

Summary of Issues and Proposed Solutions from Round 1 Questionnaire ¹	Agree	Agree w/ Changes	Neither Agree/ Disagree	Disagree	No Response	Consensus Rating ²
1. Length Definition						
1.a Treatment of Unusual Hull Configurations						
1 Use 96% overall length or stem to fitted rudder stock (if fitted) on an 85% waterline.	7	3	2	2	2	Agree
2 Use dimensions from the Load Line Certificate and invoke novel craft provisions, with an ITC remark.	4	2	3	5	2	Disagree
3 Use 96% overall length for column-stabilized units and other novel craft.	7	2	5	0	2	Agree
4 Use Load Line interpretations.	2	5	4	3	2	Agree with Changes
1.b Determining Least Moulded Depth (LMD)						
1 Measure the length at the underside of the upper deck, if the ship has a curved keel.	4	2	3	4	3	Agree
2 Take LMD as the smallest depth along the ship's length, corresponding to the Load Line length.	5	6	1	3	1	Agree with Changes
3 Measure the length on a waterline parallel to the design waterline, if the ship has a raked keel.	8	3	2	0	3	Agree
4 Take LMD as the vertical distance between the top of the keel and the lowest point of the upper deck.	7	3	2	1	3	Agree
5 Take LMD as the smallest moulded depth along the ship's length.	5	2	3	3	3	Agree
6 Take LMD as the moulded depth as defined in the Load Line Convention, if the ship has an inclined keel.	5	0	6	3	2	Neither Agree/Disagree
1.c Trainable Rudders & Rudderless Ships						
1 Use 96% of the overall length on a waterline at 85% of the moulded depth, if the ship has no rudder stock.	8	5	1	1	1	Agree
2 Use 96% of the overall length on a waterline at 85% of the least molded depth, if the ship has no rudder stock.	10	3	1	0	2	Agree
3 Measure the length to the axis of the rearmost rudder if the ship is fitted with multiple rudders.	10	0	3	1	2	Agree
4 Use 96% of the total length on a waterline at 85% of least moulded depth, if the ship has no rudder stock.	9	4	1	0	2	Agree
5 Establish the interpretation that trainable propulsion units are not considered when determining length.	9	0	1	2	4	Agree
6 Revise the interpretations to use 96% of the total length on a waterline at 85% of the least molded depth.	10	2	1	0	3	Agree
7 Use an equivalent abaft structure as the basis for determining length, if the ship has no rudder stock.	0	0	2	11	3	Disagree
2. Novel Craft						
2.a. Applying Novel Craft Provisions						
1 Define novel craft as those that are novel in design; list ship types that are not considered novel craft.	5	3	2	5	1	Agree
2 Require novel craft determinations to be subject to IMO discussions, and issuance of revised interpretations.	3	4	5	2	2	Neither Agree/Disagree
3 Define novel craft in terms of design and structures, not to include ships of usual service or shape.	6	1	2	4	3	Agree
4 Establish interpretation that gross/net tonnage reflects overall size/useful capacity. Include an ITC remark.	8	3	2	1	2	Agree
5 Require Administrations to initiate IMO reviews of novel craft determinations; cannot exempt enclosed space.	8	4	2	0	2	Agree
6 Preclude safety or economics from consideration when applying novel craft provisions.	5	2	5	2	2	Agree
3. Enclosed Spaces						
3.a Requirement for a Deck Above to Bound Enclosed Space						
1 Exclude uncovered 3-sided spaces from tonnage, unless utilized for storage of cargo/stores.	4	5	1	5	1	Agree with Changes
2 Treat uncovered 3-sided spaces > 1.5 m high and space below cargo hatches as enclosed spaces.	3	7	2	1	3	Agree with Changes
3 Treat uncovered spaces bounded by 2 or more connected high coamings as enclosed spaces.	1	8	3	2	2	Agree with Changes
4 Require a deck or covering above as a condition for bounding enclosed space if the space is not within hull.	2	0	4	7	3	Disagree
5 Treat uncovered 3-sided spaces > 1.5 m high as enclosed spaces.	6	4	2	2	2	Agree
