeal

“subsection (2)”

Substitute

“subsections (2), (3) and (3A)”.

- (2) Section 3(2)—

Repeal paragraph (b)

Substitute

- “(b) furnished with adequate details regarding the cargoes so that their stowage may be properly planned for handling and transport for ensuring that—
- (i) different commodities to be carried are compatible with each other or suitably separated;
 - (ii) the cargoes are suitable for being carried on the ship;
 - (iii) the ship is suitable for carrying the cargoes; and
 - (iv) the cargoes can be safely stowed and secured on board the ship and transported under all expected conditions during the intended voyage.”.

- (3) Section 3(3)—

Repeal

everything after “subsection (1)”

Substitute

“must include—

- (a) for a general cargo and a cargo carried in a cargo unit—
 - (i) a general description of the cargo;
 - (ii) the gross mass of the cargo or, if the cargo is carried in a cargo unit, the gross mass of such cargo unit; and
 - (iii) any properties of the cargo that are relevant to the safe carriage of the cargo by sea; or
- (b) for a solid bulk cargo—

- (i) the information required by section 4.2.2 of the IMSBC Code; and
- (ii) if the cargo is carried in a bulk carrier of 150 metres or more in length, the additional information on the density of the cargo declared by the shipper of the cargo.”.

(4) After section 3(3)—

Add

“(3A) If—

- (a) a bulk carrier that carries a solid bulk cargo is a bulk carrier referred to in subsection (3B); and
- (b) the density of the cargo declared under subsection (3)(b)(ii) is 1 250 kg/cubic metre or above but is below 1 780 kg/cubic metre,

the shipper of the cargo must furnish information to show that the density of the cargo has been verified by an accredited testing organization.

(3B) The bulk carrier is one—

- (a) to which regulation 6 of Chapter XII of the Convention applies; and
- (b) which does not comply with the requirements of regulations 4.3, 6, 7.1 and 14 of Chapter XII of the Convention applicable to the carriage of solid bulk cargoes having a density of 1 780 kg/cubic metre or above.”.

(5) Section 3(5), after “an offence”—

Add

“and is liable to a fine of \$20,000 and to imprisonment for 2 years”.

- (6) Section 3(6), after “an offence”—

Add

“and is liable to a fine of \$20,000 and to imprisonment for 2 years”.

- (7) After section 3(6)—

Add

- “(7) In this section—

general cargo (一般貨物) means a cargo not being transported—

- (a) in bulk;
- (b) in a cargo unit; or
- (c) in a cargo transport unit;

IMSB Code (《固體散裝貨規則》) means the International Maritime Solid Bulk Cargoes Code adopted by the IMO by resolution MSC.268(85) on 4 December 2008, as from time to time revised or amended by any revision or amendment that applies to Hong Kong.”.

9. Section 3A added

After section 3—

Add

“3A. Verifying gross mass of cargoes and containers for purpose of section 3(3)(a)(ii)

- (1) This section applies to a cargo carried in a cargo unit that is a packed container.
- (2) For the purpose of section 3(3)(a)(ii), if a packed container is to be shipped from Hong Kong on a ship, a specified person must—

-
- (a) verify the gross mass of the packed container in accordance with subsection (3);
 - (b) ensure that the verified gross mass is stated in a shipping document signed by a person duly authorized by the specified person; and
 - (c) deliver a copy of the shipping document in advance to the master of the ship or the master's representative and the terminal operator of the terminal, wharf or other similar facilities at which the container is to be loaded for the preparation of the ship's stowage plan.
- (3) The gross mass must be verified by one of the following methods—
- (a) by weighing the packed container as a whole using an equipment that is acceptable to—
 - (i) the competent authority of the place at which the packing of the container was completed; or
 - (ii) the Director;
 - (b) by adding—
 - (i) the tare mass of the container; and
 - (ii) the mass of all the cargoes and packages (including the mass of pallets, dunnage, other packing materials and securing materials) to be packed into the container, that is obtained by weighing the content of the container by using a method approved by—
 - (A) the competent authority of the place at which the packing of the container was completed; or

(B) the Director.

