



IMO

SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING
VESSELS SAFETY - 37th session
Agenda items 12 and 20

LIVESTOCK CARRIERS AND OTHER SHIPS REQUIRING INTERPRETATIONS
OF THEIR TONNAGE MEASUREMENT ASPECTS

AND

TONNAGE MEASUREMENT OF NEW OIL TANKERS

Report of the drafting group

Corrigendum

Please replace annexes 1 to 3 with the attached.

W/1613N/jnt/vb



ANNEX 1

DRAFT TM.5/CIRCULAR

INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF
SHIPS, 1969: UNIFIED APPLICATION OF THE PROVISIONAL FORMULA
TO CALCULATE A REDUCED GROSS TONNAGE OF AN OPEN-TOP CONTAINERSHIP

1 To reduce the economic disadvantages caused by the use of greater gross tonnage in comparison with conventional containerships for assessing fees, it is recommended to introduce a reduced gross tonnage based on a provisional formula.

2 The provisional formula to calculate the reduced gross tonnage is as follows:

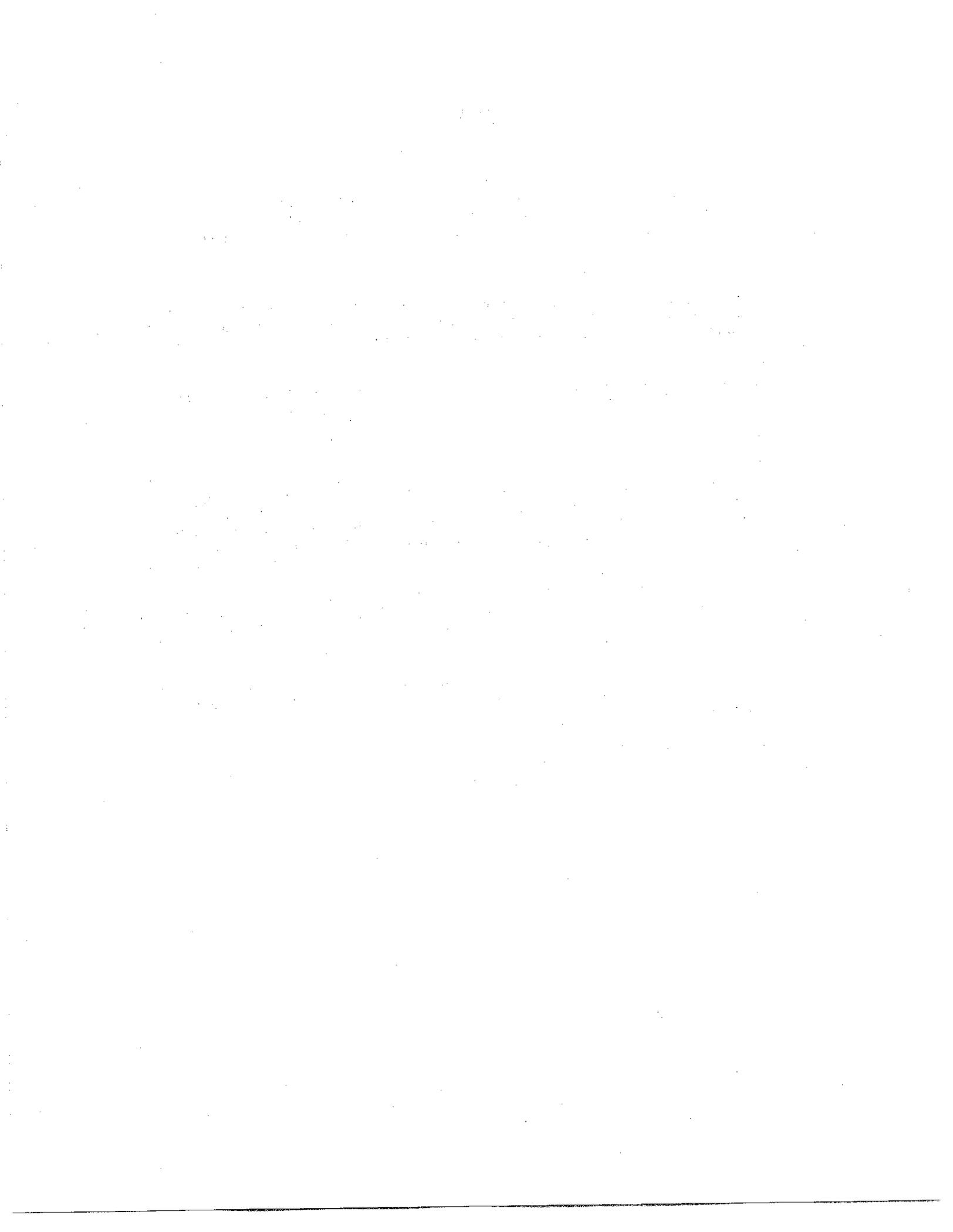
$$\text{Reduced GT} = \text{GT} \left[1 - \frac{(30000 - \text{GT})}{1000} \times 0,007 \right]$$

