

**第 MSC.526(106)号决议**  
**(2022 年 11 月 10 日通过)**

**《国际散装运输危险化学品船舶构造和设备规则》**  
**(《国际散化规则》)修正案**

海上安全委员会，

忆及《国际海事组织公约》关于本委员会职能的第 28(b)条，

还忆及以第 MSC.4(48)号决议通过的《国际散装运输危险化学品船舶构造和设备规则》(“《国际散化规则》”)，根据《1974 年国际海上人命安全公约》(“本公约”)第 VII 章已成为强制性规则，

进一步忆及关于《国际散化规则》修正程序的本公约第 VIII(b)条和第 VII/8.1 条，

注意到海上环境保护委员会在其第七十八届会议上，以第 MEPC.345(78)号决议通过了关于水密门的《国际散化规则》修正案，以供海上安全委员会共同通过，

在其第 106 届会议上，审议了按本公约第 VIII(b)(i)条提出和分发的《国际散化规则》修正案，

- 1 按本公约第 VIII(b)(iv)条，**通过**《国际散化规则》修正案，其文本载于本决议附件；
- 2 按本公约第 VIII(b)(vi)(2)(bb)条，**决定**该修正案应于 2024 年 1 月 1 日被视为获得接受，除非在此日期之前，有三分之一以上的本公约缔约国政府或拥有商船合计吨位数不少于世界商船总吨数 50%的缔约国政府已通知秘书长其反对该修正案；
- 3 **提请**本公约各缔约国政府注意，按本公约第 VIII(b)(vii)(2)条，该修正案在按上述第 2 段获得接受后，应于 2024 年 7 月 1 日生效；
- 4 **要求**秘书长，按本公约第 VIII(b)(v)条，将本决议及其附件中所载修正案文本的核正无误副本送交本公约所有缔约国政府；
- 5 **还要求**秘书长将本决议及其附件的副本分发给非本公约缔约国政府的本组织各会员。

附 件

《国际散装运输危险化学品船舶构造和设备规则》  
(《国际散化规则》)修正案

第 2 章  
船舶残存能力和液货舱位置

**2.9 残存要求**

第 2.9.2.1 段由以下替换:

“.1 考虑到下沉、横倾和纵倾的水线,须位于可能通过其发生连续浸水或向下浸水的任何开口下缘的下方。此类开口须包括空气管和用风雨密门或风雨密舱口盖关闭的开口,可不包括依靠水密人孔盖和水密平舱盖、保持甲板高度完整性的小型水密液货舱口盖、遥控的滑动式水密门、就地和在驾驶室带有打开/关闭指示器的铰链式水密出入口(通常为在海上关闭的速动或单动类型)、在海上保持关闭的铰链式水密门和永闭型舷窗关闭的开口;”

**RESOLUTION MSC.526(106)**  
**(adopted on 10 November 2022)**

**AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND  
EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK  
(IBC CODE)**

THE MARITIME SAFETY COMMITTEE,

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

RECALLING ALSO resolution MSC.4(48), by which it adopted the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk ("the IBC Code"), which has become mandatory under chapter VII of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"),

RECALLING FURTHER article VIII(b) and regulation VII/8.1 of the Convention concerning the procedure for amending the IBC Code,

NOTING that the Marine Environment Protection Committee, at its seventy-eighth session, adopted amendments to the IBC Code concerning watertight doors by resolution MEPC.345(78), for concurrent adoption by the Maritime Safety Committee,

HAVING CONSIDERED, at its 106th session, amendments to the IBC Code proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the IBC Code, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on 1 January 2024, unless, prior to that date, more than one-third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet have notified their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 July 2024, 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;

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND  
EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK  
(IBC CODE)**

**CHAPTER 2  
SHIP SURVIVAL CAPABILITY AND LOCATION OF CARGO TANKS**

**2.9 Survival requirements**

Paragraph 2.9.2.1 is replaced by the following:

- ".1 the waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding or downflooding may take place. Such openings shall include air pipes and openings which are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and watertight flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated sliding watertight doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and sidescuttles of the non-opening type;".