- (4) The master of the ship and the terminal operator must not load the container on the ship if the master or the terminal operator does not have the gross mass of the container verified under subsection (2).
- (5) The Director may, in relation to a packed container—
 - (a) request the gross mass of the container verified under subsection (2) to be checked before the loading of the container on a ship; and
 - (b) request the specified person concerned to provide documentary proof to show that subsection (2) has been complied with.
- (6) Subsection (2) does not apply to a container that—
 - (a) is carried on a chassis or trailer; and
 - (b) is driven on a ro-ro ship engaged in short international voyages as defined by regulation 3.22 of Chapter III of the Convention.
- (7) The Director may, by notice published in the Gazette, specify the specifications, standards or additional requirements on verifying gross mass for—
 - (a) acceptance of an equipment for the purpose of subsection (3)(a)(ii); or
 - (b) approval of a method for the purpose of subsection (3)(b)(ii)(B).
- (8) A notice published under subsection (7) is not subsidiary legislation.
- (9) A specified person who contravenes subsection (2) commits an offence and is liable to a fine of \$20,000 and to imprisonment for 2 years.

(10) If subsection (4) is contravened, the master concerned and the terminal operator concerned each commits an offence and is liable to a fine of \$20,000 and to imprisonment for 2 years.

(11) In this section—

competent authority (主管當局), in relation to a place outside Hong Kong, means the authority responsible, under the law of that place, for the regulation of carriage of cargoes in that place;

packed container (已裝填貨櫃) means a container loaded with—

- (a) cargoes of liquids, gases, or solids, or cargoes packed and tied together in the form of packages; and
- (b) pallets, dunnage, other packing materials or securing materials;

specified person (指明人士), in relation to a cargo packed in a packed container, means a person—

- (a) who is named in a bill of lading, a sea waybill or an equivalent multimodal transport document as the shipper of the cargo; and
- (b) who (or in whose name or on whose behalf) has concluded a contract of carriage with a shipping company in respect of the cargo;

terminal operator (貨運站營運者), in relation to a terminal, wharf or other similar facilities, means the person in charge of the operation of the terminal, wharf or facilities.”

10. Section 4 amended (provision of oxygen analysis and gas detection equipment)

- (1) Section 4(1), before “bulk cargo”—

Add

“solid”.

- (2) Section 4(1)—

Repeal everything after paragraph (b)

Substitute

“the master and the owner of the ship must ensure that the ship is provided with an instrument for measuring the concentration of such gas or oxygen in the air, together with detailed instructions for its use, and that the instrument is in effective working condition.”.

- (3) After section 4(1)—

Add

“(1A) If subsection (1) is contravened, the master and the owner of the ship concerned each commits an offence and is liable to a fine of \$20,000 and to imprisonment for 2 years.”.

- (4) Section 4(2), before “bulk cargo”—

Add

“solid”.

- (5) Section 4(3), after “an offence”—

Add

“and is liable to a fine of \$20,000 and to imprisonment for 2 years”.

11. Section 5 amended (safe use of pesticides in ships)

- (1) Section 5(2), after “an offence”—

Add

“and is liable to a fine of \$20,000 and to imprisonment for 2 years”.

- (2) Section 5(4)—

Repeal

everything after “in accordance with”

Substitute

“the relevant recommendations relating to the safe use of pesticides in ships published by the IMO, as from time to time amended by the Maritime Safety Committee of the IMO may be relied on as tending to establish or negate any liability which is in question.”.

12. Section 6 amended (stowage and securing of cargoes)

- (1) Section 6, heading—

Repeal

“cargoes”

Substitute

“cargoes, cargo units and cargo transport units”.

- (2) Section 6(1)—

Repeal

everything after “of a ship”

Substitute

“must ensure that cargoes, cargo units and cargo transport units carried on a ship must be so loaded, stowed and secured as to minimize the risk to—

- (a) the safety of the ship;
- (b) the health or safety of any person on board the ship; or
- (c) the loss of cargo overboard.”.

(3) Section 6(2)—

Repeal

“carried in a cargo unit shall ensure that the cargo is”

Substitute

“, cargo unit and cargo transport unit must ensure that they are”.

(4) Section 6(4)—

Repeal

everything after “loading and discharging”

Substitute

“cargo units and cargo transport units on and from the ship must ensure that the units are—

- (a) so loaded on and transported within the ship; and
- (b) so secured, having regard to the securing arrangements on board the ship and on cargo units and cargo transport units, and to the strength of the securing points and lashings, as to minimize the risk to the safety of the ship or any person on board the ship.”.