6 Treat portions of large uncovered spaces meeting a "1 in 4" height/width ratio rule as unenclosed.	3	0	2	9	2	Disagree
7 Include uncovered spaces appropriated for stowage of cargo/stores in tonnage.	4	2	5	3	2	Neither Agree/Disagree
8 Include spaces inside coamings on open-top containers/dockships in tonnage.	3	2	5	3	3	Neither Agree/Disagree
3.b Treatment of Temporary Deck Equipment						
1 Exclude temporary/semi-permanent spaces from tonnage, but record such spaces on the ITC.	6	4	1	4	1	Agree
2 Include temporary deck equipment in tonnage, when fitted.	8	2	2	2	2	Agree
3 Remeasure if temporary deck equipment is fitted/removed.	4	2	2	6	2	Disagree
4 Include temporary/semi-permanent spaces in tonnage, if welded/bolted to ship, or connected to ship systems.	4	4	2	4	2	Agree
5 Include temporary deck equipment in tonnage; utilize ITC remark providing a maximum allowance.	4	3	4	2	3	Agree
6 Include only permanently connected tanks in tonnage, per the current interpretations.	5	1	3	5	2	Agree
3.c Treatment of Deck Cargo Bounded by Enclosing Structure						
1 Include space within a permanent wall-sided structure in tonnage, if used to house cargo/stores.	7	4	1	3	1	Agree
2 Exclude deck cargo from tonnage.	6	4	2	1	3	Agree
3 Exclude deck cargo from tonnage; space appropriated for cargo within ship structures is in tonnage.	6	3	3	2	2	Agree
4 Establish interpretation that deck cargo and life saving craft are not part of the ship, and not in tonnage.	9	2	2	1	2	Agree
5 Exclude deck cargo and containers from tonnage.	9	0	3	2	2	Agree
3.d Treatment of Spaces Underneath Overhangs						
1 Treat space below an open bridge wing as unenclosed space.	9	1	0	4	2	Agree
2 Exclude space below a bridge wing from tonnage, if not fitted with means of securing cargo/stores (SLF 25).	6	4	1	3	2	Agree
3 Treat space below an open bridge wing, as pictured, as unenclosed space.	9	2	1	1	3	Agree
4 Establish interpretations that open spaces beneath cantilevered overhanging structures are unenclosed.	9	3	1	1	2	Agree
5 Exclude space bounded by a deck above from tonnage only if eligible for exclusion per regulation 2(5)(b) or (c).	7	3	3	1	2	Agree
3.e Treatment of Topside Spaces of Complex Shape						
1 Include spaces in tonnage, with volume >1 m ³ and area > 1 m ² , taking into consideration accessibility.	5	3	3	3	2	Agree
2 Exclude spaces outside boundary plating from tonnage, if volume <1 m ³ and longitudinal area < 1 m ² .	7	1	3	2	3	Agree
3 Exclude inaccessible, independent, fixed enclosed spaces from tonnage, if volume <1 m ³ and area < 1 m ² .	6	2	4	1	3	Agree
4 Establish interpretations for approximating volumes of linear structures of area < 1 m ² .	3	3	3	3	4	Agree
5 Do not give consideration to the "amount of time" needed to calculate tonnage.	6	3	4	0	3	Agree
3.f Treatment of Hull Spaces of Complex Shape						
1 Develop clear definitions as to what is included in tonnage. Do not specify the measurement method.	10	2	3	0	1	Agree
2 Establish definitions for "hull" and "appendage" based on the discussions at SLF 30.	4	2	7	1	2	Neither Agree/Disagree
3 Establish interpretations to include linear hull elements in tonnage, if volume > 1 m ³ .	8	2	3	0	3	Agree

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3.g Evaluating Accessibility of Mast, Kingposts and Supports						
1 Define inaccessible in terms of not readily accessible while the ship undertakes its usual duties.	4	4	1	6	1	Disagree
2 Remove the accessibility restriction, such that all masts and similar structures are included in tonnage.	2	1	2	9	2	Disagree
3 Allow restricted access for repair/inspection/maintenance, if not fitted with means to secure cargo/stores.	5	1	2	6	2	Disagree
