



IMO

SUB-COMMITTEE ON STABILITY AND
LOAD LINES AND ON FISHING
VESSELS SAFETY - 37th session
Agenda item 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

1 An ad hoc drafting group met during the 37th session of the Sub-Committee under the chairmanship of Mr. Klüver (Germany) and was attended by representatives from the following countries:

FINLAND
FRANCE
GERMANY
IRELAND
JAPAN

NORWAY
NETHERLANDS
SWEDEN
UNITED KINGDOM

and the following non-governmental organization:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)

2 The group was instructed to prepare a report concerning the papers linked hereunder, submitted to the Sub-Committee:

SLF 37/12
SLF 37/12/1
SLF 37/12/2
SLF 37/12/3
SLF 37/20
SLF 37/INF.11
MSC 61/10/7
MSC 61/10/11
MSC 61/20/8

Australia
Germany
Netherlands
Germany
Germany
Denmark
Norway
Germany
Norway

3 As instructed by the Sub-Committee the group dealt with the following items:

.1 tonnage measurement provisions for open-top containerships,

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- .2 economic consequences for open-top containerships,
- .3 practical application of the resolutions A.494(XII), A.540(13), A.541(13) as well as article 3(2)(d) of the Convention, in relation to the full coming into force of this Convention on the 18 July 1994,
- .4 tonnage aspects of new tanker design (SBT), and
- .5 amendments to TM.5 Circulars.

Tonnage measurement provisions for open-top containerships

4 The group confirmed that the measurement of an open-top container ship has to be carried out as described in TM.5/Circ.3.

Economic consequences for open-top containerships

5 The group took note of the documents concerned submitted to the Sub-Committee. Considering the comments given thereon in the Sub-Committee the group agreed that:

- .1 the consequences of the economic difference caused by the greater gross tonnage (GT) in comparison with conventional container ships could be reduced if a reduced GT can be calculated and stated in a special entry on the International Tonnage Certificate (1969) (ITC 69) in the "remarks" column,
- .2 the provisional formula to calculate this reduced GT is as follows:

$$\text{Reduced GT} = \text{GT} \left[1 - \frac{(\text{A} - \text{GT}) \times \text{B}}{1000} \right]$$

It is primarily based on the information given in SLF 37/12 (Australia) and "A" is assumed to be 30000 whilst "B" may be about 0.007;

- .3 before a final decision on the formula is made Administrations are requested to use the mentioned figures and to inform the Organization about the relevant data,
 - .4 the final formula will be developed following availability of more information concerning new open-top containership designs,
 - .5 members are invited to submit information on this item before the next session of SLF 38. It is considered necessary to establish a correspondence group to prepare a proposal before the next session.
- 6 It was assumed that the final formula as well as the appropriate remark on the ITC 69 can only be implemented by an Assembly resolution.

7 Until the final decision has been made it is proposed to prepare a circular paper to make an entry on the ITC 69 under the "remarks" column as follows:

"In accordance with [TM.5/Circ....] 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....."

A draft TM 5 circular is attached as annex 1.

8 In the case of open-top containerships having movable non load-bearing covers of light construction above the container stacks, the space above the hatch coamings upto the cover does not qualify as an excluded space according to Regulation 2(5) of the Convention. However, for this particular design the group was of the opinion that an exception can be made in accordance with regulation 1(3). The space can be excluded, accordingly, this type of vessel meets the requirements of TM.5/Circ.3 and can be compared with similar open-top containerships without such covers.

Practical application of resolution A.494(XII), A.540(13 and A.541(13) As well as Article 3(2)(d) of the Convention

9 Due to the fact of the full coming into force of the 1969 Tonnage Convention on 18 July 1994 it is necessary to agree on a unified statement referring to the old national tonnage. In order not to have a lot of different statements of tonnage the group proposes to make a unified statement of that old tonnage in the "remarks" column of the ITC for "existing" ships (article 3(2)(d) as well as for ships covered by resolution A.494(XII).