(5) Section 6—

Repeal subsections (4A) and (4B)

Substitute

“(4A) The master of a ship must ensure that all cargoes (other than solid bulk cargoes and liquid bulk cargoes), cargo units and cargo transport units are loaded, stowed and secured in accordance with the Cargo Securing Manual of the ship throughout the voyage.

(4B) For a ship with ro-ro spaces as defined in regulation 3 of Chapter II-2 of the Convention, the master of the ship must ensure that all cargoes (other than solid bulk cargoes and liquid bulk cargoes), cargo units and cargo transport units are loaded, stowed and secured on the ship in accordance with the Cargo Securing Manual of the ship before the ship leaves the berth at which the cargoes and units are loaded.”.

(6) Section 6(4C)—

Repeal

“carrying cargo”

Substitute

“carrying a cargo, cargo unit or cargo transport unit”.

(7) Section 6(5), after “an offence”—

Add

“and is liable to a fine of \$20,000 and to imprisonment for 2 years”.

13. Section 7 amended (freight containers not to be overloaded)

(1) Section 7, Chinese text, heading—

Repeal

“貨運集裝箱”

Substitute

“運貨貨櫃”.

(2) Section 7—

Renumber the section as section 7(1).

(3) Section 7(1)—

Repeal

everything after “safety approval plate”

Substitute

“affixed to the container commits an offence and is liable to a fine of \$20,000 and to imprisonment for 2 years.”.

(4) After section 7(1)—

Add

“(2) In subsection (1)—

safety approval plate (安全合格牌照) has the meaning given by section 2(1) of the Freight Containers (Safety) Ordinance (Cap. 506).”.

14. Sections 7A and 7B added

After section 7—

Add

“7A. Material safety data sheets

- (1) If a ship carries oil as cargo in bulk or oil fuel, the master of the ship must ensure that the material safety data sheets relating to the oil or oil fuel that comply with subsection (2) are provided on the ship before loading the oil as cargo in bulk or bunkering of the oil fuel.
- (2) The material safety data sheets must contain details of the items specified in the Recommendations for Material Safety Data Sheets (MSDS) for MARPOL

Annex 1 Oil Cargo and Oil Fuel, adopted by the IMO by resolution MSC.286(86), as from time to time revised or amended by the IMO.

- (3) The master of a ship who contravenes subsection (1) commits an offence and is liable to a fine of \$20,000 and to imprisonment for 2 years.
- (4) In this section—

MARPOL (《防污公約》) means the International Convention for the Prevention of Pollution from Ships, 1973, including its protocols and appendices, as from time to time revised or amended by any revision or amendment that applies to Hong Kong;

oil (油類)—

- (a) means petroleum in any form, including crude oil, fuel oil, sludge, oil refuse and refined products (other than petrochemicals which are subject to the provisions of Annex II to MARPOL); and
- (b) includes the substances listed in Appendix I to Annex I to MARPOL;

oil fuel (油類燃料) means any oil used as fuel in connection with the propulsion and auxiliary machinery of the ship on which the oil is carried.

7B. Prohibition of blending of liquid bulk cargoes and production process on ship during voyages

- (1) Subject to subsection (2), the master of a ship must ensure that any physical blending of liquid bulk cargoes is not carried out on board the ship during a voyage.
- (2) Subsection (1) does not apply to—

-
- (a) any physical blending of liquid bulk cargoes that is for undertaking cargo transfers for—
 - (i) the safety of the ship; or
 - (ii) the protection of the marine environment; and
 - (b) any physical blending of liquid bulk cargoes that is for use in the search or exploitation of seabed mineral resources.
- (3) Subject to subsection (4), the master of a ship must ensure that a production process is not carried out on board the ship during a voyage.
- (4) Subsection (3) does not apply if the production process is—
- (a) carried out for the search or exploitation of seabed mineral resources; and
 - (b) carried out in conformity with the Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels adopted by the IMO by resolution A.673(16), as from time to time revised or amended by the IMO.
- (5) The master of a ship who contravenes subsection (1) or (3) commits an offence and is liable to a fine of \$20,000 and to imprisonment for 2 years.
- (6) In this section—

physical blending (物理混合) means a process by which a ship's cargo pumps and pipelines are used to circulate 2 or more different cargoes on board the ship with the intent to produce a cargo with a composition or description different from that of those cargoes;

production process (生産作業) means a deliberate operation by which a chemical reaction between a ship's cargoes and any other cargo or substance takes place.”.

15. Part 3 heading added

Before section 8—

Add

“Part 3

Special Provisions for Solid Bulk Cargoes”.