4 Allow restricted access through bolted manholes, or similar arrangements, needed for survey.	2	4	2	6	2	Disagree
5 Remove the accessibility restriction, and provide for approximation of volumes of such structures.	6	0	0	8	2	Disagree
6 Preclude consideration of compliance with security requirements when evaluating accessibility.	5	0	8	1	2	Neither Agree/Disagree
3.h Vertical Truss Structures						
1 Exclude truss structures (e.g., legs and rigs) from tonnage.	7	0	5	2	2	Agree
3.i Movable Door Assembly Within a Covered Space						
1 Ignore the door assembly, unless it restricts the width of the associated "recess".	3	1	3	6	3	Disagree
3.j Enclosed Space Versus Excluded Space						
1 Establish the interpretation that excluded spaces are enclosed spaces. Revise Convention figures accordingly.	4	3	5	1	3	Neither Agree/Disagree
2 Establish a broader definition of excluded spaces, with all excluded spaces treated as enclosed spaces.	6	2	4	1	3	Agree
3.k Mobile Cranes						
1 Restrict the exclusion of mobile cranes from tonnage to those which displace from one point to another.	4	2	2	6	2	Disagree
3.l Independent Ventilators and Air Trunks						
1 Include independent ventilators and air trunks in tonnage only if area ≥ 1 m ² .	6	3	1	4	2	Agree
3.m Spaces Fitted to Outer Structure Boundary						
1 Exclude spaces with at least 3 exposed sides from tonnage, if longitudinal area ≤ 1 m ² .	4	1	3	6	2	Disagree
3.n Devices for Safety, Fire Protection and Pollution Prevention						
1 Exclude spaces for safety devices from tonnage, if such devices are required by other Conventions.	3	3	2	6	2	Disagree
3.o Width of End Openings						
(No proposed solutions were offered for consideration by the group)	-	-	-	-	-	
3.p Machinery as Enclosed Space						
1 Exclude machinery from tonnage.	4	5	1	4	2	Agree with Changes
3.q Machinery Support Structures						
1 Exclude structures from tonnage, if volume <1 m ³ and longitudinal area < 1 m ² .	5	5	0	4	2	Agree
4. Definition of Deck, Cover and Partition						
4.a Definition of Awning						
1 Define awning in terms of a flexible material to reduce impact of wind or water. Develop list of materials.	7	3	2	3	1	Agree
2 Define awning in terms of a cover that can be folded or rolled up; fitting of a drop would enclose the space.	5	4	3	2	2	Agree
3 Preclude categorization as an awning, if in the form of a rigid or solid piece of material.	6	2	1	5	2	Agree
4 Define awning in terms of an overhead covering stretched over a frame offering shelter from sun/weather.	8	3	2	1	2	Agree
5 Define awning in terms of an overhead structure to protect the deck from the sun, without side boundaries.	6	5	2	1	2	Agree
6 Define awning in terms of a cloth or light plastic structure.	3	2	2	7	2	Disagree
4.b Treatment of Exterior Spaces Bounded by Awnings						
1 Preclude treatment of a space within awning boundaries as enclosed space.	9	2	0	3	2	Agree
2 Include spaces bounded by awnings in tonnage, if the awning protects cargo/stores.	2	1	3	8	2	Disagree
3 Treat a vertical "awning" as a partition. Spaces bounded by such partitions may be eligible for exclusion.	6	2	2	3	3	Agree
4 Preclude treatment of a space bounded by awning as enclosed space.	8	2	1	2	3	Agree
5 Remove the existing interpretation to treat space within awning boundaries as enclosed space.	5	1	4	3	3	Agree
6 Disregard awnings when evaluating the spaces below that may be fitted with enclosing side structures.	6	2	3	2	3	Agree
7 Obtain agreement on the apparent contradiction between the interpretations and the Convention.	8	1	3	1	3	Agree
4.c Treatment of Interior Spaces Bounded by Awning-Like Materials						
1 Establish interpretation that such partitions prevent progression of excluded space, unless fitted when moored.	7	0	3	3	3	Agree
4.d Fitting of Grates Over Side/End Openings						