3 The above formula is subject to review and improvement before adoption by the Assembly. For this purpose, Governments are invited to submit to the Organization, information on open-top containerships in operation and under consideration which would enable the assessment of coefficients in the formula, including principal dimensions, gross tonnage, underdeck and ondeck carrying capacities of containers etc..

4 In the meantime, Administration may use the above provisional formula and include in the "remarks" column of the International Tonnage Certificate (1969) the following statement:

"In accordance with TM.5/Circ.4 a reduced gross tonnage may be used for open-top containerships for the sole purpose of calculation of tonnage based fees.

The reduced gross tonnage is



ANNEX 2

DRAFT ASSEMBLY RESOLUTION

APPLICATION OF RECOMMENDATION 2 OF THE INTERNATIONAL
CONFERENCE ON TONNAGE MEASUREMENT OF SHIPS, 1969

THE ASSEMBLY,

RECALLING article 15(j) of the Convention on the International Maritime Organization concerning functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

NOTING Recommendation 2 of the International Conference on Tonnage Measurement of Ships, 1969, concerning the uses of Gross and Net Tonnage and recognizing that the transition from existing tonnage measurement systems to the new system provided in the Convention should cause the least possible impact on the economics of merchant shipping and port operations,

NOTING further that the 1969 Tonnage Convention shall apply to existing ships as from 18 July 1994,

BEING AWARE that different governments issue statements concerning the use of old national tonnage for ships measured under the 1969 Tonnage Convention,

REALIZING the necessity of a uniform practice concerning the statement on the old national tonnage,

BEARING in mind the economic impact caused by the transition from the existing systems of tonnage measurement to the new system for ships, the keel of which was laid before 18 July 1994,

HAVING CONSIDERED the recommendations of the Maritime Safety Committee at its sixty-second session;

1 INVITES the Governments to advise the authorities, which use the tonnage as a parameter, to consider and apply either of the following tonnage parameters whichever causes the least possible economic impact on shipping:

- .1 the Gross Tonnage according to the 1969 Convention; or
- .2 the Gross Register Tonnage according to previous measurement systems;

2 ADOPTS the recommendation concerning the tonnage measurement of ships according to the International Convention on Tonnage Measurement of ships, 1969, the text of which is given in the Annex to this resolution.

ANNEX

RECOMMENDATION CONCERNING THE TONNAGE MEASUREMENT OF SHIPS
ACCORDING TO THE INTERNATIONAL CONVENTION
ON TONNAGE MEASUREMENT OF SHIPS, 1969

In order to minimize the economic impact of the Convention and to use a unified method, Administrations are recommended to introduce the following measures:

1 In the International Tonnage Certificate (1969) under "Remarks" an entry is made as follows:

.1 for "existing" ships as defined in article 3(2)(d) of the Convention:

"The ship is remeasured according to article 3(2)(d) of the 1969 Tonnage Convention.