16. Section 8 amended (provisions in respect of bulk cargo)

(1) Section 8, heading—

Repeal

“Provisions in respect of bulk cargo”

Substitute

“Acceptability for shipment”.

(2) Section 8(1)—

Repeal

“bulk cargo is loaded on a”

Substitute

“solid bulk cargo is loaded on the”.

(3) Section 8(1)(a)—

Repeal

“Schedule 7 to”

Substitute

“regulation 30 of”.

- (4) Section 8(1)(a)—

Repeal

“that Schedule”

Substitute

“that regulation”.

- (5) Section 8—

Repeal subsections (2), (3), (4), (5) and (6).

- (6) Section 8(7)—

Repeal

everything after “subsection (1)”

Substitute

“commits an offence and is liable to a fine of \$20,000 and to imprisonment for 2 years.”.

- (7) Section 8—

Repeal subsection (8).

17. Section 8A amended (duty of owner of terminal, etc., to appoint terminal representative)

Section 8A(4), after “an offence”—

Add

“and is liable to a fine of \$20,000 and to imprisonment for 2 years.”.

18. Section 8B amended (loading, unloading and storage of bulk cargoes)

- (1) Section 8B, heading—

Repeal

“storage of”

Substitute

“stowage of solid”.

- (2) Section 8B(1), before “bulk cargo”—

Add

“solid”.

- (3) Section 8B(1)—

Repeal

everything after “the master with”

Substitute

“a solid bulk cargo booklet which—

- (a) contains the information set out in subsection (2);
- (b) is written in a language with which the ship’s officers responsible for the cargo operation are familiar and, if the language is not English, is accompanied by a translation in English; and
- (c) is endorsed by an Administration.”.

- (4) Section 8B(2)—

Repeal

“Information on or in relation to cargoes”

Substitute

“The information”.

- (5) Section 8B(2)(f)—

Repeal

“and”.

- (6) Section 8B(2)(g)—

Repeal the full stop

Substitute

“; and”.

- (7) After section 8B(2)(g)—

Add

“(h) the restrictions imposed on the carriage of solid bulk cargoes having a density of 1 780 kg/cubic metre or above in accordance with the requirements of regulations 6 and 14 of Chapter XII of the Convention.”.

- (8) Section 8B(3)(a), before “bulk cargo”—

Add

“solid”.

- (9) After section 8B(3)—

Add

“(3A) If a master of a ship or a terminal representative becomes aware of a significant deviation from the plan referred to in subsection (3), the master and the terminal representative must, within each of their area of responsibility, ensure that the cargo or ballast operations, or both, are adjusted so that any deviation is corrected.”.

- (10) Section 8B—

Repeal subsection (4)

Substitute

“(4) If a solid bulk cargo is loaded on or unloaded from a ship—

- (a) the master of the ship must ensure that the loading or unloading, as the case may be, is continuously monitored by one or more of the ship's personnel;
 - (b) the master of the ship must ensure that the ship's draught is checked regularly to confirm the tonnage figures supplied;
 - (c) the master of the ship must ensure that each draught check carried out and tonnage confirmed under paragraph (b) is recorded in a cargo log-book; and
 - (d) the master and the terminal representative must, if the master is of the opinion that any of the limits of the ship referred to in subsection (2)(b), (c), (d), (e), (f), (g) and (h) are exceeded or are likely to be exceeded if the loading or unloading operation continues, ensure that corrective action (which may be or include the suspension of the loading or unloading operation) is taken immediately.
- (4A) If the corrective action taken under subsection (4)(d) results in the suspension of the loading or unloading operation, the master must, as soon as practicable, furnish the port authority with—
- (a) the particulars of the limits to which the corrective action relates; and
 - (b) the particulars of the corrective action taken.”.
- (11) Section 8B—

Repeal subsection (5)

Substitute

- “(5) If subsection (1) is contravened, the master and the owner concerned each commits an offence and is liable to a fine of \$20,000 and to imprisonment for 2 years.
- (5A) If any of the requirements in subsection (3), (3A) or (4)(d) is contravened, the master and the terminal representative concerned each commits an offence and is liable to a fine of \$20,000 and to imprisonment for 2 years.
- (5B) A master of a ship who contravenes subsection (4)(a), (b) or (c) or (4A) commits an offence and is liable to a fine of \$20,000 and to imprisonment for 2 years.”.