1 Treat side grates as not providing a means of closure when applying regulation 2(5).	11	0	1	1	3	Agree
4.e Fitting of Grates Over Deck Openings						
1 Treat deck grates as providing a means of closure when applying regulation 2(5).	4	2	2	5	3	Disagree
5. Excluded Spaces						
5.a Shelves or Other Means for Securing Cargo or Stores						
1 Include spaces in tonnage if utilized in any way, regardless of fitting of means to secure cargo/stores.	8	3	2	2	1	Agree
2 Same as previous, with stores defined in terms of necessary items for maintenance or sustaining the crew.	4	2	3	4	3	Agree
3 Preclude categorization as stores those equipment items required for safety or pollution prevention	6	2	2	3	3	Agree
4 Preclude categorization as stores tools for navigation, maintenance or repair.	5	1	2	5	3	Agree
5 Include spaces used for cargo/stores in tonnage, regardless of fitting of means to secure cargo/stores.	7	2	2	2	3	Agree
6 Establish an interpretation defining stores as food and other provisions for crew and passengers.	7	2	4	1	2	Agree
7 Establish the interpretation that the cargo/stores securing restriction applies if fittings "designed" this purpose.	7	1	3	3	2	Agree
8 Delete the cargo/stores securing restriction altogether, if the Convention is otherwise amended.	8	1	1	3	3	Agree
9 Interpret fitting of means for securing cargo/stores to including boundary structures of cargo/stores spaces.	4	0	5	4	3	Neither Agree/Disagree
10 Preclude consideration of means for securing cargo, since spaces intended for cargo are marked with CC.	6	4	2	2	2	Agree

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5.b Impact of End Opening Obstructions						
1 Ignore unless within half the structure breadth of the opening and having a height or breadth of ≥ 1 m.	3	3	7	1	2	Neither Agree/Disagree
2 Ignore unless within half the structure breadth of the opening and also included in tonnage.	4	2	4	2	4	Agree
3 Ignore if volume < 1 m ³ , area < 1 m ² , and projected area ≤ 25% opening, or items are not included in tonnage.	5	2	4	2	3	Agree
4 Ignore unless within half the local deck breadth of the opening and also included in tonnage.	5	0	5	2	4	Agree
5 Apply the 90% criterion of regulation 2(5)(a) for items for which there is no reasonable separation interval.	2	1	8	2	3	Neither Agree/Disagree
5.c Excluding Space Opposite an End Opening as a Recess						
1 Define recess in terms of a space bounded on 3 sides by boundary bulkheads, with a deck above.	9	1	4	0	2	Agree
2 Define recess in terms of a space bounded on 3 sides by boundary bulkheads.	5	2	6	0	3	Neither Agree/Disagree
3 Treat a curtain plate as not invalidating the deck-to-deck restriction, if beam depth is not exceeded by >25mm.	6	1	4	1	4	Agree
4 Establish a definition of recess, taking into account diagrams to be used in evaluating a variety of spaces.	3	2	7	1	3	Neither Agree/Disagree
5 Define recess in terms of a space bounded on 3 sides by boundary bulkheads; side recesses may also qualify.	5	1	6	0	4	Neither Agree/Disagree
6 Establish an interpretation of recess as a space bounded on at least 2 sides by boundary bulkheads.	7	0	5	1	3	Agree
7 Preclude categorization of a recess as an end opening; it should be evaluated per Convention Annex 1 Fig.10. ³	4	1	8	0	3	Neither Agree/Disagree
5.d Characteristics of End and Side Openings						
1 More clearly define the current requirement, and include supporting comprehensive diagrams.	11	0	3	0	2	Agree
2 Establish interpretations to ignore certain obstructions, including small spaces (subject to a 25% limit).	5	4	3	0	4	Agree
3 More clearly define the current requirement and include supporting comprehensive diagrams/pictures.	7	0	5	0	4	Agree