10 It is considered necessary to add information about the "regulations" upon which the old tonnage calculation is based.

11 The group agreed on the following remarks:

.1 for "existing" ships under 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:.....",

.3 such a remark shall be signed by the tonnage authority issuing the ITC 69.

A relevant draft Assembly resolution is set out in annex 2.

12 The group would like to draw attention to the fact that where a vessel undergoes alterations or modifications and is consequently remeasured after 18 July 1994, the old tonnage figure, if any, is invalid.

13 The group additionally proposes:

- .1 the old national tonnage as mentioned in article 3(2)(d) of the Convention should be inserted in the SOLAS certificate with the following remark:

"The above gross tonnage was valid on 17 July 1994,

Reference is made to article 3(2)(d) of the International Convention on Tonnage Measurement of ships, 1969".

- .2 the entry of the old national tonnage in SOLAS certificate is as stated in resolution A.494(XII). For STCW and MARPOL requirements the resolutions A.540(13) and A.541(13) are to be used accordingly.

Tonnage Measurement of new oil tankers

14 The group discussed the necessity of an additional certificates for the purposes of reducing the gross tonnage of tankers with segregated ballast tanks (SBT). It was the opinion of the group that it is not necessary nor desirable to issue a separate tonnage certificate. The information necessary should be shown on the ITC 69.

15 After the coming into force for all ships of all contracting governments of the 1969 Tonnage Convention, the use of one uniform International Tonnage Certificate (1969) will contribute to minimize unfair competition and to the acceptance of the tonnage parameter by port authorities and all other agencies. This also stimulates the use of the Resolution A.722(17).

16 The remark shown on the ITC 69 referring to SBT is given in the resolution A.722(17) but the following should be added:

"The reduced Gross Tonnage is"

The resolution A.722 should be amended accordingly.

A draft revised resolution is attached as annex 3.

17 The group is of the opinion that appropriate IMO bodies should advise port and harbour authorities to accept the reduced gross tonnage as shown in the "remarks" column of the ITC 69 and take further action in this respect.

18 The group also discussed the problem of new tanker design and was of the opinion that it would be fair to take into consideration "void" spaces necessary as a consequence of new MARPOL regulation 13F adopted by resolution MEPC.52(32) in the same way as SBT.

Action requested of the Sub-Committee

19 The Sub-Committee is invited to consider the report and take action as appropriate, in particular:

- .1 to agree to a draft TM.5 Circular for the use of the provisional formula for the open-top containerships as attached,
- .2 to establish a correspondence group to develop a final formula and other tonnage matters not finalized at this session up to the next SLF session,
- .3 to agree with the draft Assembly resolution concerning the application of Recommendation 2 as attached ,
- .4 to agree with a revised draft Assembly resolution A.722() as attached,
- .5 to consider the proposal made in paragraph 13 for a remark in SOLAS Certificates.



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 difference caused by the greater gross tonnage in comparison with conventional containerhips a provisional formula can be used.

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 reduced GT is to be stated in the "remarks" column as follows:

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

The reduced gross tonnage is"

4 The relevant data is to be forwarded to the Organization giving all the necessary information.



ANNEX 2

DRAFT ASSEMBLY RESOLUTION

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

THE ASSEMBLY,

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 the full entry into force of the Convention by 18 July 1994,

REALIZING the necessity of a uniform statement for 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,

INVITES the Governments to advise the authorities, which use the tonnage as a parameter, to consider which tonnage parameter 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;

ADOPTS the recommendation of which the text 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 accept the following principles.

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

- .1 for "existing" ships under 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 on or after 18 July 1994 the old national tonnage figure shall 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 deducting the tonnage of the segregated ballast tanks, required by regulation 13 of annex I of MARPOL 73/78 from the gross tonnage on the International Tonnage Certificate (1969);
- 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 tanks in oil 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.