19. Section 8C added

After section 8B—

Add

“8C. Restrictions on certain bulk carriers with empty hold to proceed to sea

- (1) This section applies to a ship that—
- (a) is a bulk carrier of—
 - (i) single-side skin construction as defined by regulation 1.2 of Chapter XII of the Convention; and
 - (ii) 150 metres or above in length;
 - (b) carries solid bulk cargoes having a density of 1 780 kg/cubic metre or above;
 - (c) does not meet—

- (i) the requirements for withstanding flooding of any one cargo hold specified in regulation 5.1 of Chapter XII of the Convention; and
 - (ii) the standards and criteria for side structures of bulk carriers of single-side skin construction, adopted by the IMO by resolution MSC.168(79), as from time to time revised or amended by any revision or amendment that applies to Hong Kong; and
- (d) is over 10 years of age.
- (2) A master of a ship must not permit or authorize the ship to proceed to sea with any hold loaded to less than 10% of the hold's maximum allowable cargo weight when the ship is in full load condition.
 - (3) A master of a ship who contravenes subsection (2) commits an offence and is liable to a fine of \$20,000 and to imprisonment for 2 years.
 - (4) In subsection (2)—

full load condition (滿載狀況), in relation to a ship, means a load equals to, or greater than, 90% of the deadweight at the relevant assigned freeboard of the ship.”.

20. Section 9 repealed (penalties)

Section 9—

Repeal the section.

Anthony B. L. CHEUNG
Secretary for Transport and
Housing

3 May 2016

Explanatory Note

This Regulation amends the Merchant Shipping (Safety) (Carriage of Cargoes) Regulation (Cap. 369 sub. leg. AV) (*principal Regulation*) for—

- (a) giving effect to—
 - (i) regulations 1, 2, 3, 4, 5, 6 and 7 of Chapter VI of the International Convention for the Safety of Life at Sea, 1974 as amended (*Convention*), which deals with cargoes (including solid bulk cargoes and grain); and
 - (ii) regulations 8.1, 8.2, 10 and 14 of Chapter XII of the Convention, which deals with solid bulk cargoes carried on a ship which is a bulk carrier; and
 - (b) updating the provisions for the loading, stowage, carriage and unloading of cargoes (including solid bulk cargoes and grain).
2. Section 1 of the principal Regulation is amended to include new definitions necessary for the interpretation of the principal Regulation as amended by this Regulation (*New Regulation*).
 3. Section 2 of the principal Regulation which relates to the scope of application is being amended.
 4. Section 3 of the principal Regulation is amended to require additional cargo information to be furnished before loading.

5. A new section 3A is added to the principal Regulation for implementing the new requirements under regulation 2 of Chapter VI of the Convention. That section 3A requires the gross mass of cargoes and containers to be verified by weighing the packed containers or the cargoes and packages to be packed into the containers.
6. Section 6 of the principal Regulation is amended to extend the requirement on stowage and securing of cargoes to cargo units and cargo transport units.
7. A new section 7A is added to the principal Regulation for implementing regulation 5-1 of Chapter VI of the Convention. The master of a ship that carries oil as cargo in bulk or oil fuel must ensure that the material safety data sheets are provided on the ship.
8. A new section 7B is added to the principal Regulation for implementing regulation 5-2 of Chapter VI of the Convention. It prohibits any physical blending of liquid bulk cargoes and production process to be carried out on a ship during voyages.
9. Sections 8 and 8B of the principal Regulation are amended to make clear that those provisions apply to the loading, unloading and carriage of solid bulk cargoes. Section 8B is also amended to implement regulation 7 of Chapter VI and regulation 8 of Chapter XII of the Convention.
10. A new section 8C is added to the principal Regulation for implementing regulation 14 of Chapter XII of the Convention. The master of certain bulk carrier must not permit the carrier to proceed to sea with empty hold.

11. To implement the Convention in relation to cargoes—
- (a) Parts 1 and 2 of the New Regulation regulate cargoes loaded or carried on a ship;
 - (b) Parts 1, 2 and 3 of the New Regulation regulate grain loaded or carried on a ship in addition to the Merchant Shipping (Safety) (Grain) Regulations (Cap. 369 sub. leg. AA); and
 - (c) Parts 1, 2 and 3 of the New Regulation regulate solid bulk cargoes (other than grain) loaded or carried on a ship in addition to the Merchant Shipping (Safety) (IMSBC Code) Regulation.