4 Replace prescriptive requirements with more generalized criteria, if the Convention is otherwise amended.	5	2	5	0	4	Agree
5 Provide better documentation for structures that cannot be treated as prescribed under regulation 2(5).	8	0	4	1	3	Agree
5.e Deck Structure Height Requirements for Side Openings						
1 Establish a clear definition of what constitutes a deck as opposed to an intermediate platform.	9	1	3	0	3	Agree
2 Evaluate opening height against the height of continuous and/or complete decks in each tier.	6	0	4	3	3	Agree
3 Evaluate opening height using detailed criteria in treating breaks, openings, steps, and liftable/removable decks.	4	1	4	3	4	Agree
4 Evaluate opening height against the height of structural decks, with false/removable decks ignored.	5	1	2	3	5	Agree
5 Establish an interpretation to evaluate the opening against the height of the superstructure.	6	0	3	3	4	Agree
6 Provide consistent treatment of spaces in way of side openings, if the Convention is otherwise amended.	8	1	2	0	5	Agree
7 Evaluate opening height against the height of constructions between two decks.	4	1	5	3	3	Neither Agree/Disagree
5.f Restrictions on Excluding Space Below Uncovered Openings						
1 Define "immediately below" as extending to the next complete structural deck below, with a supporting diagram.	5	3	4	1	3	Agree
2 Construe the space lettered ABCDEFGH as being "immediately below" the opening.	4	2	4	3	3	Agree
3 Construe the space lettered ABCDEFGH as being "immediately below" the opening, per discussions at SLF 29.	5	0	6	2	3	Neither Agree/Disagree
4 Define "immediately below" as extending to the next complete structural deck below.	4	0	5	3	4	Neither Agree/Disagree
5 Establish the interpretation that "immediately below" means to the next deck below, or 1/4 the ship's breadth.	2	2	4	5	3	Disagree
6 Provide better documentation.	8	0	3	0	5	Agree
5.g Structures Along the Line of an Opening						
1 Amend regulation 2(5)(a) to reflect that such structures will disqualify the space from being excluded.	3	2	4	4	3	Neither Agree/Disagree
5.h Adjoining Deck Beams on End Openings						
1 Provide sketches to illustrate the application of the depth criterion relative to the adjoining plate stiffeners.	7	1	5	0	3	Agree
5.i Rails and Fashion Plating for Side Openings						
1 Disqualify the space from being excluded if opening has rails/solid plates occupying more than 3 frame spaces.	1	1	6	5	3	Neither Agree/Disagree
5.j Height of Side Opening Railings						
1 Take into consideration the existence of a horizontal railing when applying height criteria.	1	1	3	8	3	Disagree
6. Spaces Open to the Sea						
6.a Treatment of Spaces Inside the Hull as Open to the Sea						
1 Exclude from tonnage, if in free communication with sea and clear opening (e.g., 75% bounded space area).	5	7	1	2	1	Agree with Changes
2 Establish a hull definition, and set restrictions on water influx, buoyancy, and means to secure cargo/stores.	5	3	4	1	3	Agree
3 Exclude from tonnage, if a percentage of the bounded surface is in free communication with the sea.	6	3	3	1	3	Agree
4 Include all spaces within hull in tonnage, not to include fairings. Use novel craft provisions for borderline cases.	3	3	4	1	5	Neither Agree/Disagree
5 Make exclusion of spaces open to the sea mandatory, if the Convention is otherwise amended.	8	4	1	0	3	Agree
6 Expand interpretations to address free communication (e.g., entrapment), buoyancy and cargo/stores use.	8	2	2	0	4	Agree
7 Expand interpretations to provide more precise examples.	5	3	2	4	2	Agree
6.b Treatment of Spaces Outside the Hull as Open to the Sea						
1 Include in tonnage, if capable of closure with a closing device, whether watertight or non-watertight.	10	1	3	1	1	Agree