The GROSS TONNAGE according to the measurement system previously in force to the measurement system of the International Convention on Tonnage Measurement of Ships, 1969, is:.....RT, according to the regulations"

.2 for ships covered by resolution A.494(XII):

"The ship is additionally measured according to resolution A.494(XII).

The GROSS TONNAGE according to the measurement system previously in force to the measurement system of the International Convention on Tonnage Measurement of Ships, 1969, is: RT, according to the regulations"

2 The entry is to be signed by the tonnage authority issuing the International Tonnage Certificate (1969).

3 If the ship undergoes alterations or modifications which affect its tonnage on or after 18 July 1994 the old national tonnage figure should be deleted from the remark column.

ANNEX 3

DRAFT ASSEMBLY RESOLUTION

APPLICATION OF TONNAGE MEASUREMENT OF BALLAST SPACES
IN SEGREGATED BALLAST OIL TANKERS

THE ASSEMBLY,

NOTING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relating to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

NOTING further resolution 9 of the International Conference on Marine Pollution, 1973, concerning tonnage measurement of segregated ballast oil tankers,

RECALLING resolution A.722(17) in which Member Governments are invited to accept the recommendation concerning tonnage measurement of ballast spaces in segregated ballast oil tankers,

REALIZING the urgent need for the establishment of principles for the treatment of tonnage resulting from the fitting of segregated ballast tanks in oil tankers provided with an International Tonnage Certificate (1969),

REALIZING ALSO the urgent need for the unified application of tonnage measurement of segregated ballast spaces in oil tankers,

REAFFIRMING its desire to encourage the design of segregated ballast tanks in oil tankers,

HAVING CONSIDERED the recommendations made by the Marine Environment Protection Committee and the Maritime Safety Committee,

- 1 ADOPTS the Recommendation concerning Tonnage Measurement of Segregated Ballast Tanks in Oil Tankers, the text of which is given in the annex to this resolution;
- 2 INVITES Governments to advise the port and harbour authorities to apply this Recommendation for assessing fees based on the reduced gross tonnage on segregated ballast tankers in accordance with regulation 13 of annex I of MARPOL 73/78;
- 3 REQUESTS the Secretary-General to invite the Governments concerned to provide information on experience gained from the implementation of this resolution;
- 4 REVOKES resolution A.722(17).

ANNEX

RECOMMENDATION CONCERNING TONNAGE MEASUREMENT OF
SEGREGATED BALLAST TANKS IN OIL TANKERS

In order to use a unified base for the application of tonnage measurement of segregated ballast tankers, Administrations are recommended to accept the following principles:

1 The ship is certified as a segregated ballast oil tanker as stated in paragraph 5 of the supplement to the International Oil Pollution Prevention Certificate and the location of the segregated ballast tanks is indicated under paragraph 5.2 of that supplement.

2 Segregated ballast tanks are those tanks exclusively used for the carriage of segregated water ballast, as defined in regulation 1(17) of annex I of MARPOL 73/78. The segregated ballast tanks should have a separate ballast pumping and piping system arranged for the intake and discharge of ballast water from and to the sea only. There should be no piping connections from segregated ballast tanks to the fresh water system. No segregated ballast tank should be used for the carriage of any cargo or for storage of ship's stores or material.

3 In the International Tonnage Certificate (1969) under "Remarks" an entry is made for the tonnage of segregated ballast tanks in oil tankers as follows:

"The segregated ballast tanks comply with regulation 13 of annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, and the total tonnage of such tanks exclusively used for the carriage of segregated water ballast is

The reduced gross tonnage is"

4 The tonnage of segregated ballast tanks mentioned above should be calculated according to the following formula:

$$K_1 \times V_b$$

where:

$K_1 = 0.2 + 0.02 \log_{10} V$ (or as tabulated in appendix 2 of the International Convention on Tonnage Measurement of Ships, 1969)

V = the total volume of all enclosed spaces of the ship in cubic metres as defined in regulation 3 of the International Convention on Tonnage Measurement of Ships, 1969.

V_b = the total volume of segregated ballast tanks in cubic metres measured in accordance with regulation 6 of the International Convention on Tonnage Measurement of Ships, 1969.