2 Apply the solution proposed for Issue 6.a to establish a hull definition, and set water influx and other restrictions.	5	2	3	1	5	Agree
3 Include in tonnage, if capable of closure with a closing device. Gratings do not preclude treatment as open.	9	1	3	1	2	Agree
4 Establish interpretations to address location (i.e., below upper deck) and free communication/exchange.	5	2	4	2	3	Agree
6.c Treatment of Moon Pools						
1 Include the space above the closing device in tonnage, whether watertight or non-watertight.	9	0	4	1	2	Agree
2 Apply the solution proposed for Issue 6.a to establish a hull definition, and set water influx and other restrictions.	5	1	4	1	5	Agree
3 Include the space above the closing device in tonnage.	8	0	4	1	3	Agree
4 Exclude the space underneath from tonnage, provided it is not used for cargo and is entirely open.	6	1	3	3	3	Agree
6.d Large Volumes of Spaces Open to the Sea						
1 Include spaces in tonnage, if used for holding cargo and/or contribute to the buoyancy of the ship.	11	3	1	0	1	Agree
2 Include spaces in tonnage, if appropriated for holding cargo and/or contribute to the buoyancy of the ship.	11	2	1	0	2	Agree
3 Include spaces in tonnage, if in free communication with the sea at all times.	5	4	2	2	3	Agree
4 Include spaces in tonnage, if not always open to sea or fitted with a means of securing cargo.	8	4	1	1	2	Agree

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7. Re-Certification for Changes Affecting Tonnage						
7.a Remeasurement Following Alterations						
1 Remeasure if a [2%] tonnage change for ships of < 500 GT and a [1%] change for larger ships.	0	4	4	6	2	Disagree
2 Remeasure if any change to a tonnage calculation parameter (decrease optional): ITC always reflects ship.	2	5	2	6	1	Disagree
3 Remeasure if a 1% tonnage change.	2	4	1	7	2	Disagree
4 Matter should be left to each Administration.	4	1	4	5	2	Disagree
5 Remeasure if any change to a tonnage calculation parameter: ITC always reflects ship.	4	2	3	5	2	Disagree
6 Matter should be left to each Administration, with a 1% change in gross or net tonnage recommended.	2	2	4	6	2	Disagree
7 Require remeasurement for tonnage decreases as well as increases, if the Convention is otherwise amended.	10	1	2	1	2	Agree
8 Remeasure if a 1% tonnage change, with lesser changes noted in an ITC remark.	2	2	3	7	2	Disagree
9 Under one Administration's approach, remeasure if a gross tonnage change of unity.	2	2	9	1	2	Neither Agree/Disagree
7.b Remeasurement Following Net Tonnage Change						
1 Reissue ITC if any net tonnage change; immediately if dimensions/passengers change (optional if decrease).	3	6	2	3	2	Agree with Changes
2 Matter should be left to each Administration.	4	1	4	4	3	Agree
3 Reissue ITC if any change to ship characteristics (e.g., V, V _c , D, d, N ₁ or N ₂), subject to 12 month restriction.	3	3	3	4	3	Disagree
4 Establish interpretations to include a remark on a reissued ITC indicating the 12 month restriction.	2	5	5	1	3	Agree with Changes
5 Remeasure and reissue ITC in accordance with a comprehensive proposal under Issue 7.a.	4	1	6	2	3	Neither Agree/Disagree
6 Reissue ITC following changes only affecting net tonnage, as opposed to gross tonnage.	3	0	8	2	3	Neither Agree/Disagree
7.c Alterations to Tonnage Following Remeasurement by Another Body						
1 Reissue ITC if a body other than the flag State calculates tonnage and net tonnage changes by > [1%].	2	1	3	7	3	Disagree
8. National Tonnage						
8.a Criterion for Use of "Existing" Tonnage						
1 Define substantial variation as one where gross tonnage changes by more than 1% of the original tonnage.	6	2	3	4	1	Agree
2 Define substantial variation for 2 cases: 1) 1982-1994 transition period (10% GRT); 2) 1994-present (1% GT).	3	2	6	2	3	Neither Agree/Disagree
3 Remove the existing interpretation on substantial variation. Matter should be left to each Administration.	2	0	7	4	3	Neither Agree/Disagree
4 Define substantial variation as one where tonnage changes by more than 1% of the original GT or GRT.	5	0	6	2	3	Neither Agree/Disagree
5 The existing interpretation on substantial variation was selected at SLF in view of Convention coming into force.	5	0	9	0	2	Neither Agree/Disagree
8.b Use of Tonnage Under Interim Schemes						
1 Develop draft Assembly resolution with updated requirements on GRT grandfathering..	10	0	4	0	2	Agree
8.c Loss of Tonnage Grandfathering Under Interim Schemes						
1 Develop draft Assembly resolution on loss of GRT grandfathering privileges, similar to "existing" ship treatment.	8	0	5	0	3	Agree
2 Develop draft Assembly resolution on loss of GRT grandfathering privileges, harmonizing approaches.	7	1	6	0	2	Agree
9. International Tonnage Certificate (1969)						
9.a Listing of Spaces on the Certificate						
1 Develop a separate interpretations section with guidance and sample ITCs.	11	1	2	1	1	Agree
2 List all spaces on the ITC, to permit verification by port authorities or for flag changes.	7	2	1	4	2	Agree
3 Use the ITC remarks area for the separate listing of crew accommodation, safety, security, and other spaces.	3	2	3	6	2	Disagree
4 Establish interpretations to list individual tiers on the ITC, and include a sample ITC with outboard profile.	8	2	4	0	2	Agree
5 Ensure information on the ITC is not overly detailed.	5	0	5	4	2	Agree
9.b Specifying Lengths of Spaces on the Certificate						
1 Length is the overall length of the space; develop a separate interpretations section with diagrams/guidance.	10	4	1	0	1	Agree
2 Length is the overall length of the measured space.	8	3	2	0	3	Agree
3 Establish interpretations and sample ITC/outboard profile; length is to extremities, including excluded spaces.	8	3	2	1	2	Agree
4 Length is that of the space for which the volume is calculated.	6	3	3	2	2	Agree
9.c Listing Excluded Spaces on the Certificate						
1 Remove the requirement to list excluded spaces.	4	0	7	3	2	Neither Agree/Disagree
2 Specify that the listing be sufficiently detailed to permit verification by port authorities or for flag changes.	3	0	4	7	2	Disagree
3 Remove the requirement to list excluded spaces.	4	2	4	3	3	Agree
4 Establish interpretations to simply list the type/category of excluded space (e.g., Recess, Deck Opening)	3	4	4	2	3	Agree with Changes
5 Remove the excluded space block from the ITC, if the Convention is otherwise amended.	5	2	4	2	3	Agree
9.d Keel Laid or Alteration Date on the Certificate						
1 Use the same date as shown on the cargo/passenger ship safety certificate.	5	0	5	4	2	Agree
9.e Tonnage Certificate Attachments						
1 Establish interpretations on attachments to the effect that they are not legally part of the ITC.	7	1	4	2	2	Agree
2 Amend the Convention to change the ITC form to be more reflective of new ship designs.	0	1	8	5	2	Neither Agree/Disagree
9.f Transmitting Copies of Calculations and Certificates Upon Flag Change						
1 Transfer copy of ITC/relevant calculation via owner and/or authorized organization, excluding underdeck.	5	5	3	1	2	Agree
2 Transfer copy of ITC/relevant calculation via owner and/or authorized organization; subject to reverification.	6	4	4	0	2	Agree
10. Applying Interpretations						
10.a Acceptance and Retroactive Application of Interpretations						
1 Develop a draft circular making interpretations mandatory for new ships/ships undergoing major modifications.	6	3	2	3	2	Agree
2 Preclude new interpretations from being applied retroactively.	8	2	3	0	3	Agree
3 Remove the interpretation requiring retroactive application following flag transfer.	4	2	3	3	4	Agree
4 Establish interpretations to recommend application based on the ship's keel laid/substantial alteration date.	3	5	4	1	3	Agree with Changes
5 Establish interpretations to require mandatory application based on the ship's keel laid/alteration date.	5	3	3	2	3	Agree
6 The interpretation requiring retroactive application may be related to interpretations on special ship types.	1	2	8	1	4	Neither Agree/Disagree

Summary of Issues and Proposed Solutions from Round 1 Questionnaire ¹	Agree	Agree w/ Changes	Neither Agree/ Disagree	Disagree	No Response	Consensus Rating ²
11. Impact on Working and Living Conditions						
11.a Extending Reduced Gross Tonnage to Crew Spaces						
1 Do not consider this issue as a tonnage-related matter.	8	1	2	4	1	Agree
2 Limit reduced gross tonnage for crew spaces to those ships to which the Maritime Labour Convention applies.	3	7	3	2	1	Agree with Changes
3 Develop an Assembly resolution to implement crew space reduced gross tonnage. Compulsory preferred.	4	1	5	4	2	Neither Agree/Disagree
4 Develop an Assembly resolution to implement crew space reduced gross tonnage.	7	2	3	3	1	Agree
5 Address this issue by providing minimum acceptable standards in other Conventions.	7	1	3	3	2	Agree
11.b Calculating a Reduced Gross Tonnage Parameter for Crew Spaces						
1 Apply the K _v factor to total volume less the volume of spaces for the accommodation or provision of the crew.	4	5	3	4	0	Agree with Changes
2 Do not consider this issue as a tonnage-related matter.	8	1	1	5	1	Agree
3 Apply the K _v factor and a K _c factor to number of crew rooms to which the Maritime Labour Convention applies.	4	3	2	6	1	Disagree
4 Develop specific rules for crew spaces.	7	2	3	2	2	Agree
5 Develop specific eligibility criteria for crew spaces to ensure they meet minimum standards to benefit mariners.	7	2	4	2	1	Agree
6 Define crew spaces in terms of those used only by the crew, excluding spaces for navigation.	3	4	6	2	1	Neither Agree/Disagree
11.c Use of Multiple Reduced Gross Tonnage Parameters						
1 Show each reduced tonnage and total reduced tonnage on the ITC.	9	2	2	1	2	Agree
11.d Treatment of Crew Accommodation Spaces						
1 Exclude all crew spaces from tonnage through corresponding amendments to the Convention.	4	1	1	9	1	Disagree
2 List crew accommodation, ballast and other spaces on the ITC, if spaces needed for International compliance.	3	3	4	4	2	Neither Agree/Disagree
3 Develop framework for ITC remarks to list volumes under various reduced gross tonnage provisions.	3	3	7	2	1	Neither Agree/Disagree
4 Assimilate reduced gross tonnage values for segregated ballast tankers; show final value for containerhips.	3	2	6	4	1	Neither Agree/Disagree
12. Certificate Exemptions						
12.a Single Voyage Exemption						
1 Allow use of simplified tonnage formula for single voyage of delivery to flag State.	4	1	4	4	3	Agree
2 Allow use of simplified tonnage formula for single voyage of delivery to flag State, with exemption certificate.	4	0	4	5	3	Disagree
13. Cargo Spaces (Addendum)						
13.a Including Cargo Spaces in Tonnage						
1 Amend Convention definition of cargo space to reflect changes in ship design since the late 1960's.	2	0	3	4	7	Disagree

NOTES:

- The numbering of proposals corresponds to the order in which they appear under each in the Round 1 Questionnaire.
- Consensus categorization per "Ranking Ordinal Scales Using the Consensus Measure", Issues in Information Systems, Volume V1, No. 2, 2005.
- Scores adjusted to reflect that the "Agree" block on the blank Questionnaire form was inadvertently checked. Responses adjusted to null if responses before and after were null.

With Consensus	With Moderate Consensus	Without Consensus
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